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Bay of Plenty Regional Public Transport Plan 2011

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Bay of Plenty Regional Public Transport Plan 2011

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Executive Summary

This is the Bay of Plenty Regional Public Transport Plan (the Plan). The Plan has been developed by the Bay of Plenty Regional Council (BOPRC) and covers public transport services within the Bay of Plenty regional boundaries.

The purpose of the Plan is to:

- **specify how BOPRC will give effect to the public transport components of the Bay of Plenty Regional Land Transport Strategy 2011-41 (RLTS); and**
- **contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system in an efficient and effective manner.**

Strategic Context

Public transport patronage

In recent years, Bay of Plenty urban bus services have demonstrated strong patronage growth. Patronage on services in Rotorua and Tauranga grew at an average annual rate of 16% between 2004/05 and 2010/11. Ongoing service improvements will be required to maintain patronage growth, increase public transport mode share and achieve economic development goals.

Key drivers for public transport

Key drivers for the provision of public transport in the region include:

- economic growth;
- population growth;
- fuel prices; and
- an ageing population.

Issues

The RLTS identifies the following issues that are relevant to the provision of public transport in the region:

School transport services	The withdrawal of funding for school bus services in Tauranga will increase peak time congestion on the city's road network unless this additional demand is accommodated on the public transport network. (RLTS Issue 5)
Funding	Levels of funding available for public transport services risks diminishing the value of previous investment in this mode. (RLTS Issue 7)
Access and mobility	Planning for the access and mobility needs of small communities and more isolated parts of the region is required. (RLTS Issue 15)
	Volatile fuel prices and an ageing population will mean increasing future demand for accessible travel amongst those with few mobility options. (RLTS Issue 16)

Giving effect to the Regional Land Transport Strategy

The preferred strategic option in the RLTS is an Optimised Transport System. Giving effect to the Optimised Transport System will mean initiatives to:

- improve the efficiency of the region's public transport services;
- increase frequencies and expand coverage on the Tauranga and Rotorua networks;
- implement real-time information, integrated ticketing and bus priority measures; and
- consider more flexible demand responsive services outside the main urban networks.

The service descriptions, policies, service level guidelines and investment priorities in this Plan are designed to give effect to the strategic direction for public transport outlined in the RLTS.

Government Policy Statement on Land Transport Funding

The priorities for the Government Policy Statement on Land Transport Funding 2012/13 – 2021/22 (GPS 2012) are economic growth and productivity, value for money, and road safety.

GPS 2012 recognises that making quality investments in public transport can contribute to economic growth and productivity. GPS 2012 also signals that funding for public transport services outside Auckland and Wellington is expected to remain static to encourage efficiency in their delivery.

Public Transport Services

The network planning principles of patronage and coverage are applied to the following service layers:

- Regional Strategic corridors - along which a number of Urban Connector services converge to create enhanced levels of service for public transport users.
- Urban Connector routes - provide the levels of service that are necessary for public transport to be a viable option for commuting and other daily travel needs.
- Rural Connector routes - provide access to essential community goods and services, and connections to Regional Strategic corridors and Urban Connector routes.

Targeted services in the Bay of Plenty include Total Mobility services and ferry services. Targeted school services are a

potential future option following the transitioning of school children in Tauranga from Ministry of Education funded school transport services.

The review of the Plan found that the necessary pre-conditions for passenger rail are not currently present in the region.

Approach to commercial public transport services

BOPRC's general approach to commercial public transport services is that there is no need to intervene in the provision of a service unless it is unable to meet the needs of the community. Consequently, the Plan contains specifications but no controls.

Assisting the transport disadvantaged

BOPRC has identified a range of personal or locational attributes that are likely to restrict accessibility and/or mobility due to physical ability, financial circumstances or distance. Taking these attributes into account, the Plan identifies population groups that are more likely to be transport disadvantaged, and a range of initiatives to help meet their needs.

Objectives and Policies

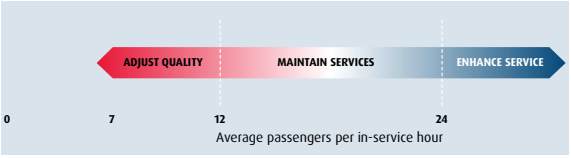
The Plan includes the following objectives and policies to be applied to the provision of public transport:

Objective	Policy
Networks and services Reliable and integrated public transport services that go where people want to go.	1 Provide high quality (frequent, reliable, convenient, and efficient) urban services on Regional Strategic corridors to support urban accessibility.
	2 Provide public transport services on Urban Connector routes to support Regional Strategic corridors.
	3 Provide public transport services on Rural Connector routes that link to Regional Strategic corridors and maintain access to essential community goods and services.
	4 Consider providing public transport services to growth areas where there are more than 30 residents per hectare or 25 jobs per hectare over a developed area of at least 10 hectares.
	5 Support the operation of the Total Mobility scheme (subject to government funding) in the Bay of Plenty using appropriate providers, including NZTA Approved Taxi Organisations where possible.
	6 Consider financial support for viable ferry services in the region that provide access to essential community goods and services.
	7 Work with rural or isolated communities to develop targeted, innovative transport services to improve access to essential community goods and services.
Fares, ticketing and information Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.	8 Increase the region-wide farebox recovery ratio for public transport services to 35 - 40% by 2018.
	9 Review fare levels annually to support the achievement of the farebox recovery target.
	10 Set fares on Urban Connector routes at levels that attract and retain customers and offer incentives for frequent use, while balancing user contributions against public funding.
	11 Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.
	12 Promote public transport as the preferred mode for travel in urban centres.
	13 Set fares on Rural Connector routes at levels that attract customers and recognise the needs of the transport disadvantaged, while balancing user contributions against public funding.
Infrastructure High quality and accessible public transport infrastructure that supports safe and comfortable travel	14 Investigate, develop and implement bus priority measures on Regional Strategic corridors.
	15 Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services.
	16 Develop and implement best practice guidelines for the installation and maintenance of public transport infrastructure.

Service Levels

BOPRC has developed service level guidelines for Regional Strategic corridors, Urban Connector routes and Rural Connector routes.

Patronage considerations will be the primary driver for changes to bus service frequency on Urban Connector routes. The Plan contains the following thresholds for considering an increase or reduction in services on Urban Connector routes:



Service specifications in the Plan detail the areas that will be served by public transport and the type of service that can be expected in each area. The Plan also contains specifications for Total Mobility services in the region.

Investment and Funding

Investment

The Plan gives effect to the recommended investment focus in the RLTS. The investment priorities for public transport services are:

1 Maintain services levels.

2 Deliver target peak time service levels.

3 Deliver target off-peak service levels and targeted services.

The investment priorities primarily support economic development and access and mobility outcomes.

Funding

The cost of delivering public transport services in the region is currently split between the following sources:

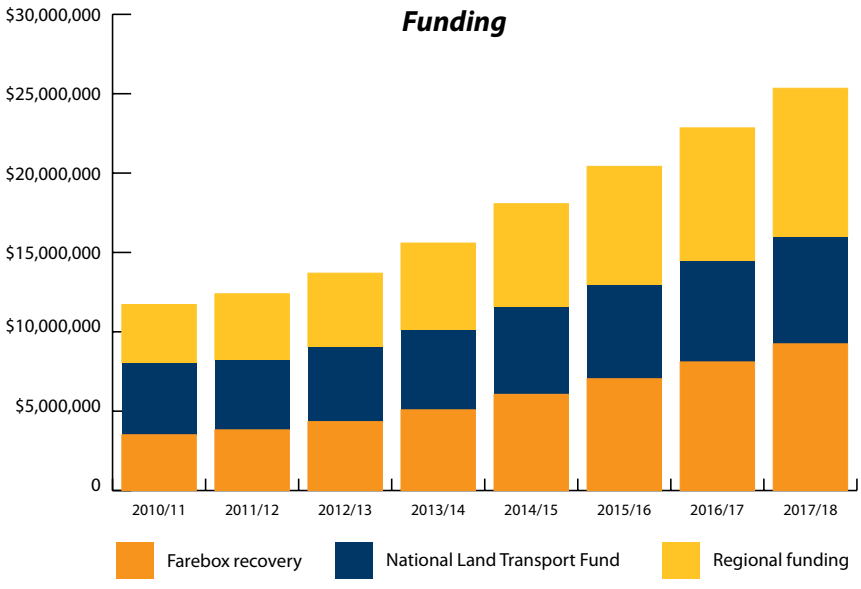
- revenue generated from the fares paid by public transport users;
- funding sourced from the National Land Transport Fund, which is administered by the NZTA; and
- funding from the Bay of Plenty Regional Council (comprising rates and general funding).

The public transport funding likely to be available within the region from the identified sources is shown in the figure at the bottom of the page.

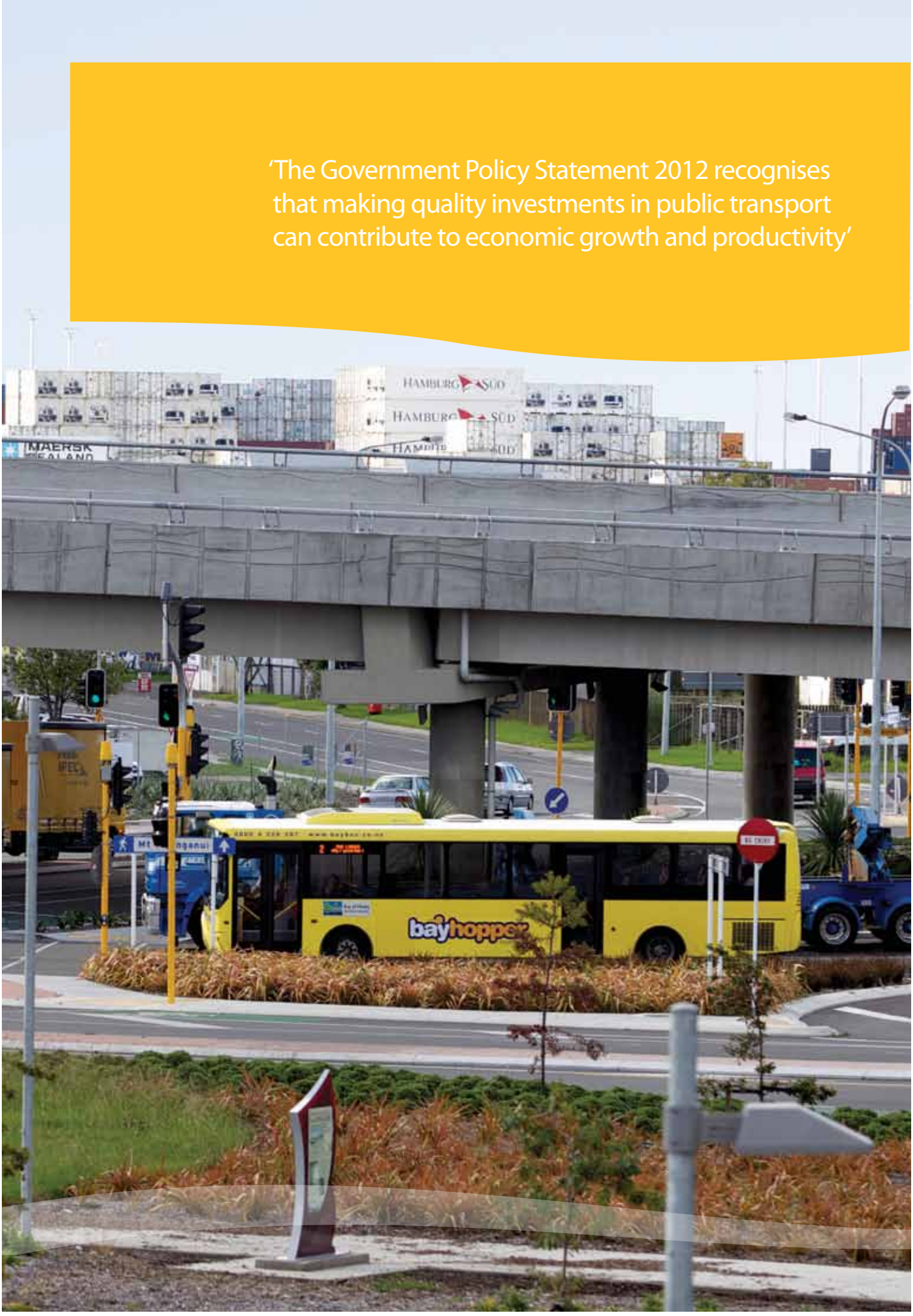
Monitoring and Review

Monitoring will be undertaken to measure the performance of services and how successful the Plan has been in meeting it's objectives. Monitoring will be based on key performance indicators for service delivery and targets identified in the RLTS.

BOPRC is required to review the Plan at intervals not exceeding three years. The policy on significance sets out how BOPRC will determine the significance of any variation to the Plan.



'The Government Policy Statement 2012 recognises that making quality investments in public transport can contribute to economic growth and productivity'



Chapter 1: Introduction

1.1 Purpose

This is the Bay of Plenty Regional Public Transport Plan (the Plan). The purpose of the Plan is to:

- specify how the Bay of Plenty Regional Council (BOPRC) will give effect to the public transport components of the Bay of Plenty Regional Land Transport Strategy 2011 (RLTS); and
- contribute to achieving an affordable, integrated, safe, responsive and sustainable land transport system in an efficient and effective manner.

1.2 Responsibility

The Plan is a statutory document which is prepared by BOPRC according to the requirements of the Public Transport Management Act (PTMA). It specifies the public transport services that BOPRC proposes for the region, and the policies that apply to those services.

While BOPRC must prepare and adopt the plan, Rotorua and Tauranga, the two councils with urban bus networks in the region, are represented on the Regional Council's Public Transport Sub-committee. This Sub-committee is involved in the detailed preparation of the Plan, ensuring that decisions about public transport in the region are made in an integrated manner.

Who is responsible for public transport?

