

# Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

**Chapter:** General

**Section:** General

**Submission Number:** 3 - 4 **Submission Type:** Support

**Submitter:** RPTP0003

**Submission Summary:** Generally in support of RPTP providing it leads to action.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:**

**Submission Number:** 8 - 1 **Submission Type:** Support in Part

**Submitter:** RPTP0008

**Submission Summary:** The submission:  
 \* Recognises the crucial role of public transport in achieving mode shift and regional carbon reduction goals.  
 \* Commends the SmartGrowth partners on the development of the Urban Form and Transport Initiative's (UFTI) Connected Centres programme together with the Transport Systems Plan (TSP) which provide the Western Bay of Plenty sub-region with a clear roadmap in relation to integrated multi-modal transport priorities to achieve better urban form and placemaking, whilst protecting key freight corridors.  
 \* Challenges Council and its partners to think and act more boldly to deliver the innovative solutions needed to improve customer experience, encourage mode shift and play a leadership role in reducing transport emissions. It is apparent that public transport in the BOP is declining in effectiveness – change is a must

**Decision Sought:** Priority One supports the direction of the Draft Bay of Plenty Regional Public Transport Plan 2022-32, but challenges the Council and its partners to think and act more boldly in the delivery of public transport.

Specific relief sought includes:  
 \* Modernising the approach to public transport; with use of new technology and assets to deliver an improved customer experience.  
 \* Suggests the consolidation of parties involved in the delivery of public transport may help enable this change.

**Committee Decision:** Accept in Part

**Committee's Response:** Boldness  
 We recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.

Add vision statement to front of RPTP.

Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.

Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise:

- The highly dynamic and constantly changing operating environment.
- The need for public transport agencies to be flexible and nimble in response.
- Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.
- The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.

Consolidation of functions

While determining functional responsibilities for public transport is largely beyond the scope of matters that can be addressed within a Regional Public Transport Plan (RPTP), the Plan does include the following key focus area for next three years:

- Collaborative - We will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs.

We note that the Tauranga Public Transport Joint Committee is proving to be a successful

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initiative for the integration of public transport matters in Tauranga city. The Regional Council, through the Public Transport Committee, is also committed to championing public transport throughout the region.

Furthermore, the Regional Council is certainly open to further discussions with partners around new models of public transport delivery and the RPTP provides an enabling framework for their consideration.

Innovation

Policy 3.5 (Innovation and technology) supports proactively working with partner organisations to improve our collective capacity to evaluate, and where appropriate, adopt new innovations and technological improvements as they emerge.

The Regional Council will continue to work through established regional sector groups to identify, assess, trial and adopt viable new public transport technologies and innovations.

**Submission Number:** 19 - 1 **Submission Type:** Support

**Submitter:** RPTP0019

**Submission Summary:** I am in agreement with the proposals in the RPTP.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain general direction of the RPTP.

**Submission Number:** 30 - 1 **Submission Type:** Support in Part

**Submitter:** RPTP0030

**Submission Summary:** The Regional Public Transport Plan acknowledges that transformational change is needed to address the current pressures to the transport system in the region and to prepare for predicted increasing pressures, as things will get worse with the projected population growth. The planning is strong overall but I feel the set plan is not aspirational enough to deliver the goals of the Urban Form and Transport Initiative (UFTI).

High reliance on private vehicle use is behaviourally normative in the region. It would be extremely hard to increase travel by public transport, walking and cycling in the region without creating a clear set of strategies to decrease travel by car and making other modes of transportation behaviourally normative. The plan should more explicitly show the actions to increase barriers to car use (e.g., tax increases, less and more expensive parking, lower number of road lanes for single-occupant cars) while increasing benefits of public transportation and active modes (e.g., lower cost, priority lanes for buses and bicycles, better bus connections). This is a great opportunity to take bold action as the time is now!"

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Aspirational - we recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.

Add vision statement to front of RPTP.

Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.

Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise:

- The highly dynamic and constantly changing operating environment.
- The need for public transport agencies to be flexible and nimble in response.
- Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.
- The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.

We accept the submitter's sentiment and agree that improved public transport must be delivered in conjunction with a series of measures that make single occupancy vehicles a less attractive option in our urban areas if we are to achieve the mode shift goals of the Plan (and the transformative change envisaged in UFTI).

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See for example the following policies and their associated actions in the RPTP:

Policy 1.2 Targeted interventions in urban areas

Policy 1.3 Travel demand management

Policy 1.7 Transport pricing

Policy 3.7 Service performance

Policy 4.6 Rapid transit

Policy 7.4 Fares and parking policy

We must also bear in mind the scope of a Regional Public Transport Plan as set out in legislation and recognise that responsibilities for these matters lie with a number of different agencies. That said, the Regional Council is committed to working collaboratively with partner agencies in the delivery of the range of measures which will be required to achieve the desired change.

<b>Submission Number:</b>	35 - 7	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0035		
<b>Submission Summary:</b>	The only pamphlet I have seen has 14 pages.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	The full draft of the RPTP (74 pages) and a summary document (14 pages) are both available at: <a href="http://www.participate.boprc.govt.nz/regional-public-transport-plan">www.participate.boprc.govt.nz/regional-public-transport-plan</a>		
<b>Submission Number:</b>	36 - 7	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0036		
<b>Submission Summary:</b>	Whilst Envirohub supports the Strategy, our overall comment would be that the plan lacks a message of urgency. Council activities tend to be incremental, but, given the need to reduce carbon emissions and the very large role that the private car plays in achieving success in this area, we should take a more ambitious approach with the vision, actions and targets and timelines. Maybe a step change is required??		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Aspirational - we recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.  Add vision statement to front of RPTP.  Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.  Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise: <ul style="list-style-type: none"> <li>• The highly dynamic and constantly changing operating environment.</li> <li>• The need for public transport agencies to be flexible and nimble in response.</li> <li>• Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.</li> <li>• The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.</li> </ul>		
<b>Submission Number:</b>	40 - 8	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0040		
<b>Submission Summary:</b>	Regular passenger services last ran between Hamilton and Tauranga in 2001. The demise of the "Kaimai Express" came about because of insufficient demand to meet service operating costs, at a time when rail was not strongly supported by central government policy. Since then, the East Coast Main Trunk Line (ECMTL) has become the country's busiest for freight usage, with Port of Tauranga generating the demand.  Waikato Regional Council has delivered the first phase Te Huia service (funded jointly with Waka Kotahi) and has plans to significantly develop the future rail network between Hamilton		

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and Auckland. With both Hamilton and Tauranga growing rapidly as part of the Upper North Island "Golden Triangle", and emissions reductions top of the government agenda, the time seems right to seriously investigate re-introduction of passenger services between Hamilton and Tauranga.

This submission to the Bay of Plenty Regional Public Transport Plan (RPTP) consultation draft has been prepared by a group of community-focussed professionals who are interested in investigating a co-operative model for planning, funding and operating a passenger rail service between Tauranga and Hamilton (with onward connections into Auckland via the Te Huia service).

The RPTP represents an opportunity for Bay of Plenty Regional Council (BoPRC) to provide in-principle support for this initiative and ensure that it is aligned with RPTP objectives. We should emphasise that this support does not mean we expect a passenger rail service to be delivered without going through a robust business case process. This process will be required in order to understand how passenger rail services can be integrated with future rail freight services, without negatively impacting on them.

The Waikato draft RPTP contains a clear well-explained and deliverable set of aspirations for passenger rail. Included in these aspirations are proposals for links to Tauranga, specifically:

- \* Advocate and support rail track improvements between Auckland, Hamilton and Tauranga; and

- \* Support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga.

The Waikato draft RPTP therefore contains greater detail on links to Tauranga than the Bay of Plenty RPTP. The concern in some quarters is that BoPRC has a perceived conflict of interest, given its part ownership of the Port of Tauranga and consequent emphasis on prioritising rail freight. We believe there should not necessarily be any such conflict if BoPRC commits to exploring improving infrastructure for passenger rail as part of plans to increase capacity for freight at the same time.

The attached presentation and article by rail expert Michael van Drogenbroek provides clear evidence that there are plenty of opportunities for regions to pursue inter-regional passenger rail, if there is strong political and senior officer leadership coupled with a willingness to work across regional borders. Our concern is that the Bay of Plenty risks being left behind and relegated to the status of a minor economic player in the New Zealand knowledge economy unless it becomes fully committed to playing its part in the revival of inter-regional rail.

We would also like to see much stronger links between transport and spatial planning, with intensive development areas around potential passenger rail stations (for example in the centre of Tauranga) being given much greater emphasis in the future Regional Spatial Strategy (RSS).

Key point of submission:

The final RPTP and delivery programme should provide greater evidence of leadership in promoting future passenger rail and both the political and senior officer (Chief Executive and General Manager) level. At present this leadership is behind that being demonstrated in the Waikato region.

This leadership should include undertaking to work with Waikato Regional Council to jointly promote passenger rail improvements, and also producing its own passenger rail strategy.

The next RLTP should clearly articulate the passenger rail strategy and outline funding proposals for business case work to take forward inter-regional passenger rail.

The future RSS should thoroughly investigate policies, plans and delivery strategies which cluster development around passenger rail stations.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.

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The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.

Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

The Regional Council is very keen to learn from the Waikato Regional and Greater Wellington Regional Councils about their approaches to engaging with the rail sector and promoting inter-regional passenger rail.

We note with interest that the Transport and Infrastructure Committee has opened an inquiry into the future of inter-regional passenger rail in New Zealand and the terms of reference specifically identify Tauranga and the Making Rail Work report. We look forward to the outcomes of that inquiry.

Comments on the next RLTP and future RSS have been noted and will be referred to those processes for consideration.

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<b>Submission Number:</b>	42 - 12	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>The Draft BOP Regional Public Transport Plan provides a good framework to support the much needed transition of our transport system from a high carbon, car-based model to low carbon, multimodal transport system.</p> <p>This plan effectively proposes incremental improvements in the current fixed route bus system for the next ten years. We believe a step-change is needed to attract large numbers of new bus users.</p> <p>Given the ongoing plans for low-density development, we contend this will need to include flexible on-demand services, as well as rapid transit routes and other key bus routes.</p> <p>We urge you in particular to:</p> <ul style="list-style-type: none"><li>• Increase the portion of transport funding spent on public transport</li><li>• Increase the PT mode share target, to support the regional carbon target of -25% by 2030</li><li>• Implement parking policies to better support PT patronage</li><li>• Implement rapid transit style services between Tauranga CBD and Papamoa East</li><li>• Fast-track better intraregional bus services between Tauranga, Rotorua and Whakatane</li><li>• Be bold and innovative, including implementing attractive fares and on-demand services</li></ul> <p>Finally, we'd like to remind (or inform) you of the five goals put forward in the TTAP (Tauranga Transport Alignment Project) proposal in 2018 (before UFTI), which was supported by 21 Tauranga community organisations including iwi, DHB, Tourism BOP and Chamber of Commerce.</p> <p>We contend that these goals align well with our current submission and are still highly relevant in regards to how to apply this RPTP to the Tauranga-Western BOP sub-region.</p> <ol style="list-style-type: none"><li>1. Develop a "Congestion Free" PT Network along key rapid transit corridors or "spines", so that travel by bus is faster and cheaper than by car at peak times.</li><li>2. Free bus fares for children (and elderly) – no charge for school-age children on all buses across Tauranga-Western BOP.</li><li>3. Address congestion points in roading network based on a multi-modal approach e.g. Omokoroa interchange, Tauriko, etc.</li><li>4. Complete Tauranga City arterial cycleways network by 2030.</li></ol>		

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5. Implement a comprehensive Demand Management programme, including integrated parking policy, rideshare apps, micro-mobility solutions, equitable road pricing policies, on-demand PT services and MaaS.

We note #2 above was (almost) achieved, so urge councils to implement the other points ASAP.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** We note the general alignment between the overarching points raised by the submitter and the policy framework in the RPTP. See other sections for responses to more detailed submission points.

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**Submission Number:** 47 - 6

**Submission Type:** Support

**Submitter:** RPTP0047

**Submission Summary:** Kainga Ora is generally supportive of the overall direction of the Transport Plan in that it:  
a) Seeks to meet the access needs of smaller urban centres and rural communities;  
b) Integrates the delivery of public transport services and infrastructure in support of urban land use transformation;  
c) Promotes easy to use public transport that is accessible to existing and potential customers; and  
d) Recognises that the future strategies for each sub-region within the Bay of Plenty region focusses on the delivery of the Connected Centres programme as described in the Western Bay of Plenty Urban Form and Transport Initiative ("UFTI").

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain overall direction in RPTP.

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**Submission Number:** 55 - 4

**Submission Type:** Seek Amendment

**Submitter:** RPTP0055

**Submission Summary:** We acknowledge the contents of this submission raise some broader transport planning issues, potentially out of scope for the Regional Public Transport Plan (RPTP). Nevertheless, it's important to start somewhere.

Our primary reason for making this submission is to help ensure there is balanced pragmatism in addressing the region's transport needs that impact businesses, employees, and residents. We appreciate the RPTP sits at the bottom of an overly complex transport planning hierarchy and framework. We are happy to support BOPRC in working through these matters.

As we submitted to BOPRC in May 2022, transport congestion will only worsen as the Western Bay of Plenty's population grows. The sub-region's ability to manage peak commuter congestion will be dependent on a mix of future land use planning, better corridor planning, technology, and other demand management tools. There needs to be greater coordination between Tauranga City Council, Western Bay of Plenty District Council, BOPRC, and Waka Kotahi NZ Transport Agency in the immediate future.

As part of the upcoming Future for Local Government review, the Chamber will be asking questions about who is best placed to deliver the passenger transport solution. The current split model results in counterproductive finger-pointing between the organisations. Conflict between public agencies is fundamentally a leadership issue, where leaders need to take ownership of this complex issue to achieve good outcomes.

The public must have trust in the agency/s to deliver outcomes before other initiatives, such as congestion charging, will be politically accepted.

Overall, this Plan is largely a tweaked version of earlier editions, based on the current, outdated local government operating model. It restates what the community already knows about public transport challenges in the Bay of Plenty, yet has only made minor tweaks to the existing delivery model – that have arguably achieved negligible progress towards the intended objectives. After a series of public transport trials, various learnings from discounted ticket pricing, and a lot of stakeholder workshops, there were expectations we would see new approaches in this Plan.

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<b>Decision Sought:</b>	Re-assess which entity is the right organisation to deliver/lead passenger transport services, to address peak hour traffic congestion in a seamless, integrated manner with infrastructure delivery.
<b>Committee Decision:</b>	Comment Noted
<b>Committee's Response:</b>	<p>While determining functional responsibilities for public transport is largely beyond the scope of matters that can be addressed within a Regional Public Transport Plan (RPTP), the Plan does include the following key focus area for next three years:</p> <ul style="list-style-type: none"> <li>• Collaborative - We will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs.</li> </ul> <p>We note that the Tauranga Public Transport Joint Committee is proving to be a successful initiative for the integration of public transport matters in Tauranga city. The Regional Council, through the Public Transport Committee, is also committed to championing public transport throughout the region.</p> <p>Furthermore, the Regional Council is certainly open to further discussions with partners around new models of public transport delivery and the RPTP provides an enabling framework for their consideration.</p>

<b>Submission Number:</b>	56 - 7	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	<p>The plan Review document, is I would suggest not a Plan Review at all, there appears to be no underlying plan to review, just a list of 'nice to's' and good objectives. Virtually no indication of what WILL happen and WHEN!</p> <p>If the plan and the review is to have any value, it must actively propose a PLAN, not a series of options. It is after all some 5 years since UFTI, and that established, at significant cost, that it was vital to:</p> <ul style="list-style-type: none"> <li>• Densify our urban centres</li> <li>• Improve public transport within and between these centres</li> <li>• Develop new and varied public transport systems to provide system resilience.</li> </ul> <p>Since then I am not sure we have made any progress in the right direction, inevitably the system has become more congested, climate change is clearly visible and the need to reduce carbon emission even more evident and urgent that it was then.</p> <p>I Would like to note, that I entirely support the submission filed by Wednesdays Challenge. I will just focus on a few points that I view as being urgent, not all included in the WC submission.</p>		

<b>Decision Sought:</b>	
<b>Committee Decision:</b>	Comment Noted
<b>Committee's Response:</b>	<p>The Regional Public Transport Plan (RPTP) review process is concerned with reviewing the existing RPTP (2019). This can be found at the following link: <a href="http://www.participate.boprc.govt.nz/regional-public-transport-plan">www.participate.boprc.govt.nz/regional-public-transport-plan</a>.</p> <p>As stated in the RPTP, our future strategy for Tauranga and the Western Bay of Plenty sub-region focuses on delivering the public transport components of UFTI Connected Centres and the TSP. The role of the RPTP is to frame up policies and actions to assist with operationalising the agreed future public transport strategy for the sub-region in UFTI.</p> <p>Please see detailed responses to Wednesday Challenge submission points.</p>

<b>Submission Number:</b>	58 - 11	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0058		
<b>Submission Summary:</b>	<p>Open Day</p> <p>Older people and people with disabilities are sometimes reluctant to take public transport not only because of changes in their health, but also because of the challenges that public transport poses to them.</p> <p>People who have used public transport throughout their lives are usually more open to considering different transport options than people who have always used the car as their main mode of transport, and may see public transport as inconvenient and complicated due to their lack of experience with it. An open day with free travel doing the circuit of the Whakatane and Ohope, as well as the Tauranga and Mt Maunganui route may see people</p>		

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more open minded as well as promote the bus service to all locals.

We are happy to assist in facilitating this open day.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** We thank you for your offer to assist with facilitating an open day to raise awareness of, and familiarity with, public transport. The Regional Council looks forward to engaging further with the Disability Resource Centre Trust on this idea.

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**Submission Number:** 61 - 5 **Submission Type:** Support

**Submitter:** RPTP0061

**Submission Summary:** Easing traffic congestion and improving roading efficiency is an important element of decarbonising road transport. No transport operator wants to be idling in traffic-jams. This can be achieved through public transport investment, smart traffic management and reducing unnecessary private vehicle trips.

Transporting New Zealand will shortly officially launch the Green Compact, its roadmap for decarbonising commercial road transport by 2050. In April 2022 it adopted the International Roading Union's (IRU) "Green Compact" on emission reduction. The Compact establishes five decarbonisation pillars: alternative fuels, efficient logistics, collective mobility, vehicle technologies and driver training. To reflect New Zealand's unique operating environment, Transporting New Zealand has added a sixth pillar: designing infrastructure to lessen emissions.

The Compact's third pillar is collective mobility and the stated objective of this pillar is: Moving people from their private cars to collective means of transport, including public bus transport and private coach and taxi services, coupled with a clear enabling legal framework in support of collective mobility, will help the transport industry reduce CO2 emissions.

Given the above context Transporting New Zealand broadly support the promotion and encouragement of public transport and welcome Bay of Plenty Regional Council's efforts to improve this area.

In summary, we are broadly supportive of the RPTP and we look forward to further work and evidence that the investment and opportunity cost analysis supports the implementation activities.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** We note the submitter's general support for the RPTP and welcome the recognition of public transport's role in reducing emissions and contributing to wider transport outcomes.

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**Submission Number:** 62 - 4 **Submission Type:** Neutral

**Submitter:** RPTP0062

**Submission Summary:** On focus group 6-7 years ago; suddenly disbanded; we had some good ideas then. Made comments in a previous submission that things were badly managed; never heard back.

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** We thank you for your ongoing support and feedback on actions we can take to improve bus services in Rotorua. We look forward to receiving more input from you in the future.

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**Submission Number:** 64 - 1 **Submission Type:** Seek Amendment

**Submitter:** RPTP0064

**Submission Summary:** The submission raises issues of accessing public transport with disability/service assistance dogs.

The submission covers the following matters:

- \* Personal experiences of being denied access to public transport with a service dog.
- \* Notes other instances reported in the media access being denied.



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- \* Cites examples of people with disabilities' personal experiences and the challenges they face in accessing public transport.
- \* Notes legislative and legal requirements.
- \* Notes safety issues with animals that aren't certified disability/service assistance dogs.

**Decision Sought:** 1. I haven't seen anything about Disability Dog in your Draft. If I Missed it can you show it to me please?  
2. Is there any charge for Disability Dog to go on Public transport? I hope not.

**Committee Decision:** Refer

**Committee's Response:** We thank you for your submission and commend your ongoing efforts to raise awareness of disability/service assistance dogs and some of the issues the dogs and their owners face in accessing public transport.

Recommend a review of the Regional Council's current operating procedures relating to disability/service assistance dogs and adding an appropriate reference to the final RTP.

We have also referred the submission to the Regional Council public transport operations team, along with a recommendation to raise awareness with operators that disability/service assistance dogs with the appropriate identification have the right to access public transport services. We will also recommend that a 'Mystery Shopper' exercise with a service dog be considered in the region.

<b>Submission Number:</b>	65 - 1	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0065		
<b>Submission Summary:</b>	<p>Submission includes analysis of New Zealand's green-house gas emission by sector. Notes:</p> <ul style="list-style-type: none"> <li>* Electrification of the transport sector could in principle reduce the transport component by half if all vehicles on NZ roads could be converted to battery electric vehicles (BEV) utilizing clean (zerocarbon) electricity.</li> <li>* Transport accounts for about half of the energy-related emissions, or about 50% of 39%. In other words about 20% of total emissions. Of this 20% about 33% is due to heavy transport vehicles and about 66% is due to passenger vehicles. So passenger vehicle transport accounts for only about 13% of our total emissions.</li> </ul> <p>If we assume that we want to get this 13% value down to zero, as indeed we should, then the options are the following:</p> <ol style="list-style-type: none"> <li>1) Get people out of cars and using a combination of active transport (walking, cycling etc) and/or public (mass) transport and/or small-format electric mobility.</li> <li>2) Electrify the entire ICE-based heavy- and passenger-vehicle fleet. This can be done in a number of ways including through the use of hybrid vehicles, battery electric vehicles (BEV) or hydrogen fuel cell vehicles, hydrogen-based ICE-engine vehicles and combinations thereof. None of the above is going to be easy given the dilute nature of the NZ population and the affinity that the NZ population has for cars in this country. We have the third highest rate of car ownership in the world.</li> </ol> <p>Considering first 1) above it is clear that in order to encourage people to transition from the use of passenger vehicles to public transport is going to take extreme measures. Pivotal will be the need to make public transport a compelling option. This will require near negligible cost, high frequency and a dense network. In regards to the last of these points, I would argue that there is no point taking public transport if it is going to leave you kms from your destination. For older people especially, this is simply nonsensical.</p> <p>In regions with sparse populations, as is the case in the EBOP, it is clear that central government has to play a major role in giving the right incentives and given its deep pockets. It cannot be left to the regions to solve this problem.</p> <p>In townships such as Whakatane that have a diameter of only about 3 km, electric scooters and/or electric mobility scooters is an important part of the solution, not just for the elderly but also for younger people. Operating such electric scooters is virtually gratis and their use is compelling. We in Grey Power have recently promoted their use in our newsletter in the local paper (see below).</p> <p>Incidentally, you will see that in this section of our newsletter there is an advert for the two-wheel electric scooter which is a good solution for the younger folk. Unfortunately, getting the multitude of younger folk that are travelling around in mammoth utes such as the Ford Ranger, Toyota Hilux, VW Amarock etc is going to be extremely challenging.</p> <p>In terms of 2) above, it is imperative that when considering a transition to conventional ICE-vehicles to BEVs or other low-emissions options, that accurate Life Cycle Assessments</p>		

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(LCA) are available. LCAs are however prone to large uncertainties and so extreme care needs to be applied here. The subsidization of the purchase of BEV's by making available a government subsidy is all very well, however, this benefits the wealthy rather than less wealthy folk.

There is a serious need here to consider the issue of equity.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** We note the following in response to the points raised in the submission:

1) Challenges – the three key challenges identified in the RPTP are:

- \* Achieving mode shift
- \* Meeting the access needs of smaller urban centres and rural communities
- \* Climate change and reducing emissions

We note these align closely with challenges raised in the submission. Note: new (fourth) challenge 'funding our network' added to RPTP following submissions.

2) Cost/frequency/density (of public transport)

\* Policy 1.1 (Frequent and reliable services) prioritises the delivery of more frequent and reliable services on key urban corridors.

\* Policy 2.2 (Service classifications) and Policy 2.3 (Service optimisation) are designed to concentrate service provision where existing/forecast demand is highest.

\* The fares and pricing policies in section 4.2.7 seek to achieve an equitable fare and pricing system that attracts new customers and rewards frequent use.

3) Electric scooters

Policy 4.2 (Modal Integration) supports integration of public transport and other modes (including micro mobility options) through the provision of appropriate facilities and infrastructure. Setting more specific objectives for electric scooters lies outside the scope of a Regional Public Transport Plan which is primarily concerned with public transport provision (while recognising the important relationships that exist between public transport, land use and other modes).

4) Transitioning to zero emission public transport

Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

### Chapter: Part 2: Context

#### Section: 2.1.1 Relationship between plans

**Submission Number:** 12 - 1 **Submission Type:** Seek Amendment

**Submitter:** RPTP0012

**Submission Summary:** The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in are addressed in the final RPTP.

Provide context around He Mauri Ohoooho being the Maori Economic Development Strategy for the Bay of Plenty.

**Decision Sought:** Add 'Maori Economic Development Strategy' to the diagram in Figure 2.

**Committee Decision:** Accept

# Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

Committee's Response: Name added.

## Section: 2.1.3 Bay of Plenty Regional Land Transport Plan 2021-2031

Submission Number: 61 - 6 Submission Type: Neutral

Submitter: RPTP0061

**Submission Summary:** We acknowledge this consultation is in regard to the Regional Public Transport Plan (RPTP) however, referring to pages 13 and 14 of the RPTP, we see that the Regional Land Transport Plan (RLTP) identifies five key regional transport priorities of which number 4 is: Te tautoko i te tupunga a-rohe Supporting regional growth, Headline target: Maintain or improve travel time predictability, from a 2020 baseline, for freight movements on the primary freight network (road and rail) inter-peak by 2030.

We have concern that the target in 3.1 above refers to "maintain or improve" whereas the Government policy statement on Land transport 2021 – 2031 is to "improve freight connections". We see travel time predictability as an important contributor to improving freight connections therefore we would be disappointed if there was no improvement in travel time predictability as an outcome of the RPTP.

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** This headline target in the RLTP was derived from analysis undertaken as part of the Urban Form and Transport Initiative (UFTI) and Western Bay of Plenty Transport Plan (TSP) processes in Tauranga and the Western Bay of Plenty sub-region. UFTI and TSP were collectively developed with a range of stakeholders in the sub-region, including the Port of Tauranga.

The submission has been noted and referred to the RLTP review process for further consideration.

## Section: 2.2 Funding

Submission Number: 42 - 13 Submission Type: Seek Amendment

Submitter: RPTP0042

**Submission Summary:** Our key concern is that BOP Regional Council and TAs grasp the underfunding of public transport in the BOP region, when compared to larger metro cities.

Taking the BOP figures from the 2021 RLTP, the BOP region has the lowest spend on public transport out of the six 'metro regions' as a percentage of total transport expenditure. It also has the lowest PT opex spend on a per capita basis, when including only centres with a population of over 50,000 people, and equal lowest on a per capita basis with Waikato when including the total (urban and rural) population.

The punchline: You need to invest more to deliver a PT system that is attractive enough to get people out of cars and onto buses in large numbers.

Lack of Financial Information and Data - it is difficult to give informed feedback without all the necessary information. We would like to have seen full financial information for existing services included in this draft plan, as some other Regional PT Plans have done. The Draft Waikato PT Plan at least has some of that information.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The purpose of a Regional Public Transport Plan (RPTP) is set out in the Land Transport Management Act. This is:  
(a) a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and  
(b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and  
(c) a statement of—  
(i) the public transport services that are integral to the public transport network; and  
(ii) the policies and procedures that apply to those services; and  
(iii) the information and infrastructure that support those services.

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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The RPTP is primarily a policy document, setting the policy framework for the delivery of public transport in the region. The approach in this region (and other regions in New Zealand with Regional Public Transport Plans) is to set funding levels for public transport (both infrastructure and services) in the Long Term Plans and Annual Plans of the respective organisations with public transport functions. The Bay of Plenty Regional Council forecasts funding and sets rates for public transport operations in its Long Term Plan.

We accept that more financial information could be added to the RPTP to provide more clarity.

Add forecast public transport operational funding and \$ amounts to the RPTP.

Add text noting future investment in public transport will need to be scaled up significantly to meet ambitious new mode shift and emissions reduction targets. Analysis of the gap between current funding levels and future requirements will be undertaken once we have a clearer picture of the implications of the new targets.

We also note that the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas has the most comprehensive, detailed breakdown of financial and patronage information for public transport in the region. We will ensure this is readily accessible on the Regional Council website.

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<b>Submission Number:</b>	45 - 7	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	There is good detail on fare policy in the plan but not on funding generally. S124 of the LTMA requires a council to consider the public transport funding likely to be available within a region.  Recommendation – funding information and costs should be incorporated into the plan outlining as much as possible a 10-year programme for service costs.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	We accept that more financial information could be added to the RPTP to provide more clarity.  Add forecast public transport operational funding and \$ amounts to the RPTP.  Add text noting future investment in public transport will need to be scaled up significantly to meet ambitious new mode shift and emissions reduction targets. Analysis of the gap between current funding levels and future requirements will be undertaken once we have a clearer picture of the implications of the new targets.		