- Public transport services (routes and fares) are managed by BOPRC.
- Public transport infrastructure (bus stops and shelters) are managed by either city and district councils (local roads) or the NZ Transport Agency (state highways).

1.3 Scope

BOPRC has opted to maintain a mix of council contracted public transport services and commercially registered public transport services in the region. Consequently, this Plan contains specifications but no controls. This means BOPRC:

- intends to fund contracted public transport services through service contracts; and
- does not intend to impose controls on commercial public transport services.

1.4 Plan contents

This Plan is divided into seven chapters:

1. Introduction: a brief outline of the purpose, scope and responsibility for preparing the Plan.
2. Strategic context: a summary of the regional and statutory context within which the Plan has been prepared.
3. Public transport services – describes the services that BOPRC proposes to provide in the region.
4. Objectives and policies – includes the public transport objectives for the region, and the policies and methods that will be implemented to achieve these objectives.
5. Service levels – provides guidance on levels of service for public transport services in the region.
6. Investment and funding – describes the investment priorities for the Plan and the sources of public transport funding available within the region.
7. Monitoring and review – outlines processes for monitoring and reviewing the Plan.

‘Economic benefits include reducing the impacts of congestion on city roads’.

Chapter 2: Strategic Context

This chapter provides a summary of the strategic context within which the Plan has been prepared. The first section summarises the regional context for public transport in the Bay of Plenty, including a brief overview of the region and the key drivers and issues for public transport in the region. The second section describes the statutory context for the Plan.

2.1 Regional context

2.1.1 Overview of the region

The Bay of Plenty region is located on the north-eastern coast of the North Island. It stretches from Cape Runaway in the east, to Waihi Beach in the west. For the purposes of this plan, the Bay of Plenty encompasses the following local authorities:

- Western Bay of Plenty District Council;
- Tauranga City Council;
- Rotorua District Council (part);
- Whakatane District Council;
- Kawerau District Council;
- Opotiki District Council; and
- Taupo District Council (part).

The Bay of Plenty Regional Council is the relevant regional authority. The region shares its boundaries with the Waikato and Hawke's Bay regions, and the Gisborne unitary authority (Figure 1).

Population

The region had a population of about 270,000 as at mid-2010, ranking it fifth in population size out of the 16 regions in New Zealand. Urban centres account for 80% of the region's population. Tauranga is the largest centre with a population of about 115,000 in mid 2010 or around 40% of the region's population, followed by Rotorua (54,000), accounting for around 20% of the region's population, and Whakatane (15,000).

While the region's population is centred on the main urban centres and in the north-west, much of the region is characterised by small urban centres, large rural hinterlands, dispersed travel patterns, and relatively low population densities. This pattern of development presents a different set of challenges when considering the provision of public transport services.

Figure 1 Bay of Plenty region

Public transport patronage

The key features of the region's public transport system are:

- urban bus networks in Tauranga and Rotorua; and
- a number of local connections between smaller settlements and the larger urban centres.

In recent years, Bay of Plenty urban bus services have demonstrated strong patronage growth. Patronage on services in Rotorua and Tauranga grew at an average annual rate of 16% between 2004/05 and 2010/11 (Figure 2). This patronage growth indicates that services in the main urban centres are becoming increasingly important as a transport option for commuting and other daily travel needs.

The growth in public transport use in the region's main urban areas also represents an opportunity to proactively manage traffic growth and avoid congestion. However, ongoing service improvements will be required to maintain patronage growth, increase public transport mode share and achieve economic development goals.

Services connecting smaller settlements to larger urban centres are also demonstrating patronage growth. These services are providing increasing numbers of people with access to essential community goods and services.

A detailed description of the region's public transport system is contained in **Chapter 3**.

2.1.2 Key drivers for public transport

There are a number of key drivers that directly influence the provision of public transport in the region. The following key drivers have been identified in the RLTS.

Population growth

Population growth is a key driver of economic activity in the region as it affects both the scale of the workforce and the size of the market for goods and services.

Between 2001 and 2006, the region's population grew by 18,000 people (7.5 per cent). The western Bay of Plenty sub-region (Tauranga City and Western Bay of Plenty District) in particular is experiencing rapid population growth. The sub-region's population has grown 51 per cent in the last 15 years.

Forecasts indicate that the region's population will continue to grow strongly in the future, with the Bay of Plenty expected to be the second-fastest growing region in New Zealand[1]. Future population growth is forecast to be concentrated in and around the western Bay of Plenty sub-region.

Economic growth

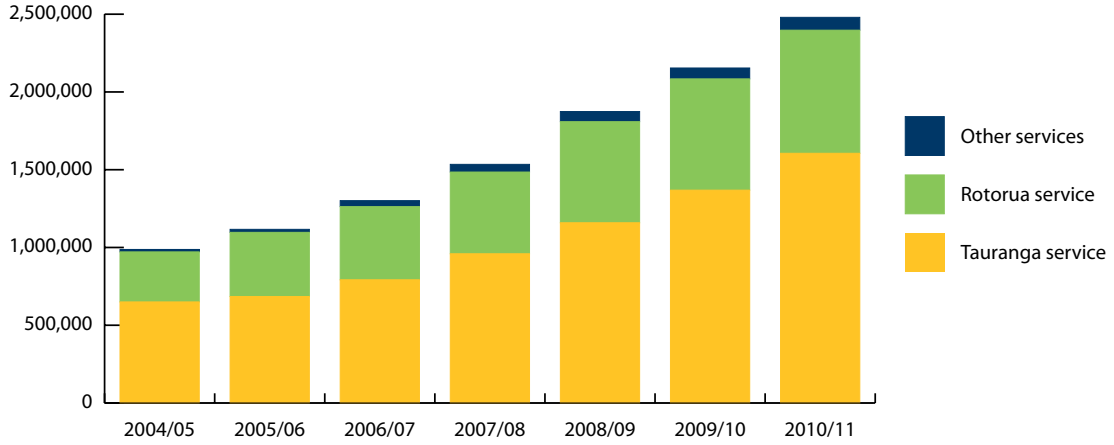
Employment growth in the region is expected to continue in line with population growth. Between 2006 and 2009, employment in the region grew at an average annual rate of 1.3% at a time of global economic recession. This compares with 0.6% for New Zealand as a whole during the same period.

Much of the forecast growth in economic activity is in the service sectors which will be focused in the main urban areas. This employment growth will lead to increasing demand for commuter and other private travel.

A high level of accessibility will be needed into the main urban areas for these sectors to attract workers and gain the resulting productivity benefits. This accessibility will need to be achieved in a way that supports the high level

[1] Statistics New Zealand (2010) Subnational Population Estimates as at 24 February 2010.

Figure 2 - Bay of Plenty public transport patronage 2004-11



of amenity required to attract skilled workers to successful urban centres. This would indicate a major role for quality public transport in linking workers with employment opportunities.

Fuel prices

Energy use in New Zealand is dominated by transport and the country is reliant on imported oil for almost half of our energy needs, making us vulnerable to international supply disruption and volatile oil prices.

The real price of oil has been subject to significant fluctuations in the past decade. Supplies are not expected to suddenly run out but are likely to become more expensive as demand grows and production costs rise. Forecasts indicate that in the medium term, oil prices are likely to plateau but remain at historically high levels, before increasing sharply beyond 2028 as accessible world supplies diminish[2].

Higher fuel prices will impact on the affordability of private car use for many people. Consequently, future fuel prices are likely to be an economic driver for the provision of public transport as a more affordable travel option.

Ageing population

Compared to the country as a whole, the region has a high proportion of residents aged 65 years or over. Population forecasts indicate there will be a substantial increase in the region's elderly population, particularly in the 65 to 80 years and 80+ age groups. By 2041, 31% of the people living in the Bay of Plenty will be aged over 65 years. At least 9% of the total population will be over 80 years.

The region's ageing population will be a key social driver of increased demand for accessible travel on public transport.

2.1.3 Issues

A number of regional transport issues have been identified in the RLTS. The public transport services proposed in this Plan will play a role in addressing the following issues in particular.

School transport services

The withdrawal of funding for school bus services in Tauranga will increase peak time congestion on the city's road network unless this additional demand is accommodated on the public transport network. (RLTS Issue 5)

In 1986, a previous Tauranga urban public transport service was withdrawn. The Ministry of Education (MoE) subsequently funded the provision of urban school bus services as Tauranga's urban area and population experienced rapid growth. In 2001, BOPRC reintroduced a public transport service to the city. Since that time, the service has developed to the point that most of the city is now covered by at least a basic bus service.

Development of the Tauranga public transport service has enabled the MoE to review its funding of school transport services in the city. However, there is insufficient peak time capacity on the existing public transport service to accommodate several thousand additional school children, and funding for this extra capacity has not been identified to date.

The potential impacts on the Tauranga road network were modelled in the event that urban school bus services are withdrawn and capacity is not increased on the public transport service. The modelling predicted that:

- the withdrawal of school bus services in Tauranga will immediately add 8,000 to 9,500 trips on to the road network during the morning peak period;
- total vehicle kilometres on the network will increase between 22% and 25%;
- most of the network will experience decreased levels of service; and
- the impacts will be particularly significant on sections of State Highway 2 on the western and eastern approaches to the city, and State Highway 29 at Barkes Corner.

Effects of this magnitude will reduce the efficiency of moving people and goods on the city's central ring route, and impede access to the Port of Tauranga.

Funding

Levels of funding available for public transport services risks diminishing the value of previous investment in this mode. (RLTS Issue 7)

Over the last few years there has been significant effort applied to encourage people to use public transport in the Bay of Plenty. This has included investment in an improved public transport network.

The Government's priorities for land transport investment in the current GPS are:

- economic growth and productivity;
- value for money; and
- road safety.

These priorities include significant investment in seven of New Zealand's most essential road routes (roads of national significance) to reduce congestion, improve safety and support economic growth.

The focus in the GPS means that national investment in public transport will be made available where it clearly

[2] Auckland Regional Council (2009) Price Forecasts for Transport Fuels and other Delivered Energy Forms.

'Planning for the access and mobility needs of small communities and more isolated parts of the region is required'

supports economic development outcomes, primarily in Auckland and Wellington. This has translated into a constrained level of national funding being available for public transport in regions outside these two main urban centres.

Access and mobility

Planning for the access and mobility needs of small communities and more isolated parts of the region is required. (RLTS Issue 15)

Small communities in the more isolated parts of the region (generally in the east) face challenges in accessing health facilities, as well as education and work opportunities. Access issues are compounded because these communities tend to be in the most deprived parts of the region with the lowest rates of vehicle ownership.

Volatile fuel prices and an ageing population will mean increasing future demand for accessible travel amongst those with few mobility options. (RLTS Issue 16)

While volatile fuel prices will be an economic driver for more affordable travel options, the region's ageing population will be a key social driver of increased demand for accessible travel.

People aged 65 to 80 years are likely to continue to be active, mobile and are increasingly likely to be in some form of employment. They are likely to travel less often and not as far as people under 65. However, they are expected to continue to travel independently; more commonly outside the peak commuting hours, including by public transport. People aged 80+ years are likely to be less mobile and more reliant on accessible transport options.

The implications for public transport are increases in demand for off peak and Total Mobility services.

2.2 Statutory context

The PTMA provides detail on the statutory requirements that must be followed when preparing a regional public transport plan. These include specifying how the Plan:

- gives effect to the public transport service components of the RLTS; and
- contributes to achieving an affordable, integrated, safe, responsive and sustainable land transport system in an efficient and effective manner (the purpose of the PTMA).

In preparing the Plan, BOPRC must also be satisfied that it contributes to the following objectives:

- assisting economic development;
- assisting safety and personal security;
- improving access and mobility;
- protecting and promoting public health; and
- ensuring environmental sustainability.

BOPRC is also required to take account of a number of other matters, including:

- the relevant Government Policy Statement on Land Transport Funding (GPS);
- any current national energy efficiency and conservation strategy;
- any guidelines issued by the NZ Transport Agency (NZTA) for the purposes of developing regional public transport plans;
- any relevant regional policy statement, regional plan, district plan or proposed regional or district plan under the Resource Management Act 1991;
- the public transport funding likely to be available within the region;
- the need to obtain best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services; and
- the views of public transport operators in the region.

BOPRC must also consider the needs of people who are transport disadvantaged.

2.2.1 Giving effect to the Regional Land Transport Strategy

This Plan has been developed to give effect to the public transport service components of the RLTS. The RLTS sets the direction for the Bay of Plenty's transport system for the next 30 years. Its vision is:

Best transport systems for a growing economy and a safe and vibrant Bay lifestyle.

This is supported by outcomes in six strategy areas. The outcomes relevant to public transport service provision in the Bay of Plenty are:

Economic development	The transport system supports economic development by providing user options.
Environmental sustainability	People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources.
Land use and transport integration	Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.
Safety and personal security	Transport corridors and public spaces are safe and secure environments to use and people feel safe using them.

Access and mobility	Communities have access to a reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
Public health	A wider choice of transport options allows all individuals to make social connections and travel choices that contribute to their health and wellbeing.

The preferred strategic option in the RLTS is an Optimised Transport System. The Optimised Transport System means considering a hierarchy of interventions to optimise the performance of the region's land transport system (Figure 3).

Figure 3 - Optimised Transport System

Intervention Hierarchy	Optimised Transport System
Integrated planning	Land use and transport integration
Demand management	Demand management Freight management
Best use of existing network	
New infrastructure	Road improvements (includes safety) Sustainable transport improvements

The Optimised Transport System seeks to channel an increasing proportion of the projected growth in travel demands into sustainable modes that do not involve single occupancy vehicle use. Public transport, as a more energy and space efficient mode has an important role to play, particularly in providing for short to medium distance journeys within urban areas.

Giving effect to the Optimised Transport System will mean initiatives to improve the efficiency of the region's public transport services. Over time, the intensification of public transport services (on existing routes) in Tauranga and Rotorua will be necessary, as well as the expansion of services into new areas within these centres.

Improved service levels will need to be supplemented by new infrastructure, including new interchanges in central locations, real-time information, integrated ticketing, bus priority measures, additional bus stop infrastructure, and park and rides.

One of the challenges for areas outside the main urban centres is to provide public transport where it is difficult to sustain fixed route services due to dispersed and low density settlement patterns. The development of more flexible demand responsive services is an option for these areas.

The service descriptions, policies, service level guidelines and investment priorities in this Plan are designed to give effect to the strategic direction for public transport outlined in the RLTS. **Appendix 1** provides more detail on the individual public transport service components of the RLTS and how this Plan gives effect to them.

2.2.2 Contribution to Public Transport Management Act principles

Appendix 2 provides a summary of the contribution that this Plan is expected to make to the aim and objectives of the PTMA.

2.2.3 Government Policy Statement on Land Transport Funding

The Government Policy Statement on Land Transport Funding 2012/13 – 2021/22 (GPS 2012) was issued in July 2011. GPS 2012 includes the following overarching goal for transport:

An effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.

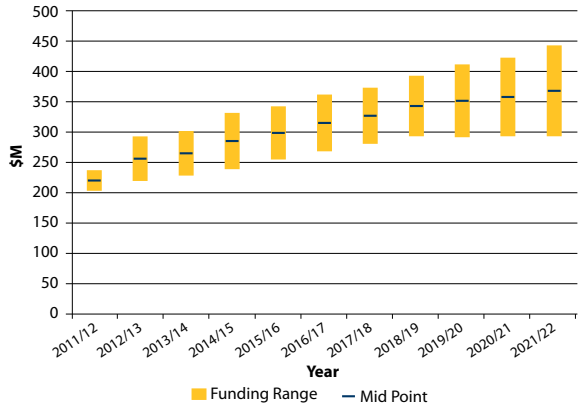
The Government focus areas that are priorities for the GPS are:

- economic growth and productivity;
- value for money; and
- road safety.

GPS 2012 recognises that making quality investments in public transport can contribute to economic growth and productivity. Public transport services and infrastructure can help manage road congestion and provide alternatives to private car use. It can also play a significant part in linking people with employment.

GPS 2012 funding ranges for public transport services at the national level are depicted in Figure 4. The GPS signals that there is likely to be an increased focus on the provision of public transport services in Auckland and Wellington. In real terms, funding for public transport services outside these two centres is expected to remain static to encourage efficiency in their delivery.

Figure 4 GPS funding ranges for public transport services



The Government expects the land transport sector to contribute to a number of short to medium term impacts in the GPS. These are:

- ·improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through:
  - improvements in journey time reliability;
  - easing of severe congestion;
  - more efficient freight supply chains;
  - better use of existing transport capacity;
- better access to markets, employment and areas that contribute to economic growth;
- reductions in deaths and serious injuries as a result of road crashes;
- more transport choices, particularly for those with limited access to a car;
- a secure and resilient transport network;
- reductions in adverse environmental effects from land transport; and
- contributions to positive health outcomes.

NZTA is required to give effect to the GPS when allocating funding through the National Land Transport Fund (NLTF). The NZTA Investment and Revenue Strategy directs investment to activities that contribute to the Government's desired impacts. Public transport activities are given a high priority where there are significant improvements in one or more of the following:

- peak time public transport patronage in major urban areas with severe congestion;
- optimising public transport services and infrastructure; and
- farebox recovery rates.

Activities that are medium priority include:

- providing more transport choices particularly for those with limited access to a car and those vulnerable to high oil prices.

BOPRC believes that strategic approach to public transport outlined in the RLTS and given effect to in this Plan will contribute to each of the GPS impacts. Further detail on how this Plan takes the GPS into account is provided in **Appendix 2**.

2.2.4 Other matters to be taken into account

Appendix 2 outlines how the following matters have been taken into account in the preparation of this Plan:

- the current national energy efficiency and conservation strategy;
- NZTA guidelines for the development of regional public transport plans;
- the relevant regional policy statement, regional plans, district plans and proposed regional and district plans;
- the need to obtain best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services; and
- ·the views of public transport operators in the region.

The public transport funding likely to be available within the region is covered in **Chapter 6**.

The needs of people who are transport disadvantaged are considered in **Chapter 3**.

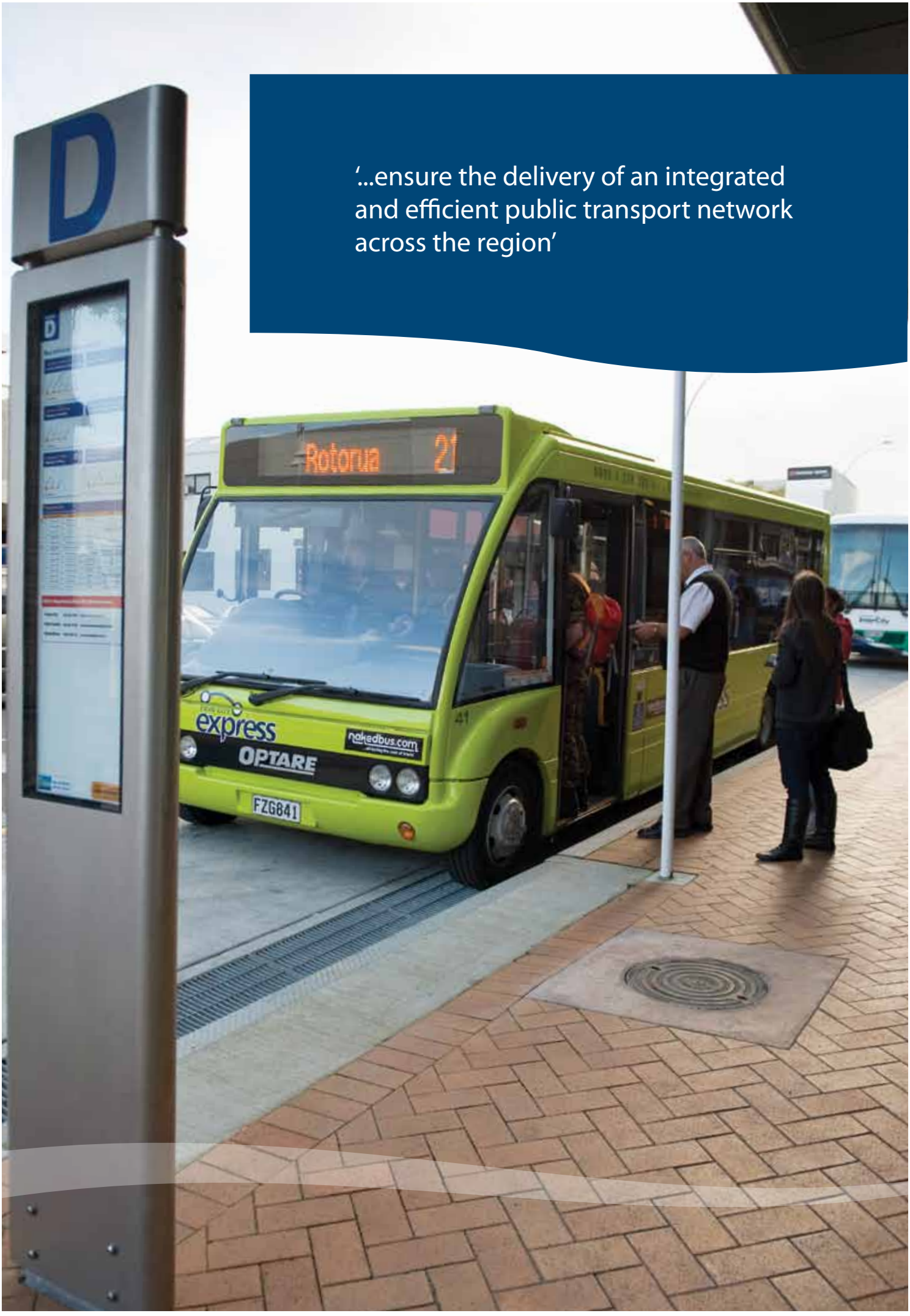
2.2.5 Public Transport Operating Model

The Public Transport Operating Model (PTOM) is a new public transport procurement model that is being developed following government review of the PTMA. The objectives of PTOM are to:

- grow the commerciality of public transport services and create incentives for services to become fully commercial; and
- grow confidence that services are priced efficiently and there is access to public transport markets for competitors.

The Government's intention is that eventually PTOM will be used as the basis for tendering and negotiating performance based contracts for public transport services in identified operating units.

The current focus is on developing PTOM in Auckland and Wellington which have the most complex networks, the highest patronage levels, and the highest number of commercial services. Subsequently, the broader PTOM principles will be implemented nationally. If appropriate, this Plan will then be reviewed and updated to enable PTOM to be implemented.



'...ensure the delivery of an integrated and efficient public transport network across the region'

Chapter 3: Public Transport Services

This chapter describes the public transport services that the Bay of Plenty Regional Council proposes to be provided in the region.

The first section covers the network planning principles underlying the provision of public transport services in the Bay of Plenty. The second section describes how the principles are to be applied to the public transport network. It is important to note that these descriptions are guidelines only, and do not preclude different routes or services being provided in some circumstances.

3.1 Network planning principles

In order to give effect to the public transport components of the RLTS, greater emphasis will be placed on either patronage or coverage goals in the provision of services.

3.1.1 Patronage

Patronage based services generally seek to maximise economic objectives. By doing so, they can potentially attain the level of quality necessary to compete effectively with private motor vehicles in the areas that they are provided.

A patronage based approach tends to focus resources on the best markets rather than in unproductive areas. This means a greater emphasis on the:

- *financial returns* generated by services, whereby performance is usually quantified in terms of the 'farebox recovery ratio' (the proportion of operating costs that are covered by fares); and
- *economic efficiency* - the wider economic benefits derived from providing public transport services such as congestion reduction and parking cost savings. Economic efficiency is typically quantified using cost-benefit analysis.

Patronage services have a strong relationship with urban form, tending to work better in areas with sufficient population densities to allow significant numbers of people to access public transport services on specific corridors. This relationship is mutually reinforcing because, over time, densities tend to increase along corridors supported by patronage services, while at the same time ensuring desired levels of urban amenity can be maintained.

3.1.2 Coverage

Coverage based services generally focus on social objectives, such as providing communities with a basic level of access to essential goods and services (health, education and social support).

Coverage services are typified by a spread of resources designed to maximise the availability of at least some form of public transport to the widest possible population. This means a greater emphasis is placed on:

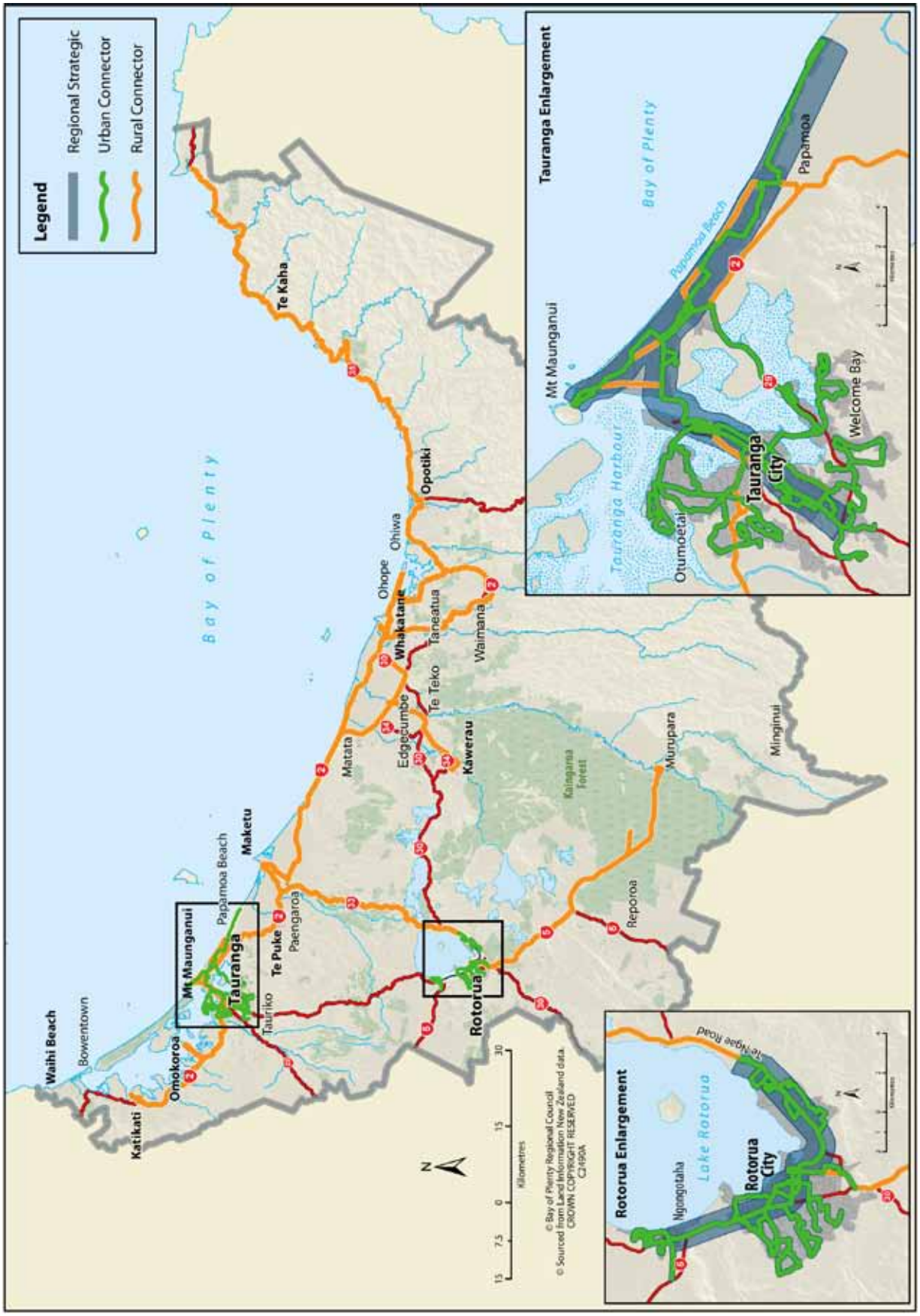
- *equitable access* – the provision of services in many areas to ensure some degree of access. This attempts to mitigate barriers to access, whether these barriers may be financial (fare levels) or physical (distance to nearest bus-stop); and
- *key destinations* - services are targeted to certain demographic groups, such as young people or the elderly, to help them access specific destinations, for example, schools or hospitals.