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<b>Submission Number:</b>	56 - 8	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	Much is made of the need for a clear 'business case' for a specific public transport project. I do not believe that in itself, and public transport projects needs to be in any way 'profitable' except in its contribution to the community through: <ul style="list-style-type: none"><li>• Reduced congestion.</li><li>• lower CO2 emission.</li><li>• Improved economic/business outcomes</li><li>• Improved health and social issues</li></ul>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	The development of a robust business case is a prerequisite to securing national funding for public transport services in the region. A cost benefit analysis is undertaken as part of detailed business case planning. The nationally prescribed cost benefit framework for transport investment includes consideration of both monetary and non-monetary costs and benefits (i.e. the latter being broader or less tangible outcomes that cannot be monetised).		

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<b>Submission Number:</b>	57 - 5	<b>Submission Type:</b>	Neutral
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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

<b>Submitter:</b>	RPTP0057
<b>Submission Summary:</b>	Paying for [the submitter's suggestions on: mode shift, passenger rail; zero emission public transport; regional services] with a fuel tax would be ideal to reduce the incentive to travel by car, or through rates.
<b>Decision Sought:</b>	
<b>Committee Decision:</b>	Accept in Part
<b>Committee's Response:</b>	<p>Add additional challenge: 'Challenge 4: Funding our network' highlighting disparity between current funding levels and what will be required to achieve our network aspirations. Note that local authorities will not be able to fund the future levels required and a step change in central government funding will be critical to achieving the aspirational targets in this Plan. Also note the overly complex funding environment and the limited funding mechanisms at local government's disposal.</p> <p>We note Policy 1.7 (Transport pricing) supports investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.</p>

<b>Submission Number:</b>	63 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0063		
<b>Submission Summary:</b>	<p>The draft plan does not give me confidence that the Regional Council and its various partners will deliver the public transport system needed by the Bay of Plenty, and in particular, the city of Tauranga.</p> <p>The statement in the foreword (p7) that "The Bay of Plenty currently benefits from a well developed public transport system" seems to be at odds with the reality experienced by the residents of Tauranga, and fly in the face of their declining patronage. In short, the claim of a "well developed public transport system" is delusional.</p> <p>In section 2.2 Putea/Funding (p14), there are no actual 'financials', and even the 'percentages' have no nominal financial reference point. Further, there are no benchmarks.</p> <p>The majority of the remainder of the document comprises various lists, including:</p> <ul style="list-style-type: none"> <li>• Challenges</li> <li>• Opportunities</li> <li>• Developments (i.e. past or current actions)</li> <li>• Objectives</li> <li>• Focus Areas</li> <li>• Policies</li> <li>• Actions</li> <li>* Performance Measures</li> </ul> <p>Critique:</p> <p>While good intentions are evident in the many lists (as they will also be in the wish-lists that will be in many of the submissions), the plan lacks a number of key elements that any plan requires.</p> <p>IMHO, the biggest 'miss' is the lack of any associated costs. I would encourage the 'authors' of the plan to look at the plan of their colleagues in the Waikato as an example of how to include at least some key 'financials'.</p> <p>Without financials, it is difficult for submitters to evaluate the relative merits of the many proposals, and indicate their preferred trade-offs. This is s.o.p. for annual plans and long-term plans – why would it not be done for a public transport plan?</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>The purpose of a Regional Public Transport Plan (RPTP) is set out in the Land Transport Management Act. This is:</p> <p>(a) a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure; and</p> <p>(b) an instrument for engaging with the public in the region on the design and operation of the public transport network; and</p> <p>(c) a statement of—</p> <p>(i) the public transport services that are integral to the public transport network; and</p> <p>(ii) the policies and procedures that apply to those services; and</p> <p>(iii) the information and infrastructure that support those services.</p>		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

The RTPP is primarily a policy document, setting the policy framework for the delivery of public transport in the region. The approach in this region (and other regions in New Zealand with Regional Public Transport Plans) is to set funding levels for public transport (both infrastructure and services) in the Long Term Plans and Annual Plans of the respective organisations with public transport functions. The Bay of Plenty Regional Council forecasts funding and sets rates for public transport operations in its Long Term Plan.

We accept that more financial information could be added to the RTPP to provide more clarity.

Add forecast public transport operational funding and \$ amounts to the RTPP.

Add text noting future investment in public transport will need to be scaled up significantly to meet ambitious new mode shift and emissions reduction targets. Analysis of the gap between current funding levels and future requirements will be undertaken once we have a clearer picture of the implications of the new targets.

We also note that the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas has the most comprehensive, detailed breakdown of financial and patronage information for public transport in the region. We will ensure this is readily accessible on the Regional Council website.

### Section: 2.3 Challenges and opportunities

<b>Submission Number:</b>	3 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0003		
<b>Submission Summary:</b>	Agrees with opportunities. Notes importance of improving infrastructure and making public transport competitive with private vehicles.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain opportunities.  We note that the Regional Council has accepted a recommendation to consider investigating potential co-investment opportunities in public transport infrastructure with the region's territorial local authorities (city and district councils).		

<b>Submission Number:</b>	5 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0005		
<b>Submission Summary:</b>	Agrees with opportunities.		
<b>Decision Sought:</b>	Special Events Seeks measures to incentivise people from using cars e.g. free services in conjunction with major events.		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	We recognise that public transport increases accessibility to events and can mitigate the impacts of congestion caused by the movement of attendees. Services to special events can also provide wider opportunities for marketing the public transport system and exposing non-users to the benefits of using public transport.  Add a new Policy 2.11 (Special events) setting out when the Regional Council will consider providing public transport support for special events.  Add a new action to 'Service planning and design' to develop a set of more comprehensive criteria for when the Regional Council will provide support for public transport to special events.		

<b>Submission Number:</b>	14 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0014		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

**Submission Summary:** Strongly agrees with identified opportunities. Urban transformation and a more intensified form of residential development is dependent on effective public transport systems.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified opportunities. Note: new opportunity 'new public transport modes' added.

**Submission Number:** 15 - 1 **Submission Type:** Support

**Submitter:** RPTP0015

**Submission Summary:** Agrees with identified challenges and opportunities. Supports increased access to public transport for disabled people – identifies reach, cost and accessibility as key factors.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges and opportunities. Note: new challenge 'funding our network' and new opportunity 'new public transport modes' added.

**Submission Number:** 17 - 1 **Submission Type:** Support

**Submitter:** RPTP0017

**Submission Summary:** Agrees with aims. Due to car dependency/convenience fears passenger volumes won't increase until major impacts become personal (climate change events, costs). Notes need for greater public education and awareness.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain

**Submission Number:** 18 - 1 **Submission Type:** Support in Part

**Submitter:** RPTP0018

**Submission Summary:** Agrees with challenges and opportunities but seeking more specificity (e.g. reduce number of vehicles; improve safety of walking and cycling). Notes levers to discourage private vehicles (reduced parking/parking charges, road diets, prioritising streets for people not vehicles).

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The scope of the RPTP as a public transport plan means it must be primarily focused on the provision of public transport, while recognising its contribution to broader transport outcomes e.g. reducing vehicle numbers. As noted by the submitter, there are external levers that need to be delivered in conjunction with improved public transport to achieve these outcomes. The Regional Council is committed to working with partner agencies with other transport responsibilities to deliver integrated packages of activities.

**Submission Number:** 21 - 4 **Submission Type:** Support in Part

**Submitter:** RPTP0021

**Submission Summary:** Opportunities 1, 1, 2 – asks question how these will be achieved.

References On Demand Public Transport, need for more frequency/longer operating hours, centralised public transport hub (Tauranga) with amenities.

Agrees with Opportunities 4,7

Suggests less focus on Opportunities 5 and 6.

Requests consideration of other modes (e. rail, tramway, and ferries from Katikati/Omokoroa).

**Decision Sought:**

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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**Committee Decision:** Accept in Part

**Committee's Response:** Suggestions noted.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Service Frequencies/Operating Hours – Policy 2.2 (Service classifications) and Policy 2.3 (Service optimisation) set out desired levels of service (frequencies/operating hours) for different types of service providing there is sufficient actual/forecast demand.

Transport Hub (Tauranga) – The TSP programme in the future strategy section for Tauranga and the Western Bay of Plenty (4.1.1) includes provision for the development of a centralised public transport hub in Tauranga. The Regional Council is committed to working collaboratively with Tauranga City Council (TCC) on the development of this hub. Suggested amenities for the hub have been referred to TCC for consideration.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Trams (Rapid Transit) – Policy 4.6 and associated actions support a two-fold approach to rapid transit:

- i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and
- ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

Passenger Rail - Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional



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passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

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<b>Submission Number:</b>	23 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0023		
<b>Submission Summary:</b>	Agrees with challenges. Notes reducing congestion and improving quality of life for residents of the region should be high priority also.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenges. Note: new challenge 'funding our network' added.		

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<b>Submission Number:</b>	25 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0025		
<b>Submission Summary:</b>	Strongly agrees with challenges. We are in a climate change emergency. In order to minimise climate change we need to reduce emissions. In order to do this we must immediately push through a transformation in our public transport system. We need to achieve mode shift and connect people throughout the region so that cars are not a necessity.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenges. Note: new challenge 'funding our network' added.		

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<b>Submission Number:</b>	25 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0025		
<b>Submission Summary:</b>	Strongly agrees with opportunities. Must be transformative.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified opportunities. Note: new opportunity 'new public transport modes' added.		

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<b>Submission Number:</b>	26 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0026		
<b>Submission Summary:</b>	Strongly agrees with challenges and opportunities. Notes affordability (it needs to be cheap).		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenges and opportunities. Note: new challenge 'funding our network' and opportunity 'new public transport modes' added to final RPTP.		

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<b>Submission Number:</b>	27 - 2	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0027		
<b>Submission Summary:</b>	Strongly agrees with identified challenges.		

Notes UFTI description of a 'peninsula-based harbour topography'. A ferry service between

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

Tauranga, Mt and Omokoroa seems the most simple and risk free option. This could then be extended to include Katikati at a later date as demand increases. This would reduce the amount of traffic accessing some of those arterial roads needed for large vehicles. We have an amazing harbour, why aren't we using it?

In addition, light rail should be prioritised throughout urban Tauranga, as well as a rapid passenger service to Auckland and Hamilton. Park and ride facilities seem a no-brainer for our peri-urban communities.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'Funding our network' added to final RPTP.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Light Rail (Rapid transit) - Policy 4.6 and associated actions support a two-fold approach to rapid transit (light rail is a potential option):

- i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and
- ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

<b>Submission Number:</b>	31 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0031		
<b>Submission Summary:</b>	Strongly agrees with challenges.		

The Tauranga and Western Bay subregion needs a step change to the public transport system, that recognises the urgency of climate action and the right to equitable access for all citizens.

Significant reduction in CO2 are needed Tauranga / Western Bay will need to do their fair share, This can only be done by achieving mode shift to our current public transport system.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'Funding our network' added.

<b>Submission Number:</b>	31 - 2	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0031		
<b>Submission Summary:</b>	Strongly agrees with opportunities.		

Mode shift - there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population.

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Zero emission public transport - currently, the goal in this public transport plan is to decarbonise the fleet by 2035. This leaves the region vulnerable to fuel prices and increasing pressure to meet regional targets. Investing in smaller electric vehicles (vans) for an on-demand fleet will provide local resilience against rising fuel prices and lower overhead running costs over the long term. Electrifying this smaller fleet first gives time for new technology such as hydrogen, which may replace large electric buses within the next five-ten years.

On Demand Public Transport - flexible, On-Demand transport is the key to rapidly unlocking accessibility and connectivity in our large and spread-out neighbourhoods. A fixed route big bus service will never be able to have the frequency, reliability and coverage that will enable people to have a reasonable option to owning a car. Virtual bus stops within 200 metres of pickup location, or to the door for people with mobility issues. Connecting to and integrating with rapid transit routes across Tauranga, park n rides for the wider region, and transport connectors across the sub-region.

Ferry - fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works.

The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

<b>Submission Number:</b>	35 - 1	<b>Submission Type:</b>	Oppose
<b>Submitter:</b>	RPTP0035		
<b>Submission Summary:</b>	Strongly disagrees with challenges. The pamphlet is just full of loose statements It totally lacks any specifics. The stated objectives should have had a comparison with past objectives and targets met. I would suggest those objectives have not changed so what progress has actually been made?		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Decline		
<b>Committee's Response:</b>	Each objective includes a target or targets which will measure progress towards achieving the desired outcome. The future strategy sections, and the policies and actions (see Section 4.2) set out the activities the Regional Council and partner agencies will progress to implement the RPTP.		

<b>Submission Number:</b>	37 - 1	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	Strongly agrees with challenges. Suggests a fourth:  * To provide a public transit service that is reliable, safe, efficient, and isn't a massive financial burden for ratepayers that they can be proud of.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Comment noted. These are all desired goals or outcomes that the RPTP is seeking to achieve although may be worded in slightly different terms.  See Objective 3: Service and Infrastructure Delivery: Public transport services and infrastructure combine to deliver a safe, reliable, punctual and high quality customer experience while providing value for money.		

<b>Submission Number:</b>	37 - 2	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	Agrees with opportunities. These are all opportunities that could be explored, although council(s) should also explore the opportunity of redesigning the public transit network in major centres (such as Tauranga) to better connect residents from where they live, to where they want to go.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	See Policy 2.4 Urban public transport network operating models.  The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.		

<b>Submission Number:</b>	38 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0038		
<b>Submission Summary:</b>	Strongly agrees with challenges. We have a climate crisis which has intersected with a health crisis, leaving many people struggling. Safe, efficient and environmentally-friendly transport is a key component in solving these problems.		

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### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'funding our network' added.

**Submission Number:** 39 - 1

**Submission Type:** Support

**Submitter:** RPTP0039

**Submission Summary:** Three vital challenges are identified and seven opportunities are posed. The challenges are very real, focussed and highly commendable.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'funding our network' added.

**Submission Number:** 41 - 1

**Submission Type:** Support

**Submitter:** RPTP0041

**Submission Summary:** Strongly agrees with challenges.

Reasons: achieve climate goals, health benefits (less air pollution, more active transport. Money spent more effectively (public money on health - air pollution, obesity, traffic incidents, public money on roads - wide roads just for rush hour, private money spent on private motor vehicles that sit stationary most of the time - fuel, insurance, maintenance etc.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'funding our network' added.

**Submission Number:** 50 - 1

**Submission Type:** Support

**Submitter:** RPTP0050

**Submission Summary:** Strongly agree with challenges. Note rural services have been removed: hospitals, banks, post offices. Of course buses and cars are going to be used more to deliver us to the services.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain identified challenges. Note: new challenge 'funding our network' added. We also note the submitter's comments in relation to the removal of rural services and their implications for public transport use.

**Submission Number:** 50 - 2

**Submission Type:** Support

**Submitter:** RPTP0050

**Submission Summary:** Agree with opportunities. Note that Opportunities 5 (Transitioning to zero emission public transport) and 4 (Exploring new public transport delivery models for smaller urban centres and rural communities) should be prioritised 1 and 2 respectively. Suggest action would be more interesting.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain identified opportunities. Note: new opportunity 'new public transport modes' added. We also note that the opportunities are weighted evenly i.e. there is no intended priority, rather they are all potential public transport-related opportunities that have been identified for the region.

**Submission Number:** 53 - 1

**Submission Type:** Seek Amendment

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<b>Submitter:</b>	RPTP0053
<b>Submission Summary:</b>	<p>Strongly agree with challenges.</p> <p>1) Notes it is important the elements that will make a rural public transport service successful are included. Being simply affordable does not guarantee a service will be used, as demonstrated by the decline in urban public transport journeys.</p> <p>Suggests the following wording:</p> <p>2.3.3 The key challenge for many of our smaller urban and rural communities is having a flexible and reliable public transport option that provides them with affordable access to essential goods and services.</p> <p>2) Reducing emissions requires a multi-pronged approach and should not rely simply on mode-shift, noting transitioning to zero emission public transport is identified as an opportunity. Also the actions and priorities should not solely rely on the size of emissions reductions as this may disadvantage smaller, poorer or less accessible communities.</p> <p>Suggest the following wording:</p> <p>2.3.4 Successful delivery of mode shift objectives alongside public transport fleet emission improvements will go a long way to reducing transport emissions and mitigating our impact on the climate. However a broad range of success factors will need to be considered to achieve not only the outcome sought but to ensure equitable transition occurs across communities within the rohe.</p>
<b>Decision Sought:</b>	
<b>Committee Decision:</b>	Accept in Part
<b>Committee's Response:</b>	<p>1) Smaller urban centres and rural communities includes access to, from and within towns (e.g. Whakatane, Ohope, Opotiki, Kawerau, Katikati, Te Puke). While the Regional Council is interested in exploring the potential of flexible, on demand public transport there is still likely to be a role for fixed route services in services in some cases. Agree that reliability is a key necessity, regardless of operating mode.</p> <p>2) The objectives of the RPTP cover a broad range of desired outcomes, and are not limited to mode shift and carbon reduction. We note the mode shift targets in the Plan apply to the main urban centres where the largest potential gains are likely to be achieved. Equitable access for smaller urban centres and rural communities is also a key theme and highlighted throughout the RPTP.</p> <p>Add 'reliable' to section 2.3.3.</p>

<b>Submission Number:</b>	54 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0054		
<b>Submission Summary:</b>	<p>TCC agrees with the Challenges already identified in the draft RPTP. However, TCC considers that an additional Challenge that acknowledges the issue of affordability of public transport (both services and infrastructure) is included in the RPTP. It is noted that 'Section 2: Funding' and 'Section 2.3.1 Covid 19' discuss key matters (e.g. sources of funding; patronage) that relate to affordability. However, these sections and the Challenge section generally lacks discussion of the significant funding that will be required to deliver the objectives of the RPTP and its affordability for those who are responsible for its funding (i.e. Central Government, Regional and Local Councils, Public transport users through fares).</p> <p>In addition, the central government direction and aspiration and the local intent (including agreed through UFTI and TSP) for public transport is high. However, at this time the full extent of funding required and the sources of this are still to be confirmed. While there are workstreams underway (e.g. Waka Kotahi business case development; investigation of new and alternative funding sources with government) they are still to be fully confirmed.</p> <p>On the basis of the above, TCC considers that it is appropriate for the RPTP to include an additional Challenge which discussed the issue of the affordability of public transport for the region and for places like Tauranga City.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Add additional challenge: 'Challenge 4: Funding our network' highlighting disparity between		

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current funding levels and what will be required to achieve our network aspirations. Note that local authorities will not be able to fund the future levels required and a step change in central government funding will be critical to achieving the aspirational targets in this Plan. Also note the overly complex funding environment and the limited funding mechanisms at local government's disposal.

We accept that more financial information could be added to the RPTP to provide more clarity.

Add forecast public transport operational funding and \$ amounts to the RPTP.

Add text noting future investment in public transport will need to be scaled up significantly to meet ambitious new mode shift and emissions reduction targets. Analysis of the gap between current funding levels and future requirements will be undertaken once we have a clearer picture of the implications of the new targets.

### Section: 2.3.1 Regional context for challenges and opportunities

<b>Submission Number:</b>	27 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0027		
<b>Submission Summary:</b>	<p>The plan states: 'Key locations in the Tauranga public transport network are also currently facing challenges with ensuring the safety and security of passengers and drivers. The policies and actions in this RPTP support a proactive and collaborative approach to addressing safety and security issues'.</p> <p>Therefore the plan needs to have a focus on societal issues and investigating and then tackling the reasons why youths gather in numbers at bus stops preventing people from access central city bus services."</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Safety and personal security - we recognise that safety and security is fundamental to providing an excellent customer experience. We are committed to working proactively to ensure the safety and security of users.</p> <p>Amend Policy 5.2 (Safety and personal security) to read: 'Work collaboratively with bus operators and partner organisations to ensure the safety and security of customers'.</p> <p>Add the following to 'Actions – Customer experience and information': 'Work with operators and partner organisations to proactively identify and resolve public transport safety and security issues'.</p> <p>We also note the following 'Customer experience and information' actions which will support improved safety and security at bus stops and interchanges:</p> <ul style="list-style-type: none"><li>* Provide security at key locations on the public transport network where increased risk to safety and personal security has been identified.</li><li>* Implement New Zealand Crime Prevention Through Environmental Design guidelines at public transport infrastructure and in locations where people access public transport.</li></ul> <p>While recognising the cause and effect relationship identified by the submitter, it is beyond the scope of a Regional Public Transport Plan to tackle the underlying societal causes of the behaviour.</p>		

<b>Submission Number:</b>	45 - 8	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	Great to see patronage graphs. Is it possible to include data from the last 6 months to June 2022?		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Update graphs to provide information to the end of the financial year.		

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### Section: 2.3.2 Challenge 1 - Achieving mode shift

<b>Submission Number:</b>	12 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0012		
<b>Submission Summary:</b>	<p>The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in are addressed in the final RPTP.</p> <p>Need to highlight the challenge of funding the levels of investment in public transport required to achieve mode shift targets.</p>		
<b>Decision Sought:</b>	Add paragraph highlighting affordability challenge.		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Text added.		

<b>Submission Number:</b>	16 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0016		
<b>Submission Summary:</b>	<p>Agrees with Challenges. What does achieving mode shift mean? Is it about changing public behaviour so they use more public transport and less private vehicles?</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Correct. Mode shift is the process of changing travel behaviour from one mode of transport to another. In this Plan it means growing the share of travel by public transport (and walking, cycling and micro-mobility), and therefore reducing peoples' reliance on private vehicles.</p> <p>This definition has been added to the Glossary in the Plan.</p>		

<b>Submission Number:</b>	21 - 1	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0021		
<b>Submission Summary:</b>	<p>Achieving mode shift is not a challenge, this is a goal or objective. Why are we not achieving mode shift. This is the real challenge. Perhaps cost, reliability, and roadworks are the real challenges.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Accept this is how the title of the challenge is framed. The question why are we not achieving mode shift is inferred in the accompanying text.		

<b>Submission Number:</b>	42 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>There needs to be a clear target with a clear baseline for modal shift from motor vehicles to public transport, which supports a stronger target for overall modal shift to low emissions transport (public transport, active transport, electric vehicles, micro-mobility, and rideshare).</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	This section identifies a key public transport challenge for the region. This sets the context/rationale for Objective 1: Mode shift and Carbon Reduction and its associated targets.		

### Section: 2.3.3 Challenge 2 – Meeting the access needs of smaller urban centres and rural communities

<b>Submission Number:</b>	21 - 2	<b>Submission Type:</b>	Support
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<b>Submitter:</b>	RPTP0021		
<b>Submission Summary:</b>	I agree that meeting access needs are a challenge.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain		
<hr/>			
<b>Submission Number:</b>	28 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0028		
<b>Submission Summary:</b>	Strongly agrees with challenge. We live rurally, access to urban centres are a nightmare- it takes 50minutes to get anywhere due to congestion.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenge.		
<hr/>			
<b>Submission Number:</b>	33 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	Strongly agree with challenges particularly: meeting the access needs of smaller urban centres and rural communities.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenges. Note: new challenge 'funding our network' added.		
<hr/>			
<b>Submission Number:</b>	42 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>This is a key challenge. How can our region offer people in smaller urban centres and even rural locations a cost-effective but attractive PT service? It is particularly important because people living in these locations often drive longer distances than 'city slickers'. From a climate perspective, it is the total emissions that count, and the biggest impacts are distance travelled (hence the government's VKT targets) and changing speed (due to congestion, traffic lights phasing, etc).</p> <p>We don't have any magic solution to offer you, but suggest that your offering needs to include cheaper fares, accessible park and rides, on-demand services, bus priority measures, and parking policy in urban destinations.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified challenge. Suggestions noted (and supported by policies in the RPTP).		
<hr/>			
<b>Submission Number:</b>	47 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0047		
<b>Submission Summary:</b>	Kainga Ora recognises the challenges outlined within the Transport Plan and supports measures which can provide smaller urban and rural communities with access to public transport. This is imperative for areas such as Te Puke, Omokoroa, Tauranga, and Rotorua, which are subject to the Medium Density Residential Standards ("MDRS") set out in Resource Management Act - Enabling Housing Supply Amendment Act ("the Enabling Housing Supply Act").		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		

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**Committee's Response:** Retain identified challenge. Note: new challenge: funding our network' added.

### Section: 2.3.4 Challenge 3 - Climate change and reducing emissions

**Submission Number:** 5 - 1 **Submission Type:** Support

**Submitter:** RPTP0005

**Submission Summary:** Strongly agrees with challenges, particularly climate change. Cites car dependency (Tauranga) and lack of understanding about the benefits of public transport to control climate impact, ease congestion, free up land from car parking and prevent drink driving.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain challenges. Note: new challenge 'funding our network' added.

**Submission Number:** 6 - 1 **Submission Type:** Support

**Submitter:** RPTP0006

**Submission Summary:** Strongly agrees with challenges that have been identified, The climate crisis is a big motivating factor to change the way that transport is conducted.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain challenges. Note: new challenge 'funding our network' added.

**Submission Number:** 12 - 3 **Submission Type:** Seek Amendment

**Submitter:** RPTP0012

**Submission Summary:** The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in are addressed in the final RPTP.

The pie graph of Bay of Plenty greenhouse gas emissions (Figure 8) under-represents transport's contribution to emissions in some parts of the region i.e. Tauranga.

**Decision Sought:** Add pie graph showing Tauranga emissions profile.

**Committee Decision:** Accept

**Committee's Response:** Graph added.

**Submission Number:** 21 - 3 **Submission Type:** Oppose in Part

**Submitter:** RPTP0021

**Submission Summary:** Reducing emissions is not a challenge, this is a goal or objective. Why are we not reducing emissions. This is the real challenge. Perhaps cost, reliability, and roadworks are the real challenges.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Accept this is how the title of the challenge is framed. The question of how are we going to meet emissions reduction targets is inferred in the accompanying text.

### Section: 2.3.5 Opportunity 1 – Transforming our urban public transport networks to achieve increased use

**Submission Number:** 27 - 3 **Submission Type:** Support in Part

**Submitter:** RPTP0027

**Submission Summary:** Agrees with opportunities.

Public transport' is not clearly explained here or in the plan (what I could find online). I get

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the feeling this is specifically in relation to 'buses'. Transforming our urban public transport networks to increase use' will require prioritizing forms of transport that are not buses. Light rail, ferries, much better (and better connected) bike lanes and biking facilities, reducing large traffic off arterial roads to reduce the sense of harm (e.g. on Hewletts Rd and Totara St, amongst others).

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** In general terms, the Land Transport Management Act, which provides the legislative framework for Regional Public transport Plans defines public transport as being:  
A service for the carriage of passengers for hire or reward by means of:  
\* a large passenger service vehicle  
\* a small passenger service vehicle  
\* a ferry  
\* a hovercraft  
\* a rail vehicle  
\* any other mode of transport (other than air transport) that is available to the public generally.

Shuttle services, school services, tourism and event services are excluded from this definition, as are services that do not operate according to a schedule.

Bus-based public transport is currently the predominant mode in the Bay of Plenty largely because it is the most flexible and cost effective means of providing public transport given the size and population characteristics of the region. However, the Regional Council is committed to exploring the feasibility of different modes and models of providing public transport services. See, for example, the following policies in the RPTP:

1.5 Mobility as a service  
1.6 Passenger rail  
2.7 On demand public transport  
2.9 Ferries  
4.6 Rapid transit

To be viable, a business case would need to demonstrate that the alternative mode is cost effective and able to provide the same (or greater benefits) when compared to an equivalent bus service.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

<b>Submission Number:</b>	60 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0060		
<b>Submission Summary:</b>	Suggest a change in wording to "Our MAIN urban networks are well developed." Acknowledging that networks in the eastern bay urban areas are not well developed. This is consistent with usage of the term Main Urban Centres in other parts of the document.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Add the word 'main'.		

### Section: 2.3.6 Opportunity 2 - Integrated delivery of public transport services and infrastructure in s...

<b>Submission Number:</b>	42 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	This is a fundamental shift that has to happen NOW. From the basics (bus shelters) to good urban design to "Premium" shelters (see Waikato RPTP) for key locations.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified opportunity.		

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<b>Submission Number:</b>	61 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0061		
<b>Submission Summary:</b>	<p>Pages 19 and 20 of RPTP refer to seven opportunity areas being identified. Generally speaking we agree with the proposed focus in these seven areas. Of the seven opportunity areas identified we believe a key area will be urban land use transformation. Our rationale for this is that urban housing intensification and a good public transport network are key to good access and increased uptake of public transport. For Transporting New Zealand this highlights the importance of an integrated and cohesive strategy across all councils and we urge all councils to align on this and implement urban intensification policies at pace.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Retain identified opportunities. The submitter's highlighting of the significance of integrated delivery of public transport services and infrastructure in support of urban land use transformation is noted. The Regional Council is committed to working collaboratively with partner agencies on a joined up approach to public transport service and infrastructure delivery in combination with urban intensification policies.</p>		

### Section: 2.3.7 Opportunity 3 - Delivering interventions to create a competitive advantage over private v...

<b>Submission Number:</b>	42 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>It is critically important to incorporate the two different ways that public transport can reduce emissions:</p> <ul style="list-style-type: none"> <li>a) Through conversion of bus (and ferry) fleets to low emission vehicles</li> <li>b) Through increased patronage, which produces modal shift from motor vehicles and a reduction in overall emissions</li> </ul> <p>Both are important, but the bigger reduction in emissions will come from increased patronage, so that always needs to be a top priority.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>This is the approach in the RPTP. See for example, Objective 1: Mode Shift and Carbon Reduction and associated targets.</p>		

<b>Submission Number:</b>	42 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>This is probably the biggest challenge. How to offer a service that makes it more attractive for Tauranga or Rotorua or other residents to choose a bus rather than a car?</p> <p>We believe there is no silver bullet solution, but rather a combination of all the things that have been discussed as possible means to increase patronage. These include:</p> <ul style="list-style-type: none"> <li>- Shorter travel times</li> <li>- More frequent buses</li> <li>- More reliable services</li> <li>- More comfortable buses (i.e. different design for future e-buses)</li> <li>- Wider coverage (e.g. Whakatane suburbs, Katikati, Ohauiti, etc.)</li> <li>- Parking policy</li> </ul> <p>These are all important, but if pressed, we'd target reliability as the highest priority. The unreliable service offering in recent years, partly due to Covid impacts and driver shortages, has meant that the public has not been able to rely on scheduled bus timings. Buses will never have travel with Swiss clockwork precision, but the goal should be no buses leaving earlier than the schedule and 95%+ arriving no later than five minutes after the scheduled departure time. It's been achieved elsewhere, so the Bay should aim to replicate that.</p> <p>That would clearly place an increased emphasis on:</p> <ul style="list-style-type: none"> <li>a) Bus priority measures</li> <li>b) Realistic timetabling</li> <li>c) Addressing school traffic congestion – through free bus fares and improved active transport infrastructure.</li> </ul>		

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**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified opportunity. We note all the suggested interventions are supported by policies in the RPTP.

**Submission Number:** 60 - 2

**Submission Type:** Seek Amendment

**Submitter:** RPTP0060

**Submission Summary:** Suggest a change in wording to "Public transport in our MAIN urban centres must be time and cost competitive with the private car". Recognising that the factors later discussed "bus priority" and "parking prices" may not be appropriate in smaller urban areas.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Add the word 'main'.

### Section: 2.3.8 Opportunity 4 - Exploring new public transport delivery models for smaller urban centres ...

**Submission Number:** 4 - 1

**Submission Type:** Support

**Submitter:** RPTP0004

**Submission Summary:** Strongly agrees with identified opportunities. Supports trialling smaller vans with a booking system e.g. On Demand. Cites potential for faster journey times between Te Puke and Tauranga CBD using bus priority.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

**Submission Number:** 33 - 2

**Submission Type:** Support

**Submitter:** RPTP0033

**Submission Summary:** Strongly agree with opportunities, particularly: exploring new public transport delivery models for smaller urban centres and rural communities.

**Decision Sought:**

**Committee Decision:** Accept

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**Committee's Response:** Retain identified opportunities. Note: new opportunity 'new public transport modes' added.

**Submission Number:** 36 - 1 **Submission Type:** Support

**Submitter:** RPTP0036

**Submission Summary:** Strongly agree with opportunities.

We particularly support the Point 4. Not just for smaller centres but for the elderly and less mobile members of our communities where, for instance, smaller on demand vehicles and other mobility opportunities would assist with mode shift and access.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain identified opportunities. Note: new opportunity 'new public transport modes' added.

**Submission Number:** 60 - 3 **Submission Type:** Support in Part

**Submitter:** RPTP0060

**Submission Summary:** Support, however, we would like to see the wording strengthened from "Exploring" to "delivering".

Our aging populations in smaller towns and rural communities require solutions that address access to essential services (in particular health and employment) and low carbon travel choices. There are many models for delivering public transport to small communities in operation throughout New Zealand and with similar geographies that can be used as models if necessary. There needs to be a firm commitment to delivering solutions in these areas.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Support noted. The word 'exploring' has been used to suggest an open-mindedness to investigating different public transport delivery models that might be appropriate for smaller towns and rural communities in the Bay of Plenty context. It means the Regional Council will be looking at these without any pre-conceived ideas of what the best solutions might be.

We recognise that there are several different models currently operating in the New Zealand context and part of the process is investigating these further. We look forward to continuing to work with Whakatane District Council and other relevant stakeholders in realising this opportunity.

### Section: 2.3.10 Opportunity 6 – Public transport marketing, branding and promotion

**Submission Number:** 20 - 1 **Submission Type:** Support

**Submitter:** RPTP0020

**Submission Summary:** Agree with opportunities. Suggest potential promotional/marketing initiatives (1 week free commuter/tertiary travel; media advertising).

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Promotional/marketing initiatives will be considered when implementing the following customer experience and information action:  
\* Deliver a range of marketing, communications and community engagement initiatives on an ongoing basis to promote increased public transport use.

### Section: 2.4 Our regional public transport network

**Submission Number:** 42 - 14 **Submission Type:** Support in Part

**Submitter:** RPTP0042

**Submission Summary:** We support standardised frequency on all Tauranga and Rotorua routes and most WBOP routes. For Tauranga services, we support 20 minute frequency or less on all routes, as it

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gets very confusing when some routes are every 15 minutes, some every 20 minutes, and yet others every half hour.

Our understanding is that 20 minute frequency is the most cost-effective compromise for a low density city such as Tauranga, so presume that 10 or 15 minute frequency might only be viable on the key 'rapid transit' routes.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Policy 2.2 (Service classifications) – is designed to support a move to more standardised frequencies across service classifications to improve legibility for the customer. In a complex urban environment such as Tauranga, the most effective and efficient service (from both a customer and cost perspective) is slightly more nuanced than applying a completely standardised frequency across all services, with frequencies informed by service function (i.e. patronage or coverage) and actual/forecast demand on specific routes.

### Section: 2.5.3 Summary of recent developments

**Submission Number:** 58 - 9 **Submission Type:** Support

**Submitter:** RPTP0058

**Submission Summary:** It is encouraging to see the Accessibility Concession provides free public transport across the Bay of Plenty for anyone who is permanently unable to drive and meets the eligibility criteria. And that Accessibility Concession holders who cannot travel independently also receive free transport for their plus one companion.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain Accessibility Concession.

**Submission Number:** 58 - 10 **Submission Type:** Seek Amendment

**Submitter:** RPTP0058

**Submission Summary:** We would like to see the continuation of the Super Gold Concessions passed the trial date of 2023. With the ageing population growing and with inflation in the cost of living then any savings for people aged over 65 years is positive.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The RPTP is primarily a policy document, setting the policy framework for the delivery of public transport in the region. The Regional Council ultimately sets funding levels for public transport services in its Long Term Plan and Annual Plan processes.

The Regional Council has received a recommendation from the Public Transport Committee that it consider continuing the Extension of SuperGold Concession beyond the current trial end date on the basis that it is consistent with Policy 7.1 (Fare Principles) in the Regional Public Transport Plan.

**Submission Number:** 60 - 11 **Submission Type:** Support in Part

**Submitter:** RPTP0060

**Submission Summary:** Support the continuation of the SuperGold trial for extended hours. This supports our aging population in accessing services across the district and allows for eligible residents to remain connected and involved with society will providing access to essential services.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The RPTP is primarily a policy document, setting the policy framework for the delivery of public transport in the region. The Regional Council ultimately sets funding levels for public transport services in its Long Term Plan and Annual Plan processes.

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The Regional Council has received a recommendation from the Public Transport Committee that it consider continuing the Extension of SuperGold Concession beyond the current trial end date on the basis that it is consistent with Policy 7.1 (Fare Principles) in the Regional Public Transport Plan.

### Chapter: Part 3: What we want to achieve

#### Section: 3.1 Vision

**Submission Number:** 3 - 2 **Submission Type:** Neutral

**Submitter:** RPTP0003

**Submission Summary:** Neutral on vision statement. Meaningless unless backed up with action.

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:**

**Submission Number:** 6 - 2 **Submission Type:** Support

**Submitter:** RPTP0006

**Submission Summary:** Rotorua CBD needs regeneration along with more inner city living e.g. replace unused commercial buildings with apartments. Transport should be considered as apart of this.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain reference to urban transformation.

**Submission Number:** 16 - 4 **Submission Type:** Support

**Submitter:** RPTP0016

**Submission Summary:** Strongly agrees with vision statement. Public transport will enhance life if it's cheaper than cost of private vehicles, and if it has the same benefit (carrying bikes for example).

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain. Note: vision statement has been amended to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.

**Submission Number:** 18 - 2 **Submission Type:** Support in Part

**Submitter:** RPTP0018

**Submission Summary:** Agrees with vision statement but needs more detail/doesn't go far enough.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** We recognise that the vision statement is broad and high level. This is necessary to encompass the aspirations of a diverse set of communities in the region. The intent is that the vision statement is substantiated through the objectives, focus areas, sub-regional strategies, and policies and actions that follow.

Amend the vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.



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<b>Submission Number:</b>	25 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0025		
<b>Submission Summary:</b>	Strongly agrees with vision statement. We need to be future generations focused and create a public transport legacy.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain vision statement. Note: vision statement amended to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		

<b>Submission Number:</b>	26 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0026		
<b>Submission Summary:</b>	Strongly agrees with vision statement. A step change is needed to diversify the public transport offering in order to access the vast numbers of people who are currently unserved. This population cannot be feasibly served with a fixed route bus service in the next ten years, given the low-density development patterns we have signed up for in the sub region.		
	I advocates for a clear aspirational vision that is coupled with actions, a timeline, measurable targets and milestones and the integration of On Demand Transport, rapid transit busses, the ferry service and intercity rail within ten years.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain vision statement. Note: vision statement amended to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		
	Additional comments noted - see detailed responses to Wednesday Challenge submission points.		

<b>Submission Number:</b>	27 - 4	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0027		
<b>Submission Summary:</b>	Strongly agrees with the vision statement.		
<b>Decision Sought:</b>	Suggests an amendment to include 'a diversity of public transport modes' to ensure all of our eggs are [not] in the bus basket.		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	The RPTP takes a mode neutral approach to the provision of public transport (while recognising that a bus-based system is currently the predominant mode in the Bay of Plenty). The Regional Council is committed to exploring the feasibility of different modes and models of providing public transport services. However to be viable, a business case would need to demonstrate that the alternative mode is cost effective and able to provide the same (or greater benefits) when compared to an equivalent bus service.		
	Amend the vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		

<b>Submission Number:</b>	29 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0029		
<b>Submission Summary:</b>	Agrees with vision statement. Suggests: 'and improves connectivity to our rural areas....'		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		

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<b>Committee's Response:</b>	<p>There is a strong policy thread throughout the RPTP concerned with improving access/connectivity for communities outside the region's main urban centres. This is not explicitly captured in the draft vision statement.</p> <p>Amend the vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.</p>		
<b>Submission Number:</b>	31 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0031		
<b>Submission Summary:</b>	<p>Strongly agrees with vision statement.</p> <p>If transport in WBOP is not radically reformed in the next five years our cities will suffer gridlock at critical times. Vulnerable people who do not have adequate transport will be unable to access work, play or social situations. At present our population cannot be feasibly served with a fixed route bus service in the next ten years, given the low-density development patterns we have signed up for in the sub region.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Retain vision statement. Note: vision statement amended to read: : 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.</p>		
<b>Submission Number:</b>	36 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0036		
<b>Submission Summary:</b>	<p>Neutral on vision statement. We think that the vision could be more strongly expressed. e.g. 'Our people choose to use high quality public transport that enhances good living, responds to climate change, supports urban transformation and reduces environmental damage.' Not necessarily these words but generally more strongly expressed with a necessary urgency.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>The proposed vision statement captures the same themes as those expressed by the submitter: quality of life, urban transformation [and now also regional connectivity], environmental impacts. The words 'more people' have been selected to support the desired outcomes of patronage growth and mode shift.</p> <p>Amend vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.</p>		
<b>Submission Number:</b>	37 - 3	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	<p>Agrees with vision statement. This is a very strong vision that will be difficult to achieve, although is possible. The vision should also consider that ratepayers want a system that isn't a large financial burden and isn't wasting time and resources.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>The intent of a vision statement is to describe a desired future state, and ideally, one that is inspiring and evokes a positive emotional response. Consequently, vision statements tend to be worded in positive terms.</p> <p>This does not mean that achieving value for money and financial sustainability are not key priorities in the RPTP. See for example, Objective 3 and Policy 7.1 (Fare Principles) which seeks to balance the goals of social equity, transport system efficiency, and financial sustainability. Demonstrating value for money and financial sustainability are important prerequisites to securing the national share of funding for public transport in the region.</p>		

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<b>Submission Number:</b>	38 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0038		
<b>Submission Summary:</b>	Strongly agrees with vision statement. Reliable public transport is an enabler for many other outcomes, particularly access to social, health, employment and education opportunities.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain vision statement. Note: vision statement amended to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		

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<b>Submission Number:</b>	41 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0041		
<b>Submission Summary:</b>	Strongly agrees with vision statement. Reducing environmental impact is very important.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain vision statement. Note: vision statement amended to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		

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<b>Submission Number:</b>	50 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0050		
<b>Submission Summary:</b>	Agree with vision. Suggest it is more urgent than just being a 'vision'.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain vision statement (amended to read): : 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'. We note the submitter's sense of urgency in delivering on the vision statement.		

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<b>Submission Number:</b>	53 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0053		
<b>Submission Summary:</b>	Agree with vision statement. Given the challenges and opportunities cited in the report it is unclear why the vision statement would be limited to "urban" transformation only, as opposed to recognizing transformation needs to across the district's communities.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	There is a strong policy thread throughout the RPTP concerned with improving access/connectivity for communities outside the region's main urban centres. This is not explicitly captured in the draft vision statement.  Amend the vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.		

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<b>Submission Number:</b>	60 - 4	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0060		

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**Submission Summary:** Support in General. The vision and objectives do not currently reference accessibility. Providing accessibility for those with limited transport choices should be one of the key objectives of the Plan and while it is referenced in the challenges and some policies we believe it is important that it is clearly acknowledged within the vision and key objectives as well.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** There is a strong policy thread throughout the RPTP concerned with improving access/connectivity for communities outside the region's main urban centres. This is not explicitly captured in the draft vision statement.

Amend the vision statement to read: 'More people using convenient, accessible public transport that enhances their lives, supports urban transformation and regional connectivity, while reducing our collective impact on the environment'.

We note the following objective statements support inclusive and equitable access to public transport:

- \* Easy to use public transport that is accessible to existing and potential customers
- \* 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.

Amend objective statement 2 to read: 'Convenient public transport that is accessible to all existing and potential customers' to increase the emphasis on inclusive and equality of access to public transport for all.

### Section: 3.2 Objectives

**Submission Number:** 3 - 3 **Submission Type:** Neutral

**Submitter:** RPTP0003

**Submission Summary:** Neutral on objectives. Seeks clear solutions to known public transport problems.

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:**

**Submission Number:** 5 - 3 **Submission Type:** Seek Amendment

**Submitter:** RPTP0005

**Submission Summary:** Strongly agrees with objectives but states that some of the targets are too soft.

**Decision Sought:** Submits that:

"Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030." Should be >10% by 2030 and >25% by 2035.

"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." Should be at least 67%.

**Committee Decision:** Accept

**Committee's Response:** Add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released

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before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

<b>Submission Number:</b>	15 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0015		
<b>Submission Summary:</b>	Agrees with proposed objectives. Seeking a stronger focus on increasing public transport opportunities for disabled people.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	<p>Accessibility for all user groups including disabled people is a key priority in the RPTP. Objective 2: Service Planning and Design – seeks to provide convenient public transport that is accessible to all existing and potential customers.</p> <p>Our key focus areas (3.3) for the next three years include: Accessibility for all user groups - we will take a flexible and responsive approach to delivering services to enable accessibility for all users.</p> <p>We also note that recent fare initiatives include the Accessibility Concesssion which provides free public transport across the Bay of Plenty for anyone who is permanently unable to drive and meets the eligibility criteria. Accessibility Concession holders who cannot travel independently also receive free transport for their +1 companion.</p>		

<b>Submission Number:</b>	21 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0021		
<b>Submission Summary:</b>	<p>Neutral on objectives.</p> <p>Questions links with opportunities, technology, future.</p> <p>Need to include consideration of new suburbs/population growth (Omokoroa, Te Puke and Whakatane).</p> <p>Consider public transport hub (Tauranga)</p> <p>Does Objective 4 (Public transport and land use integration) include (Katikati, Omokoroa, Te Puke)?</p> <p>What about worker initiatives with employers?</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	<p>Questions/comments noted.</p> <p>Each objective comes with a suite of policies and actions designed to achieve the desired outcome (See section 4.2)</p> <p>Technology – a number of policies and actions support the future uptake of new technologies and innovations to improve public transport (see for example: Policies 1.5 (Mobility as a service) , 2.6 (On Demand Public Transport), 3.5 (Innovation and technology).</p> <p>New suburbs/population growth – Policies 4.3 (Services and infrastructure in new urban areas) and 4.4 (Infrastructure timing) support the provision of public transport infrastructure and services in new urban areas.</p> <p>Transport Hub (Tauranga) – The TSP programme in the future strategy section for Tauranga and the Western Bay of Plenty (4.1.1) includes provision for the development of a centralised public transport hub in Tauranga (and a number of ancillary hubs). The Regional</p>		

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Council is committed to working collaboratively with Tauranga City Council (TCC) on the development of these hubs.

Katikati, Omokoroa and Te Puke are within the scope of a number of policies and actions that support Objective 4 (Public transport and land use integration).

Working with employers – see Policy 6.5 (Businesses and employers) and associated action in section 4.2.6 Partnerships.

<b>Submission Number:</b>	37 - 4	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	<p>Agrees with objectives. Service planning and design need to be placed higher when it is fixed; it improves mode shift and carbon reduction, service delivery, public transport integration, and provides customer benefits.</p> <p>Council also needs to consider the public's views in their decisions, possibly getting the feedback and feedforward of college/intermediate students, and actually listening to their opinions.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>The objectives are weighted equally i.e. there is no explicit priority. The seven objectives relate to key aspects of our public transport system that all need to be improved if we are to deliver on our vision.</p> <p>Comment on seeking feedback noted. Youth engagement is a priority for the Regional Council and we are interested in further suggestions on how we can best engage with students on a range of matters, including public transport.</p>		

<b>Submission Number:</b>	38 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0038		
<b>Submission Summary:</b>	Strongly agrees with proposed objectives. Mode shift and carbon reduction is critical, and relies heavily on each of the other objectives being achieved.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain objectives.		

<b>Submission Number:</b>	47 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0047		
<b>Submission Summary:</b>	Kainga Ora seeks that consideration is made for inclusive and equality of access to public transport for all. This is important as demand for public transport will likely increase or be required (i.e., new network connections) due to the anticipated residential growth and development that will occur across the region.		
<b>Decision Sought:</b>	Kainga Ora seeks that the Transport Plan includes a policy to recognise the importance of social equity when planning public transport routes and improve all people's access to well supported infrastructure and amenities to build supportive and inclusionary communities.		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>We note the following objective statements support inclusive and equitable access to public transport:</p> <ul style="list-style-type: none"> <li>* Easy to use public transport that is accessible to existing and potential customers</li> <li>* 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.</li> </ul> <p>These are supported by suite of policies that promote social equity in accessing public transport, see for example:</p> <p>Policy 2.1 (Service planning principles)</p> <p>Policy 2.5 (Community services)</p> <p>Policy 2.7 (Total mobility)</p>		

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Policy 3.4 (Infrastructure quality)  
Policy 4.2 (Modal integration)  
Policy 5.1 (Accessible journey)  
Policy 5.3 (Legibility)  
Policy 5.4 (Amenity)  
Policy 6.3 (Maori)  
Policy 6.4 (Communities and social service providers)  
Policy 7.1 (Fare principles)

Amend objective statement 2 to read: 'Convenient public transport that is accessible to all existing and potential customers' to increase the emphasis on inclusive and equality of access to public transport for all.

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<b>Submission Number:</b>	50 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0050		
<b>Submission Summary:</b>	Mostly agree with objectives. Industrial ventures – mandatory that they provide transport for workers. What partnerships?		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain identified objectives. See policies and actions under Objective 6: Partnerships for more information on some of the partnerships that have been identified.		

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<b>Submission Number:</b>	54 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0054		
<b>Submission Summary:</b>	<p>The draft RPTP identifies seven key objectives with targets to guide delivery of public transport over the 10-year life of the RPTP. It is unclear how the targets identified in the draft RPTP align to and are consistent with those already agreed through existing sub-regional planning processes like UFTI and the TSP. It is noted that footnotes for the targets refer to 'baselines' but the source of the baseline isn't recorded. If these are from UFTI, the TSP or some other planning process or document then it would be helpful to record this. If the draft RPTP targets vary from those agreed through UFTI or the TSP then the RPTP should acknowledge this and explain the rationale and implications of this.</p> <p>It is noted that the draft RPTP acknowledges the recent release of New Zealand's first Emissions Reduction Plan (ERP) and that the Regional Council and its partners are undertaking work to understand its implications to public transport provision in the region. TCC support a collaborative and evidenced-based approach to considering the implications of the ERP and look forward to continuing to work with BoPRC and other partners on the response to the ERP.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Targets - add a more aspirational mode share target to the Plan.		

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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Add references to baselines identified for targets where applicable.

We look forward to working with Tauranga City Council and other partner agencies to better understand the implications of targets in the national Emissions Reduction Plan.

## Section: 3.2.1 Objective 1: Mode shift and carbon reduction

**Submission Number:** 23 - 2 **Submission Type:** Seek Amendment

**Submitter:** RPTP0023

**Submission Summary:** Mode shift  
The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

**Submission Number:** 35 - 2 **Submission Type:** Oppose

**Submitter:** RPTP0035

**Submission Summary:** Strongly disagrees with objectives. Forget the Government decree about green buses until you have the basics of an efficient bus service serving the public.

Green is the least priority on my wish-list and I note it is your top one.

Most of your wish-list objectives are so woolly they can never be quantified or measured.

**Decision Sought:**

**Committee Decision:** Decline

**Committee's Response:** The Government has mandated the requirement to transition to a zero emission public transport fleet by 2035. The Regional Council is committed to meeting this requirement. Demonstrating alignment with Government requirements is a prerequisite to accessing the funding necessary to provide an efficient bus service that serves the public.

**Submission Number:** 36 - 3 **Submission Type:** Seek Amendment

**Submitter:** RPTP0036

**Submission Summary:** Given the current level of emissions from private vehicles and the urgent need to meet CO2 reduction goals by both 2030 and 2050, mode shift is of imperative importance. This can only be achieved if each area (and in particular Tauranga) is serviced by public transport



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routes that are frequent and have the infrastructure that will allow people to make the shift and then make the new travel mode a habit. We think that there needs to be a real sense of urgency expressed in the Strategy and therefore some more ambitious mode change targets should be set.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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<b>Submission Number:</b>	39 - 2	<b>Submission Type:</b>	Seek Amendment
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<b>Submitter:</b>	RPTP0039
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<b>Submission Summary:</b>	Decarbonising the bus fleet target by 2035, is far far too late. Efforts must be made to renegotiate, 'reimagine' contractual arrangements to serve the people and the planet better, not business, it needs to adapt anyway. A way forward for change must urgently be activated. The public have shown that the current provision is unacceptable, they know Council is wasting their PT money while the planet burns.
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**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Zero emission public transport - the submitter's urgency in transitioning to a zero emission public transport fleet is noted.

Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

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<b>Submission Number:</b>	40 - 1	<b>Submission Type:</b>	Support
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<b>Submitter:</b>	RPTP0040
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<b>Submission Summary:</b>	We believe that passenger rail strongly supports the following RPTP objectives:
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\* Public transport successfully contributes to the region's mode shift and greenhouse gas reduction goals.

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\* Reduce public transport emissions by decarbonising the region's fleet.

Passenger rail services, especially if they are powered by electric traction, emit significantly lower greenhouse gas emissions compared with either private car or aeroplane.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain proposed objectives.

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**Submission Number:** 42 - 6 **Submission Type:** Seek Amendment

**Submitter:** RPTP0042

**Submission Summary:** We have real concerns about the potential for ongoing misalignment between the various transport plans and their goals, especially in the Tauranga-WBOP sub-region (submits examples of different targets).

We do not support the target to "Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030." Yes, the target should be more than 5%, but it needs to be spelled out as a specific number (we suggest 10%) and be for total travel and not just morning peak travel.

The primary measure needs to be total mode share by distance, as that is what most closely aligns to reduced carbon emissions.

As mentioned at the start of this submission, the Regional Public Transport Plan carbon emissions target should align with the RLTP and drive all the other targets for both carbon emissions and PT mode share in this plan and in other regional and sub-regional PT plans and business cases. That requires a commitment to that goal and a commitment to invest in the tools to measure the emissions reductions and other outcomes.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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**Submission Number:** 42 - 7 **Submission Type:** Support in Part

**Submitter:** RPTP0042

**Submission Summary:** We support the target of "Zero tailpipe emissions from the region's public transport fleet by 2035", but urge you to bring that date forward to as close as possible to 2030.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero

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emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

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<b>Submission Number:</b>	43 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Targets - add a more aspirational mode share target to the Plan.		
	We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.		
	The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.		
	As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.		
	Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.		

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<b>Submission Number:</b>	43 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	Fully decarbonised bus and minibuss system across BOP.		
	Currently, the goal in this public transport plan is to decarbonise the fleet by 2035. This leaves the region vulnerable to fuel prices and increasing pressure to meet regional targets. Investing in smaller electric vehicles (vans) for an on-demand fleet, will provide local resilience against rising fuel prices and lower overhead running costs over the long term. Electrifying this On Demand fleet first gives time for new technology (e.g. hydrogen) or rapid transit options such as light rail to evolve, putting the replacement of large electric buses later in the decade in case they are not the right solution in the medium term.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.		
	Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.		
	There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to		

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understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

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<b>Submission Number:</b>	44 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0044		
<b>Submission Summary:</b>	<p>Much more needs to be done to reduce emissions. The Government's first Emissions Reduction Plan, has a strong focus on housing, transport and urban development – and an expectation that much of the 'heavy lifting' in these reductions will occur in major centres, such as Tauranga.</p> <p>This ERP is for the first 5-year period only, and sets out an initial range of near-term policies / direction. BOPRC must, however, be aware of and plan for future strengthening of these policies over the next ten years. It is entirely foreseeable that more stringent land-use and transport policies are implemented, and that carbon prices increase significantly (e.g. prices have been predicted by the Productivity Commission to reach \$200/tonne). If BOPRC doesn't plan for this eventuality now, and begin to lead and plan for this inevitable transition, then there will be far more pain across the community when transition is forced upon us.</p> <p>Therefore, we need to work deliberately and with pace towards a fit-for-purpose PT system.</p> <p>We need an increased target for mode share for PT.</p>		

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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<b>Submission Number:</b>	49 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0049		
<b>Submission Summary:</b>	<p>The Port supports the initiatives to increase the mode share by public transport as a means of reducing demands on the road network, as well as the initiatives for active modes as these are likely to have a cumulatively positive effect on vehicle traffic. In these same regards, the Port challenges the Council on whether the identified targets are aspirational enough, when consideration is had for long-term future capacity challenges facing the region's strategic transport network.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Targets - add a more aspirational mode share target to the Plan.		

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We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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<b>Submission Number:</b>	53 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0053		
<b>Submission Summary:</b>	Target: Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030		
	This target appears to be incremental (having been set against an existing baseline) rather than transformational (inline with the vision). For example, for a similar population density as Rotorua/Tauranga what is currently the highest public transport mode share achieved globally and look to achieve that?		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Targets - add a more aspirational mode share target to the Plan.		
	We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.		
	The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.		
	As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.		
	Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.		

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<b>Submission Number:</b>	57 - 1	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0057		
<b>Submission Summary:</b>	Electrify busses by 2035 is ok, preferable if it could be brought forward at all. We could also explore options to retrofit current busses. For example, install solar panels on existing diesel busses to reduce their emissions. For more info search up Sono motors, cool company from Europe that has a product, solar panels, that fit on top of busses and they run the accessories like AC, instead of the diesel motor running them.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	RPTP actions for mode shift and carbon reduction include the following:		

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\* Undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet.

The scope of this study will include the relative opportunities and constraints of future zero emission propulsion technologies for the public transport bus fleet. Hydrogen and battery electric are two potential options. The intent is for the study to establish a future pathway for transitioning to a zero emission fleet.

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**Submission Number:** 57 - 2 **Submission Type:** Seek Amendment

**Submitter:** RPTP0057

**Submission Summary:** 1. Fifteen percent public transport mode share (by distance)  
The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

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**Submission Number:** 58 - 1 **Submission Type:** Support

**Submitter:** RPTP0058

**Submission Summary:** We would like to acknowledge the Bay of Plenty Regional Councils commitment in decarbonising the Regions fleet by 2035.

In a previous submission we made in 2018 we mentioned about Christchurch City Council trialling autonomous vehicles in 2017. This has worked well for them with use as a shuttle at the airport and also to the Botanical Gardens. We can see so many potential benefits of autonomous shuttles and how they could change the lives of those with mobility impairments as they completely remove the need for an able-bodied driver.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Retain policy commitment to decarbonising the region's public transport fleet by 2035.

We note that there are a range of legal and safety issues to be overcome before autonomous vehicles can be introduced beyond certain settings in New Zealand. Policy 3.5 (Innovation and technology) supports proactively working with partner organisations to improve our collective capacity to evaluate, and where appropriate, adopt new innovations and technological improvements as they emerge. The Regional Council will continue to work through established regional sector groups to identify, assess, trial and adopt viable new public transport technologies and innovations.