3.2 The public transport network

The network planning principles will be applied to the public transport network using a layered service approach. The main objectives of the layered service approach are to:

- ensure the delivery of an integrated and efficient public transport network across the region;
- ensure consistent service levels based on the role and function of services;
- guide the prioritisation of public transport infrastructure and services;
- support the introduction of innovations such as integrated ticketing that provide a more seamless and efficient service for users;
- give effect to the public transport service components and regional outcomes in the RLTS; and
- support integration with the land use objectives in the Regional Policy Statement, sub-regional growth strategies, and local authority district plans in the region.

Figure 5 - Regional Strategic Transport Network – Public Transport



A regional strategic public transport network for the Bay of Plenty has been identified in the RLTS (Figure 5). This includes the following layers:

3.2.1 Regional Strategic corridors

Regional Strategic corridors are corridors along which a number of Urban Connector services converge to create enhanced levels of service for public transport users.

The primary goal for Regional Strategic corridors is to maximise ***patronage and revenue***. Regional Strategic corridors are therefore priorities for increasing service frequency and reliability.

3.2.2 Urban Connector routes

Urban Connector routes provide the levels of service that are necessary for public transport to be a viable option for commuting and other daily travel needs. Urban Connector services operate on the Tauranga and Rotorua urban bus networks.

Service provision on Urban Connector routes is generally focused on achieving ***patronage*** goals, particularly where it supports levels of service on Regional Strategic corridors.

3.2.3 Rural Connector routes

Rural Connector routes provide access to essential community goods and services, and connections to Regional Strategic corridors and Urban Connector routes.

Service provision on Rural Connector routes is generally focused on achieving ***coverage*** goals.

3.2.4 Decision-making

Decisions about individual public transport services will require trade-offs to be made between patronage and coverage goals. Public transport services in the region lie on a continuum between the two goals (Figure 6). The relative weighting given to patronage and coverage goals will depend on where the service lies on this continuum. The layered service approach to the public transport network, and the guidance on levels of service in this plan are designed to further assist with decision-making when these trade-offs need to be made.

3.3 Targeted services

BOPRC proposes to provide the following targeted services in addition to those provided on the regional strategic public transport network. There are policies on targeted services in **Chapter 4**.

3.3.1 Total Mobility services

Total Mobility is a nationwide scheme designed to help eligible people with impairments use appropriate transport to access essential goods and services, and enhance their community participation. Total Mobility consists of subsidised door-to-door transport services in areas where the scheme operates. BOPRC administers the scheme and funds 50% of the cost of providing the scheme. The remaining 50% comes from central government funding administered by the NZTA.

Total Mobility provides financial assistance by way of a voucher that allows registered users a 50% discount on taxi fares (up to a maximum of $20.00). The user is required to pay the other half of the fare to the taxi driver at the time the trip is taken. Users of the scheme must carry Total Mobility photo identification to qualify for assistance.

To be eligible for Total Mobility, a person must have an impairment that prevents them from undertaking any one or more of the following components of an unaccompanied journey on public transport in a safe and dignified manner:

1 Getting to the place from where the transport departs

2 Getting onto the transport

3 Riding securely

4 Getting off the transport

5 Getting to the destination.

Potential scheme members are assessed by a BOPRC approved agency. For details on approved agencies, contact BOPRC on freephone **0800 884 880** and ask for **Total Mobility**.

Figure 6 - Public transport decision-making framework

New transport providers who wish to join the Total Mobility scheme must enter into a contract with BOPRC. BOPRC recommends that scheme providers be NZTA Approved Taxi Organisations (ATOs) where possible. This recognises that ATOs meet certain criteria that enhance their effectiveness as scheme providers.

Total Mobility service specifications can be found in **Chapter 5**.

3.3.2 Ferry services

A ferry service operates between Omokoroa and Matakana Island. This is a commercial service that is funded through fares and receives no operating subsidies, other than reimbursements for concessions such as children's fares.

BOPRC proposes that a scheduled ferry service continue to be provided between Omokoroa and Matakana Island.

3.3.3 Demand responsive services

Demand responsive services respond to demand and fill the gaps between fixed-route network services and single hire taxi services. Demand responsive services also provide flexibility in one or more of the following: route, vehicle allocation and operator, payment type, and passenger category.

No regional council supported demand responsive services currently exist in the region. However, BOPRC recognises that demand responsive services are one option for connecting more isolated communities to essential community goods and services.

3.4 Tauranga school bus services

The withdrawal of MoE funding for school bus services in Tauranga has been identified as a regional transport issue in the RLTS (see Chapter 2).

BOPRC recognises that school bus services provide a benefit because they reduce the need for parents to drive their children to school, and therefore reduce traffic congestion.

BOPRC is committed to working collaboratively with the MoE to transition children who are ineligible for Ministry-funded school transport away from the school bus network. BOPRC's approach is as follows:

- Where possible, BOPRC will provide for school travel on the regular public transport network. This may require school students to transfer between different services.
- It is not always possible to provide access to schools by way of the regular public transport network due to a number of factors, including the location of schools and the network's capacity to meet demand. In these cases, BOPRC will investigate alternatives to regular urban public transport, for example:
  - providing targeted school bus services;
  - encouraging schools to provide for their own transport needs; or
  - supporting the commercial provision of school bus services.
- BOPRC will not provide school bus services for students travelling to private schools or for students travelling outside the urban area. Private schools are expected to meet their own transport needs and the MoE is expected to continue to meet the needs of students travelling outside the urban area.

Planning is currently underway to achieve the transition from Ministry-funded school bus services by December 2014. Initial investigation and assessment indicates that the replacement for the MoE school bus network will comprise a mix of the following:

- BOPRC contracted urban bus services (on Urban Connector routes);
- BOPRC contracted targeted school bus services;
- MoE contracted school bus services;
- commercially operated school bus services; and
- school/college contracted school bus services.

The next stage of the process will include a detailed review of the current Ministry-funded school bus network and the development of a funding plan.

Once selected, the preferred option for the transition from Ministry-funded school bus services is likely to have a significant impact on this Plan. Any variation which is deemed significant will trigger a partial or total review of the Plan (see Policy on Significance in Chapter 7).

Timeline

1986	Previous Tauranga urban bus service withdrawn.
	MoE begins funding Tauranga urban school bus services.
2001	BOPRC re-introduces Tauranga urban bus services.
2006	BOPRC resolves to collaborate with the MoE in the transition from Ministry-funded school services to public transport services in Tauranga.
2008	BOPRC and MoE sign a memorandum of understanding on the transition of students.
2011-2012	BOPRC undertakes detailed planning for the transition.
Dec 2014	Date for the transition to be completed.

3.5 Future passenger rail

The RLTS identifies potential longer term opportunities for the development of inter-regional passenger rail services, and possibly commuter rail in the western Bay of Plenty sub-region. The RLTS also states that the viability of passenger rail depends on the development of higher density residential areas around rail corridors.

The review of the Plan found that the necessary pre-conditions for passenger rail are not currently present in the region. The viability of passenger rail will be considered again in the next review.

3.6 Approach to commercial public transport services

The PTMA enables regional councils to:

- impose a range of controls over commercial public transport services, including requiring operators to comply with specified quality and performance standards, use integrated fares and ticketing, or operate according to the frequency, capacity and times specified in the Plan;
- require that all services in the region be contracted (a contracting requirement); and
- specify minimum notice periods for the registration, variation and withdrawal of commercial public transport services.

3.6.1 Controls and contracting requirements

NZTA *Guidelines for the development of regional public transport plans (2011)* has signalled that there are likely to be changes to the powers to impose controls and contracting requirements conferred on regional councils by the PTMA. Consequently this Plan does not propose any controls or contracting requirements for commercial public transport services.

The majority of public transport services operating in the Bay of Plenty are contracted by BOPRC and receive some form of financial assistance. There are some commercial public transport services that operate without any financial support from BOPRC. As these services operate independently, operators are able to set fares, timetables and routes as they see appropriate. The PTMA does however, enable regional councils to require information from operators of commercial public transport services for public transport planning, contracting, and monitoring purposes.

BOPRC's general approach is that there is no need to intervene in the provision of a commercial public transport service unless it is unable to meet the needs of the community. Examples of this may include:

- fares levels are too high and are deterring use;
- unsuitable vehicles are being used (for example, a high-step vehicle is being used on a service when a low-floored vehicle is more appropriate);
- unsuitable timetables or routes; and/or
- an infrequent or low level of service.

If BOPRC considers that the service does not meet the needs of the community, BOPRC and the operator will review the service. Following the review, if improvements cannot be made commercially, BOPRC may choose to intervene by way of a implementing a concessionary fare scheme or to offer improved services by way of competitive tender and securing a contracted operator.

3.6.2 Registration, variation and withdrawal

BOPRC must keep a current register of all commercial public transport services operating in the region and all public transport services contracted by the Council. BOPRC may decline to register a commercial public transport service on the grounds identified in Section 33 of the PTMA, for example, environmental factors or effects on the viability of a contracted service.

The public transport services that BOPRC proposes be provided in this region are specified in **Chapter 5**. These service specifications may include commercial public transport services that, if not provided commercially, BOPRC would operate as contracted public transport services.

BOPRC proposes to require a minimum notice period of 65 working days for registration, variation or withdrawal of commercial public transport services, which is the maximum allowable under the PTMA.

BOPRC also proposes to work with operators to seek voluntary agreement to extend the minimum notice period for withdrawing a commercial public transport service to 120 working days. This is to provide sufficient time to carry out an assessment and if necessary procure an alternative public transport service to replace the withdrawn service.

3.7 Assisting the transport disadvantaged

BOPRC has specifically considered the needs of the transport disadvantaged when preparing the Plan. The PTMA defines transport disadvantaged as:

> *People whom the regional council has reasonable grounds to believe are the least able to get to basic community activities and services (for example, work, education, health care, welfare, and food shopping).*

BOPRC has identified a range of personal or locational attributes that are likely to restrict accessibility and/or mobility due to physical ability, financial circumstances or distance. These include:

- age (young or old);
- lack of income;
- inability to drive and/or no access to a vehicle;
- disability; or
- residential location remote from basic community activities or services.

Taking these attributes into account, the following groups are considered to be more likely to be transport disadvantaged in the Bay of Plenty region:

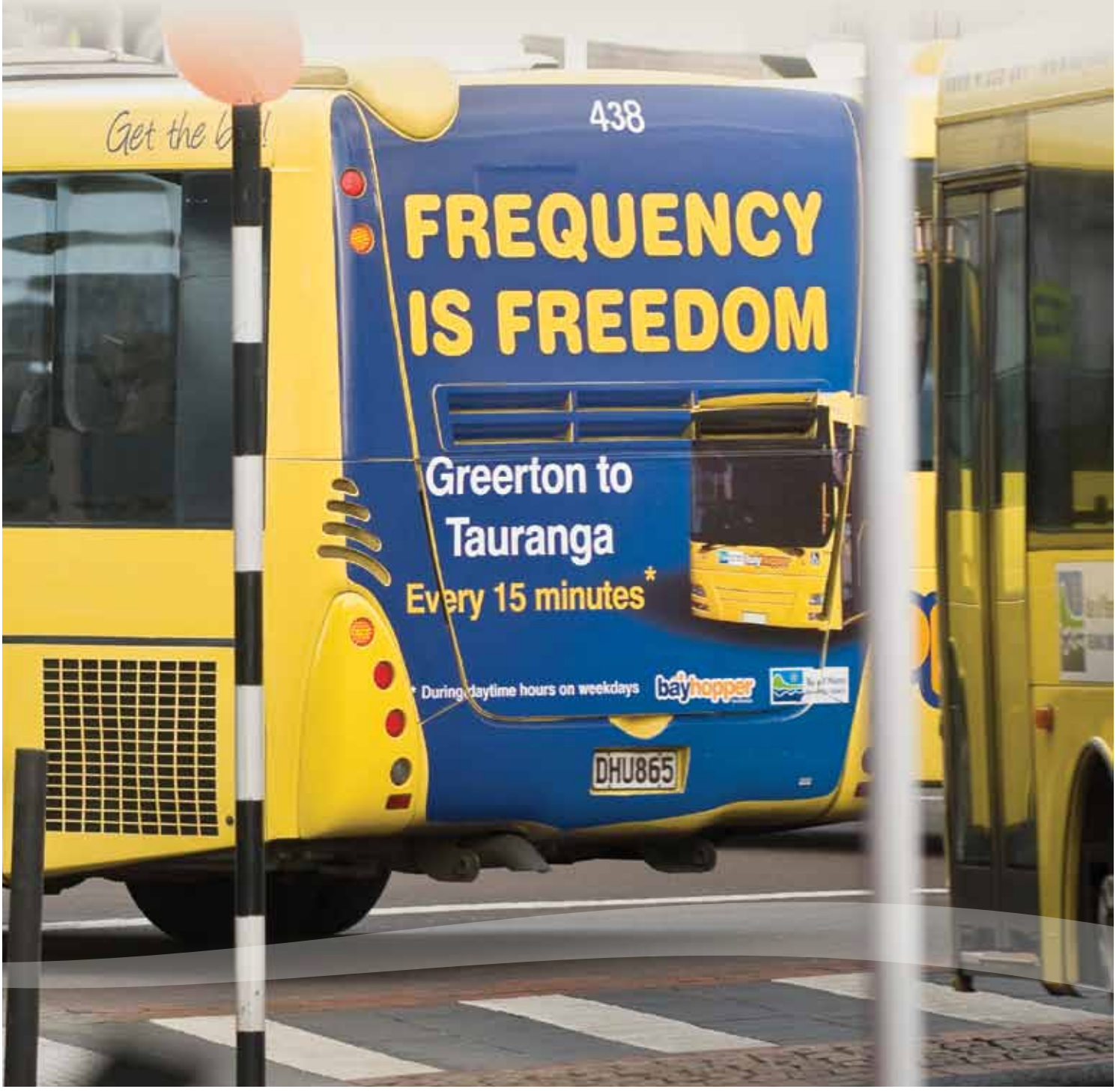
- people with disabilities;
- people without a drivers licence;
- children (under driving age);
- tertiary students;
- elderly;
- people with low income/beneficiaries;
- people in households without a vehicle;
- people living in 'high deprivation' neighbourhoods; and
- people living or working in isolated rural locations.