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<b>Submission Number:</b>	60 - 5	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0060		
<b>Submission Summary:</b>	Strongly supports the objective, however, we believe there is a need for a target that represents areas outside of Rotorua and Tauranga for mode share or patronage growth. Without such a target there will be no impetus in the plan to encourage passenger uptake in areas outside of main centres. Every trip that is shifted to public transport will reduce carbon emissions regardless of the district in which the trip is made.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>We note that the patronage target under Objective 5 applies to the region as a whole and services in the Whakatane district will be expected to contribute to this.</p> <p>In terms of developing an appropriate mode shift target for the Whakatane District, we suggest this is considered further in the proposed Whakatane/Eastern Bay of Plenty transport strategy process as it will cover all modes and we can better understand how public transport might contribute to this. The Regional Council looks forward to further engagement with Whakatane District Council in this process.</p> <p>We also note that further work is underway with the Ministry of Transport on sub-national light vehicle kilometres travelled targets. Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.</p>		

<b>Submission Number:</b>	61 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0061		
<b>Submission Summary:</b>	<p>Page 28 of the RPTP refers to its vision being supported by seven key objectives with associated targets which will guide the delivery of public transport over the next ten year. Generally speaking we agree that the approach of focussing in the respective areas of these objectives is a sound approach.</p> <p>The diagram overpage is copied from page 18 of the RPTP. From this we understand that public transport as a mode share has increased from 0.5% to 1.3% in 2018.</p> <p>Furthermore, Objective 1, Mode shift and carbon reduction, has the following target: Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to &gt;5% by 2030. This is from a baseline of Tauranga 3%.</p> <p>Our concern is whether a 2 percentage point increase, is sufficiently ambitious given the earlier progress between 2001 and 2013 which delivered a near threefold increase and the increasingly significant levels of investment in public transport. We would like a rigorous opportunity cost analysis to be undertaken to ensure the plan makes good financial sense.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Targets - add a more aspirational mode share target to the Plan.</p> <p>We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.</p> <p>The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.</p> <p>As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.</p> <p>Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.</p>		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

### Section: 3.2.2 Objective 2: Service planning and design

**Submission Number:** 20 - 2 **Submission Type:** Support

**Submitter:** RPTP0020

**Submission Summary:** Agree with objectives. Recommend concentrating services where need is greatest.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Policy 2.2 (Service classifications) and Policy 2.3 (Service optimisation) are designed to concentrate service provision where existing/forecast demand is highest.

**Submission Number:** 40 - 2 **Submission Type:** Support

**Submitter:** RPTP0040

**Submission Summary:** Passenger rail services can provide greater levels of access between the Bay of Plenty and regions which make up the "Golden Triangle" – namely Waikato and Auckland.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain proposed objective.

**Submission Number:** 60 - 6 **Submission Type:** Support in Part

**Submitter:** RPTP0060

**Submission Summary:** Strongly support the objective, however, the targets do not capture meaningful measures of accessibility for smaller communities. Rather than measuring distance to seldom frequented bus stops, a more relevant measure of accessibility could be utilised that considers the frequency or availability of bus services. For instance, "% of residents able to attend weekday hospital appointments via public transport" may better capture the accessibility needs of our communities while also allowing for the impact of community led services to be captured.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The targets underpinning the objectives are necessarily high level, headline targets providing a broad measure of access to public transport services. The suggested measure appears quite narrow in scope (centred on one type of access need or trip purpose) and may require further definition (for example – how is a subjective measure such as 'able to attend weekday hospital appointments' defined?).

We note that Part 5 of the RPTP has been updated to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework will form a key part of the implementation plan. The Regional Council looks forward to continuing the collaborative approach with Whakatane District Council and other agencies when developing a wider set of measures as part of the monitoring framework.

### Section: 3.2.3 Objective 3: Service and infrastructure delivery

**Submission Number:** 20 - 3 **Submission Type:** Support

**Submitter:** RPTP0020

**Submission Summary:** Agree with objectives. Recommend convenient siting of bus stops and provision of shelters.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Policies in the draft RPTP seek to deliver a to deliver a safe, reliable, punctual and high



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quality customer experience, and encourage investment in infrastructure (including bus stops) to support this.

Infrastructure quality – Policy 3.4 encourages investment in public transport infrastructure that gives effect to national best practice public transport design guidance.

We also note that the Regional Council has received a recommendation from the Public Transport Committee to consider investigating potential co-investment opportunities in public transport infrastructure with the region's territorial local authorities (city and district councils).

<b>Submission Number:</b>	40 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0040		
<b>Submission Summary:</b>	As a mode of transport, rail is statistically much safer than road for passenger journeys in particular.  As it runs on dedicated infrastructure, passenger rail avoids traffic congestion on the road, especially on the approaches to major urban areas.  The Te Huia (Hamilton-Auckland) rail service demonstrates that it is possible to provide a very high level of customer service and value for money through cheap fares.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain proposed objective.		

### Section: 3.2.4 Objective 4: Public transport and land use integration

<b>Submission Number:</b>	29 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0029		
<b>Submission Summary:</b>	Strongly agrees with objectives. Sufficient consideration must be given to mode shift at the very early stages of land development and subdivision design, (ie sufficient space given for bike lanes, separated cycleways, bus lanes, bus stops etc).		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Modal Integration – Policy 4.2 promotes integration between public transport and other modes through the provision of appropriate infrastructure and facilities.  Infrastructure Timing – Policy 4.4 supports proactive engagement with developers to identify, plan and consent public transport corridors and associated infrastructure at the initial planning stages of new developments.		

<b>Submission Number:</b>	40 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0040		
<b>Submission Summary:</b>	Because of its ability to move large numbers of people, and creation of concentrations of passengers at certain nodes (i.e. railway stations), passenger rail has the ability to support compact, intensive, walkable and socially inclusive neighbourhoods.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain proposed objective.		

### Section: 3.2.5 Objective 5: Customer experience and information

<b>Submission Number:</b>	40 - 5	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0040		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

**Submission Summary:** Both the Auckland and Wellington metro rail systems have demonstrated that it is possible to provide a convenient and attractive service that people will use in preference to other modes.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain proposed objective.

**Submission Number:** 42 - 8

**Submission Type:** Seek Amendment

**Submitter:** RPTP0042

**Submission Summary:** We submit that the appropriate aspirational-yet-evidence-based goal should be a six-fold increase in urban PT patronage between 2022-2032.

We also make the point that the targets should not be per capita targets. We understand the temptation in high growth regions, but that is precisely the opposite of what is required for good, science-based targets. The atmosphere doesn't care how many people make the emissions – it responds to the total amount of CO2 reaching the atmosphere. Finally on this matter, the targets need to incorporate and align between:

- \* PT patronage target
- PT mode share target
- Vehicle km travelled target/s
- Carbon emissions target/s

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The public transport target of 'public transport boardings increase on average by 10% per annum to 2030' is based on historical growth rates that were able to be achieved across the region as a whole, taking into account achievement of the patronage target for Tauranga (as the largest urban centre in the region) modelled in the TSP. Please also see earlier response on review of sub-regional targets in light of new national targets in the Emissions Reduction Plan.

### Section: 3.2.6 Objective 6: Partnerships

**Submission Number:** 58 - 2

**Submission Type:** Neutral

**Submitter:** RPTP0058

**Submission Summary:** We can see some partnerships to enhance more public transport users and to help reduce carbon emissions.

The first being Ministry of Education. By ensuring school buses are accessible then there could be a reduction in special needs/wheel chair users having a separate bus/shuttle to take them to school.

The second being Hauora a Toi (formerly Bay of Plenty District Health Board) to add a service for Eastern Bay residents to go through to Tauranga hospital. There is a shortfall of existing services for patients getting cancer treatment or specialist appointments in Tauranga. For instance the St John shuttle will take patients from Opotiki to Tauranga but there funding does not include Whakatane patients.

The third being ourselves, Disabilities Resource Centre as well as other large organisations that have staff using private vehicles to do site visits. Our organisation alone travelled 1.5 million km last year. If the Bay of Plenty Regional Council lead an educational hui on what we can do to help with carbon emissions and what this could look like. For example do we change our fleet to electric vehicles?

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** We thank for your suggestions and look forward to engaging further with the Disability Resource Centre Trust and other mentioned stakeholders on ideas that could enhance public transport use in the Eastern Bay of Plenty and reduce carbon emissions.

We can also put you in touch with the Regional Council sustainability advisor who can share

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our learnings on reducing carbon emissions within the organisation.

### Section: 3.2.7 Objective 7: Fares and pricing

<b>Submission Number:</b>	6 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0006		
<b>Submission Summary:</b>	Agrees with objectives. Fares and pricing needs consideration to attract more locals/visitors to the area, so everyone has equal access to transport options.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain Objective 7: Fares and Pricing.		

  

<b>Submission Number:</b>	20 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0020		
<b>Submission Summary:</b>	Agree with objectives. Note additional central government funding to make public transport financially competitive with private vehicles and reach carbon reduction goals.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	The Regional Council is actively pursuing opportunities to attract additional central government funding to improve the competitiveness of public transport and assist with the transition to a zero emission public transport fleet.		

### Section: 3.3 Focus areas

<b>Submission Number:</b>	5 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0005		
<b>Submission Summary:</b>	Strongly agrees with focus areas.		
<b>Decision Sought:</b>	Seeking less waiting time between services at hubs (improved scheduling).		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.		

  

<b>Submission Number:</b>	6 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0006		
<b>Submission Summary:</b>	Agrees with proposed focus areas. References reducing carbon emissions.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain 'transition to low impact public transport'		

  

<b>Submission Number:</b>	33 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	Strongly support the Collaborative focus area "We will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs".		

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### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain focus area.

**Submission Number:** 36 - 4

**Submission Type:** Support

**Submitter:** RPTP0036

**Submission Summary:** Strongly agree with focus areas. Changing perceptions and attitudes to public transport is a real challenge which needs lots of innovation from not just the Councils, but from all parts of the community. There are many opportunities for real partnerships and collaboration here.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain focus areas.

**Submission Number:** 38 - 4

**Submission Type:** Support

**Submitter:** RPTP0038

**Submission Summary:** Strongly agrees with focus areas. Understanding each of the customer types and their reasons for and against using public transport now and in the future, at a granular level, is essential for BOPRC to achieve its aims.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain focus areas.

**Submission Number:** 50 - 5

**Submission Type:** Support

**Submitter:** RPTP0050

**Submission Summary:** Agree with focus areas. You'll only change attitudes with a good service...not words.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain focus areas. Comment on the need to provide a good service as a starting point for changing attitudes has been noted.

## Chapter: Part 4: How we will get there

### Section: 4.1 Future strategy

**Submission Number:** 19 - 2

**Submission Type:** Support

**Submitter:** RPTP0019

**Submission Summary:** I am in agreement with the future strategy proposals in the RPTP.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Retain

**Submission Number:** 36 - 5

**Submission Type:** Support

**Submitter:** RPTP0036

**Submission Summary:** Express support for future strategy sections (Tauranga/Western Bay of Plenty; Rotorua; Eastern Bay of Plenty; Regional Services).

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Envirohub operates across the whole of the Bay of Plenty but has its primary base in the western bay of plenty area. We support the strategies for each area. In the case of western bay the agreed documents already in place are unlikely to lead to much carbon reduction in the short term, but that is no reason not to vigorously pursue mode shift targets.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain future strategy sections.

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**Submission Number:** 45 - 1 **Submission Type:** Seek Amendment

**Submitter:** RPTP0045

**Submission Summary:** On-Demand trials. The Rotorua and Eastern Bay sections refer to On-Demand trials that will be developed after taking the learnings from the On-Demand Trial for Tauranga South (pages 40 and 43), but there is nothing in the Tauranga section about the trial other than a statement that there is provision for a trial on p36. Is it possible to expand on what the proposed trial in Tauranga South is (timing, size, location etc.)?

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Comment noted. The parameters of the proposed trial are still being defined, so unfortunately we are unable to provide more detailed information at this stage. Any additional information we could provide in the RPTP would be subject to change and may soon be out of date. The progress of this trial will be regularly reported to the Public Transport Committee as it proceeds.

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**Submission Number:** 55 - 1 **Submission Type:** Neutral

**Submitter:** RPTP0055

**Submission Summary:** This Plan should recognise there are different public transport needs across the region. Public transport needs in the Eastern Bay - as well as intra-regionally - is largely for the transport disadvantaged (e.g. students, disabled, elderly). Meanwhile, in order to achieve the stated modal shift outcomes in the Western Bay, it has been identified that public transport is our main strategic initiative. Therefore, public transport should be primarily targeted to commuter users.

The Chamber believes, given the relatively small scale of the Western Bay's passenger transport network, it is a challenging objective to effectively cater to both competing priorities. The Chamber would prefer BOPRC delivers an optimised public transport service targeting transport disadvantaged passengers who most require the service, as well as targeted services for commuters on key routes (e.g. Te Papa Peninsular).

Provide sub-regional specific plans to reflect the different needs and priorities, as opposed to the blanket regionwide plan.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** The approach in the RPTP is to provide an overall regional public transport policy framework in order to meet legislative requirements in the Land Transport Management Act, before then developing sub-regionally specific strategies for each sub-region (and the regional services that link them) in section 4.1 (Future Strategy). As noted in the Plan (p32) 'this recognises that the region is home to diverse communities, with distinctive public transport needs and requirements, meaning that a 'one size fits all' approach will not necessarily deliver the desired outcomes for each community'.

We note in terms of the balancing the differing needs of commuters and the 'transport disadvantaged' in the Western Bay of Plenty sub-region, that Policy 2.2 (Service Classifications) establishes a policy framework to allow the trade off between patronage and coverage goals to be defined for different types of services i.e. Express, Primary and Connector services will largely target commuters and other frequent daily travellers, while Local/Regional and Targeted services are primary focused on meeting wider access goals.

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### Section: 4.1.1 Tauranga and the Western Bay of Plenty

<b>Submission Number:</b>	1 - 1	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0001		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	Trams/Ferries Submitter seeks trams and ferry services for Tauranga as soon as possible.		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries</p> <p>We note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p> <p>Trams</p> <p>Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:</p> <ul style="list-style-type: none"> <li>i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and</li> <li>ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.</li> </ul> <p>We note there are associated actions in the RPTP to:</p> <ul style="list-style-type: none"> <li>• Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.</li> <li>• Actively participate in any central government business cases investigating rapid transit in the region.</li> <li>• Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system</li> </ul>		

<b>Submission Number:</b>	2 - 1	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0002		
<b>Submission Summary:</b>	<p>Bus Stops – Tauranga</p> <p>Bus drivers frequently miss customers at bus stops in dark/low light conditions. Notes consequences of missing buses with reduced services (lateness).</p>		
<b>Decision Sought:</b>	Submitter requests sufficient lighting at all bus stops in Tauranga so bus drivers can see customers.		
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>Policies in the draft RPTP seek to deliver a to deliver a safe, reliable, punctual and high quality customer experience, and encourage investment in infrastructure (including bus stops) to support this.</p> <p>Infrastructure quality – Policy 3.4 encourages investment in public transport infrastructure that gives effect to national best practice public transport design guidance. Adequate lighting at bus stops is necessary to achieve the objectives of Policy 5.1 (Accessible journey), Policy 5.2 (Safety and personal security) and Policy 5.4 (Amenity).</p> <p>Your concerns with lighting at bus stops In Tauranga have been noted and referred to Tauranga City Council (as the public transport infrastructure provider) for a response. We note that investment is programmed in the Tauranga City Council Long Term Plan to accelerate bus shelter provision across the city.</p> <p>The Regional Council has also accepted a recommendation to consider investigating potential co-investment opportunities in public transport infrastructure with the region's territorial local authorities (city and district councils).</p>		

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<b>Submission Number:</b>	4 - 2	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0004		
<b>Submission Summary:</b>	<p>Rail Strongly agrees with investigating use of the existing rail network for passenger rail from satellite areas e.g. Te Puke.</p> <p>Park and Ride Supports Park and Ride as an option.</p>		

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Passenger Rail  
Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

<b>Submission Number:</b>	9 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0009		
<b>Submission Summary:</b>	Frequent and reliable services - agrees more frequent services are the top priority.		
<b>Decision Sought:</b>	Consider smaller, more frequent, electric buses. Improve reliability – buses aren't departing as scheduled. Notes several times waiting in town for overdue buses.		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Policy 1.1 (Frequent and reliable services) prioritises the delivery of more frequent and reliable services on key urban corridors.</p> <p>Policy 3.9 (Vehicle size and weight) supports taking a flexible approach to vehicle sizes while taking a range of factors in account.</p> <p>Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.</p> <p>Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.</p> <p>Comment on service reliability noted. Working with partner agencies and operators to improve the punctuality and reliability of services is a priority for BOPRC (see Policy 3.7). The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.</p>		

<b>Submission Number:</b>	12 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0012		
<b>Submission Summary:</b>	<p>The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in are addressed in the final RPTP.</p> <p>Check current intensification details on Te Papa Peninsula were up-to-date and correct.</p>		

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**Decision Sought:** Review Te Papa intensification levels depicted in Figure 14.

**Committee Decision:** Accept

**Committee's Response:** Te Papa intensification levels reviewed and map updated.

**Submission Number:** 21 - 6

**Submission Type:** Neutral

**Submitter:** RPTP0021

**Submission Summary:** Suggestions include: passenger rail from Katikati, park and ride, express bus services.

What about connections to other regions?

Where is the light rail going to go in the city centre? Underground? We can't even fit our busses in the city centre.

Rail needs to be included from Tauriko, it is shocking the traffic because of people commuting from Matamata.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Park and ride and express bus services are being considered for the Northern Corridor as part of the TSP programme.

There would be significant additional barriers to extending rail services to Katikati and Tauriko which are likely to have impacts on feasibility.

Inter-regional connections – see Section 4.1.4 (Regional Services) which includes working with Waikato Regional Council to assess potential demand for cross-boundary services.

**Submission Number:** 22 - 1

**Submission Type:** Seek Amendment

**Submitter:** RPTP0022

**Submission Summary:** Seeking:

\* Improved bus service reliability

\* Less buses 'Not in Service'

\* An anti-clockwise orbiter bus that covers the shopping malls (Tauranga)

\* Smaller buses

\* Tauranga – Rotorua/Whakatane services that return in half a day

\* A bus to Baypark

\* Better information for passengers

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Reliability - Policy 3.7 (Service Performance) seeks to improve the reliability and punctuality of services, which includes setting realistic and achievable timetables to meet customer needs.

Not in Service buses – the transition to a new bus network operating model will seek to reduce the number of circulating 'Not in Service' buses.

Smaller buses - Policy 3.9 (Vehicle size and weight) supports taking a flexible approach to vehicle sizes while taking a range of factors in account.

Regional Services - The RPTP includes an action to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to implement a regional network which provides a fast and attractive service offering (see 4.1.4).

Shopping mall/Baypark services – these requests have been noted and referred to the



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BOPRC public transport network planning team for consideration in the next service review (Tauranga Bus Network Refresh (Stage 2) – Tauranga Western). We note that the Crosstown service CT) currently operates between the Bayfair and Tauranga Crossing shopping malls.

Passenger information – improved customer experience and Information is a priority focus area for the Regional Council (see section 4.2.5 Customer experience and information).

<b>Submission Number:</b>	23 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0023		
<b>Submission Summary:</b>	<p>Ferry - fast track the Priority One proposed fast and frequent service connecting the centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.</p> <p>Train – notes existing rail assets that could be utilised for passenger rail; potential for rail sidings rather than double-tracking to accommodate freight/passenger rail on same network. Rail can also connect us with the rest of the country and provide an option for tourists.</p> <p>Park and Ride – notes potential for park and ride facilities in regional/rural areas; connections to future rapid transit network.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p> <p>Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.</p> <p>Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.</p> <p>Include additional commitments to this policy to:</p> <ul style="list-style-type: none"> <li>i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;</li> <li>ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and</li> <li>iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.</li> </ul> <p>Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.</p>		

<b>Submission Number:</b>	25 - 4	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0025		
<b>Submission Summary:</b>	Submitted Wednesday Challenge Vision 2032 with ten point plan.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Aspirational - we recognise that the Plan must be bold and aspirational to achieve the		

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transformational change that is needed.

Add vision statement to front of RPTP.

Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.

Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise:

- The highly dynamic and constantly changing operating environment.
- The need for public transport agencies to be flexible and nimble in response.
- Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.
- The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.

Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of Plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

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There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:  
i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

Ferries - we note that the RTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Regional services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

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Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Modal Integration - Policy 4.2 supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure. The Regional Council will continue working collaboratively with partner agencies with responsibilities for infrastructure in the development of these facilities.

Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.

The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.

Funding - we note Policy 1.7 (Transport pricing) supports advocating for investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.

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<b>Submission Number:</b>	26 - 3	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0026		
<b>Submission Summary:</b>	I am broadly supportive of the proposed plan. I am attaching the proposal formulated by Wednesday Challenge which I believe has some valuable additional ideas and measures. I strongly advocate that these should be incorporated into the current plan.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Aspirational - we recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.		
	Add vision statement to front of RPTP.		
	Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP. Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise: <ul style="list-style-type: none"><li>• The highly dynamic and constantly changing operating environment.</li><li>• The need for public transport agencies to be flexible and nimble in response.</li><li>• Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.</li><li>• The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.</li></ul>		
	Targets - add a more aspirational mode share target to the Plan.		
	We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.		
	The Ministry of Transport is now working with partner agencies to develop sub-national light		

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of Plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:

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i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Regional services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Modal Integration - Policy 4.2 supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure. The Regional Council will continue working collaboratively with partner agencies with responsibilities for infrastructure in the development of these facilities.

Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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available resources.

The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.

Funding - we note Policy 1.7 (Transport pricing) supports advocating for investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.

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<b>Submission Number:</b>	27 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0027		
<b>Submission Summary:</b>	<p>Prioritise light rail, and passenger rail out of the region (Auckland and Waikato) to reduce commuter traffic pressure at major pinch points and reduce the road toll.</p> <p>Prioritise ferry services to at least Tauranga, Mt and Omokoroa to remove traffic congestion on main arterial roads and utilise our amazing harbour!</p> <p>Collaborate with other agencies to fix the disenfranchised youth and homeless issue in central Tauranga making bus travel uninviting.</p> <p>Immediate roll out of park and ride services for peri urban and rural communities.</p> <p>Investigate separating heavy rail away from inner city track (put it underground..?), use the route as a safe cycling route between city and Maunganui/Papamoa communities reducing cycle/car accidents, reducing motor traffic, reducing unused bus routes which seem to be constantly complained about by the community.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode..</p> <p>Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.</p> <p>Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.</p> <p>Include additional commitments to this policy to:</p> <ol style="list-style-type: none"><li>advocate and support rail track improvements between Auckland, Hamilton and Tauranga;</li><li>support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and</li><li>protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.</li></ol> <p>Light Rail (Rapid transit) - Policy 4.6 and associated actions support a two-fold approach to rapid transit (light rail is a potential option):</p> <ol style="list-style-type: none"><li>progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and</li><li>work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.</li></ol> <p>We note there are associated actions in the RPTP to:</p> <ul style="list-style-type: none"><li>Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.</li></ul>		

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- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

Safety and personal security - we recognise that safety and security is fundamental to providing an excellent customer experience. We are committed to working proactively to ensure the safety and security of users.

Amend Policy 5.2 (Safety and personal security) to read: 'Work collaboratively with bus operators and partner organisations to ensure the safety and security of customers'.

Add the following to 'Actions – Customer experience and information': 'Work with operators and partner organisations to proactively identify and resolve public transport safety and security issues'.

We also note the following 'Customer experience and information' actions which will support improved safety and security at bus stops and interchanges:

- \* Provide security at key locations on the public transport network where increased risk to safety and personal security has been identified.
- \* Implement New Zealand Crime Prevention Through Environmental Design guidelines at public transport infrastructure and in locations where people access public transport.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

Alternative Railway Crossings of Tauranga Harbour – The Regional Council has previously commissioned a review of different railway options for crossing (URS (2008) Review of Reports on Railway Crossings on Tauranga Harbour). The report concluded:

'The reports do not identify any easy or obvious alternate routes for the ECMT railway through the Tauranga CBD. All routes have significant difficulties, some of which relate to the geography, some to the geology and some to the urban development of the area....Given the difficulties none of the options reviewed in this report seem viable for relocating the railway from the Strand.'

<b>Submission Number:</b>	31 - 4	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0031		
<b>Submission Summary:</b>	<p>Rapid transit/Park and Ride - The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions. Park and Rides need to be situated on each rapid transit.</p> <p>Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve. This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities.</p> <p>Instigate On Demand transport and scale back any other off peak and fixed route services not on the transit line.</p> <p>Ferry - fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works.</p> <p>The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:		



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i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

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<b>Submission Number:</b>	32 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0032		
<b>Submission Summary:</b>	<p>Buses currently are unusable. Twenty minutes in town took over an hour and a half to get there and return. Temporary bus stop no where to sit and stood for thirty five minutes. A car is the answer to shop etc not a bus.</p> <p>Just words buses during the day are mostly empty as not user friendly on frequency, route, or comfort. Only works if you have plenty of time and don't mind waiting a lot. So half (or more) empty doesn't work now so how does such statements mean anything. The proof is needed.</p>		

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Previous bus system was better currently unusable for me or neighbours we discussed with.

Words . So far a failure in my book. Guess it's watch this space but no expectations as it's worse than before.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** We recognise the disruption caused by roadworks and other developments in and around the Tauranga CBD requiring temporary bus stop arrangements are impacting on convenience and comfort of passengers. The Regional Council is committed to working collaboratively with partner agencies responsible for bus stop infrastructure to resolve these issues.

The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

Transfers - the recent bus network refresh for services in the eastern Tauranga has demonstrated the success of a move towards providing more direct services for some key journeys (e.g. Papamoa – CBD). A similar exercise is planned for western Tauranga (including central services). Given the complex geography of Tauranga, transfers will still be necessary in many cases to ensure the full range of origins and destinations are served.

Service optimisation – Policy 2.3 sets minimum patronage expectations for different types of services. Services which consistently fall below these thresholds will be reviewed to determine how they can better serve the needs of customers.

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<b>Submission Number:</b>	34 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0034		
<b>Submission Summary:</b>	<p>Rural residents at Whakamarama do not have access to Public Transport, there is a good and increasing bus service Tauranga/Omokoroa and Tauranga/Katikati and none of these services will stop. We have been requesting for several years for safe bus stops so that we can access the public transport service already funded and running.</p> <p>If there is to be Park and Ride facilities then they should be at or near the SH2-local road intersections such as at or near Barrett Rd or Tawhitinui Marae not in the urban area of Omokoroa.</p> <p>If Council is serious in fostering modal shift to reduce congestion and carbon emissions then make the decision now to plan for safe bus stops along rural SH2 asap and explore further innovative transport door to door options to deliver patrons from the feeder roads to the SH2 bus stops. These options may replace plans for Park and Ride. We are past the time for making policies, make it happen and soon.</p>		

### Decision Sought:

**Committee Decision:** Refer

**Committee's Response:** Bus Stops (Whakamarama) - the submission has been noted and referred to Waka Kotahi as the agency responsible for providing public transport infrastructure on state highways (including bus stops). The Regional Council is committed to working collaboratively with Waka Kotahi to enable safe access to public transport services for the residents of Whakamarama.

Park and Ride - Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The submission will be factored into the consideration of park and ride sites for the Northern Corridor as part of the TSP programme.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was

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agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

<b>Submission Number:</b>	35 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0035		
<b>Submission Summary:</b>	<p>Bus Stops (Tauranga) - the second monumental error in planning occurred when the bus stop placement at The Crossing necessitates walking up/down some 20+ steps to the shops. Just what thought was given to Elders doing a weekly shop with shopping trundlers? Zilch!</p> <p>BoPRC, there is a lot that you have to answer for with past planning. I do not have any confidence that your officers today are any more inclined to listen to the public they serve.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>Policies in the RPTP seek to deliver an accessible journey and encourage the provision of infrastructure (including bus stops) and access links to support this.</p> <p>The submission on The Crossing bus stop has been noted referred to Tauranga City Council (as the public transport infrastructure provider) for consideration.</p>		

<b>Submission Number:</b>	35 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0035		
<b>Submission Summary:</b>	Provide for Elders with special mobility needs. Safe, and weather protected seating at major bus stops.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>Policies in the RPTP seek to deliver a to deliver a safe and high quality customer experience, and encourage investment in infrastructure to support this. Access for people with special mobility needs, safety and protection from the weather at major bus stops are necessary to achieve the objectives of Policy 5.1 (Accessible journey), Policy 5.2 (Safety and personal security) and Policy 5.4 (Amenity).</p> <p>The submission has been noted and referred to Tauranga City Council (as the public transport infrastructure provider) for consideration. We note that investment is programmed in the Tauranga City Council Long Term Plan to accelerate bus shelter provision across the city.</p>		

<b>Submission Number:</b>	37 - 5	<b>Submission Type:</b>	Oppose in Part
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	<p>On Page 33 it makes it clear that council(s) vision is for everyone to conduct business via the City Centre.</p> <p>This is never going to happen. People don't travel to the City Centre as it is not an attractive place to travel to. Places such as Bayfair and Tauriko are more popular, and the bus system should cater to this need.</p>		

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Tauranga residents DO NOT need a bus system that doesn't cater to their needs, purely based on the vision of a few council members in their office, who drive and aren't considering the current climate. Council(s) need to consider the public's views more, especially the future generations. (Such as school students).

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Page 33 shows the Urban Form and Transport Initiative (UFTI) Connected Centres schematic. UFTI was collectively developed and endorsed by a number of partners including Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and Waka Kotahi. The schematic shows a number of centres connected by public transport links (hence the name Connected Centres).

We acknowledge the City Centre is depicted as a key node, however the intent of the diagram is to depict a polycentric model with a number of distinct centres, which enable people to live, work, play and learn locally, while providing the opportunity to travel efficiently by public transport between centres when the need arises.

The RPTP is seeking to deliver on the public transport components of this Connected Centres vision for Tauranga and the Western Bay of Plenty.

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**Submission Number:** 38 - 5

**Submission Type:** Neutral

**Submitter:** RPTP0038

**Submission Summary:** Tauranga has an extremely low level of public transport usage and therefore has the opportunity for maximum impact. We are proposing implementation of a trial of on-demand transport in Tauranga which will assist BOPRC in delivering mode shift, while also demonstrating the effectiveness so that it can be rolled out to other regions. (See attached proposal for an On-Demand Transport Trial for Mount Maunganui and Papamoa Beach).

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

The Liftango proposal has been referred to the BOPRC public transport network planning team for consideration.

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**Submission Number:** 39 - 3

**Submission Type:** Seek Amendment

**Submitter:** RPTP0039

**Submission Summary:** The plan notes that UFTI focus has two core concepts. (BOPRTP p.34)

\* connected centres that delivers rapid transit on key corridors

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\* 15 minute access to local social and economic opportunity (plus a sub-regional link)

Emphasis has been given to deliver efficient corridor services.

The TSP further suggests delivery of dedicated routes that have proven inefficient, under-utilised and an infrastructure cost burden, that can be replaced by timed on demand change.

A ferry service will contribute to mode shift, particularly a connected Mount Maunganui service.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** High capacity fixed route services supported by dedicated bus priority infrastructure are an efficient and cost effective means of delivering public transport on high demand corridors.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

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<b>Submission Number:</b>	41 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0041		
<b>Submission Summary:</b>	I would like to see full time dedicated bus lanes along Cameron Road. Ngatai Road protected cycle way should be continued right into the city center. Omokoroa needs a dedicated cycle way into Bethlehem.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Bus lanes – The TSP programme provides for the delivery of bus priority infrastructure along Cameron Road. The Regional Council will continue working collaboratively with Tauranga City Council as the partner agency responsible for public transport infrastructure in the development of these facilities.		
	Cycle infrastructure - Policy 4.2 (Modal Integration) supports integration of public transport and other modes (including cycling) through the provision of appropriate facilities and		

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infrastructure. The development of standalone cycling infrastructure lies outside the scope of a Regional Public Transport Plan which is primarily concerned with public transport provision (while recognising the important relationships that exist between public transport, land use and other modes).

<b>Submission Number:</b>	42 - 9	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0042		
<b>Submission Summary:</b>	<p>In broad terms, we support most of the points in Vision 2032, a 10-point plan focused on Tauranga-WBOP sub-region outlined in the Wednesday Challenge submission, aiming to see a step-change in public transport patronage.</p> <p>VISION 2032</p> <ol style="list-style-type: none"> <li>1. Fifteen percent public transport mode share (by distance)</li> <li>2. Fully decarbonised bus and minibus system across BOP by 2032</li> <li>3. On Demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.</li> <li>4. Tauranga - Rapid transit corridors on dedicated routes with 10 -15 minute frequency.</li> <li>5. Park n Ride facilities on the outskirts of each rapid transit route.</li> <li>6. Frequent Ferry service between Tauranga, The Mount and Omokoroa.</li> <li>7. Fast and affordable Intra-regional and Inter-regional public transport services.</li> <li>8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.</li> <li>9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup, charging, shared mobility).</li> <li>10. Fastrack the Eastern Coastal Integrated transport services and amenities to create a step change and demonstrate success.</li> </ol> <p>We note that some of those actions have been addressed in the RPTP and others are intended to be dealt with in the Tauranga WBOP PT business case in the TSP.</p> <p>We also acknowledge some minor differences in our organisation's specific submissions. For instance, Sustainable BOP Trust is concerned about the high cost of the proposed Omokoroa ferry service, which equates to the same amount of capital and annual operating costs required to fund several new city bus routes, or alternatively to fund the costs of a comprehensive on demand service across Tauranga.</p> <p>Therefore, our preference is to ensure the TSP business case clearly highlights the costs and benefits of all interventions, and then to invest in the 'best bang for buck' in terms of patronage, which does not appear to be a frequent ferry service to/from Omokoroa.</p> <p>That said, we strongly support the overarching goal of Vision 2032:</p> <p>The Tauranga and Western Bay subregion needs a step change to the public transport system, that recognises the urgency of climate action and the right to equitable access for all citizens. Real, measurable and tangible action is required, starting in 2023.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Caveats noted.</p> <p>Targets - add a more aspirational mode share target to the Plan.</p> <p>We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.</p> <p>The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.</p> <p>As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.</p> <p>Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.</p>		

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Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of Plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit: i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Regional services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Modal Integration - Policy 4.2 supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure. The Regional Council will continue working collaboratively with partner agencies with responsibilities for infrastructure in the development of these facilities.

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<b>Submission Number:</b>	43 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	<p>This submission advocates for a clear aspirational vision that is coupled with actions, a timeline, measurable targets and milestones and the integration of On Demand Transport, rapid transit busses, the ferry service and intercity rail within ten years.</p> <p>Below we set out ten recommended action points which will contribute to a 2032 vision. Please also refer to the timeline for the next three years, which will be crucial for setting in place the foundations for diversifying transport and giving the public transport choices to look forward to.</p> <p>VISION 2032</p>		



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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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1. Fifteen percent public transport mode share (by distance)
2. Fully decarbonised bus and minibuss system across BOP by 2032
3. On Demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.
4. Tauranga - Rapid transit corridors on dedicated routes with 10 -15 minute frequency.
5. Park n Ride facilities on the outskirts of each rapid transit route.
6. Frequent Ferry service between Tauranga, The Mount and Omokoroa.
7. Fast and affordable Intra-regional and Inter-regional public transport services.
8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.
9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup, charging, shared mobility).
10. Fastrack the Eastern Coastal Integrated transport services and amenities to create a step change and demonstrate success.

### 2022 – 2025 TIMELINE

The next three years are critical and need to be focussed on actions that can deliver tangible change without lengthy infrastructure disruption. Focussing first on rolling out on Demand services which do not require infrastructure, and the ferry service which does not disrupt traffic. Complete one transit route well, and all of the amenity and services required for a step change.

### HOW DO WE PAY FOR IT?

Alongside existing local and national government mechanisms, advocate for a Tauranga road user charge that recognises the significant role and benefit to the Port and freight heavy industry attracted to the region, to the congestion, carbon emissions and pressure on crucial arterial routes.

Ensure this is ring fenced to deliver the public transport and active transport plan, so that residents are not trapped by a congestion charge, without affordable and high quality transport options to choose as an alternative.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** Aspirational - we recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.

Add vision statement to front of RPTP.

Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.

Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise:

- The highly dynamic and constantly changing operating environment.
- The need for public transport agencies to be flexible and nimble in response.
- Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.
- The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.

Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.

The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.

Funding - we note Policy 1.7 (Transport pricing) supports advocating for investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.

See more detailed responses to each submission point under the relevant sections of the Plan.

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

<b>Submitter:</b>	RPTP0049		
<b>Submission Summary:</b>	<p>Port efficiency relies heavily on the current and future efficiency of the region's road-based transport network in order to maintain its competitiveness in an ever increasingly competitive world.</p> <p>In recent years there has been sound land-based transport strategy and delivery for the region that has enabled the Port to continue to provide the kind of support the region's industries need in order to grow and prosper.</p> <p>While there has been investment in the road network, there has also been wider regional growth demands that have placed additional stress and consumed additional transport network capacity. It is evident to the Port, that the strategic urban network it is heavily dependent upon, has seen a level of growth that has outstripped investment in its capacity. The consequence of this is that access to and egress from the Port is severely compromised for long periods on both weekdays and weekends, not intermittently, but now regularly and for extended periods. Currently, a significant proportion of land transport costs are seen to be incurred on the local strategic urban network. This impacts key intra-Port movements as well as those longer journey connections.</p> <p>In recent years, government policy has shifted away from provision of network capacity towards a policy emphasising public transport, cycling and walking – a policy shift that is embodied in the Urban Form and Transport Initiative (UFTI) and in the Transport System Plan (TSP) which gives effect to the first 30 years of UFTI. The Draft Regional Public Transport Plan builds upon both of these documents but is concerned only with the ten years from 2022 to 2032.</p> <p>Accordingly, the Port's submissions are three-fold:</p> <ul style="list-style-type: none"> <li>• General endorsement of the thrust of the RLTP;</li> <li>• An increased focus and investment on immediate resolution of the strategic and localised urban network critical to ensure the Port can provide reliable and efficient access to and for the region's growing freight industry; and</li> <li>• A need to keep public transport, walk and cycle trips away from the roads immediately serving the Port, and in particular Totara Street and Hull Road.</li> </ul>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Thank you for your submission. We recognise the Port of Tauranga's interest in maintaining reliable and efficient access to and from the Port on the strategic road network. In relation to the Port's general submission points we make the following observations:</p> <p>*The scope of the Regional Public Transport Plan (RPTP) means it is primarily concerned with public transport provision (while recognising the important relationships that exist between public transport, land use and other modes). We note the Regional Land Transport Plan (RLTP) covers provision for all modes (including the strategic road network).</p> <p>* The Port was key partner in the development of both the Urban Form and Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP). As stated in the RPTP, our future strategy for Tauranga and the Western Bay of Plenty sub-region focuses on delivering the public transport components of UFTI Connected Centres and the TSP. The role of the RPTP is to frame up policies and actions to assist with operationalising the agreed future public transport strategy for the sub-region in UFTI.</p>		
<b>Submission Number:</b>	52 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0052		
<b>Submission Summary:</b>	<p>In order to reduce our carbon emissions, we need to get serious about our public transport system. As it stands, patronage of buses is miniscule compared to car use. It simply won't work if we just add on a few extra busses and hope that people start using them. Our Public transport needs a complete overhaul. It needs to be a legacy system that we are proud to create, it needs to be accessible to all, frequent, fast and desirable to use. I was fortunate to spend time brainstorming with some experts to develop a strategy for the Bay of Plenty to take us to 2032.</p> <p>[Submitter attaches Vision 2032 submission]</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		

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### Committee's Response:

Aspirational - we recognise that the Plan must be bold and aspirational to achieve the transformational change that is needed.

Add vision statement to front of RPTP.

Add a statement of network aspirations/what the RPTP will deliver to support a more aspirational mode share target to the front of the RPTP.

Revise sections 1.2.3 (Reviewing the RPTP) and 1.3 (Developing this RPTP) to recognise:

- The highly dynamic and constantly changing operating environment.
- The need for public transport agencies to be flexible and nimble in response.
- Recent Government policy decisions that have set ambitious new targets and will enable greater flexibility and responsiveness in the future delivery of public transport. Revise Appendix A (Policy Context) accordingly.
- The Regional Council, through the Public Transport Committee, will be the champion for public transport in the region.

Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of Plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:  
i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

Regional services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

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Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Modal Integration - Policy 4.2 supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure. The Regional Council will continue working collaboratively with partner agencies with responsibilities for infrastructure in the development of these facilities.

Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.

The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.

Funding - we note Policy 1.7 (Transport pricing) supports advocating for investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.

### Section: 4.1.2 Rotorua

<b>Submission Number:</b>	6 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0006		
<b>Submission Summary:</b>	To address the climate crisis, options for Rotorua should include consideration of a tram/light rail in the CBD (e.g. Christchurch, European cities) and conversion to electric buses. Would support environmental and urban regeneration goals. Advocates for limiting/removing carparking to support goals.		
<b>Decision Sought:</b>	<p>Tram/Light Rail Seeking consideration of a tram/light rail system for Rotorua.</p> <p>Electric Buses Seeking conversion of the public transport fleet to electric buses.</p> <p>Carparking Advocates removing/controlling carparking to support environmental/urban regeneration goals.</p>		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Tram/Light Rail Initial research suggests that light rail is unlikely to prove viable as a public transport option for the Rotorua urban area in the foreseeable future given current population size and density (see Policy 4.6 Rapid Transit). This would not preclude consideration of a CBD tram as a commercial venture in support of tourism/urban goals. However, such a venture is outside the scope of the RPTP.</p> <p>Electric Buses Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.</p> <p>Amend the policy to include consideration of different service options including smaller zero</p>		

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emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

### Carparking

Policy 7.4 in the RPTP supports actively managing carparking in high demand areas in Rotorua to support mode shift in favour of public transport. BOPRC will continue to collaborate with Rotorua Lakes Council to ensure that parking policy supports public transport and broader environmental and urban goals.

<b>Submission Number:</b>	47 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0047		
<b>Submission Summary:</b>	The recommended network for Rotorua will benefit existing and future Kainga Ora customers, as well as the wider Rotorua Area. Kainga Ora generally supports moving from 11 discrete routes radiating from the Rotorua CBD to five key routes which collectively provide a similar level of coverage to the previous network. However, whilst the recommended network is consistent with the NPS-UD, it is important that the recommended network aligns with Rotorua Lakes District Council's planned changes to give effect to the MDRS (Proposed Plan Change 9) as well as Rotorua Lakes District Council's Future Development Strategy so that the bus stops servicing the network will be within walking distance from sites that are zoned for medium and high density residential living. This is also relevant to Tauranga City and Western Bay of Plenty District councils who are also undergoing plan changes to implement the MDRS.		

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Include recommended network for Rotorua in RPTP once confirmed.

Add action to 'review the provision of public transport services and infrastructure against areas in the region identified for medium and high residential living under the Resource Management Act – Enabling Housing Supply Amendment Act by August 2023' as means of implementing Policy 4.1.

We note that our future strategy for Rotorua includes a priority action to: work with partners to ensure public transport is integrated with land use in the Rotorua Future Development Strategy'.

<b>Submission Number:</b>	62 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0062		
<b>Submission Summary:</b>	The new routes = good idea.		

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** We note your support for the proposed changes to the bus routes.

Include recommended network for Rotorua in RPTP once confirmed.

### Section: 4.1.3 Eastern Bay of Plenty

<b>Submission Number:</b>	29 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0029		
<b>Submission Summary:</b>	Ensure the public transport system has safe micromobility routes for cyclists to access buses (e.g. bike to a bus stop safely).		

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Ensure buses have adequate storage or racks to enable cyclists to transport bikes easily and safely. This would allow regional travel by cyclists, and also travel from Whakatane-Ohope for those without E-bikes.

To prioritise good road and route design so that cyclists are not in conflict with buses, as cyclists are vulnerable road users.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Modal Integration – Policy 4.2 promotes integration between public transport and other modes through the provision of appropriate infrastructure and facilities.

This includes:

- i) Providing safe and accessible walking, cycling and micro-mobility connections to public transport services and facilities.
- iii) Providing bike racks on buses.
- iv) Reducing conflict between buses and vulnerable users such as cyclists, pedestrians and micro-mobility users using appropriate design solutions which retain access for these modes.

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<b>Submission Number:</b>	33 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	We particularly support the following points from the Eastern Bay of Plenty summary:  * 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.		

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain summary points.

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<b>Submission Number:</b>	50 - 6	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0050		
<b>Submission Summary:</b>	Whakatane doesn't get a mention. We are referred to as a sub-region and we'll be lucky if we get the same developmental monies let alone the increases we need. We are the ones who have to travel to services.		

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Comments noted. We recognise Whakatane as the main service hub for the Eastern Bay of Plenty sub-region and note that our future strategy is centred on improving access between Whakatane and surrounding settlements and rural areas.

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<b>Submission Number:</b>	50 - 7	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0050		
<b>Submission Summary:</b>	The most frequent criticism of current bus services has been about bus size (empty). In a small town, rural area like ours [Whakatane], small electric vehicles would be more appropriate.  Frequency would be more affordable with smaller vans/buses. Stable timetables are essential to good patronage. Regularity 1-2 hourly town circuits will be used more and encourage less use of cars.  Smaller van would be useful if it was convenient. A rostered bus service works well in high volume congested cities. It does not apply to a small town. What would work is an Uber style pick-up and drop-off service. The software on the phone app would manage which electric		

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van (not a large empty diesel bus at present) and which route to take to be as efficient as possible. Uber has a share feature which optimises slight route changes to pick up more folk and alter the delivery route to suit. Smart and automated.

To rural settlements - Taneatua – Awakeri – Ohope – Te Teko – Edgecumbe. A there and back run, morning and afternoon for workers, every working day (and shoppers). Opotiki – Murupara could try daily but twice a week may be enough for visitors.

Routes – the town is small and it is generally felt a circuit including the Hub and Coastlands that went down James St and Around Awatapu via Kowhai St up Bridge St or Churchill St on to King St a turnaround at hospital back to Kopeopeo and into town on Domain Rd or similar would service most needs (needs more careful consideration).

### Decision Sought:

**Committee Decision:** Refer

**Committee's Response:** We note the following policies in the RPTP:

Policy 1.4 (Zero emission public transport) seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Policy 3.9 (Vehicle size and weight) supports taking a flexible approach to vehicle sizes while taking a range of factors in account.

Policy 2.6 (On demand public transport) supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

These policies listed above will be factored into the development of the future service operating model for the Eastern Bay of Plenty.

Specific service suggestions have been noted and referred to the Regional Council public transport network planning team for further consideration. We note there is a planned 'early interventions' process as part of the Eastern Bay of Plenty Bus Network Refresh which is looking for quick wins to better provide for commuter and shopping trips. This will be focused initially on improvements that can be made to the existing Whakatane – Ohope service.

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**Submission Number:** 53 - 4

**Submission Type:** Seek Amendment

**Submitter:** RPTP0053

**Submission Summary:** The Eastern Bay Bus Refresh appear to largely focus on the existing service and contract renewal, and while we agree the Whakatane and Ohope service does not meet the needs of the community a strategy should look more broadly at the EBOP transport context. For example, where are people currently commuting from and to and how could those journeys be replaced with public transport/mode shift or greater occupancy. How would a smaller vehicle with higher frequency and greater occupancy compare on a cost per customer/journey basis to the current service provision.

The above may be envisaged however it is not clear from the Summary or the text the



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accompanies Eastern Bay Bus Network Refresh. We suggest the strategy for the region is articulated more clearly with less emphasis placed on the existing service provision and operational actions. Rotorua for example includes a Longer Term Strategy section. For the EBOP we suggest this would link to providing a greater range of quality public transport options that match the communities needs than currently exist.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The future strategy for the Eastern Bay of Plenty contains a number of elements some shorter term and some longer term.

Shorter term actions are focused on :

- \* Achieving some quick wins (for example, optimising the Whakatane-Ohope route for customers).
- \* Settling on the future service delivery model for the Eastern Bay of Plenty sub-region. This will include more detailed analysis of the costs and benefits of different service delivery options.

The longer term strategy will include broader analysis that will be factored into the contract renewal process. Key actions include:

- \* Working with our partner agencies in the Eastern Bay of Plenty on spatial planning and transport strategy processes. These will help inform our understanding of the public transport needs of Eastern Bay of Plenty communities into the future.
- \* Considering recommendations on the transition to zero emission public transport.
- \* Working with partner agencies to implement travel demand management measures in support of public transport.

The key difference between Rotorua and the Eastern Bay of Plenty is the timing of contract renewal. The additional time for the Eastern Bay of Plenty allows our longer term strategy to be formulated before the contract is to be renewed. While the more immediate timing for Rotorua means some elements of longer term strategy will not be finalised before the contract is renewed.

Update Eastern Bay of Plenty summary to clarify distinction between shorter and longer term strategy.

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<b>Submission Number:</b>	58 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0058		
<b>Submission Summary:</b>	We would like to see the Whakatane-Ohope route increased in size to include the hub to be able to support as many local retailers, as well as giving customers more choices of where to shop.		

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** Optimising the Ohope – Whakatane route is an immediate priority for the Eastern Bay Bus Network Refresh process (see 4.1.3 Future Strategy for Eastern Bay of Plenty. Early analysis suggests this service can be re-routed and rescheduled to better provide for commuter and shopping trips.

The submission has been noted and referred to the Regional Council public transport network planning team for further consideration.

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<b>Submission Number:</b>	58 - 4	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0058		
<b>Submission Summary:</b>	Another idea is to provide shuttles for large events in town for example Jazz in the Park, this would solve parking issues for neighbouring houses. And promote road safety in regards to potential drink drivers.		

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** We recognise that public transport increases accessibility to events and can mitigate the impacts of congestion caused by the movement of attendees. Services to special events can

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also provide wider opportunities for marketing the public transport system and exposing non-users to the benefits of using public transport.

Add a new Policy 2.11 (Special events) setting out when the Regional Council will consider providing public transport support for special events.

Add a new action to 'Service planning and design' to develop a set of more comprehensive criteria for when the Regional Council will provide support for public transport to special events.

<b>Submission Number:</b>	60 - 7	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0060		
<b>Submission Summary:</b>	WDC supports the direction provided for the Refresh of the Eastern Bay of Plenty bus services and supports the time frame that this is implemented by the end of 2023. A review of the network was scheduled for 2018 in the current RPTP and is well overdue.  The time frames presented on Page 43 indicate that "a recommended service delivery model" will be developed prior to consultation. We would suggest that public consultation is undertaken prior to developing a model so that the needs and priorities of the community can be better reflected. Ideally, this would be delivered in line with policy 6.4 which identifies partnering with community groups and social service providers. Early public engagement would also provide an understanding of the public appetite to invest in more services through rate funding.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	As Whakatane District Council will be aware there is often a fine balancing act between consulting on no proposal and having a proposal or some options that people can engage with and respond to. There is certainly scope for engaging with interested stakeholders early in the process particularly in terms of the access needs and priorities of the community before options are developed.  The submission has been noted and referred to the Regional Council public transport network planning team for further consideration.		

### Section: 4.1.4 Regional services

<b>Submission Number:</b>	11 - 1	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0011		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	Keep all regional services running. Retain the 103 (Katikati – Tauranga tertiary/commuter service).		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Funding for the Regional Tertiary/Commuter Services Trial has now been confirmed through to December 2023. The RPTP includes an action to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to implement a regional network which provides a convenient and attractive service offering (see 4.1.4).  The RPTP has been updated with new timeframes for Regional Tertiary/Commuter Services.		
<b>Submission Number:</b>	11 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0011		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	Introduce Bee Card on 101 (Whakatane – Tauranga tertiary/commuter service).		
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	The request for Bee Card use on the 101 has been noted and referred to the Regional		

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Council public transport operations team for consideration.

<b>Submission Number:</b>	11 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0011		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	Re-introduce the Twin City service between Rotorua and Tauranga (via Te Puke).		
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	The Rotorua to Tauranga Tertiary/Commuter service (102) currently provides a public transport option between the two centres. The request to re-introduce the Twin City service has been noted and referred to the BOPRC public transport network planning team for consideration in the next review of the service.		
<b>Submission Number:</b>	17 - 2	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0017		
<b>Submission Summary:</b>	Agrees with objectives but seeking a more regionally integrated bus service with regular connections between Tauranga and Rotorua, Cambridge/Hamilton and Whakatane. Seeking more than a single daily service catering just for student/commuter demand. Notes potential joint financing with other regional centres.		
<b>Decision Sought:</b>	Seeking more regionally integrated bus service with increased frequencies		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.</p> <p>This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'</p> <p>Add a regional services policy and supporting action to 4.2.2 (Service planning and design).</p> <p>The future plan for regional services also includes working with Waikato Regional Council to assess potential demand for cross-boundary services, including SH29 to Cambridge/Hamilton. If found to be viable, a service such as this is likely to include joint funding arrangements.</p>		
<b>Submission Number:</b>	29 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0029		
<b>Submission Summary:</b>	Ensure regional bus services have storage for bikes/E-bikes for both commuters and cycle tourists.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	Bike and racks and storage for regional services will be considered within the scope of the proposed regional bus services strategy. This will be consistent with Policy 4.2 (Modal Integration) i.e. providing bike racks on buses; and Policy 3.9 (Vehicle Size and Weight).		
<b>Submission Number:</b>	33 - 5	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	We understand there is significant demand for intra-regional travel, especially related to medical appointments, between Eastern Bay areas and Tauranga hospital/health services.		
<b>Decision Sought:</b>	It would be good to see this (health-related travel) included into the sentence (4th		

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paragraph): ""... intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, leisure, tourism and shopping) is becoming increasingly significant.

**Committee Decision:** Accept

**Committee's Response:** Intra-regional travel for medical/health services has previously been identified as an important access need when regional services have been planned. It is important this is explicitly factored into assessments for future services.

Add 'medical and health services' to sentence.

**Submission Number:** 42 - 10

**Submission Type:** Seek Amendment

**Submitter:** RPTP0042

**Submission Summary:** Intra-regional services, especially between Tauranga, Rotorua and Whakatane, are completely inadequate. They are the least talked about aspect of the BOP public transport system and yet (potentially) highly important for:

- Work commuters
- Tertiary Students
- Seniors
- Visitors to the region (Tourism BOP strongly supports a better public transport offering between Tauranga-WBOP and the Eastern BOP sub-region)
- People visiting friends

BOP Regional Council needs to step up and fill the gap that is not being addressed by the 'free' market. As we know, there are entry barriers that preclude private operators from scaling up to a cost-effective service, which means Regional Council, with central government co-funding, needs to offer timely, reliable services between the three main BOP centres.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Regional Services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

**Submission Number:** 43 - 4

**Submission Type:** Neutral

**Submitter:** RPTP0043

**Submission Summary:** Fast and affordable intra-regional and inter-regional public transport services

What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region.

As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route. (Item 10.)

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Regional services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which

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provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

<b>Submission Number:</b>	45 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	The Waka Kotahi funding for the Tertiary service trials is not a grant. Suggest change 'grant' to 'funding contribution'.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Replace 'grant' with 'funding contribution'.		

  

<b>Submission Number:</b>	48 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0048		
<b>Submission Summary:</b>	<p>At present there is no way for people to travel along state highway 30 from Rotorua highway 33/ highway 30 junction and Kawerau/ Whakatane other than independent travel.</p> <p>A public transport service connecting these areas would support the following areas in the RPTP:</p> <p>CHALLENGE 2 - Meeting the access needs of smaller urban centres and rural communities</p> <p>CHALLENGE 3 - Climate change and reducing emissions</p> <p>CHALLENGE 1 - achieving mode shift - this will also be of relevance</p> <p>- and we in our community can support this.</p> <p>OPPORTUNITIES</p> <p>3. Delivering interventions to create a competitive advantage over private vehicles</p> <p>4. Exploring new public transport delivery models for smaller urban centres and rural communities</p> <p>WHY IS THIS A CONCERN NOW</p> <p>I am becoming more aware that with the change in community demographics since STATS NZ census 2018, rising petrol costs and impact on environment of single use cars that for our non urban lakeside and rural communities here to thrive and survive there is a growing need for accessible public transport get to town for essential services and to contribute to for our environmental wellbeing.</p> <p>In preliminary research regarding this issue I have checked out:</p> <ol style="list-style-type: none"> <li>1. STATS NZ census 2018, to look at demographics</li> <li>2. Talking with others in community about this issue (attaches emails of support from other members of the Rotoiti/Rotoehu/Rotoma communities)</li> <li>3. Other transports options EBOP provide already to support public transport between centres, which assist those living in non urban areas (with discounts to support gold card users too) E.g. Whakatane to Tauranga /Whakatane to east coast /Whakatane and Kawerau /Rotorua to Tauranga</li> </ol> <p>4. EXISTING WAYS OF TRANSPORT SERVING THIS AREA AT PRESENT other than own independent vehicles within this route. in particular for transport for those people needing to get into town &amp; back the same day.</p> <ul style="list-style-type: none"> <li>• Intercity via the bus which travels enroute from &amp; to Gisborne (with scheduled stops if booked ) Unfortunately these times don't assist in providing adequate useful public transport &amp; cost may impact on access.</li> </ul> <p>E.g. Travelling this service home-Rotorua return there is only 60 mins between arrival and departure time via east bound Gisborne bus.</p> <p>Travelling this service from home - Kawerau or Whakatane return same day this transport will not work.</p> <ul style="list-style-type: none"> <li>• Toi Ohomai provides for its students</li> </ul> <p>Daily bus morning &amp; afternoon between Rotorua and Whakatane ( see attached timetable )</p>		

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The scheduled daily timetable could certainly work well for travel into Rotorua and back for people in this area if a partnership could operate between regional council & Toi Ohomai allowing access on this bus for non students?

Travel via school buses travelling on route

Again if this was allowable is there opportunity to better utilise these buses to allow public to travel on them.

Other possibilities - share ride systems which are safe and accessible that Regional council could assist community in getting up and running

**Decision Sought:**

A public transport service for those communities living between highway 33 /highway 30 junction and along state highway 30 to Whakatane either rural or the lakeside communities of Rotoma/Rotoehu/Rotoiti) to travel between Rotorua and Whakatane would provide accessible to essential services and amenities ,and affordable travel, for those who need it, and which could reduce single use car travel and benefit our environment.

**Committee Decision:**

Refer

**Committee's Response:**

Thank you for your preliminary research into the issues of accessing non-car based travel between the communities of Rotoma/Rotoehu/Rotoiti and the centres of Whakatane and Rotorua. We note with interest the access challenges this poses.

While we cannot offer any immediate relief, we note the following policies and actions in the RTP which support further investigations into this issue:

Section 4.1.4 of the Plan includes an action to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to implement a regional network which provides a fast and attractive service offering (see 4.1.4).

We also note that section 4.1.4 recognises that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

The following policies also lend support to other potential service offerings:

On Demand Public Transport - Policy 2.6 supports trials of on demand public transport. There is an associated action to develop and implement an on demand trial for Tauranga South. This will test proof of concept for wider potential application in the region.

Community services – Policy 2.5 supports working with communities and community service providers to explore the provision of community transport initiatives. An associated action in Partnerships enables the co-design of solutions where appropriate.

Your specific service request has also been noted and referred to the Regional Council public transport network planning team for further consideration.

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**Submission Number:**

50 - 8

**Submission Type:**

Neutral

**Submitter:**

RTP0050

**Submission Summary:**

Medical trips to Tauranga co-ordinate with Eastern Bay Accessible Transport Charitable Trust. Since services to rural areas have been cut back (hospitals, banks, post offices, specialist visits, schools etc.). Centralisation means the population has to move to get to those services constantly. One of our submitters calls for a bus from Whakatane to Tauranga via Mount Maunganui and Park St (eye clinic) every hour every working day. Might be cheaper to set-up a clinic in Whakatane.

**Decision Sought:**

**Committee Decision:**

Accept

**Committee's Response:**

Regional Services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.

This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping)

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is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'

Add a regional services policy and supporting action to 4.2.2 (Service planning and design).