BOPRC has considered the accessibility needs of these groups and identified initiatives in the Plan to help meet those needs. The following table describes how the Plan will assist the transport disadvantaged.

Figure 7 - Assisting the transport disadvantaged

	Urban	Rural
Services	• Frequent services with broad coverage on the Tauranga and Rotorua networks will assist the transport disadvantaged in these urban areas.	• Rural services which seek to maximise coverage will assist groups who are transport disadvantaged on a locational basis. These services are designed to provide the rural transport disadvantaged in areas outside the Tauranga and Rotorua urban areas with access to essential community goods and services. • Policy 7 in the Plan supports working with rural or isolated communities to develop targeted services.
Vehicles	• All vehicles on the Tauranga urban network are accessible buses. • Currently 27% of buses on the Rotorua urban network are accessible. BOPRC is working to increase the proportion of accessible buses in Rotorua. • Service specifications in the Plan require that all vehicles used on Urban Connector Routes comply with NZTA's draft Requirements for Urban Buses by 1 January 2015.	• There are currently no accessible buses operating on services outside the Tauranga and Rotorua urban areas. However, service specifications in the Plan recommend that vehicles used on Rural Connector routes comply with NZTA's draft Requirements for Urban Buses in New Zealand by 1 January 2015 (subject to value for money considerations).
Fares	• Discounts for Smartride card users. • Free travel for children under 5. • Continued support for the SuperGold card off-peak free travel scheme for senior citizens (subject to government funding).	• Discounts for the following groups: - children aged 5-15; - secondary and tertiary students; - people who are legally blind and who are members of the Royal NZ Foundation of the Blind; - SuperGold card holders travelling at peak times. • Free travel for children under 5. • Continued support for the SuperGold card off-peak free travel scheme for senior citizens (subject to government funding).
Infrastructure	• Policies to implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.	• Policies to implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.

'...a viable alternative transport option to the private car.'



Chapter 4: Objectives and Policies

This chapter contains the objectives and policies to be applied to the provision of public transport services described in the previous chapter.

The policies have been grouped into similar policy areas. Each policy area is designed to achieve a specific public transport objective for the region, and is accompanied by an explanation of the rationale for the policies and the method or methods that will be used to implement them.

4.1 Networks and services

Objective: ***Reliable and integrated public transport services that go where people want to go***

The network and services policies have been grouped according to patronage and coverage services. Patronage services are provided on Tauranga and Rotorua urban networks. Coverage services are provided to growth areas and in the rest of the region. Targeted services such as Total Mobility, ferries and demand responsive services are included as coverage services because they expand public transport coverage to include groups with specific transport needs.

4.1.1 Patronage services

Policy 1 ***- Provide high quality (frequent, reliable, convenient, and efficient) urban services on Regional Strategic corridors to support urban accessibility. (BOPRC)***

The service levels on Regional Strategic corridors are designed to enable public transport to compete effectively as a viable alternative transport option to the private car. Over time, service levels on Regional Strategic corridors have the potential to support increased development densities along the corridors, therefore having a positive effect on urban form.

Policy 2 ***- Provide public transport services on Urban Connector routes to support Regional Strategic corridors. (BOPRC)***

Services on Urban Connector routes support the objectives for Regional Strategic corridors. While Urban Connector services are primarily patronage driven, they also support coverage goals within the Tauranga and Rotorua urban areas.

4.1.2 Coverage services

Policy 3 ***- Provide public transport services on Rural Connector routes that link to Regional Strategic corridors and maintain access to essential community goods and services. (BOPRC)***

The Rural Connector network links small settlements with larger cities in the region. Rural Connector services also link with Tauranga and Rotorua urban services to form an integrated network that provides greater opportunities for people to use public transport to meet their daily travel needs. Service levels on Rural Connector routes provide at least a basic level of access to essential community goods and services.

Policy 4 ***- Consider providing public transport services to growth areas where there are more than 30 residents per hectare or 25 jobs per hectare over a developed area of at least 10 hectares. (BOPRC)***

The introduction of public transport services to new growth areas is important for growing the public transport network. However, it is important that service provision is timed correctly to ensure resource allocation delivers maximum value for money. BOPRC will investigate the provision of Rural Connector services or demand responsive services in cases where current demand is not sufficient to justify an Urban Connector service. This will enable public transport services to be established in the early stages of an area's development while being cost effective for funders and users.

Policy 5 ***- Support the operation of the Total Mobility scheme (subject to government funding) in the Bay of Plenty using appropriate providers, including NZTA Approved Taxi Organisations where possible. (BOPRC)***

Total Mobility enhances the community participation of people with impairments who are unable to use conventional public transport in a safe and dignified manner. The Total Mobility policy re-affirms BOPRC's continued financial support for the Total Mobility scheme providing that the local share continues to be matched by government funding. The policy recognises that NZTA Approved Taxi Organisations meet certain criteria that enhance their effectiveness as scheme providers.

Policy 6 ***- Consider financial support for viable ferry services in the region that provide access to essential community goods and services. (BOPRC)***

BOPRC will consider financial support for ferry services that meet an identified community need for access to essential goods and services. Any ferry service proposal would need to demonstrate that there is sustainable demand, and that no viable alternative public transport option exists.

Policy 7 ***- Work with rural or isolated communities to develop targeted, innovative transport services to improve access to essential community goods and services. (BOPRC, city and district councils, NZTA)***

BOPRC recognises that shared transport services have a potential role in achieving access objectives in areas where fixed route network services don't operate. The appropriate response to an identified access need will vary between communities and locations. Any service will also have to be affordable both to users and the wider community. Demand responsive services are one potential shared transport option for these communities.

4.1.3 Methods

- Provision of commercial and contracted public transport services.
- Continued financial and administrative support for the Total Mobility scheme.
- Financial support for ferry services where appropriate.
- Support for shared transport services where appropriate (for example: car or van pooling, community transport schemes or demand responsive services).

4.2 Fares, ticketing and information

Objective: ***Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs***

4.2.1 Farebox Recovery

Policy 8 ***- Increase the region-wide farebox recovery ratio for public transport services to 35 - 40% by 2018. (BOPRC)***

The farebox recovery ratio measures the proportion of total service costs that are covered by passenger fares. The farebox recovery ratio for the Bay of Plenty was 30% in 2009/10.

The NZTA has developed a farebox recovery target of 50% for the country as a whole. The national target is expressed as an average, and does not require that all regions achieve 50%. The Auckland and Wellington public transport systems carry the majority of passengers in New Zealand, and as such, will have the greatest influence on achieving this target. However, there is clearly an expectation that the Bay of Plenty region will increase its farebox recovery ratio over time to better reflect benefits to users.

Fare levels can have a significant impact on patronage levels. The Tauranga and Rotorua urban services carry the majority of passengers in the Bay of Plenty. Both urban services in their current form were established relatively recently compared to other regions in New Zealand, and are therefore still developing as a preferred transport option in these centres. This growth phase is reflected in the strong patronage growth that has been achieved on both services in recent years.

The farebox recovery policy for the Bay of Plenty reflects the need to strike a balance between achieving the objectives and principles of the national farebox recovery policy, and maintaining service patronage growth to give effect to the RLTS. The target requires a higher contribution from passengers towards the overall cost of services, but at a level that will minimise the risk of undermining patronage growth.

BOPRC plans to achieve the farebox recovery target through various means including improving the efficiency of existing services, monitoring and rationalising poorly performing services, achieving patronage growth through service innovations such as real time information provision, and fare reviews.

Policy 9 ***- Review fare levels annually to support the achievement of the farebox recovery target. (BOPRC)***

This policy provides for the annual review of fare levels. This will enable fares to be adjusted to take into account observed movements in bus operating costs, and the fare revenue required to achieve the farebox recovery target.

4.2.2 Patronage services

BOPRC's approach to meeting the region's farebox recovery target is based around achieving patronage growth on urban services. This involves setting fares at appropriate levels and implementing service innovations to attract new customers.

Policy 10 ***- Set fares on Urban Connector routes at levels that attract and retain customers and offer incentives for frequent use, while balancing user contributions against public funding. (BOPRC)***

Fares on Urban Connector routes will be set at levels to maintain patronage growth while increasing the proportion of service costs that are recovered from users. This means implementing a simplified, flat fare structure with discounts for frequent use, rather than a full concessionary fare scheme.

***Policy 11* - Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users. (BOPRC, city and district councils)**

The policy on ticketing and information systems is designed to attract and retain new customers. Region-wide integrated ticketing will provide users with a more seamless public transport service and encourage multiple trips. Real-time information systems improve the perceived reliability of public transport for regular users by removing the doubt around bus arrival times. Real-time information also informs potential users on routes, locations and timetables, helping to increase public transport patronage.

***Policy 12* - Promote public transport as the preferred mode for travel in urban centres. (BOPRC, city and district councils)**

Service improvements will need to be supported by marketing campaigns that highlight the advantages of public transport as a daily travel option.

4.2.3 Coverage services

***Policy 13* - Set fares on Rural Connector routes at levels that attract customers and recognise the needs of the transport disadvantaged, while balancing user contributions against public funding. (BOPRC)**

Fares on Rural Connector routes will be based on distance travelled, and users defined as transport disadvantaged will be eligible for concessions.

4.2.4 Methods

- Fare discounts for frequent users of Urban Connector routes.
- Concessionary fares for the transport disadvantaged on Rural Connector routes.
- Integrated ticketing.
- Real time information systems (for example: electronic bus stop signs, text messaging, website, smartphone applications).
- Wireless internet access on targeted Urban Connector commuter services.
- Provision of up-to-date information and journey planner tools on the internet.
- Public transport marketing campaigns.

4.3 Infrastructure

***Objective:* High quality and accessible public transport infrastructure that supports safe and comfortable travel**

Combining service innovation with high quality and accessible public transport infrastructure will be critical to achieving patronage growth and the region's farebox recovery target.

Primary responsibility for public transport infrastructure lies with city and district councils, or the NZTA in the case of state highways. However, public transport infrastructure and associated pedestrian networks can have a significant impact both on journey times and peoples' ability to access public transport. Therefore, integrated planning between the various agencies involved will be necessary to ensure that public transport infrastructure supports the services in this Plan.

***Policy 14* - Investigate, develop and implement bus priority measures on Regional Strategic corridors. (City and district councils, BOPRC, NZTA)**

The bus priority policy is designed to complement service innovations by reducing journey times and improving reliability on Regional Strategic corridors.

***Policy 15* - Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services. (City and district councils, BOPRC, NZTA)**

Implementing the 'accessible journey' approach will assist in achieving the access and mobility outcomes in the RLTS.

***Policy 16* - Develop and implement best practice guidelines for the installation and maintenance of public transport infrastructure. (BOPRC, city and district councils, NZTA)**

Developing and applying consistent region-wide standards for public transport infrastructure is one means of achieving the 'accessible journey'.

4.2.4 Methods

- Bus priority measures (for example: bus lanes, bus stop rationalisation, bus boarders, bus signals or signal pre-emption).
- Park and rides.
- Increasing the availability of accessible buses.
- Best practice guidelines for public transport infrastructure.
- Roadside and footpath maintenance and upgrades.
- Signs and information that cater for the sight impaired.

Chapter 5: Service Levels

The Bay of Plenty Regional Council has developed the following guidelines to assist with determining the service levels that will apply to the different layers of the regional strategic public transport network.

The guidelines are designed to establish service levels that retain existing users and attract new users on Regional Strategic corridors and Urban Connector routes, while providing a consistent level of service on Rural Connector routes. Please note that the guidelines do not preclude different service levels being provided in some circumstances.

5.1 Regional Strategic corridors

	Weekdays			Weekends and Public Holidays
Hours of Operation	Monday-Thursday 6am-10pm Friday 6am-11pm			7am -7pm
Period	Peak 7am – 9:30am 3:30pm –5:30pm	Interpeak 9:30am -3:30pm	Evenings After 6pm	
Service Type	Limited Stop + All Stop	All Stop	All Stop	All Stop
Frequency	5-15 minutes	10-30 minutes	30-60 minutes	30 minutes

5.2 Urban Connector services

	Weekdays			Weekends and Public Holidays
Hours of Operation	Monday-Thursday 6am-10pm Friday 6am-11pm			7am -7pm
Period	Peak 7am – 9:30am 3:30pm –5:30pm	Interpeak 9:30am -3:30pm	Evenings After 6pm	
Service Type	All Stop	All Stop	All Stop	All Stop
Frequency	20-30 minutes	30 minutes	30-60 minutes	30-60 minutes

5.3 Rural Connector services

Hours of Operation	Monday-Saturday 7am-6pm
Service Type	All Stop + Hail and Ride
Frequency	At least 2 return trips per week

5.4 Frequency adjustment

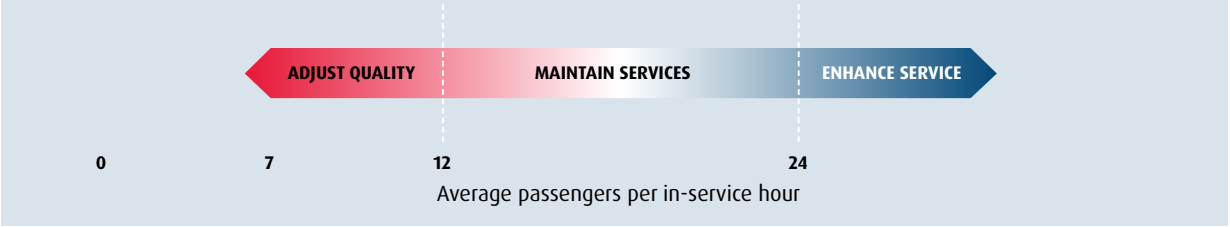
Bus service provision on Urban Connector routes is generally focused on achieving patronage goals. Collectively, Urban Connector routes also contribute to enhanced service levels on Regional Strategic corridors.