The Regional Council plans to engage further with the Eastern Bay Accessible Transport Charitable Trust on these access matters.

<b>Submission Number:</b>	55 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0055		
<b>Submission Summary:</b>	Do not compete with the private sector already providing inter-regional services e.g. Waikato region. Instead, provide services that connect and complement the services provided by the private sector. Ratepayers should not be subsidising public transport services that compete with existing services. At best, find alternative ways to subsidise those transport disadvantaged passengers to better access the private sector services.		
<b>Decision Sought:</b>	Do not investigate providing publicly-subsidised services that compete with existing services provided by private sector companies.		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	We note Policy 3.11 (Exempt Services) includes the following statement: 'as a general principle, BOPRC will not intervene in the provision of an exempt public transport service that is operated on a commercial basis.'		
	While the Regional Council is open to working with Waikato Regional Council to assess potential demand for cross boundary services on key inter-regional corridors, it would need to be demonstrated that there is an access need not currently being met by existing commercially operated services.		

<b>Submission Number:</b>	57 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0057		
<b>Submission Summary:</b>	Fast and affordable intra-regional and inter-regional public transport services		
	What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region.		
	As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	Regional Services - our future plan for regional services is to prepare a more comprehensive regional services strategy to confirm the longer term regional services network. The intention is to build on the existing network by developing and implementing a regional network which provides a convenient and attractive service offering to customers.		
	This will recognise that 'intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, medical and health services, leisure, tourism and shopping) is becoming increasingly significant. The location of planned development on the edges of the urban areas is likely to further increase the attractiveness of this type of travel. Low service frequencies impact on the current viability of intraregional services for these trip purposes.'		
	Add a regional services policy and supporting action to 4.2.2 (Service planning and design).		

### Section: 4.2 Policies and actions

<b>Submission Number:</b>	8 - 4	<b>Submission Type:</b>	Neutral
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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

<b>Submitter:</b>	RPTP0008
<b>Submission Summary:</b>	We are disappointed in the lack of real change or tangible actions signalled in the draft Regional Public Transport Plan. It appears that the public transport system is run for efficiency and cost rather than usability by patrons. We would like to see the plan put more emphasis on understanding the user experience and adopting technologies that support this.
<b>Decision Sought:</b>	<p>We believe there are immediate opportunities to trial new initiatives that could assist in improving customer perception, improve the user experience and support mode-shift. These include:</p> <ul style="list-style-type: none"> <li>* Trialling the use of smaller buses on routes where 40 seat buses are not well utilised.</li> <li>* Installing more bus only, or T3 lanes on heavily congested routes.</li> <li>* Bringing forward the change from diesel to battery electric buses and trialling a hydrogen fuelled bus in the region.</li> <li>* Working with urgency to deliver a sustainable ferry service providing public transport choice and supporting the city's residential intensification efforts.</li> <li>* Consolidating the delivery of public transport which currently sits between two Councils.</li> <li>* Development of an on-demand bus service to provide better customer service and efficiency.</li> </ul>
<b>Committee Decision:</b>	Accept
<b>Committee's Response:</b>	<p>BOPRC and its partners are committed to exploring the feasibility of or trialling new approaches to deliver the desired long-term objectives for public transport.</p> <p>Relevant policies and actions identified in the RPTP include:</p> <ul style="list-style-type: none"> <li>* Adopting a flexible approach to vehicle size and weight (Policy 3.9).</li> <li>* Undertaking a bus decarbonisation feasibility study.</li> <li>* Developing a Bay of Plenty Transport Emissions Reduction Plan.</li> <li>* Identifying, assessing, trialling and adopting viable new public transport technologies, including mobility as a service platforms.</li> <li>* Developing and implementing the On-Demand Public Transport Trial for Tauranga South.</li> <li>* Undertaking a high level business case for a ferry service in the western Bay of Plenty.</li> <li>* Working with partner agencies to implement bus priority measures as part of the TSP programme.</li> </ul> <p>We note that implementation of the Sustainable Public Transport Framework recently announced by the Government will enable public transport authorities to have greater flexibility when trialling new approaches to delivering public transport.</p> <p>All new initiatives will require the development of robust business cases to determine their viability and secure funding. In the case of new services, implementation will require new contracts or variations to existing contracts. Similarly we note that many of the initiatives require changes to public transport infrastructure. BOPRC is committed to working cohesively with public transport funders and infrastructure providers in Tauranga and elsewhere in the region to deliver these initiatives.</p>

<b>Submission Number:</b>	14 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0014		
<b>Submission Summary:</b>	It is important that public transport is modern, clean, [in] size appropriate buses, is safe for patrons to use, has wifi, and is easy to use. This includes real time information at bus stops.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	Policies and actions in 4.2.3 Service and Infrastructure Delivery and 4.2.5 Customer Experience and Information in particular support these desired outcomes.		

  

<b>Submission Number:</b>	18 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0018		
<b>Submission Summary:</b>	Notes basics for successful public transport (reliability, frequency and distance to a stop/within walking distance).		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Agree with characteristics of successful public transport.		



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Policy 1.1 (Frequent and reliable services) prioritises the delivery of more frequent and reliable services on key urban corridors.

Policy 3.7 and associated actions focus on working with partner agencies and operators to continually improve the reliability and punctuality of services.

Policy 3.4 and associated actions focus on the provision of best practice public transport infrastructure (this includes the quality, accessibility and spacing of stops).

<b>Submission Number:</b>	20 - 5	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0020		
<b>Submission Summary:</b>	Seek rationalisation of low passenger routes through common transfer points, better timetable co-ordination, provision of sheltered seating (e.g. CT/40 Welcome Bay Road).		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>Service planning and design policies (particularly 2.1-2.4) seek to deliver a more rationalised service by implementing a consistent set of principles, classifications and levels of service.</p> <p>Policy 3.7 (Service Performance) seeks to improve the reliability and punctuality of services, which includes setting realistic and achievable timetables to meet customer needs.</p> <p>The recent bus network refresh for services in the eastern Tauranga has demonstrated the success of rationalising transfer requirements for customers. The RPTP includes an action undertake a similar exercise for western Tauranga services (see Actions – Service Planning and Design – Implement the Tauranga Bus Network Refresh (Stage 2) –Tauranga Western).</p> <p>The request for the provision of sheltered seating has been noted and referred to Tauranga City Council for consideration.</p>		

<b>Submission Number:</b>	21 - 7	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0021		
<b>Submission Summary:</b>	Policy 3.4 and all of Policy 5 - seriously no transport hubs?		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	Transport Hub (Tauranga) – The TSP programme in the future strategy section for Tauranga and the Western Bay of Plenty (4.1.1) includes provision for the development of a centralised public transport hub in Tauranga (and a number of ancillary hubs). The Regional Council is committed to working collaboratively with Tauranga City Council (TCC) on the development of these hubs.		

<b>Submission Number:</b>	24 - 1	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0024		
<b>Submission Summary:</b>	Use smaller electric buses, to much diesel being used for 2 to 3people at a time or use ride share paid by council.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.</p> <p>Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.</p> <p>There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.</p>		

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## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

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Key considerations include: existing contractual arrangements with operators, the timing of new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet

Vehicle size and weight - Policy 3.9 supports taking a flexible approach to vehicle sizes while taking a range of factors in account.

On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

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<b>Submission Number:</b>	55 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0055		
<b>Submission Summary:</b>	<p>The main focus of this submission is to provide balance to the current transport dialogue, primarily led by the Government Policy Statement. The Plan should focus on achieving the best return on investment and recognising the opportunity cost of spending hundreds of millions to achieve little progress towards the objectives of modal shift and carbon emissions.</p> <p>We want to stress we are not against public transport, in this case buses, as a solution. It is the cost per benefit argument to achieve the aspirational targets in the draft plan where this point is focussed. Many people want public transport to be successful so others will choose to take it. Psychologically, commuters do not choose transport options that are less convenient, less comfortable, less fun, less predictable, and slower than the private vehicle option.</p> <p>As Auckland has experienced, its public transport users are primarily the transport disadvantaged, early adopters doing it for altruistic reasons, and commuters making simple A&gt;B&gt;A trips with limited parking options (e.g. CBDs). For example, commuters are not willingly, and rationally, choosing to take a bus over a private vehicle to travel from Papamoa to Tauriko, unless they are one of those stated bus users. In the current employee market, anecdotal evidence suggests commuters would rather combat increased fuel prices and traffic congestion by finding a new job closer to home, or choose to negotiate working from-home options with their employer, than take public transport. This is a major barrier for public transport services to overcome; that people would rather choose better flexible working arrangements or change jobs, than take public transport to commute to their current job.</p> <p>We support local councils lobbying Central Government to make it easy for innovative technology to be trialled locally, including alternative fuels, autonomous vehicles, and efficient fleet management.</p>		
<b>Decision Sought:</b>	<p>1) Consider the opportunity cost of the hundreds of millions of rates and taxpayer funds spent on public transport that is unlikely to achieve this Plan's objectives, because commuters would rather change their transport destination than change their transport mode.</p> <p>2) Continue to provide appropriate public transport services across the region that primarily target transport disadvantaged users.</p>		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

3) Lobby Central Government to make it easier for innovative transport technology to be trialled locally, including alternative fuels, autonomous vehicles, and efficient fleet management.

**Committee Decision:** Accept in Part

**Committee's Response:** 1) All the business cases developed for public transport investment (whether it is from rate payers (locally) or tax payers generally (central government funding) require a cost benefit analysis to be undertaken to determine whether the benefits outweigh the costs.

We note there are a number of statements on consumer and customer preferences in the submission. The Regional Council is always interested in better understanding the preferences of potential public transport customers (whether currently users or not). We would be interested in finding out more about the evidence and data sources underpinning the statements.

2) In terms of providing public transport services across the region primarily targeting transport disadvantaged users, Policy 2.2 (Service Classifications) establishes a policy framework to allow the trade off between patronage and coverage goals to be defined for different types of services. Express, Primary and Connector services are focused on the region's two main urban areas (Tauranga and Rotorua) while Local/Regional services are the predominant service type in the wider region, and focused on meeting wider access goals.

3) Policy 3.5 (Innovation and technology) supports proactively working with partner organisations to improve our collective capacity to evaluate, and where appropriate, adopt new innovations and technological improvements as they emerge.

The Regional Council will continue to work through established regional sector groups to identify, assess, trial and adopt viable new public transport technologies and innovations.

**Submission Number:** 58 - 7

**Submission Type:** Neutral

**Submitter:** RPTP0058

**Submission Summary:** Not only do the buses need to be easily accessible but the footpaths and bus shelters also need to be user friendly. Ensuring the gradients of footpaths are correct and drop offs where wheelchairs & prams can cross the road need to line up from both sides of the road. There needs to be a link between BOPRC and local Council's in regards to footpaths and shelters, and ensure consistency across the Bay of Plenty not just the Western Bay/Tauranga area.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** There are a number of policies in the RPTP that are designed to ensure consistency in the delivery of an accessible journey:

Policy 5.1 (Accessible journey) notes that: 'the accessible journey covers all the steps needed for a person to get from their home to their destination and return. All steps in the accessible journey are interlinked and are of equal importance. If one link is inadequate, the whole journey may be impossible. Consequently, it focuses on providing infrastructure and information that:

- i. enables easy and safe access to public transport;
- ii. is simple to understand and use; and
- iii. meets best practice quality and safety standards for stops, shelters, footpaths, crossings, vehicles and other elements of the accessible journey.

Policy 3.4 (Infrastructure quality) encourages investment in public transport infrastructure that gives effect to national best practice public transport design guidance.

Policy 4.2 (Modal Integration) promotes integration between public transport and other modes through the provision of appropriate infrastructure and facilities.

The Regional Council is committed to working collaboratively with partner agencies across the region with responsibilities for public transport infrastructure provision to implement these policies

**Section:** 4.2.1 Mode shift and carbon reduction

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

<b>Submission Number:</b>	8 - 2	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0008		
<b>Submission Summary:</b>	<p>Climate Change</p> <p>We strongly support actions to address climate change and move the region towards a low carbon future through investment in public transport as well as projects that improve the resilience of our transport network. We challenge the Council to take a leadership role through its public transport investment in helping transition to zero emission public transport.</p> <p>Later this year Tauranga will become one of the first cities in New Zealand to house a hydrogen refuelling station at Tauriko. There is significant local industry engagement in this area, including the wider infrastructure needed to support industry uptake.</p>		
<b>Decision Sought:</b>	We would like to see the RPTP 2022-32 actively participate in hydrogen development initiatives as a key means by which to decarbonise the public transport fleet.		
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>RPTP actions for mode shift and carbon reduction include the following:</p> <p>* Undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet.</p> <p>This scope of this study will include the relative opportunities and constraints of future zero emission propulsion technologies for the public transport bus fleet. Hydrogen and battery electric are two key potential options. The intent is for the study to establish a future pathway for transitioning to a zero emission fleet. BOPRC is willing to actively engage with partners, including Priority One, to continue developing our understanding of the potential of hydrogen as a future energy source for the region's public transport fleet.</p>		

<b>Submission Number:</b>	56 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	<p>Council needs to open minded in its use of alternatively powered vehicles. While EVs with Lithium batteries are very much in favour at present, it is quite clear that these batteries are not the answer and raise a number of ethical and environmental issues. It is also clear that the Government is very much in favour of Hydrogen as a power source for heavier vehicles and possible light and heavy rail. There should also be a consideration of developing charging hubs and new sources of power in the region, tidal power is an obvious possibility, with alternative battery storage systems such as the vanadium flow technology.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>RPTP actions for mode shift and carbon reduction include the following:</p> <p>* Undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet.</p> <p>The scope of this study will include the relative opportunities and constraints of future zero emission propulsion technologies for the public transport bus fleet. Hydrogen and battery electric are two potential options. The intent is for the study to establish a future pathway for transitioning to a zero emission fleet.</p>		

### Section: Policy 1.2 Targeted interventions in urban areas

<b>Submission Number:</b>	56 - 1	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	<p>It is quite clear, that simply by providing better public transport options, many kiwis will be unconvinced and will stick to CO2 producing vehicles, or even think that by driving an EV to work, they have done their bit. I would suggest that a traffic jam of EVs is just as bad as one of CO2 emitting vehicles, in fact those EVs will help worsen any jam and so ensure that remaining CO2 emitters, emit yet more Co2. I believe there should be fewer and more expensive car parking places in the CBD and that congestion charging or tolls should be brought into the equation, so providing a stick to add to the carrot.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		

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**Committee's Response:** Comments noted. The scope of the RPTP as a public transport plan means it must be primarily focused on the provision of public transport, while recognising its contribution to broader transport outcomes e.g. reducing vehicle numbers. As noted by the submitter, there are external levers that need to be delivered in conjunction with improved public transport to achieve these outcomes. The Regional Council is committed to working with partner agencies with other transport responsibilities to deliver integrated packages of activities.

We also note the following policies support points raised by the submitter:

Policy 1.2 (Targeted interventions in urban areas) commits the Regional Council to working collaboratively with partners to develop and implement integrated packages of activities designed to achieve mode shift in urban areas. These will include a mix of public transport service provision, bus priority infrastructure and pricing mechanisms (fares and parking) integrated with plans for urban intensification and active transport provision.

Policy 1.7 (Transport pricing) supports investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use

Policy 7.4 (Fares and parking policy) is intended to ensure that parking policies in high demand areas in Tauranga and Rotorua served by regular public transport support mode shift in favour of public transport.

### Section: Policy 1.3 Travel demand management

**Submission Number:** 60 - 8 **Submission Type:** Support

**Submitter:** RPTP0060

**Submission Summary:** Supports in principle. Council supports the use of travel demand management to encourage modeshift however the focus within this policy remains on planning rather than implementation. Across New Zealand and within Tauranga there are proven travel demand management techniques and programmes that achieve significant results and which can be delivered as a regional function. In particular, we would support programmes that support increased active and public transport use by students and children with initiatives like walking school buses and through implementing school travel plans.

Suggested wording change to include "in partnership with TAs"  
Suggested wording change to "Develop and implement programmes"

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** There is likely to be a regional component in any travel demand management programme agreed in partnership with territorial authorities.

### Section: Policy 1.4 Zero emission public transport

**Submission Number:** 11 - 4 **Submission Type:** Neutral

**Submitter:** RPTP0011

**Submission Summary:**

**Decision Sought:** Seeking more electric buses around Tauranga and on western routes. Use electric buses in Rotorua.

**Committee Decision:** Accept

**Committee's Response:** Zero emission public transport - Policy 1.4 seeks to transition the region's public transport fleet to zero-emission buses in line with Government targets.

Amend the policy to include consideration of different service options including smaller zero emission vehicles and on demand public transport.

There is also a supporting action to undertake a bus fleet decarbonisation feasibility study to understand the opportunities and constraints of increasing the size of the zero emission fleet as bus service contracts are renewed and achieving a fully emissions free public transport bus fleet by 2035.

Key considerations include: existing contractual arrangements with operators, the timing of

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new contracts, planning for the retirement of the current fleet, securing the adequate supply of replacement zero emission vehicles, and having the necessary charging/fuelling infrastructure place for a zero emission fleet.

## Section: Policy 1.6 Passenger rail

**Submission Number:** 10 - 1 **Submission Type:** Support

**Submitter:** RPTP0010

**Submission Summary:** Supports ferry and rail as an alternative to sitting in the bus in traffic due to peak hour or the weekly accident that occurs.

### Decision Sought:

**Committee Decision:** Accept

**Committee's Response:** Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

**Submission Number:** 37 - 6 **Submission Type:** Neutral

**Submitter:** RPTP0037

**Submission Summary:** Passenger Rail is a great opportunity for regional travel, it needs to be taken advantage of more by the central government such as a rail line between Tauranga and Hamilton that serves passengers. A dual-rail track would allow this to happen, along with an upgrade of the Kaimai Rail Tunnel.

Light Rail is an even better opportunity for Tauranga, as instead of building flyovers (such as the one at Bayfair) in leftover grass in the middle of a highway, add light rail! It provides many benefits that need to be taken advantage of. A light rail line between Mount Maunganui (Adams Avenue) to Papamoa East would be extremely beneficial for residents, and will dramatically reduce the number of vehicles on the highway IF it is reliable, efficient, and an enjoyable experience.

### Decision Sought:

**Committee Decision:** Accept in Part

**Committee's Response:** Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Light Rail (Rapid transit) – Policy 4.6 and associated actions support a two-fold approach to rapid transit (light rail is one potential option):

- i) progressively deliver a network of frequent and reliable public transport services with

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dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

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<b>Submission Number:</b>	40 - 6	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0040		
<b>Submission Summary:</b>	<p>Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. It is particularly important to use population, development and travel demand forecasts to understand what the phrase “long term” actually means, and then work back to the present day to map out a clear pathway of feasibility business case, design and implementation activities.</p> <p>We would like to see BoPRC take a much more pro-active role in engaging with the rail sector, in particular to support the likes of Waikato Regional and Greater Wellington Regional Councils who are at the forefront of promoting inter-regional passenger rail.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.</p> <p>The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.</p> <p>Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RPTP.</p> <p>The Regional Council is very keen to learn from the Waikato Regional and Greater Wellington Regional Councils about their approaches to engaging with the rail sector and promoting inter-regional passenger rail.</p>		

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<b>Submission Number:</b>	43 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	<p>Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.</p> <p>Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty. This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation. See the “Making Rail Work” report for more information and discussion.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Passenger Rail - add a new ‘Opportunity 8 – New public transport modes’ which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.</p> <p>Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.</p> <p>Include additional commitments to this policy to:</p>		

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- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

**Submission Number:** 44 - 2 **Submission Type:** Neutral

**Submitter:** RPTP0044

**Submission Summary:** Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

**Submission Number:** 46 - 1 **Submission Type:** Neutral

**Submitter:** RPTP0046

**Submission Summary:** Trains - A short term goal of consensus by Regional Council Public Transport administrators to have a future common low/ zero emissions regional passenger train specification so the trains can have common training for operation and maintenance, and shareable replacement parts. In my opinion the preferred regional passenger train configuration mooted for the Lower North Island, is very likely to be suboptimal for other regions of the nation including the BOP.

Future Bay of Plenty rail - In my opinion, the Tauranga area rail lines should be double tracked (primarily to improve freight efficiency) before there is any introduction of passenger rail services. Short Branch lines should be investigated.

Investigate the conversion of used AT AM-emus to battery/ rapid charge operation for urban rail.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.

Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

Include additional commitments to this policy to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

We have noted your comments and suggestions regarding common service specifications; double tracking; conversion of AT units.



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<b>Submission Number:</b>	56 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	<p>I do not believe that we will solve the transport problem in the Bay of Plenty, particularly in the Western Bay area, without a significant contribution from both heavy and light rail. We already have a heavy rail line running through the region which was in the past used for passenger transport. Running from Paengaroa to Otumoetai, it should be a key element of the Transport Plan with extension to Whakatane in the east– the rail corridor still exists, and Katikati in the west built into the longer plan. It also provides an additional existing link into the Tauranga CBD which could significantly reduce the amount of traffic clogging the other access points to Tauranga.</p> <p>The long-term plan should also include dualling of the rail line to Auckland to allow for regular passenger service to and from the largest urban conurbation in NZ and a key hub for international visitors.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.</p> <p>Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.</p> <p>Include additional commitments to this policy to:</p> <ul style="list-style-type: none"> <li>i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;</li> <li>ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and</li> <li>iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.</li> </ul>		

<b>Submission Number:</b>	57 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0057		
<b>Submission Summary:</b>	<p>Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.</p> <p>Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty. This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Passenger Rail - add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of passenger rail (both intra and inter-regional) as a new public transport mode.</p> <p>Policy 1.6 (Passenger Rail) includes a commitment to work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.</p> <p>Include additional commitments to this policy to:</p> <ul style="list-style-type: none"> <li>i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;</li> <li>ii. support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and</li> <li>iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.</li> </ul>		

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### Section: Policy 1.7 Transport pricing

<b>Submission Number:</b>	36 - 6	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0036		
<b>Submission Summary:</b>	Point 7 is an inevitability in some form or other and should occur sooner rather than later. Our geography is problematic but not impossible to design a pricing mechanism for. A high priority would be responding to equity issues, in particular for our more financially stressed communities. The demands that the port puts on the transport system should be noted.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain policy. Comment noted in terms of addressing equity issues.		

### Section: Actions – Mode shift and carbon reduction

<b>Submission Number:</b>	45 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	It is great to see the regional council's intent to undertake work to develop a plan to transition to a zero emission public transport fleet. Waka Kotahi are keen to support the Regional Council with this process.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Comment noted. We will ensure Waka Kotahi is involved in this process.		

<b>Submission Number:</b>	49 - 3	<b>Submission Type:</b>	Support in Part
<b>Submitter:</b>	RPTP0049		
<b>Submission Summary:</b>	<p>In particular, the Port supports the Priority One activities in the TSP, namely the Hewletts Road Sub-Area package, but would argue that the roading components of that package should be brought forward as soon as funding can be committed, and preferably before or integrated with significant investment in public transport. Hewletts Road is a problem now and needs urgent attention. Public transport initiatives are likely to have more of a long-term effect as the success of these requires a behavioural change that will not be immediate. The Port does not wish to see, and is strongly opposed to, any initiative that has an effect of reducing the capacity of the transport network for freight movement. Any local public transport initiative should be considered together with and support freight movement capacity enhancement outcomes as a priority over the needs for individual passenger car movements.</p> <p>The Port is supportive of the TSP Transport Medium Scenario described at page 36 of the RPTP. In particular, Figure 15: TSP primary and secondary public transport routes clearly identifies that Totara Street is not intended to be relied on for either primary or secondary public transport movement going forward. It is noted that this Future Strategy is a shift from the current servicing model described at section 2.4.2 and shown on Figure 9: Tauranga and western Bay of Plenty public transport network.</p> <p>Both Totara Street and Hull Road are critical to the continuing efficient freight-based functioning of the Port. The introduction of public transport as a primary service also introduces secondary trips involving increased walk and cycle movements in the road corridor that are incompatible with the safe and effective functioning of the Port. These alternate movements involve a vulnerable road user group who are susceptible to more serious and adverse personal injury outcomes where they come into conflict with larger vehicles.</p> <p>While it is accepted by the Port that some form of local (tertiary) servicing may be necessary over time to support business accessibility by public transport in these areas, it is the wish of the Port that these be planned and located so as to minimise the potential for adverse local road safety outcomes involving the mixing of vulnerable road users with the primary freight movement function of these corridors.</p>		
<b>Decision Sought:</b>			

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<b>Committee Decision:</b>	Accept
<b>Committee's Response:</b>	<p>We note the Port's safety concerns and recognise that Totara St is not identified in the TSP as being a primary or secondary public transport route in the longer-term. We are encouraged by the Port's recognition that a certain level of public transport coverage may be required in the area in the future and look forward to working with the Port to ensure that its concerns are addressed.</p> <p>We also note that bus priority on Hewletts Rd is a strategic asset and plays a fundamentally important role in the functioning of the sub-region's public transport system.</p> <p>The Regional Council is committed to working collaboratively with partner agencies in the further development of the Hewletts Road sub-area package and other business cases within the TSP programme with implications for access to and from the Port of Tauranga.</p>

### Section: 4.2.2 Service planning and design

<b>Submission Number:</b>	39 - 4	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0039		
<b>Submission Summary:</b>	<p>The BOP population is rapidly ageing (Tga City-20.12% -65-100+ and 37.6% over 50 years) Longevity a critical driver of mobility service change in delivery that the plan overlooks. Mobility option needs must be suitably integrated in a modified final BOPPT plan as a key challenge.</p> <p>Public Transport Urgency – 'the plan' needs to provide an accessible user-friendly mobility service to enable mode shift and meet environmental goals now.</p> <p>The plan does not deliver new mobility services, (outcome 2 p.34) to better connect people to their community or neighbourhood for social and economic liveability - live, work, learn, play or age – a people multi-modal perspective. This plan fails to give real effect to (UFTI - 15minute) sustainable connected neighbourhood mobility options that enable social cohesion and access to amenities. A sustainable mobility mode shift focus.</p> <p>This plan should be reimagined to refocus the TSP (second UFTI bullet point) to provide on-demand connected neighbourhood services, that additionally connect with transit hubs. There is urgency to now focus on emissions, social equity and improved multi-modal mobility access. We do not have time for TSP on-demand trials (p.36) . International and early NZ evidence shows that a "connected 15 minute neighbourhood" intensified urban development context delivers efficient and sustainable mobility services for people of all ages, children, Elders and for those with diverse abilities.</p> <p>This plan should begin a time framed service delivery, demonstrating success through careful neighbourhood site choice that supports existing urban connectivity, e.g. Cherrywood and Greerton. Then selecting locations to support social equity, including a similar focus for Rotorua and more scaled focus on rural centres.</p> <p>Key transformative actions:</p> <ul style="list-style-type: none"> <li>* Add the development of a new neighbourhood public transport on-demand service to the 2022-2032 Bay of Plenty Regional Public Transport Plan. Given climate change and ageing population urgency, including urban intensification scope.</li> <li>* Urgently collaborate with government and investors to restructure resources and activate a 2022-2032 plan action and business case that supports provision of neighbourhood based on demand public transport services, at an appropriate level, to all communities / neighbourhoods in the region. Give focus to social equity. Enable everyone.</li> </ul>		

#### Decision Sought:

<b>Committee Decision:</b>	Accept in Part
<b>Committee's Response:</b>	<p>On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.</p> <p>There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System</p>

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Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

Community services – Policy 2.5 supports working with communities and community service providers to explore the provision of community transport initiatives. An associated action in Partnerships enables the co-design of solutions where appropriate.

Total mobility - Policy 2.7 supports the ongoing provision of the Total Mobility scheme in the Bay of Plenty. Total Mobility assists people with impairments who are unable to complete an unaccompanied journey on public transport in a safe and dignified manner.

We also note the following recent developments that provide additional support for aged and/or mobility impaired customers:

\* Extension of the SuperGold concession

\* Accessibility concession

<b>Submission Number:</b>	56 - 3	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0056		
<b>Submission Summary:</b>	<p>Given the unusual topography of the Tauranga area, I believe that we need to be more imaginative and look at additional public transport options. The two I most favour are harbour ferries and overhead gondolas. The case for ferries is clear and obvious, but little has been said about the possible use of overhead gondolas.</p> <p>One of the big problems in any urban area is the lack of space, this is especially true of Tauranga. I can see an obvious benefit in the use of gondolas as they occupy far less space than road or rail and do not cause any disruption when they cross road or rail routes. I believe strongly that they need to be part of the mix.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p> <p>Gondolas are not currently being considered as a potential public transport mode in Tauranga.</p>		

### Section: Policy 2.1 Service planning principles

<b>Submission Number:</b>	19 - 3	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0019		
<b>Submission Summary:</b>	<p>Consider including principles around service sustainability relating to driver recruitment and retention. These may include driver safety, flattening peak services (split shifts) through service design and driver terms and conditions (e.g. wages).</p>		
<b>Decision Sought:</b>			

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**Committee Decision:** Accept

**Committee's Response:** Add policy principle and action setting principles/direction to support a sustainable public transport workforce and service provision.

### Section: Policy 2.3 Service optimisation

**Submission Number:** 45 - 4

**Submission Type:** Neutral

**Submitter:** RPTP0045

**Submission Summary:** Linked to Policy 4.6 on implementing rapid transit across the four UFTI corridors – would the express services not be subject to a higher patronage expectation than primary services?

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Our desired outcome is for express services to be operating along dedicated bus priority infrastructure so they can provide a fast and efficient service for customers. We have found in the current operating environment that it has been a challenge to provide the desired level of service i.e. express services have not been much faster than standard services. This means it has been difficult to achieve the critical mass of customers for a limited stop service that only picks up passengers at the point of origin and one or two other key locations (instead of all the way along a route). For these reasons, the previous express service from Papamoa East was discontinued and replaced by a standard service.