Patronage considerations will therefore be the primary driver for changes to bus service frequency on Urban Connector routes. The thresholds for considering an increase or reduction in services on Urban Connector routes are shown in Figure 8.

In cases where an Urban Connector route does not meet the minimum thresholds for maintaining existing service levels, BOPRC will take the following actions before deciding to reduce or remove the service:

- Investigate the market potential of the service.
- Identify and assess options to improve the service to attract patronage (for example, route changes, promotional activities or roadside infrastructure improvements).
- Consider other ways of delivering the service (for example, a demand-responsive service).
- Consider combining the service with others or truncating the service at a key stop or destination.
- Consider providing a lower level of service than the minimum guidelines if adjustments cannot ensure the service meets the minimum patronage threshold.
- Monitor changes in patronage levels.

Figure 8 - Patronage thresholds for Urban Connector routes



5.5 Service specifications

5.5.1 Regional strategic public transport network

Subject to the service level guidelines in this Plan, BOPRC proposes to provide services on the regional strategic public transport network according to the following specifications.

Figure 9 - Service specifications

Key
Service Type - (RS) Regional Strategic, (UC) Urban Connector, (RC) Rural Connector **Fare Structure -** (FF) Flat fare , (DB) Distance based **Concessions** (C) Children under 5 travel free (S) SuperGold card holders travel free off-peak (SR) Discount for holders of Smartride cards (TD) 40% concession for the following groups: children 5-15, secondary and tertiary students; people who are legally blind and who are members of the Royal NZ Foundation of the Blind, SuperGold card holders travelling at peak times. **Vehicles** (M) Mandatory compliance with NZTA draft Requirements for Urban Buses by 1 January 2015 (R) Recommended compliance with NZTA draft Requirements for Urban Buses by 1 January 2015

Network	Area served	Service Type	Fare Structure	Concessions	Vehicles
Tauranga	Airport	RS, UC	FF	SR, C, S	M
	Arataki	RS, UC	FF	SR, C, S	M
	Avenues	RS, UC	FF	SR, C, S	M
	Bayfair	RS, UC	FF	SR, C, S	M
	Bellevue	UC	FF	SR, C, S	M
	Belvedere	UC	FF	SR, C, S	M
	Bethlehem	UC	FF	SR, C, S	M
	Brookfield	UC	FF	SR, C, S	M
	Cherrywood	UC	FF	SR, C, S	M
	City	RS, UC	FF	SR, C, S	M
	Fraser Cove	RS, UC	FF	SR, C, S	M
	Gate Pa	RS, UC	FF	SR, C, S	M
	Greerton	RS, UC	FF	SR, C, S	M
	Hairini	RS, UC	FF	SR, C, S	M
	Judea	UC	FF	SR, C, S	M
	Matua	UC	FF	SR, C, S	M
	Maungatapu	UC	FF	SR, C, S	M
	Merivale	RS, UC	FF	SR, C, S	M
	Mount Maunganui	RS, UC	FF	SR, C, S	M
	Ohauiti	RS, UC	FF	SR, C, S	M
	Omanu	RS, UC	FF	SR, C, S	M
	Otumoetai	UC	FF	SR, C, S	M
	Papamoa	RS, UC	FF	SR, C, S	M
	Papamoa East	RS, UC	FF	SR, C, S	M
	Pyes Pa	RS, UC	FF	SR, C, S	M
	Sunvale	RS, UC	FF	SR, C, S	M
	Sterling Gate	UC	FF	SR, C, S	M
	Tauranga Hospital	RS, UC	FF	SR, C, S	M
	Tauriko	RS, UC	FF	SR, C, S	M
	Welcome Bay	RS, UC	FF	SR, C, S	M
	Windermere	RS, UC	FF	SR, C, S	M

Network	Area served	Service Type	Fare Structure	Concessions	Vehicles
Rotorua	Fairy Springs	RS, UC	FF	SR, C, S	M
	Fenton Park	RS, UC	FF	SR, C, S	M
	Fordlands	UC	FF	SR, C, S	M
	Glenholme	RS, UC	FF	SR, C, S	M
	Hillcrest	UC	FF	SR, C, S	M
	Kawaha Point	RS, UC	FF	SR, C, S	M
	Koutu	RS, UC	FF	SR, C, S	M
	Lynmore	RS, UC	FF	SR, C, S	M
	Mangakakahi	RS, UC	FF	SR, C, S	M
	Mitchell Downs	UC	FF	SR, C, S	M
	Ngapuna	RS, UC	FF	SR, C, S	M
	Ngongotaha	RS, UC	FF	SR, C, S	M
	Ohinemutu	RS, UC	FF	SR, C, S	M
	Owhata	RS, UC	FF	SR, C, S	M
	Pleasant Heights	UC	FF	SR, C, S	M
	Pomare	RS, UC	FF	SR, C, S	M
	Pukehangi	UC	FF	SR, C, S	M
	Rotorua Airport	RS, UC	FF	SR, C, S	M
	Selwyn Heights	UC	FF	SR, C, S	M
	Springfield	UC	FF	SR, C, S	M
	Sunnybrook	UC	FF	SR, C, S	M
	Tihi-o-Tonga	UC	FF	SR, C, S	M
	Utuhina	UC	FF	SR, C, S	M
	Waimehia	UC	FF	SR, C, S	M
	Western Heights	UC	FF	SR, C, S	M
	Whakarewarewa	UC	FF	SR, C, S	M

Key

Service Type - (RS) Regional Strategic, (UC) Urban Connector, (RC) Rural Connector
Fare Structure - (FF) Flat fare , (DB) Distance based
Concessions
(C) Children under 5 travel free
(S) SuperGold card holders travel free off-peak
(SR) Discount for holders of Smartride cards
(TD) 40% concession for the following groups: children 5-15, secondary and tertiary students; people who are legally blind and who are members of the Royal NZ Foundation of the Blind, SuperGold card holders travelling at peak times.

Vehicles
(M) Mandatory compliance with NZTA draft Requirements for Urban Buses by 1 January 2015
(R) Recommended compliance with NZTA draft Requirements for Urban Buses by 1 January 2015

Network	Area served	Service Type	Fare Structure	Concessions	Vehicles
Rural	Edgecumbe	RC	DB	TD, C, S	R
	Kaingaroa	RC	DB	TD, C, S	R
	Katikati	RC	DB	TD, C, S	R
	Kawerau	RC	DB	TD, C, S	R
	Kutarere	RC	DB	TD, C, S	R
	Maketu	RC	DB	TD, C, S	R
	Matata	RC	DB	TD, C, S	R
	Matapihi	RC	FF	TD, C, S	R
	Murupara	RC	DB	TD, C, S	R
	Ohope	RC	DB	TD, C, S	R
	Okere Falls	RC	DB	TD, C, S	R
	Omokoroa	RC	DB	TD, C, S	R
	Opotiki	RC	DB	TD, C, S	R
	Paengaroa	RC	DB	TD, C, S	R
	Taneatua	RC	DB	TD, C, S	R
	Te Kaha	RC	DB	TD, C, S	R
	Te Puke	RC	DB	TD, C, S	R
	Waihau Bay	RC	DB	TD, C, S	R
	Waimana	RC	DB	TD, C, S	R
	Whakatane	RC	DB	TD, C, S	R
	Whangaparaoa	RC	DB	TD, C, S	R

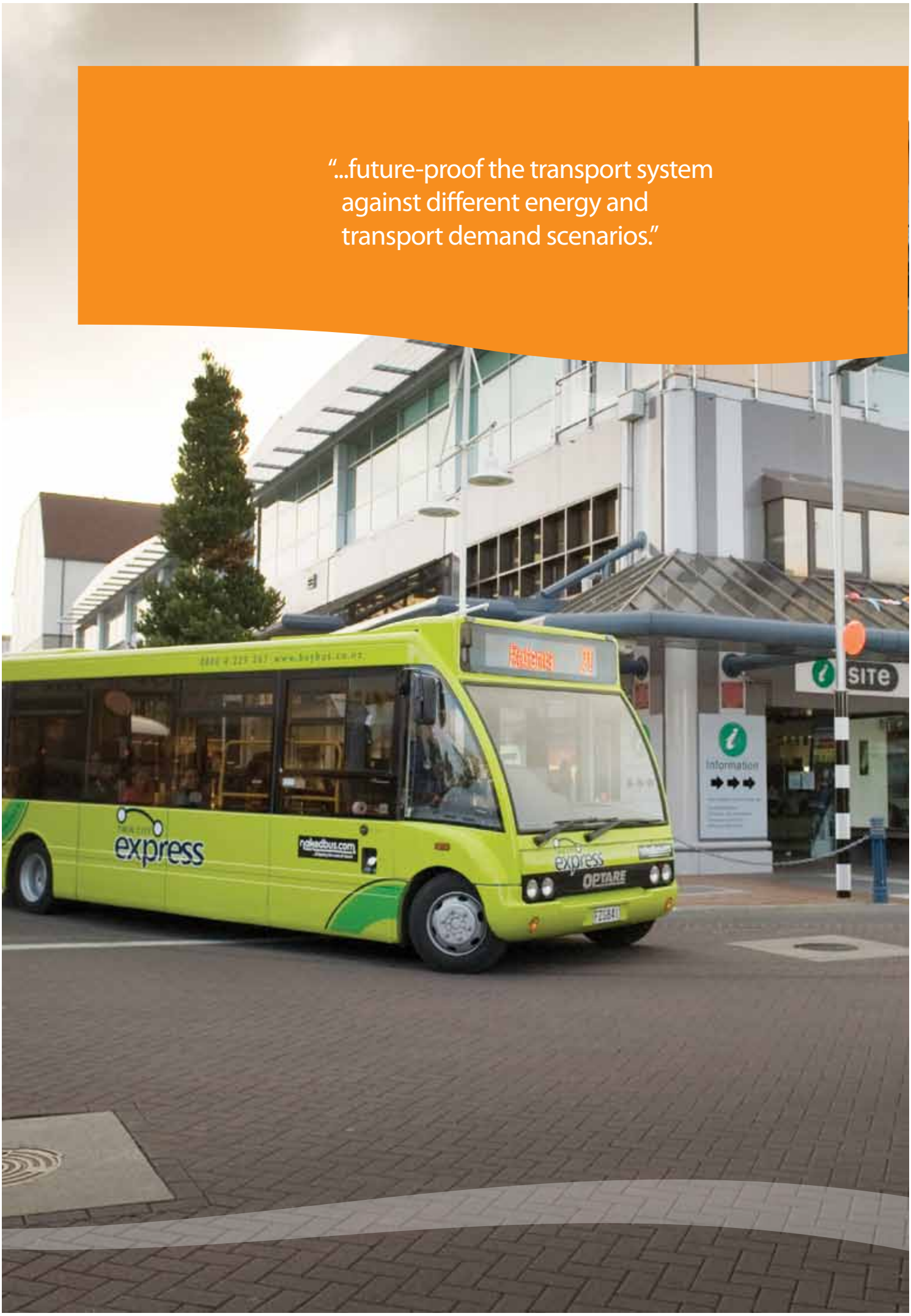
5.5.2 Total Mobility

BOPRC proposes that Total Mobility in the Bay of Region operates according to the specifications in Figure 10.

Figure 10 - Total Mobility service specifications

Discount	Registered users of the scheme are eligible for a 50% discount on taxi fares to a maximum of $20 on any trip.
Areas serviced	Tauranga, Te Puke, Rotorua, Kawerau, Whakatane, Opotiki and adjacent rural areas.
Hours of Operation	7 days a week, 24 hours per day. Reduced service offered in Kawerau and Opotiki.
Wheelchair services	Wheelchair services are offered in Tauranga, Rotorua and Whakatane.

"...future-proof the transport system against different energy and transport demand scenarios."



Chapter 6: Investment and Funding

This chapter considers future public transport investment and funding in the region. The first section provides a general overview of where land transport investment needs to be focused to implement the preferred strategic option in the RLTS. The second section establishes the specific priorities for investment in public transport services necessary to give effect to the RLTS. The third section considers the level of public transport funding likely to be available within the region for the period covered by the Plan.

6.1 Recommended investment focus

In general terms, giving effect to the RLTS strategic option of an Optimised Transport System means focusing on a number of different investment categories (Figure 11).

Figure 11 - Investment focus for the Optimised Transport System

Optimised Transport System	Investment Focus
Land use and transport integration	Road network -connectivity
Demand management	Demand management
Freight management	Rail network Road network - freight
Road improvements	Road network - route security Road network - quality and maintenance
Road safety	Road network - safety
Sustainable transport improvements	Public transport Walking and cycling

Implementing the sustainable transport component of the Optimised Transport System will require higher levels of investment in public transport in urban areas (together with walking and cycling). Modelling of travel demands during the development of the RLTS found that increased use of these modes would contribute to economic development outcomes by improving the effectiveness and efficiency of the wider road network, it would also future-proof the transport system against different energy and transport demand scenarios[3].

More specifically, the Optimised Transport System supports public transport investment designed to improve urban services and infrastructure. Initially, the focus should be on improving the efficiency of existing urban services. However, additional investment will be necessary over time to improve service levels on priority routes in Tauranga and Rotorua. Investment may also be required to expand services into new development areas within these centres.

In Tauranga, the transitioning of children from school bus services is likely to place extra strain on the road network if the bus network has insufficient capacity. This may also require additional investment, at least in the short term.

Improved service levels in the region's urban centres will need to be supplemented by new infrastructure, including new interchanges in central locations, real-time information, integrated ticketing, bus priority measures, additional bus stop infrastructure, and park and rides.

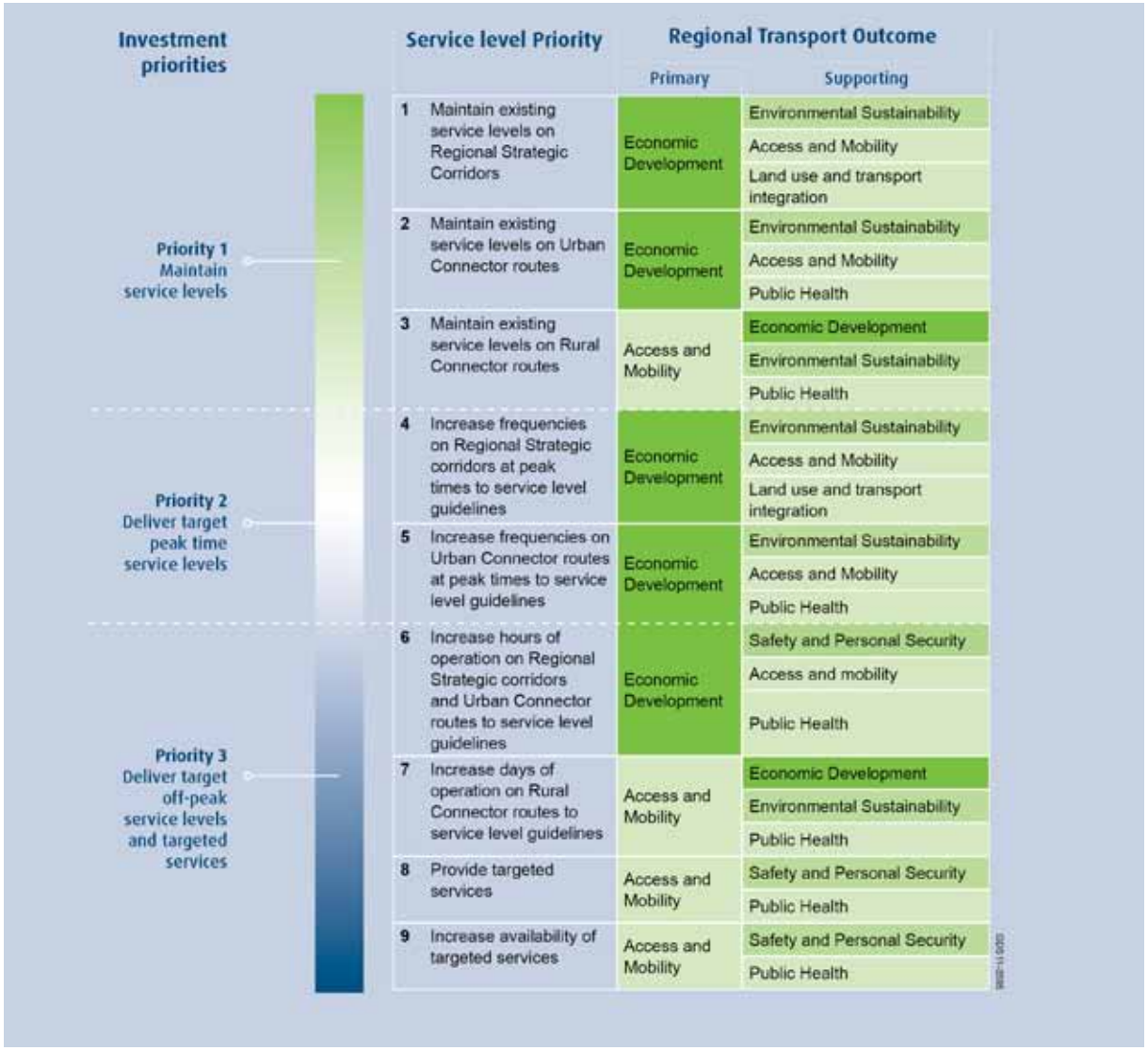
Continued support for rural services is also necessary to provide people with access to essential community goods and services, including the education and employment opportunities that will enable people in smaller centres and rural areas to contribute to the regional economy. While fixed services should continue to operate between settlements, there is also the potential to provide more flexible demand-responsive services for different groups of users.

6.2 Investment priorities

Public transport investment priorities are detailed in Figure 12. These translate the public transport components of the Optimised Transport System into specific investment priorities for the region's public transport services. This provides a framework for decision-makers when trade-offs need to be made on the allocation of funding for services. Figure 12 also shows the contribution to regional transport outcomes expected from each investment type.

[3] See Bay of Plenty Regional Land Transport Strategy Supporting Paper No.6: Bay of Plenty Transport Futures Study.

Figure 12 - Investment priorities for public transport services



Service level Priority		Regional Transport Outcome	
		Primary	Supporting
1	Maintain existing service levels on Regional Strategic Corridors	Economic Development	Environmental Sustainability Access and Mobility Land use and transport integration
2	Maintain existing service levels on Urban Connector routes	Economic Development	Environmental Sustainability Access and Mobility Public Health
3	Maintain existing service levels on Rural Connector routes	Access and Mobility	Economic Development Environmental Sustainability Public Health
4	Increase frequencies on Regional Strategic corridors at peak times to service level guidelines	Economic Development	Environmental Sustainability Access and Mobility Land use and transport integration
5	Increase frequencies on Urban Connector routes at peak times to service level guidelines	Economic Development	Environmental Sustainability Access and Mobility Public Health
6	Increase hours of operation on Regional Strategic corridors and Urban Connector routes to service level guidelines	Economic Development	Safety and Personal Security Access and mobility Public Health
7	Increase days of operation on Rural Connector routes to service level guidelines	Access and Mobility	Economic Development Environmental Sustainability Public Health
8	Provide targeted services	Access and Mobility	Safety and Personal Security Public Health
9	Increase availability of targeted services	Access and Mobility	Safety and Personal Security Public Health

6.3 Funding

In preparing the Plan, BOPRC was required to take into account the amount of public transport funding likely to be available within the region for the period covered by the Plan. This enables BOPRC to identify the likely resources available to give effect to the RLTS, and how those resources should be allocated to achieve best value for money.

The cost of delivering public transport services in the region is currently split between the following sources:

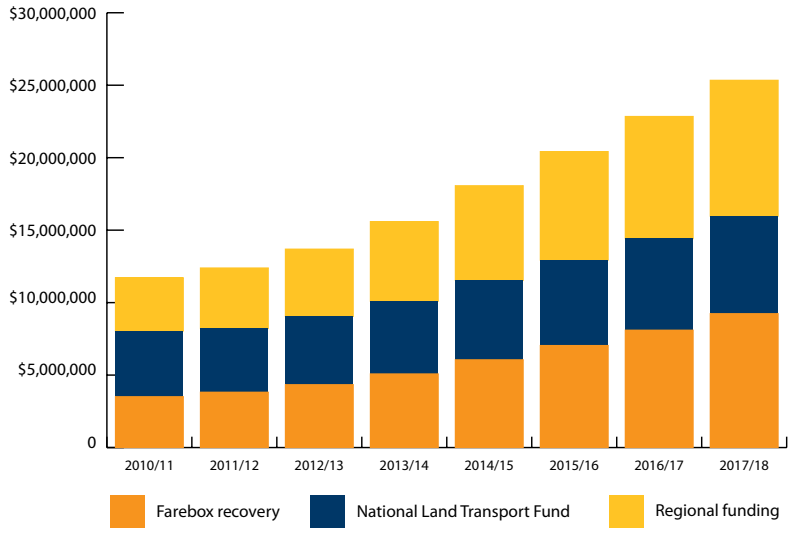
- revenue generated from the fares paid by public transport users;
- funding sourced from the National Land Transport Fund, which is administered by the NZTA; and
- funding from the Bay of Plenty Regional Council (comprising rates and general funding).

Funding from other government sources is another potential revenue stream. For example, funding for the SuperGold card scheme is sourced from the Ministry for Social Development (although this is administered by the NZTA).

Additional funding from other government sources has not been identified to date. Consequently, the estimate of public transport funding for the region is based on the three existing funding sources (SuperGold card funding is included in the proportion administered by the NZTA).

The public transport funding likely to be available within the region is shown in Figure 13. This takes into account expected operating expenditure, the proportion of costs likely to be recovered from users, and estimates of funding from national and regional sources. The following sections outline the assumptions underlying each estimate.

Figure 13 - Estimated public transport funding available within the Bay of Plenty region 2011-18



6.3.1 Operating expenditure

The estimate of operating expenditure has been derived from a patronage-driven operating model which is based on the following assumptions:

- population projections for Tauranga and Rotorua urban areas are realised;
- historical levels of per capita public transport trip growth continue; and
- there will be additional investment in urban services that exceed 24 passengers per in-service hour[4].

6.3.2 Fare revenue

The farebox recovery ratio for the Bay of Plenty was 30% in 2009/10. BOPRC has set a target to achieve a farebox recovery of 35-40% by 2018[5]. The estimate of revenue generated from fares assumes that the mid-point of this farebox recovery target will be achieved by 2018.

6.3.3 Government funding

GPS 2012 describes the Government's transport investment priorities. The GPS provides a national picture of how much funding will be allocated to public transport from the National Land Transport Fund.

GPS 2012 signals a continuing focus on economic growth and productivity, and on achieving value for money in the delivery of land transport services. The GPS also signals that while, nationally, funding for public transport is expected to track at similar levels to previous years, there is likely to be an increased focus on public transport in Auckland and Wellington. This suggests that there will be a constrained government funding environment for public transport in the region over the life of this Plan.

The estimate of government funding likely to be available within the region for the period of this Plan is based on the funding ranges for public transport services in GPS 2012. The estimate assumes that:

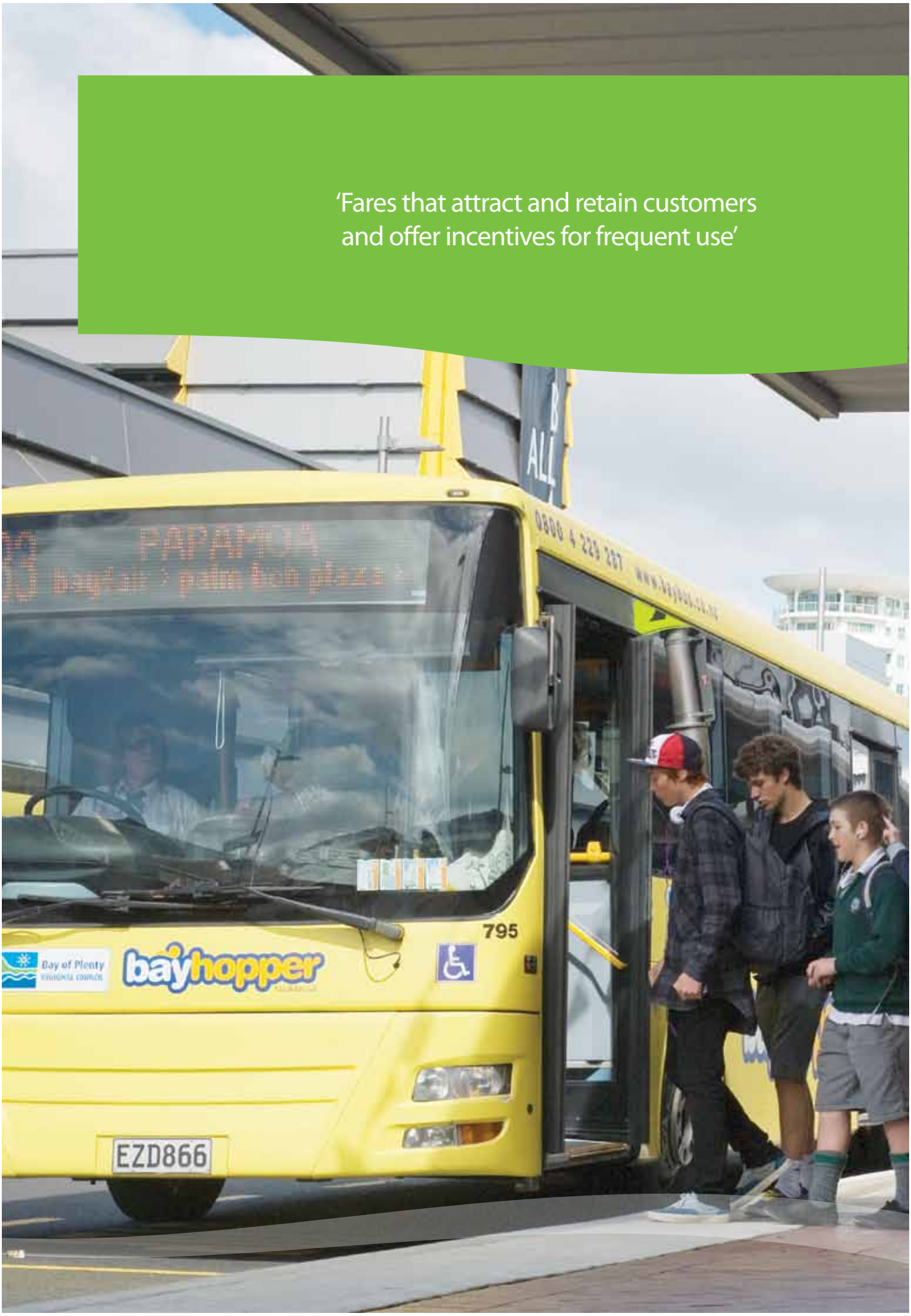
- government funding for all Bay of Plenty services will only increase at a nominal rate of inflation (3%); and that
- government funding will match BOPRC funding for the cost of providing additional services on the Tauranga urban network.