The current minimum patronage expectation for express services in Policy 2.3 sets a realistic threshold on the basis of recent patronage data. We would be happy to review and update this once the desired levels of service from bus priority infrastructure are achieved.

**Submission Number:** 61 - 3

**Submission Type:** Neutral

**Submitter:** RPTP0061

**Submission Summary:** It is important that the buses are well patronised otherwise, there are adverse risks to freight movements and environment, and as a consequence it will have been poor investment of public money.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Service optimisation – Policy 2.3 sets minimum patronage expectations for different types of services. Services which consistently fall below these thresholds will be reviewed to determine how they can better serve the needs of customers.

### Section: Policy 2.4 Urban public transport network operating models

**Submission Number:** 14 - 2

**Submission Type:** Neutral

**Submitter:** RPTP0014

**Submission Summary:** It would be great to move away from the [hub and spoke] approach and have more direct services between key parts of the city.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

The recent bus network refresh for services in the eastern Tauranga has demonstrated the success of a move towards providing more direct services for some key journeys (e.g. Papamoa – CBD). A similar exercise is planned for the western Tauranga. Given the complex geography of Tauranga, transfers will still be necessary in many cases to ensure

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the full range of origins and destinations are served.

<b>Submission Number:</b>	37 - 7	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	<p>The current system relies on funnelling passengers to and from the City Centre, which is barely used.</p> <p>If we consider the operations of airlines, point-point travel is much more attractive than hub-and-spoke. This is why we need to change our bus system to have more point-point routes instead of hub-and-spoke. I am happy to advise councilors about this further. Possibly even in the form of a presentation.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>A revised network operating model for Tauranga is currently being explored in the Western Bay of Plenty Public Transport Services and Infrastructure Business Case in order to implement this policy.</p> <p>We note that some of the relative advantages/disadvantages of point-to-point models when compared to hub and spoke models (given the same level of resources) are:</p> <p>Advantages: direct services; few or no transfers.</p> <p>Disadvantages: many services required with some duplication (less efficient delivery) if you are seeking to serve all origins/destinations; service less frequent because available buses are allocated across many routes – therefore a longer wait between services.</p> <p>Any network operating model inevitably requires making trade-offs between two different sets of objectives.</p> <p>That said, the recent bus network refresh for services in the eastern Tauranga has demonstrated the success of a move towards providing more direct services for some key journeys (e.g. Papamoa – CBD). A similar exercise is planned for the western Tauranga. However, given the complex geography of Tauranga, it is likely transfers will still be necessary in many cases to ensure the full range of origins and destinations are served.</p> <p>Regardless of the network operating model that is used, we also note that the Tauranga CBD and the northern part of the Te Papa Peninsula has the highest employment intensity in the sub-region (based on Census data) and this is projected to increase further over the next 30 years, meaning the city centre is likely to continue to be a key destination for commuter trips.</p>		

### Section: Policy 2.5 Community services

<b>Submission Number:</b>	33 - 6	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	<p>We suggest expanding on the policy with wording such as:</p> <p>Subject to funding availability and demonstrating value for money, council will seek to enable provision of shared transport solutions for people of greatest need within regional towns and rural areas.</p> <p>Each solution will be tailored to the needs of each community and will be determined on a case by case basis with community stakeholders. Solutions may include one or more of the following:</p> <ul style="list-style-type: none"><li>* public demand responsive ride-sharing services;</li><li>* community transport initiatives;</li><li>* any other service or solution that the can benefit people of greatest need and that is cost effective for funders and passengers.</li></ul>		

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<b>Committee Decision:</b>	Accept in Part
<b>Committee's Response:</b>	<p>The RPTP identifies two actions to further develop the policy framework for community transport services:</p> <p>* Undertake work to better understand the current community services landscape and identify potential transport opportunities.</p> <p>* Develop a policy and decision-making framework to support the provision of community transport services</p> <p>The Regional Council would like to complete these actions before setting additional policy criteria. The submitter's points will be factored into the development of the future policy and decision-making framework for the provision of community transport services.</p> <p>Furthermore, we congratulate the submitter on recently becoming a charitable trust and note with interest the initiatives it has underway. We are interested in engaging further with the submitter in co-designing an appropriate policy framework for community transport initiatives.</p>

### Section: Policy 2.6 On demand public transport

<b>Submission Number:</b>	14 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0014		
<b>Submission Summary:</b>	Submission in support of trialling smaller, on demand buses in Tauranga. Notes trials in Timaru and Hastings. Expresses view that it is about improving accessibility and user friendliness of bus services.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	<p>On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.</p> <p>There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.</p> <p>Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.</p> <p>Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.</p> <p>Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.</p>		

<b>Submission Number:</b>	43 - 6	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.		
	Flexible, On-Demand transport is the key to rapidly unlocking accessibility and connectivity in our large and spread-out neighbourhoods. A fixed route big bus service alone will never be able to have the frequency, reliability and coverage that will enable people to have a reasonable option to owning a car. Virtual bus stops within 200 metres of pickup location, or to the door for people with mobility issues. Connecting to and integrating with rapid transit		

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routes across Tauranga, park n rides for the wider region, and transport connectors across the sub-region.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

**Submission Number:** 44 - 3

**Submission Type:** Neutral

**Submitter:** RPTP0044

**Submission Summary:** On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** On demand public transport - Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

**Section:** Policy 2.7 Total Mobility



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<b>Submission Number:</b>	33 - 7	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	The requirements to become a Total Mobility provider are significant - we would like to see support and resourcing provided to assist community transport providers to meet compliance requirements.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	The Regional Council can provide policy support and assistance for operators who are seeking to become approved transport providers. However, additional funding beyond current commitments is not available at this stage.		

<b>Submission Number:</b>	58 - 5	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0058		
<b>Submission Summary:</b>	As an assessing agency for the Total Mobility Scheme, we see first-hand the positive impact that the scheme has for the elderly and those with disabilities in our community. For those who benefit from the scheme, it goes a long way to maintaining their independence. We would like to acknowledge the Regional Council's ongoing commitment to the Total Mobility Scheme and look forward to continuing to facilitate the scheme in our community.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain policy commitment to Total Mobility scheme.		

### Section: Policy 2.8 School services

<b>Submission Number:</b>	9 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0009		
<b>Submission Summary:</b>			
<b>Decision Sought:</b>	Consult schools on why a lot of people driving their kids to school despite free services. Work with Waka Kotahi to bring in a fine for cars keeping their engines running for more than a minute while waiting outside school.		
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	BOPRC is continuously working with schools in Tauranga to support the uptake of bus services for school travel.  Comment on car engines noted. This is outside the scope of the RPTP but has been passed on to Waka Kotahi for further consideration.		

<b>Submission Number:</b>	37 - 8	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0037		
<b>Submission Summary:</b>	While dedicated school services are being used, school students who could catch them still choose to use urban services as their reputation among school students is that they are ""crowded"" and loud, which most of them aren't.  I suggest that school students that choose to travel home from school (including the other way) on urban services when there is a school service that has turned up are charged. This can easily be incorporated into the existing fare system, and I am happy to advise councilors further if required.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		
<b>Committee's Response:</b>	Thank you for your insights into student perceptions of school versus urban services. Our current policy for school students is to apply consistency across school and urban services in the interests of equity. For example, an urban service may serve a location/time not		

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served by a dedicated school service (or vice versa)

**Submission Number:** 45 - 5 **Submission Type:** Seek Amendment

**Submitter:** RPTP0045

**Submission Summary:** Is there more information in the plan to renew or refresh the school services model in Tauranga? Linked to this, in the table on page 52, there is no end date for the contracts for these school services. Will the end dates be included in the final plan, and will the plan be clear on what's happening beyond the end of the current contract? It is also unclear what school units 3-6 are on page 53?

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** As noted in the policy, it will be applied to new service proposals only. The intention is to implement the policy incrementally over time rather than undertake a renewal of the existing school services model.

Comment on contract information for school services noted. Review information and incorporate any additional information in table.

**Submission Number:** 60 - 9 **Submission Type:** Seek Amendment

**Submitter:** RPTP0060

**Submission Summary:** Do not support the policy. Limiting school services to Tauranga eliminates the opportunity to provide school services in other areas where this may provide significant benefits in terms of mode shift and reduced carbon emissions. We would favour a more inclusive that is based on outcomes rather than arbitrary past decisions made by the Ministry of Education. Shifting more school trips to public transport would reduce pressure on key transport infrastructure, reduce carbon emissions and reduce the safety risks at the school gates created by drop-off congestion.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** We note that the provision of dedicated school services in Tauranga is a special case and came about as a consequence of a policy decision by the Ministry of education. Our expectation is that the Ministry of Education continues to provide dedicated school services in parts of the region outside the Tauranga urban area and this is reflected in the policy.

We accept that shifting more school trips to public transport has many benefits including emissions reduction and safety. We note that the School Free Fares Trial has recently been expanded to Whakatane enabling fare free travel on public transport for school children during school hours. The Regional Council is certainly willing to work further with Whakatane District Council to identify ways our public transport services can better serve school based travel needs in the district.

### Section: Policy 2.9 Ferries

**Submission Number:** 10 - 2 **Submission Type:** Support in Part

**Submitter:** RPTP0010

**Submission Summary:** Supports ferry and rail as an alternative to sitting in the bus in traffic due to peak hour or the weekly accident that occurs.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** We note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.

Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.

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<b>Submission Number:</b>	41 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0041		
<b>Submission Summary:</b>	Omokoroa Tauranga Mt Maunganui ferry would be good.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p>		
<b>Submission Number:</b>	43 - 7	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	Frequent Ferry service between Tauranga, The Mount and Omokoroa		
	<p>Fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works.</p> <p>The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p>		
<b>Submission Number:</b>	44 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0044		
<b>Submission Summary:</b>	Frequent Ferry service between Tauranga, The Mount and Omokoroa.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Ferries - we note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p>		

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<b>Submission Number:</b>	59 - 1	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0059		
<b>Submission Summary:</b>	<p>I need convincing that this project would be commercially viable and without operational subsidy. That does not mean it can't be done.</p> <p>This project can only be established under the aegis of a proper business case. The romance of water travel and the apparent illusion of escaping traffic has certainly charmed some into pursuing the ferry idea. The ferry journey is just the line haul portion of the trip; since almost no-one lives or works at these stops, they'll have to walk (or drive/cycle, or take a bus) to and onwards from the ferry dock to their destinations.</p> <p>Realistic scheduling must account for: tide, manoeuvring, shipping movements, weather.</p> <p>Must understand customer expectations; views; amenities/facilities.</p> <p>Notes US fast ferry experience – notes under utilisation of resources.</p> <p>Questions whether route is achievable given tidal constraints; ferry availability; suitably qualified staff.</p>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>We thank you for your insights into the practicalities of providing a feasible ferry service between Omokoroa/Mt Maunganui/Tauranga CBD.</p> <p>We note that the RPTP includes a policy (2.9) and action to undertake a high level business case for a commuter ferry service in the Western Bay of Plenty. This is likely to build on the initial analysis undertaken in the Western Bay of Plenty Ferries Feasibility Study. Many of the points raised are likely to form part of the assessment of relative costs and benefits. The Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing a service.</p> <p>Add a new 'Opportunity 8 – New public transport modes' which references investigating the potential of ferries as a new public transport mode.</p> <p>The points raised in the submission have been referred to the Regional Council network planning team for further consideration in the ongoing work.</p>		

### Section: Actions – Service planning and design

<b>Submission Number:</b>	33 - 8	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0033		
<b>Submission Summary:</b>	<p>Support the following actions:</p> <ul style="list-style-type: none"> <li>* Undertake work to better understand the current community services landscape and identify potential transport opportunities.</li> <li>* Develop a policy and decision-making framework to support the provision of community transport services.</li> </ul>		
<b>Decision Sought:</b>	Suggest community transport services are invited to participate in the development of the framework.		
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Community service providers will be included in the development of the framework.		

### Section: 4.2.3 Service and infrastructure delivery

<b>Submission Number:</b>	62 - 2	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0062		
<b>Submission Summary:</b>	Main stop in Rotorua (Arawa); a shocker; rain; vandals; open footpath.		
<b>Decision Sought:</b>			

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<b>Committee Decision:</b>	Refer
<b>Committee's Response:</b>	<p>Policies in the draft RPTP seek to deliver a to deliver a safe, reliable, punctual and high quality customer experience, and encourage investment in infrastructure (including bus stops) to support this.</p> <p>Infrastructure quality – Policy 3.4 encourages investment in public transport infrastructure that gives effect to national best practice public transport design guidance.</p> <p>Safety and personal security – Policy 5.2 includes a commitment to work collaboratively with bus operators and partner organisations to identify and resolve public transport safety and security related issues.</p> <p>The submitter's concerns with the main bus stop in Rotorua (Arawa St) have been noted and referred to Rotorua Lakes Council (as the public transport infrastructure provider) for further consideration.</p>

### Section: Policy 3.1 Contract units

<b>Submission Number:</b>	19 - 4	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0019		
<b>Submission Summary:</b>	Council should maintain a mix of unit sizes and operators to reduce the risk of contract non-performance currently being experienced. Notes proposed integration of Tauranga Northern unit within Western Unit and potential impacts on current service reliability. School services are also specialised operationally and should be maintained as separate units and procured accordingly.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Add action to undertake a technical review of contract units to ensure they provide an optimal mix of unit sizes and operators in the region to deliver high quality services.		

### Section: Policy 3.4 Infrastructure quality

<b>Submission Number:</b>	46 - 2	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0046		
<b>Submission Summary:</b>	Improved roadside bus shelters that offer shade/ shelter (add small number each year).		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Refer		
<b>Committee's Response:</b>	<p>Policies in the RPTP seek to deliver a to deliver a safe and high quality customer experience, and encourage investment in infrastructure to support this.</p> <p>Bus shelters in suitable locations which provide shade and shelter are necessary to achieve the objectives of Policy 3.4 (Infrastructure quality), Policy 5.2 (Safety and personal security) and Policy 5.4 (Amenity).</p> <p>The submission has been noted and referred to Tauranga City Council (as the public transport infrastructure provider) for further consideration. We also note that Tauranga City Council has investment programmed in its Long Term Plan to accelerate bus shelter provision across the city.</p>		
<b>Submission Number:</b>	61 - 4	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0061		
<b>Submission Summary:</b>	Transporting New Zealand's preference in regard to bus lanes is that outside peak hours freight trucks have shared access rights to the bus lanes.		
<b>Decision Sought:</b>			

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**Committee Decision:** Comment Noted

**Committee's Response:** The submitter's preference is noted. Policy 3.4 (Infrastructure quality) encourages investment in public transport infrastructure that gives effect to national best practice public transport design guidance.

There are a number of business cases underway in the region, particularly in Tauranga and the Western Bay of Plenty sub-region where bus priority infrastructure (including clearways and bus lanes) are being considered. The Regional Council is committed to working collaboratively with partner agencies with responsibilities for public transport infrastructure provision and other stakeholders to develop infrastructure that gives effect to this policy.

### Section: Policy 3.5 Innovation and technology

**Submission Number:** 46 - 3

**Submission Type:** Neutral

**Submitter:** RPTP0046

**Submission Summary:** Driverless shuttles - Investigate (as the technology) the use of driverless shuttles to be used as zero emission short route feeders to main bus route stops. Taxi car/ vans should be considered how they can integrate better with public transport as Waymo-type services potentially become available.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Policy 3.5 (Innovation and technology) supports proactively working with partner organisations to improve our collective capacity to evaluate, and where appropriate, adopt new innovations and technological improvements as they emerge.

The Regional Council will continue to work through established regional sector groups to identify, assess, trial and adopt viable new public transport technologies and innovations.

We also note that Policy 2.6 supports trials of on demand public transport in different contexts, for example, to complement existing services, provide a service in areas where demand may not support a fixed route service, or to meet the needs of specific customers e.g. people with mobility constraints.

There is an associated action to develop and implement an on demand trial for Tauranga South. This was identified as an area where geographical constraints make it difficult to provide good public transport coverage with existing services. Consequently, a trial was agreed with partner agencies and included in the Western Bay of Plenty Transport System Plan programme.

Procurement for this trial is currently underway. The intention is that this will help establish proof of concept for wider potential application in the region. Once this trial is delivered and assessed, we will investigate further options for the application of on demand public transport, including those raised in the submissions process.

Expand Opportunity 4 to include reference to on demand public transport as an option for intra-community travel.

Add a new 'Opportunity 8 – New public transport modes' which references exploring the potential of on demand public transport alongside other new modes such as passenger rail and ferries.

Expand Service planning and design action to include reference to exploring the further provision of on demand public transport services beyond the current trial.

### Section: Policy 3.6 Service quality

**Submission Number:** 62 - 3

**Submission Type:** Neutral

**Submitter:** RPTP0062

**Submission Summary:** Most drivers are very good; some are not [don't acknowledge you]; odd safety issues on buses – one-handed driving etc.

**Decision Sought:**

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**Committee Decision:** Comment Noted

**Committee's Response:** We note that Policy 3.6 (Service Quality) and associated actions include a commitment from the Regional Council to work in partnership with operators to ensure customers experience excellent customer service (welcoming, friendly, helpful, professional) and safe, comfortable, enjoyable journeys.

### Section: Policy 3.7 Service performance

**Submission Number:** 37 - 9

**Submission Type:** Neutral

**Submitter:** RPTP0037

**Submission Summary:** More bus lanes need to be added on roads with two lanes for cars, in some cases even replacing the additional lane with a bus lane. Such as 15th Avenue, this allows buses to improve service performance and reliability, especially on the 40 Route in Tauranga, as it is the most truant of all the Tauranga urban services. (According to council data)

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Policy 3.7 identifies the delivery of bus priority measures at congested locations on the network as a key means of ensuring buses run reliably and punctually. The Regional Council will continue working collaboratively with partner agencies responsible for public transport infrastructure in the development of these facilities.

**Submission Number:** 56 - 4

**Submission Type:** Neutral

**Submitter:** RPTP0056

**Submission Summary:** Any successful public transport system needs to be both quick and easily accessible. The current system is neither, so I would fully support the concept of main arterial or express routes using buses, heavy and light rail, these routes being fed by a fleet of small 10-20 seat minibuses. These might be supplemented by scooters, e-bikes or self-drive e-cars.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Improving the speed and reliability of services is a priority for the Regional Council.

Policy 1.1 (Frequent and reliable services) prioritises the delivery of more frequent and reliable services on key urban corridors.

Policy 3.7 (Service Performance) supports working with partner agencies and operators to improve the punctuality and reliability of services. A key aspect of this is delivering bus priority measures at congested locations on the network where they are necessary to ensure services can run reliably.

### Section: Policy 3.8 Vehicle quality standards

**Submission Number:** 46 - 4

**Submission Type:** Neutral

**Submitter:** RPTP0046

**Submission Summary:** Suggests air quality systems on new/upgraded buses as best practice.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Policy 3.8 commits the Regional Council to ensuring that all contracted buses on urban services meet the relevant national best practice vehicle quality standards.

**Submission Number:** 51 - 1

**Submission Type:** Neutral

**Submitter:** RPTP0051

**Submission Summary:** I use buses every day as I don't drive. Please ensure that future buses are built with almost

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exclusively with forward facing seats as the recent electric buses have not enough forward facing seating. I know with my daily experience that all users agree.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Policy 3.8 commits the Regional Council to ensuring that all contracted buses on urban services meet the relevant national best practice vehicle quality standards. This includes the internal design of buses. Customer comfort and preferences are a key consideration, as are meeting the accessibility requirements of all users. Contracted buses must be designed in a way that enables the access and carriage of wheelchair users.

**Submission Number:** 58 - 6

**Submission Type:** Neutral

**Submitter:** RPTP0058

**Submission Summary:** It is really important that all of the Urban fleet are kneeling buses, this makes it easier for wheelchairs, walking frames and walking stick users to access the bus with no stairs. Whilst on the bus, there is a place for wheelchairs to be locked in so there is no danger of them becoming unstable or moving while the bus is in motion. Likewise there needs to be a safe area to store mobility items such as walkers.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Policy 3.8 commits the Regional Council to ensuring that all contracted buses on urban services meet the relevant national best practice vehicle quality standards. This includes standards for vehicle accessibility.

### Section: Actions – Service and infrastructure delivery

**Submission Number:** 12 - 5

**Submission Type:** Seek Amendment

**Submitter:** RPTP0012

**Submission Summary:** The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in are addressed in the final RPTP.

Bus driver shortages are a challenge for the region.

**Decision Sought:** Add an action to work with service providers to ensure there were sufficient drivers to deliver on agreed service levels.

**Committee Decision:** Accept

**Committee's Response:** Action added.

**Submission Number:** 45 - 6

**Submission Type:** Seek Amendment

**Submitter:** RPTP0045

**Submission Summary:** While not specifically mentioned in the draft plan, we note the current driver shortage is both a regional and national issue. If service levels are required to increase in the future as part of the proposed actions, there should be a plan to address any driver shortages and support the building of a sustainable workforce. We acknowledge this needs to be led both nationally and locally.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Comment noted. The following action has been added to the RPTP:  
\* Work with operators to ensure that there are sufficient drivers to deliver contracted levels of service.

The Regional Council is keen to work further with national government and other regional councils to develop plans for a more sustainable public transport workforce.

**Submission Number:** 46 - 5

**Submission Type:** Neutral



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<b>Submitter:</b>	RPTP0046
<b>Submission Summary:</b>	Suggests installation of driver protection screens on buses/ fog cannons.
<b>Decision Sought:</b>	
<b>Committee Decision:</b>	Comment Noted
<b>Committee's Response:</b>	We note that some additional driver protection measures have been installed in recent years e.g. in-bus cameras; additional behind seat protection. The Regional Council will continue to work with operators to consider new measures that can be implemented to improve driver safety.

### Section: 4.2.4 Public transport and land use integration

<b>Submission Number:</b>	39 - 5	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0039		
<b>Submission Summary:</b>	Separate service planning for future urban areas into another framework. Reduce confusion.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Decline		
<b>Committee's Response:</b>	Public transport networks span both existing and new urban areas. Taking an integrated network approach to service planning is considered to be best practice.		

<b>Submission Number:</b>	47 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0047		
<b>Submission Summary:</b>	Kainga Ora is generally supportive of the direction of integrating land use and transport planning in the Transport Plan, as this will help to discourage private vehicle dependency, and encourage multi modal transport and use of public/active transport for a means of travel, which is consistent with the direction of the National Policy Statement on Urban Development 2020 ("NPS-UD"). This will not only have a positive impact on the form, design, and function of the Bay of Plenty region, but will also contribute to the region's net-zero emissions target.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain Objective 4 and supporting policies.		

### Section: Policy 4.1 Public transport and urban intensification

<b>Submission Number:</b>	47 - 5	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0047		
<b>Submission Summary:</b>	<p>The Enabling Housing Supply Act identifies Councils that need to provide for and enable medium density residential development by 20 August 2022, which Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and Rotorua Lakes District Council have been identified. The MDRS will result in increased residential growth in these regions and thereby demand for public transport will likely increase. Frequent and accessible public transport will be required for these areas to support growth in housing density.</p> <p>Kainga Ora seeks that specific and targeted public transport services and infrastructure is delivered to support the areas where Councils propose to introduce and implement the MDRS (to support medium and high density residential living areas). This includes (but not limited to) areas listed [submission includes table of areas].</p> <p>Kainga Ora seeks that the public transport infrastructure is provided within a reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space. This specific and targeted public transport infrastructure should include bus priorities, bus stops, shelters, and facilities including accessible footpaths and crossings, bike parking, park and ride.</p>		

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Kainga Ora also seeks that this infrastructure is planned in conjunction with and aligned with proposed growth areas as part of the plan changes that give effect to the MDRS and NPS-UD, which are being notified by Councils in August 2022 and to be completed and operative by August 2023. A commitment to this 2023 operative date should be reflected and included in the Transport Plan (Targeted Infrastructure).

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Add action to 'review the provision of public transport services and infrastructure against areas in the region identified for medium and high residential living under the Resource Management Act – Enabling Housing Supply Amendment Act by August 2023' as means of implementing Policy 4.1.

We note that this 'specific and targeted provision' will need to be consistent with Policy 3.4 (Infrastructure quality); Policy 4.2 (Modal integration); Policy 4.5 (Park and ride) and Policy 5.1 (Accessible journey).

### Section: Policy 4.2 Modal integration

**Submission Number:** 16 - 3 **Submission Type:** Neutral

**Submitter:** RPTP0016

**Submission Summary:** Please make it possible to take bikes into the bus (or hang them in front of the bus). Lots of people in Rotorua travel to redwoods to bike. Bikers would be happy to use bus to reduce emissions. Will also make everyday commute more feasible by extending the reach of public transport.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Front of bus bike racks are installed on all Regional Council contracted public transport buses in Rotorua.

**Submission Number:** 23 - 4 **Submission Type:** Neutral

**Submitter:** RPTP0023

**Submission Summary:** Customer experience

Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility) Located in community hubs across the subregion. Featuring micro mobility infrastructure.

Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Policy 4.2 (Modal Integration) supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure.

Transport Hubs – The TSP programme in the future strategy section for Tauranga and the Western Bay of Plenty (4.1.1) includes provision for the development of a centralised public transport hub in Tauranga (and a number of ancillary hubs). The Regional Council is committed to working collaboratively with Tauranga City Council (TCC) on the development of these hubs.

**Submission Number:** 43 - 8 **Submission Type:** Neutral

**Submitter:** RPTP0043

**Submission Summary:** Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility).

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Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Modal Integration - Policy 4.2 supports integration of public transport and other modes through the provision of appropriate facilities and infrastructure. The Regional Council will continue working collaboratively with partner agencies with responsibilities for infrastructure in the development of these facilities.

### Section: Policy 4.3 Services and infrastructure in new urban areas

**Submission Number:** 37 - 10 **Submission Type:** Neutral

**Submitter:** RPTP0037

**Submission Summary:** Consider transit-oriented development in new urban areas and/or incorporating it into existing urban areas. More information regarding this can easily be found online.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Policy 4.3 sets a minimum threshold for the provision of public transport in new urban areas. We note that Policy 4.1 envisages higher public transport levels of service in urban environments where there is planned urban intensification and increased density of urban form.

### Section: Policy 4.5 Park and ride

**Submission Number:** 4 - 3 **Submission Type:** Support

**Submitter:** RPTP0004

**Submission Summary:** Strongly supports policy; particularly (i) serving catchments where vehicle access is only reasonable option.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain policy.

**Submission Number:** 43 - 9 **Submission Type:** Neutral

**Submitter:** RPTP0043

**Submission Summary:** Rural integration Park n Rides

On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

**Submission Number:** 44 - 5 **Submission Type:** Neutral

**Submitter:** RPTP0044

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<b>Submission Summary:</b>	Park n Ride facilities on the outskirts of each rapid transit route.
<b>Decision Sought:</b>	
<b>Committee Decision:</b>	Accept
<b>Committee's Response:</b>	Park and Ride – Policy 4.5 (Park and Ride) supports the development of Park and Ride facilities in appropriate locations. The Regional Council will continue working collaboratively with partner agencies responsible for infrastructure in the development of these facilities.

### Section: Policy 4.6 Rapid transit

<b>Submission Number:</b>	4 - 4	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0004		
<b>Submission Summary:</b>	Strongly supports early investment in rail transport; particularly future proofing rapidly growing areas e.g. Papamoa/Te Puke.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Retain policy.		

Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:  
i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and  
ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RPTP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

<b>Submission Number:</b>	43 - 10	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0043		
<b>Submission Summary:</b>	<p>Tauranga – Rapid transit corridors on dedicated routes with 10 -15 minute frequency. The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions.</p> <p>There is not a clear strategy or timeline for these corridors to be fully functional. We advocate for a first route to be accelerated and developed in conjunction with On Demand, to demonstrate a blueprint for the network. (See point 10 below)</p> <p>Fastrack and Eastern Coastal Integrated transport services and amenity to create a step change and demonstrate success.</p> <p>We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve.</p> <p>This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities.</p> <p>Instigate On Demand transport pilot for this area in 2023; integrate services; build mobility hubs; establish Park and Ride; increase frequency of intercity buses.</p>		
<b>Decision Sought:</b>			

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

<b>Committee Decision:</b>	Accept in Part
<b>Committee's Response:</b>	<p>Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:</p> <ul style="list-style-type: none"> <li>i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and</li> <li>ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.</li> </ul> <p>We note there are associated actions in the RTP to:</p> <ul style="list-style-type: none"> <li>• Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.</li> <li>• Actively participate in any central government business cases investigating rapid transit in the region.</li> <li>• Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.</li> </ul> <p>We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.</p>

<b>Submission Number:</b>	44 - 6	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0044		
<b>Submission Summary:</b>	Deliver rapid transit corridors on dedicated routes with 10 -15 minute frequency. It baffles me (and everyone in the community) as to why there has not been a dedicated bus lane on the B2B, travelling into the city. BOPRC should be advocating for this, with urgency.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept in Part		
<b>Committee's Response:</b>	<p>Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:</p> <ul style="list-style-type: none"> <li>i) progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and</li> <li>ii) work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.</li> </ul> <p>We note there are associated actions in the RTP to:</p> <ul style="list-style-type: none"> <li>• Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.</li> <li>• Actively participate in any central government business cases investigating rapid transit in the region.</li> <li>• Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.</li> </ul> <p>We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.</p>		

<b>Submission Number:</b>	45 - 9	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	Regarding the integration between land use and transport mentioned throughout the document, given the history of dispersed land use and the need for intensification in some areas, the plan could explain what is needed to make mass transit work in the region.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Comment Noted		

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**Committee's Response:** The RTPP recognises that additional work is required to better understand what is needed to make rapid transit work in the region.

The following actions have been identified in the Plan to implement Policy 4.6:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

**Submission Number:** 56 - 6 **Submission Type:** Neutral

**Submitter:** RTPP0056

**Submission Summary:** A light rail line running from the Tauranga CBD to Greerton along Cameron Road is to my mind a no-brainer. There is also a common-sense option of light rail from Golden Sands to Mount Maunganui. If Te Tumu is ever developed, then it is essential that there is a rail link that is quick, easy to access, and inexpensive.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** Rapid transit – Policy 4.6 and associated actions support a two-fold approach to rapid transit:

- progressively deliver a network of frequent and reliable public transport services with dedicated priority on the four core UFTI Connected Centres corridors; and
- work collaboratively with UFTI partners and central government to future-proof and secure space on the Connected Centres corridors in preparation for a longer term transition to a rapid transit system.

We note there are associated actions in the RTPP to:

- Undertake work to better understand what is required to future proof the western Bay of Plenty sub-region for a potential longer term transition to rapid transit.
- Actively participate in any central government business cases investigating rapid transit in the region.
- Investigate funding and planning mechanisms with the potential to support a longer term transition to a rapid transit system.

We recognise Papamoa – Mount – CBD as a key corridor with attributes that would support the progressive delivery of dedicated bus priority infrastructure ahead of a potential longer term transition to rapid transit. The TSP programme includes a number of activities intended to deliver bus priority (and ancillary activities) in this corridor. The Regional Council will continue to work collaboratively with TSP partners to deliver the public transport activities in the TSP.

### Section: 4.2.5 Customer experience and information

**Submission Number:** 8 - 3 **Submission Type:** Support in Part

**Submitter:** RTPP0008

**Submission Summary:** Currently, the bus user experience is perceived to be poor with customers citing transport delays, long travel times and poor infrastructure, as well as public safety concerns, as issues impacting on bus patronage.

We support efforts to strengthen the public transport network in a manner that aligns with SmartGrowth and UFTI objectives and encourage a joined up approach to things like public transport services, infrastructure and parking strategies which will support a better user experience.

**Decision Sought:** We encourage the Council and its partners to think innovatively about changing customer perceptions of public transport. This includes focusing more on the user experience and providing choice in terms of public transport.

**Committee Decision:** Accept

**Committee's Response:** BOPRC will continue to work with partner agencies on a joined up approach to delivering public transport services, infrastructure and related activities such as parking policy.

Key focus areas (3.3) for how we will work over the next three years include:

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\* 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 customer.  
 \* 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,  
 \* Collaborative - we will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs.

### Section: Policy 5.3 Legibility

**Submission Number:** 14 - 5 **Submission Type:** Neutral  
**Submitter:** RPTP0014  
**Submission Summary:** It would be helpful that routes and buses and bus stops are colour coded so it is easy for bus patrons to identify the route and potential destination.  
**Decision Sought:**  
**Committee Decision:** Comment Noted  
**Committee's Response:** Suggestion noted. This system has been trialled elsewhere in New Zealand to improve legibility. We note that colour coding buses would incur additional costs and require reaching agreement with contracted operators. It also reduces flexibility in terms of moving buses between routes according to operational needs.

**Submission Number:** 58 - 8 **Submission Type:** Neutral  
**Submitter:** RPTP0058  
**Submission Summary:** Any Information that is produced for users, such as brochures and time tables need to be accessible. Plain language, pictorial information and sign language is important.  
**Decision Sought:**  
**Committee Decision:** Accept  
**Committee's Response:** Policy 5.3 (Legibility) supports the delivery of public transport information that is accessible, easy to understand and presented in a consistent manner. The Regional Council looks forward to engaging with the Disability Resource Centre Trust to ensure that public transport information it produces is in an accessible form.

### Section: 4.2.6 Partnerships

**Submission Number:** 23 - 5 **Submission Type:** Neutral  
**Submitter:** RPTP0023  
**Submission Summary:** Partner with GTTP (local offices) and Wednesday Challenge to rally more interest in the public transport initiatives.  
 Partner with ferry providers and railway line owners to get some planning underway on making these reliable public transport options.  
**Decision Sought:**  
**Committee Decision:** Accept  
**Committee's Response:** The Regional Council has contributed funding and is a partner agency in the Wednesday Challenge initiative.  
 Rail – see Policy 1.6 (Passenger Rail) – the Regional Council will continue working collaboratively with partner agencies to explore the feasibility of implementing passenger rail.  
 Ferry providers – see Policy 6.1 (Public Transport Providers) which includes ferry operators.

**Submission Number:** 40 - 7 **Submission Type:** Seek Amendment

# Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

**Submitter:** RPTP0040

**Submission Summary:** We would like to Introduce the idea of The Rail Co-operative Concept to the RPTP.

The two traditional models of rail service delivery are based on either direct local / central government operation or a private sector franchising / management contract (with government generally specifying the service). In either case, local communities and passengers are dependent on government to meet their rail travel needs and experience (often through a “consultative committee”). A possible “third way” is the specification and operation of rail services based on a co-operative model.

There are seven internationally agreed principles that define how any kind of co-operative should operate:

1. Owned and controlled, and exists for the benefit of, its members - who may be customers, workers, suppliers or the wider community.
2. Democratic – every member has an equal say in how the co-operative is run and how profits are used.
3. Every member contributes financially in some way – from buying products, working for the co-operative, investment in it or deciding how to spend profits.
4. An independent business, owned and controlled by its members.
5. Offers education and training to everyone involved, so they can develop the co-operative and promote the benefits of co-operation.
6. Co-operates, works with and supports other co-operatives.
7. Supports the communities it works with.

According to the New Zealand co-operative web site, the country is one of the most co-operative economies in the world with the top 30 co-operatives alone contributing 13% of GDP by revenue and employing more than 41,000 New Zealanders.

Co-operatives in the rail sector exist in several countries, with the two most well-known examples being:

Railcoop – are re-opening the mothballed Bordeaux – Lyon line to both freight and passengers (with freight services already running).

Go-op Train – who are planning services between Bishops Cleeve and Swindon in the UK.

Several local community groups and individuals are interested in the feasibility of establishing a co-operative to investigate, plan and ultimately operate a passenger rail service connecting Tauranga, Omokoroa, Waharoa / Matamata, Morrinsville and Hamilton using the ECML. These aspirations are captured in the report Making Rail Work (produced by Tarakin Global and funded by Baytrust) – copy attached to this submission. Given the likely need for a future upgrade of the ECML to support higher levels of freight traffic from the Port of Tauranga, there is an opportunity to make a strong case for passenger rail at the same time.

Local government in the Bay of Plenty is grappling with significant transport and development challenges, and so the aim of the co-operative would be to help move the passenger rail agenda forward by working closely with the respective Regional Councils, Tauranga Transport System Plan, Future Proof, Ministry of Transport, Waka Kotahi and KiwiRail. The co-operative model does not preclude government or private sector involvement, as these organisations can (and arguably should) choose to be members and hence be part of the governance process.

Key point of submission:

We request that the RPTP formally acknowledges community aspirations to establish a co-operative for passenger rail services between Tauranga and Hamilton (with onward connections to Auckland). We further request that a new policy in the RPTP outlines:

In-principle BoPRC support for investigation and potential establishment of a rail co-operative;

Commitment from BoPRC to participate in the cooperative if feasibility and viability is established;



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Include funding for business case work in the next Regional Land Transport Plan (RLTP); and

Agreement to provide in-kind staff resource from the BoPRC transport planning team."

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The Regional Council is certainly open to engaging with community groups and individuals who are looking into the feasibility of establishing a rail co-operative. However, we suggest that proof of concept in the New Zealand context would need be established first before the Regional Council could make an in principle commitment.

We note with interest that the Transport and Infrastructure Committee has opened an inquiry into the future of inter-regional passenger rail in New Zealand and the terms of reference specifically identify Tauranga and the Making Rail Work report. We look forward to the outcomes of that inquiry.

At the present time, the Regional Council does not have sufficient resources to provide in-kind staff assistance.

### Section: Policy 6.4 Communities and social service providers

**Submission Number:** 33 - 9 **Submission Type:** Seek Amendment

**Submitter:** RPTP0033

**Submission Summary:**

**Decision Sought:** We suggest the following two points be considered for inclusion in Policy 6.4 (or similar) along the following lines:

1. Provide support for community transport services (especially not-for-profits/charitable trusts) where:

- a. there is a demonstrated need for a transport service in the community
- b. there is willingness by members of the community to set up, operate and maintain a Trust or similar structure to oversee governance of the service, and for people to volunteer to be drivers
- c. there is sufficient funding available to support the establishment and administration of the Trust and the purchase of vehicle(s)
- d. the establishment of the Trust has the support of the relevant territorial authority.

2. Support for community transport services will be assessed on a case-by-case basis and may include:

- a. council staff assistance to establish a Trust or service in a new area where a request is received from the relevant local authority, community board or residents' group
- b. financial grants towards vehicle purchase/replacement and operation, and Trust administration costs, subject to availability of funding
- c. provision of necessary supporting technology to help make community transport services easier to manage and more accessible for users, subject to availability of funding.
- d. where possible leverage council's purchasing ability to obtain best value for community vehicle/hoist purchase, and/or other professional services such as driver training.

**Committee Decision:** Accept in Part

**Committee's Response:** The RPTP identifies two actions to further develop the policy framework for community transport services:

\* Undertake work to better understand the current community services landscape and identify potential transport opportunities.

\* Develop a policy and decision-making framework to support the provision of community transport services

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The Regional Council would like to complete these actions before setting additional policy criteria. The submitter's points will be factored into the development of the future policy and decision-making framework for the provision of community transport services.

Furthermore, we congratulate the submitter on recently becoming a charitable trust and note with interest the initiatives it has underway. We are interested in engaging further with the submitter in co-designing an appropriate policy framework for community transport initiatives

### Section: 4.2.7 Fares and pricing

**Submission Number:** 42 - 15

**Submission Type:** Support

**Submitter:** RPTP0042

**Submission Summary:** Fare structure is a vitally important issue that needs to be addressed as soon as possible. However, it is critical that the long-awaited fare review is well resourced and delivers an integrated, evidenced-based fare structure that will drive up patronage in Tauranga, Rotorua and smaller centres.

We support the plan's stated goals of equitable fares and a pricing system that attracts new customers and rewards frequent use, and the target of 90% of customer satisfaction in value for money, but urge that target to be brought forward to earlier than 2030.

Overall, we see fares as a key lever that has been pulled for schoolchildren, with stunningly positive results - especially when factoring in Covid. It has not been fully pulled for other groups, so there are potential gains to come.

In our view, the key is to set an adult fare level that attracts far more passengers, resulting in an overall increase in fare revenue.

At a practical level, we support fare free travel for:

- Seniors
- Children
- People with disabilities + 1
- Community Services Card holders

We commend BOP Regional Council for introducing free fares for two of those categories.

We also support the Free Fares campaign asking for central government funding for free fares for CSC holders, although we do not actually support their call for fare free travel for all tertiary students and under 25s, preferring to limit free fares to those with a Community Services Card.

To be clear, we also do not support fare free travel for adults, and wish to see the fare review analysis before forming a view about pricing structures. However, we do see lots of opportunities for more attractive adult fare pricing and better promotion of the savings that can be made from traveling by bus rather than SoV.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Retain fares and pricing section. We note the close alignment between the submitter's key points and, and the fares and pricing policy goals in the RPTP.

**Submission Number:** 50 - 9

**Submission Type:** Neutral

**Submitter:** RPTP0050

**Submission Summary:** Generally it was felt that services should be free to encourage regular use. At the very least be free during off-peak hours. It was indicated that free could encourage hoodlums and bad behaviour so policing may need to be a consideration for a small fee to discourage the louts from boarding. Personally I like the idea of a conductor to help elderly, protect driver and monitor behaviour while meeting folk and making them feel safe.

**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Policy 7.1 (Fare principles) supports taking a balanced approach to the setting of fares (including whether to make them free). A key principle is that fares are equitable (fare pricing is weighted according to ability to pay). We also note the following recent development that

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extends the off peak hours that free buses are available to SuperGold card holders:

\* Extension of the SuperGold concession

Safety and personal security – Policy 5.2 includes a commitment to work collaboratively with bus operators and partner organisations to identify and resolve public transport safety and security related issues.

### Section: Policy 7.1 Fare principles

**Submission Number:** 60 - 10 **Submission Type:** Support in Part

**Submitter:** RPTP0060

**Submission Summary:** Strongly support the policy.

Commend the move away from a farebox recovery target to which may not always align with regional or national policy for emission reductions or mode shift.

We would also recommend and addition to the policy to provide price stability for users. The current half price fares promotion being subsidised by central government has likely attracted new users to the network and removal of this scheme may see these users move back to private vehicles once the promotion has ended. For people making choices about where to live and whether or not to buy a car (or second car) the fluctuations in price does not provide them with the certainty that allow them to make these significant life choices in favour of using public transport.

We also see the half price fare scheme as a critical incentive to encourage more uptake of public transport and reduction of emissions. We would support the continuation of this scheme should the central government subsidy be lost. It is critical that price signals remain to encourage greater uptake of public transport and further emission reductions.

**Decision Sought:**

**Committee Decision:** Accept in Part

**Committee's Response:** The half price fares scheme came about following a decision (and the allocation of funding) by central government.

We note the following principles in Policy 7.1:

\* Equitable – fare pricing is weighted according to ability to pay.

\* Incentivised – fare pricing and initiatives are designed to increase patronage and reward frequent use.

\* Balanced – the fare system achieves an appropriate balance between the goals of:  
i. social equity;  
ii. transport system efficiency; and  
iii. financial sustainability.

These suggest a more nuanced approach to fare pricing than the system-wide application of half price fares.

We also note that the RPTP includes an action: to undertake a comprehensive region-wide fare review to give effect to the RPTP fares and pricing policies.' The fare review process will enable the relative costs and benefits of different potential fare pricing options to be explored further.

### Section: Policy 7.4 Fares and parking policy

**Submission Number:** 42 - 11 **Submission Type:** Support in Part

**Submitter:** RPTP0042

**Submission Summary:** That all said, parking policy is vitally important. It is obviously a contentious issue that is outside Regional Council control, but it can make a huge difference to bus patronage. Increased patronage is certainly possible with current Tauranga and Rotorua parking policies (after all, we've had significantly higher patronage in the past), but the more aspirational targets we propose to help achieve a 25% to 50% cut in transport emissions by 2030 will certainly require a very different and integrated approach to parking, especially in Tauranga City.

We are not just referring to higher prices in CBDs. Parking policy needs to be

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comprehensively reviewed.

We have not seen any willingness by councils to fully confront this issue, so that needs to change. Councils need to ensure the outcomes are both equitable and supportive of significant modal shift to PT.

That highlights the importance of carrots and sticks. We strongly urge you to put in place some attractive, juicy carrots before or ideally concurrently with applying the big sticks. Practically, that means wider, faster and more reliable services along with attractive weekly/monthly adult fares and CSC discounts at the same time as changing parking policies.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** The scope of the RPTP as a public transport plan means it must be primarily focused on the provision of public transport, while recognising its contribution to broader transport outcomes e.g. reducing vehicle numbers. As noted by the submitter, there are external levers (such as car parking policy) that need to be delivered in conjunction with improved public transport to achieve these outcomes.

Policy 7.4 (Fares and parking policy) is intended to ensure that parking policies in high demand areas in Tauranga and Rotorua served by regular public transport support mode shift in favour of public transport.

The Regional Council is committed to working with partner agencies with other transport responsibilities to deliver integrated packages of activities in support of our policy goals in the RPTP.

### Section: Policy 7.5 School students

**Submission Number:** 37 - 11 **Submission Type:** Neutral

**Submitter:** RPTP0037

**Submission Summary:** School students who breach the code of conduct of bus services NEED to be given a written warning, and if multiple offences occur, be removed from the bus service, and be unable to board any service for an amount of time. (Such as a month).

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** Submission noted and referred to the Regional Council public transport operations team for consideration.

### Chapter: Part 5: Monitoring and review

#### Section: Part 5: Monitoring and review

**Submission Number:** 42 - 16 **Submission Type:** Seek Amendment

**Submitter:** RPTP0042

**Submission Summary:** Lack of an Action Plan - the biggest gap in this plan according to most of the people we have discussed this with is a failure to explicitly show how the RPTP will deliver on its seven objectives. We do not believe it shines a clear enough light on the mechanisms that need to be enabled and the relative prioritisation between other relevant plans.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Implementation Plan - following confirmation of the policy framework in the RPTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.

The Regional Council, through the Public Transport Committee, will continue to be the

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champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

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Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RTP.

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<b>Submission Number:</b>	44 - 7	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0044		
<b>Submission Summary:</b>	The actions outlines need to be far clearer, and with timelines clear outcomes.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Implementation Plan - following confirmation of the policy framework in the RTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.		
	The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.		
	Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RTP.		

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<b>Submission Number:</b>	45 - 10	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	It's great to see the Plan has a clear set of actions, and we understand the challenge in having a more detailed action plan, as some of the changes are dependent on other partners. However, it would be useful to understand the expected staging over the next 1-3 years, 3-6 years, 6-10 years. This would help to inform an NLTP investment signal for Waka Kotahi and other partners, as well as a public perspective on when change might be expected.		
	Waka Kotahi encourages the regional council to develop detailed service monitoring plan with baseline measures and SMART targets.		
	There does not appear to be a section in the draft plan for what role other partners need to play to achieve the visions and objectives, and the costs associated. The previous RTP included a table outlining the PT infrastructure (e.g., Park and ride facilities, interchanges, bus stops) required to be delivered by Territorial Authorities and Waka Kotahi partners, including timing and costs.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	We note that the previous RTP included some more detailed project information. We found that, given the frequent changes to costings and timings, this information soon became out of date and therefore misleading in a policy document that operates on a 3 yearly policy review cycle.		
	The current approach for the RTP is to develop it as a policy framework that identifies a set of actions to be implemented.		
	Implementation Plan - following confirmation of the policy framework in the RTP, we are proposing to develop a more detailed implementation plan for the policies and actions within the Plan. This will establish costs and timeframes for delivery, while taking into account available resources.		
	The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.		
	Amend Part 5: to clarify intent to develop a more detailed implementation plan for the RTP.		

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<b>Submission Number:</b>	54 - 3	<b>Submission Type:</b>	Support
<b>Submitter:</b>	RPTP0054		

## Bay of Plenty Regional Public Transport Plan 2022- Committee Decisions (By Section)

**Submission Summary:** Section 5 identifies that BoPRC will gather performance measurement information including related to service utilisation, reliability, the cost and revenue of services, customer feedback and experience, emissions, and service access and coverage.

TCC is supportive of the BoPRC implementing a robust monitoring approach to support the RPTP. TCC is keen to continue to work with BoPRC and the wider SmartGrowth, UFTI and TSP partners to understand how the RPTP monitoring framework is able to integrate with other performance measurement frameworks in place at a local / sub-regional level. This will help to ensure that the information that is gathered can be used to also support other processes like Waka Kotahi business case development, local level spatial or structure planning, or network operational decisions.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

The Regional Council, through the Public Transport Committee, will continue to be the champion for public transport in the region, and we look forward to continuing the collaborative approach with partners when developing this plan.

**Submission Number:** 63 - 2 **Submission Type:** Seek Amendment

**Submitter:** RPTP0063

**Submission Summary:** A second miss is the failure to link the key opportunities and ensure they align. In particular, I would encourage the 'authors' of the plan to ensure that their mode share aspirations reflect the required emissions targets.

This is the most egregious, but not the only example of where there appears to be a lack of 'integration' in the plan, and, without said integration a plan simply isn't... and, worse, there is the risk of unintended conflict, with all that implies in terms of waste.

Third, I am concerned that the various performance measures are either not already in place, or, if they are, they are not being reported. My experience of local government is that too much is not measured, particularly in terms of 'outcomes'. Indeed, I would go as far as to say, that the public transport plan should invest much more in the measurement of the various outcomes it is seeking.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Targets - add a more aspirational mode share target to the Plan.

We note that the Government has recently released new national targets in the New Zealand Emissions Reduction Plan. A key target for transport is to reduce total kilometres travelled by the light fleet by 20 per cent by 2035 through improved urban form and providing better travel options, particularly in our largest cities. Public transport is a key mode for achieving these better travel options.

The Ministry of Transport is now working with partner agencies to develop sub-national light vehicle kilometres travelled targets for the main urban areas in New Zealand, including Tauranga and Rotorua. According to current timeframes, these are due to be released before the end of 2022.

As part of this process, we are working with urgency to better understand public transport's expected contribution to achieving these targets, and the levels of investment required to deliver this. This includes additional work at the sub-regional level with Western Bay of Plenty Transport System Plan (TSP) partner agencies to quantify what this means for current TSP targets.

Once these are clarified, the Regional Public Transport Plan will need to be updated through a variation to the Plan.

Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for

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the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

### Section: 5.2 Performance measures

**Submission Number:** 23 - 6 **Submission Type:** Seek Amendment

**Submitter:** RPTP0023

**Submission Summary:** Measuring success  
There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

**Submission Number:** 43 - 11 **Submission Type:** Seek Amendment

**Submitter:** RPTP0043

**Submission Summary:** Measuring success  
There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data.

**Decision Sought:**

**Committee Decision:** Accept

**Committee's Response:** Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.

Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.

We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of plenty sub-region. This will assist with quantifying the impact of

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different interventions on reducing emissions.

We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.

<b>Submission Number:</b>	57 - 6	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0057		
<b>Submission Summary:</b>	Measuring success There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data.		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Section 5.2 identifies the performance measures which will be collected to support the objectives of the RPTP.  Performance measurement - update Part 5 of the RPTP to include reference to the development of an implementation plan for the RPTP. The RPTP monitoring framework (for the performance measures identified in 5.2) will form a key part of the implementation plan.  Update 5.3 to include mode share (including its contribution to carbon reduction), vehicle kilometres travelled (vkt), and benchmarking with other regions.  We note that an emissions reduction model is currently being developed for Tauranga/Western Bay of plenty sub-region. This will assist with quantifying the impact of different interventions on reducing emissions.  We also note that several measures are currently reported in the regular Public Transport Arotake Tuatoru - Performance Monitoring Report which is publicly available in the Public Transport Committee agendas. We will ensure this is more readily accessible on the Regional Council website.		

### Chapter: Appendices

#### Section: Appendix A: Policy context

<b>Submission Number:</b>	45 - 11	<b>Submission Type:</b>	Seek Amendment
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	Other Central Government documents that could be referenced: <ul style="list-style-type: none"><li>• Hikina te Kohupara – Kia mauri ora ai te iwi Transport Emissions: Pathways to Net Zero by 2050</li><li>• Inaia tonu nei: a low emissions future for Aotearoa</li><li>• Toitu Te Taiao - Our Sustainability Action Plan</li></ul>		
<b>Decision Sought:</b>			
<b>Committee Decision:</b>	Accept		
<b>Committee's Response:</b>	Add references to Appendix A.		
<b>Submission Number:</b>	45 - 12	<b>Submission Type:</b>	Neutral
<b>Submitter:</b>	RPTP0045		
<b>Submission Summary:</b>	Waka Kotahi note the current RPTP guidelines for Passenger Transport continuous programmes.  We note over the life of the RPTP it's likely these guidelines will be updated periodically. Waka Kotahi will endeavour to keep Regional Council abreast of any changes.		



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**Decision Sought:**

**Committee Decision:** Comment Noted

**Committee's Response:** Comment on update to guidelines noted.

### Section: Appendix B: Services integral to the public transport network

**Submission Number:** 1 - 2 **Submission Type:** Seek Amendment

**Submitter:** RPTP0001

**Submission Summary:**

**Decision Sought:** Bus routes  
Pyes Pas – Tauriko (51) – seeks earlier/later times for service to enable use by school children for travel between The Lakes and Aquinas College.

**Committee Decision:** Refer

**Committee's Response:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for the Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

The submission has been noted and referred to the BOPRC public transport network planning team for consideration in the next service review [Tauranga Bus Network Refresh (Stage 2) – Tauranga Western].

**Submission Number:** 7 - 1 **Submission Type:** Seek Amendment

**Submitter:** RPTP0007

**Submission Summary:** Bus Services  
Submitter notes the lack of equity for services to Tauranga from Katikati and from Te Puke:  
\* The bus service from Te Puke is hourly, 7am – 7pm, 7 days a week.  
\* The bus service from Katikati is two-hourly, 7am – 6pm, 5 days a week.  
Reasons are unclear given towns are similar sizes and are similar distances from Tauranga. Notes construction of Takitimu North Link Stage 1 will include provision for public transport priority.

**Decision Sought:** Seeks consideration of a more equitable level of service. If not achievable in short-term requests the RPTP signals, and includes funding for, a frequent public transport connection from Katikati to Tauranga following TNL construction in 2025, and in line with direction from UFTI and the TSP.

**Committee Decision:** Refer

**Committee's Response:** We recognise the current disparity in levels of service. Both services are currently classified as Local/Regional services.

We note that according to UFTI and the TSP Public transport medium investment scenario the aspiration is for the Katikati/Omokoroa - Tauranga route to achieve Connector levels of service providing there is sufficient demand. As noted in the submission, the delivery of bus priority infrastructure will be key to ensuring the services are attractive to potential customers.

The submission has been referred to the Regional Council public transport network planning team for further consideration.

**Submission Number:** 10 - 3 **Submission Type:** Seek Amendment

**Submitter:** RPTP0010

**Submission Summary:** Omokoroa – Tauranga (81) – the bus from Omokoroa currently doesn't allow a full work day to be completed. Teens need a weekend bus but are motivated to get licences and drive because there is no alternative.

**Decision Sought:** Seeks earlier/later times for service plus weekend services.

**Committee Decision:** Refer

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**Committee's Response:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

The submission has been noted and referred to the BOPRC public transport network planning team for consideration in the next review of the Omokoroa-Tauranga service.

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**Submission Number:** 13 - 1 **Submission Type:** Seek Amendment

**Submitter:** RTP0013

**Submission Summary:** Pyes Pa – City (1) - submitter is seeking removal of requirement to change buses at Greerton when travelling between Pyes Pa (Condor Drive) and the City. Notes bus route changed (opposite direction) and removal of bus shelter. Key message is to listen to potential users of the service. Interested in quick travel to the hospital.

**Decision Sought:** Remove transfer at Greerton when travelling between Pyes Pa and Hospital/Cameron Road.

**Committee Decision:** Refer

**Committee's Response:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

Pyes Pa – City (1) provides a direct link between Pyes Pa and the City but travels via Fraser St. This means there is a requirement to transfer at Greerton to access the Hospital and other destinations along Cameron Road. The submission has been noted and referred to the BOPRC public transport network planning team for consideration in the next service review (Tauranga Bus Network Refresh (Stage 2) – Tauranga Western).

We note that investment is programmed in the Tauranga City Council Long Term Plan to accelerate bus shelter provision across the city. The bus shelter request has been referred to Tauranga City Council for consideration.

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**Submission Number:** 32 - 2 **Submission Type:** Seek Amendment

**Submitter:** RTP0032

**Submission Summary:** Bus Services

Pyes Pa – City (1)

The previous bus system, routes were better for my purposes. Route 1 specifically that I could go the hospital regularly in ten minutes or so now takes half or up to an hour with bus changes in all weather .. often buses don't link up time wise so stranded So don't use buses anymore. Return route 1 to previously convenient use. Have tried to adapt to the current routes and compulsory bus changes but it just doesn't work. Could go to the hospital, town and the mount but now near impossible time wise, convenience or comfort.

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** The submission on Route 1 has been noted and referred to the BOPRC public transport network planning team for consideration in the next service review (Tauranga Bus Network Refresh (Stage 2) – Tauranga Western).

Bus scheduling – improved bus scheduling and timing is a priority for the Regional Council. Policy 3.7 (Service Performance) seeks to improve the reliability and punctuality of services, which includes setting realistic and achievable timetables to meet customer needs

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**Submission Number:** 35 - 5 **Submission Type:** Seek Amendment

**Submitter:** RTP0035

**Submission Summary:** Bus Services - Pyes Pa – City (1)

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The first monumental error in planning occurred when (Tauranga) Route 1, having been the principal cross-city bus route, was demoted to become a feeder service only. Your people who advanced that proposal have proved to be totally out of touch with the needs and wants of the public.

Simply put: Route 1 must be reinstated as the principal bus service in Tauranga. It must be added back regardless of cost. If more buses are required on that route so be it.

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** The submission on Route 1 has been noted and referred to the BOPRC public transport network planning team for consideration in the next service review (Tauranga Bus Network Refresh (Stage 2) – Tauranga Western).

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**Submission Number:** 35 - 6 **Submission Type:** Seek Amendment

**Submitter:** RPTP0035

**Submission Summary:** Bus Services (Greerton) - move quickly to make genuine transport hubs. Greerton should be a hub for feeder services that are time coordinated so people can change routes with all buses held there for people without up to 30 min waits.

Eliminate the pathetic situation in Greerton where one has to cross the road to catch a different bus to continue in the same direction.

**Decision Sought:**

**Committee Decision:** Refer

**Committee's Response:** The Western Bay of Plenty Public Transport Services and Infrastructure Business Case is currently modelling different options for Tauranga and the Western Bay of Plenty to determine the best service operating model for the sub-region (routes, frequencies, interchange points and supporting infrastructure). Customer focus is at the heart of this business case.

Transfers - the recent bus network refresh for services in the eastern Tauranga has demonstrated the success of a move towards providing more direct services for some key journeys (e.g. Papamoa – CBD). A similar exercise is planned for western Tauranga (including central services). Given the complex geography of Tauranga, transfers will still be necessary in many cases to ensure the full range of origins and destinations are served.

The submission on Greerton services has been noted and referred to the BOPRC public transport network planning team for consideration in the next service review (Tauranga Bus Network Refresh (Stage 2) – Tauranga Western).

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