6.3.4 Regional funding

BOPRC provides financial assistance for all contracted public transport services in the region. The source of the financial assistance differs depending on the type of service. BOPRC's contribution to Rotorua and Tauranga urban services is currently split between targeted rates (70%) and general funding (30%). BOPRC's contribution to all other contracted public transport services in the region comes solely from general funding.

The estimate of regional funding likely to be available is the difference between estimated operating expenditure and the combined total of fare revenue and government funding. This assumes that BOPRC will fund the remaining proportion of the cost of providing services.

[4] See frequency adjustment thresholds in Chapter 5.
[5] See farebox recovery policy in Chapter 4.



'Fares that attract and retain customers and offer incentives for frequent use'

Chapter 7: Monitoring and Review

The chapter describes the processes for monitoring and review of the Plan. The first section outlines the indicators and targets that will be used to measure progress towards achieving the objectives of the Plan. The second section details processes for reviewing the Plan. This includes the policy on significance that will be used to determine the significance of any variation to the Plan, and the corresponding level of consultation that will be required.

7.1 Monitoring

The purpose of monitoring is:

- to measure how successful the Plan has been in meeting it's objectives; and
- to measure the performance of services.

7.1.1 RLTS public transport targets

A set of high level public transport targets has been developed for the RLTS (Figure 14). This Plan is designed to help achieve these targets and they will be used as a measure of it's effectiveness. There will be an annual report on performance against these targets.

7.1.2 Public transport service monitoring

BOPRC will also monitor the performance of services to ensure they contribute to the objectives of the Plan. BOPRC will measure the performance of services against the following key performance indicators[6]:

- Service reliability – scheduled trips completed in full.
- Service punctuality – trip start, en route and at destination.
- Patronage – number of passenger boardings per trip and by category.
- Reporting timeliness – number of supplier reports delivered within timeframes.
- Service inputs – in-service bus hours and kilometres delivered.
- Farebox revenue – farebox revenue by time period.
- Customer satisfaction – for both public transport users and non-users.

[6] A full definition of the key performance indicators is contained in the NZTA's Procurement Manual.

Figure 14 - RLTS public transport targets

RPTP Objective	Regional Transport Outcomes		RLTS Target
	Primary	Supporting	
Reliable and integrated public transport services that go where people want to go. Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.	Economic Development	Environmental Sustainability	Increase daily mode share for public transport on identified Regional Strategic Transport routes above 2010 levels.
			Increase public transport journey to work mode shares above 2006-10 levels (five year rolling average).
	Access & Mobility	Land Use and Transport Integration	Increase annual trips per person on public transport above 2009-10 levels.
			Increase total trip legs travelled by public transport above 2005-09 levels (five year rolling average).
High quality and accessible public transport infrastructure that supports safe and comfortable travel.			Increase the overall perception of public transport as a mode of travel relative to the private vehicle above 2009-10 levels.
	Safety & Personal Security	Public Health	Increase the perceptions of safety and security using public transport above 2010 levels.

- Passenger facilities – on-bus facilities.
  - Safety and security – maintenance of an up-to-date incident register.
  - Fleet composition – conformance with fleet composition in contract.
  - Complaints – percentage cleared within 10 working days.

BOPRC will also monitor the farebox recovery ratio on an annual basis to support achievement of the farebox recovery target[7].

BOPRC will ensure that no commercially sensitive patronage, financial or operational information collected is made available without the operator's consent to any person other than BOPRC and its advisors, or the NZTA, unless released under the Local Government Official Information and Meetings Act.

7.2 Review

BOPRC is required to review the Plan at intervals not exceeding three years. Any review must be related as much as possible to the timing of associated documents such as the GPS, RLTS, Bay of Plenty Regional Land Transport Programme (RLTP) and/or Long Term Plans (LTPs).

The purpose of any review is to determine whether the Plan:

- continues to give effect to the public transport service components of the RLTS
- properly takes into account the GPS and the public transport funding likely to be available; and
- continues to meet the needs of the community.

If BOPRC is not reasonably satisfied that the plan fulfils these requirements, then a variation to the Plan will be required. BOPRC will determine the significance of any variation according to the policy on significance outlined in the following section.

Any variation that is deemed significant will be consulted on in accordance with Section 20(1) and (2) of the PTMA (consultation requirements for regional public transport plans).

Any variation that is not significant can be made without the need for full public consultation. However, BOPRC is still obliged to follow the consultation principles in Section 82 of the Local Government Act, and consult persons who may be affected by the proposed variation, including public transport operators.

7.2.3 Policy on significance

The following policy sets out how to determine the significance of variations to the Plan as required by the PTMA:

The Plan can be varied at any time but consultation will be required in accordance with Section 20(1) and (2) of the PTMA if the variation is significant.

The significance of any proposed variation will be made on a case by case basis. When making a decision on significance, the Regional Council will consider the following matters:

- the reasons for the variation;
- the options available to the Regional Council;
- the relative costs and benefits of the variation;
- those likely to be affected by the variation;
- the extent to which the variation affects the RLTS, the RLTP, or any of the region's local authority Long Term Plans;
- consistency with national or regional policies and strategies;
- consistency with the strategic direction in the Plan; and
- effects on the overall affordability and integrity of the Plan.

Matters that are considered significant include:

- the addition or amendment of a control or contracting requirement; and
- amendment of the policy on significance.

Matters that are not considered significant include:

- the addition, removal or amendment of any matter that has already been consulted on in accordance with Section 20(1) and (2) of the PTMA;
- the addition, removal or amendment of any activity amounting to less than 10 percent of the total cost of providing public transport services in the region in any one financial year; and
- minor editorial changes to the Plan.

[7] See Policies 8 and 9.

Glossary and Appendices

Glossary

Term/Acronym	Meaning
Approved Taxi Organisation	A taxi organisation that is approved by the NZTA and which meets specific operating requirements.
ATO	Approved Taxi Organisation
BOPRC	Bay of Plenty Regional Council
Long Term Plan	A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years. Also known as Ten Year Plan.
National Land Transport Fund	The set of resources, including land transport revenue, that are available for land transport activities under the National Land Transport Programme.
National Land Transport Programme	A three-yearly programme of investment in land transport infrastructure and services from the National Land Transport Fund.
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZTA	New Zealand Transport Agency
PTMA	Public Transport Management Act
PTOM	Public Transport Operating Model
Regional Council	Bay of Plenty Regional Council
RLTP	Bay of Plenty Regional Land Transport Programme
RLTS	Bay of Plenty Regional Land Transport Strategy
RPTP	Bay of Plenty Regional Public Transport Plan
Ten Year Plan	A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years. Also known as Long Term Plan
The Plan	Bay of Plenty Regional Public Transport Plan
Total Mobility	A nationwide scheme that provides a subsidised taxi service to people with serious mobility constraints.

Appendix 1: Giving Effect to the RLTS

The Plan must give effect to the public transport components of the RLTS. The following table identifies the individual public service components of the RLTS and sets out how the Plan gives effect to them.

RLTS 2011-41 public transport component	How this Plan gives effect
Overall Approach	
Regional Strategic Transport Network - Public Transport	• The Plan identifies the Regional Strategic Transport Network – Public Transport, which is subsequently used as the basis for network planning principles, policies and methods, service level guidelines and investment priorities.
Role of the modes	
Bus • Increasingly important transport option in main urban centres. • Emphasis on medium distance journeys within urban areas. • Continuing role to play in providing connections between urban centres and smaller settlements.	• The layered service approach and service level guidelines for each layer in the Plan (Regional Strategic, Urban Connector, Rural Connector) are based on the role for buses identified in the RLTS.
Light commercial / van • Potential role in the development of community-led and demand responsive shared transport services.	• Policy 7 in the Plan provides for the consideration of community led or demand responsive shared transport services.
Rail • Potential longer term opportunities for the development of inter-regional passenger services, and possibly commuter rail in the western Bay of Plenty sub-region. • ·To be viable, commuter rail would need to be supported by the development of higher density residential nodes around rail corridors.	• The RLTS identifies a possible longer term role for passenger rail, providing it is supported by appropriate land-use. • The necessary pre-conditions for passenger rail are not currently present in the region. The viability of passenger rail will be considered again in the next review of the Plan.
Policies	
Policy 11 - Provide high quality (frequent, reliable, convenient, and efficient) urban services on Regional Strategic public transport corridors to support urban accessibility. (BOPRC)	• Replicated in Policy 1 of the Plan.
Policy 12 - Provide public transport services on Urban Connector routes to support Regional Strategic public transport corridors. (BOPRC)	• Replicated in Policy 2 of the Plan.
Policy 13 - Investigate, develop and implement bus priority measures on Regional Strategic public transport corridors. (City and district councils, BOPRC, NZTA)	• Replicated in Policy 14 of the Plan.
Policy 14 - Promote public transport as the preferred mode for travel in urban centres. (BOPRC, city and district councils)	• Replicated in Policy 12 of the Plan.

RLTS 2011-41 public transport component	How this Plan gives effect
Policies continued	
Policy 15 - Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing and new technology to provide real-time information to users. (BOPRC, city and district councils)	• Replicated in Policy 11 of the Plan.
Policy 16 - Investigate viable funding sources for walking, cycling, public transport and rail activities where national funding is not available or allocated. (City and district councils, BOPRC, KiwiRail)	• The funding section of the Plan considers all viable funding sources for public transport services.
Policy 35 - Provide public transport services on Rural Connector routes that link to Regional Strategic public transport corridors and maintain access to essential community goods and services (BOPRC)	• Replicated in Policy 3 of the Plan.
Policy 36 - Work with rural or isolated communities to develop targeted, innovative transport services to improve access to essential community goods and services. (BOPRC, city and district councils, NZTA)	• Replicated in Policy 7 of the Plan.
Policy 37 - Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services. (City and district councils, BOPRC, NZTA)	• Replicated in Policy 15 of the Plan.
Policy 38 - Develop and implement best practice guidelines for the installation and maintenance of public transport infrastructure. (BOPRC, city and district councils, NZTA)	• Replicated in Policy 16 of the Plan.
Targets	
Increase public transport, walking and cycling journey to work mode shares above 2006-10 levels (five year rolling average).	• The RLTS targets have been used as the basis for monitoring the objectives of the Plan. • The network planning principles, policies and methods, service level guidelines and investment priorities in the Plan are designed to increase public transport patronage, and therefore assist with achieving RLTS targets for public transport use.
Increase daily mode share for walking, cycling and public transport on identified Regional Strategic Transport Network routes above 2010 levels.	
Increase total trip legs travelled by walking, cycling and public transport above 2005-09 levels (five year rolling average).	
Increase annual trips per person on public transport above 2009-10 levels.	
Increase the perceptions of safety and security while walking, cycling and using public transport above 2010 levels.	• The Plan has an objective to achieve high quality and accessible public transport infrastructure that supports safe and comfortable travel. • The policies and methods that support this objective focus on implementing the 'accessible journey' approach to public transport which will improve access to public transport and perceptions of safety while using it.
Increase the percentage of people living within 500m of a bus stop above 2009-10 levels.	

RLTS 2011-41 public transport component	How this Plan gives effect
Increase the overall perception of public transport as a mode of travel relative to the private vehicle above 2009-10 levels.	• Implementing Policy 12 in the Plan will involve marketing campaigns that highlight the relative advantages of public transport as a daily travel option.
Key Implementation Areas	
Key Implementation Area 2 – Rotorua Growth	• ·The service level guidelines for Regional Strategic corridors and Urban Connector routes in Rotorua, and the policies and methods in the Plan, are designed to support the objectives of Key Implementation Area 2 – Rotorua Growth.
Key Implementation Area 3 – Western Bay Growth	• The service level guidelines for Regional Strategic corridors and Urban Connector routes in Tauranga, and the policies and methods in the Plan, are designed to support the objectives of Key Implementation Area 3 – Western Bay Growth.
Demand Management Strategy	
Regional demand management initiatives: • Multi-modal connections • Real-time information • Demand responsive services • Integrated ticketing • Accessible public transport	• Regional demand management initiatives are provided for in policies and methods on: networks and services; fares ticketing and information; and infrastructure.
Urban centres demand management Initiatives: • Multi-modal connections • Real-time information • Bus priority measures	• Urban centres demand management initiatives are provided for in policies and methods on fares, ticketing and information, and infrastructure.
Town centres demand management initiatives: • Multi-modal connections	• Town centres demand management initiatives are provided for in policies and methods on infrastructure.
Rural demand management initiatives: • Multi-modal connections • Demand responsive services	• Rural demand management initiatives are provided for in policies and methods on: infrastructure; and networks and services.

Appendix 2: Contribution to PTMA Principles

A regional public transport plan must contribute to the purpose of the PTMA in an efficient and effective manner (Section 7 of the PTMA). A regional council must also, when preparing a statement of proposal to adopt a regional public transport plan and before adopting a regional public transport plan, be satisfied that the proposal satisfies the requirements of Section 19 of the PTMA. The following table contains an assessment against the requirements of Sections 7 and 19. BOPRC is satisfied that the Plan complies with the PTMA.

PTMA Reference	Provision	Contribution
7(b)	Contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system in an efficient and effective manner	• The Plan's contribution to the purpose of the PTMA, and the efficiency and effectiveness of the overall strategic approach to public transport in the Bay of Plenty region has been assessed through the RLTS process. • A range of strategic options were developed and evaluated as part of the RLTS process. The Optimised Transport System, with its strong focus on urban public transport networks, was found to be the most efficient and effective means of achieving the outcomes in the RLTS, and the purpose of the PTMA.
19(a)(i)	Assist economic development	• The Plan provides for enhanced levels of service on Regional Strategic corridors in Tauranga and Rotorua to connect people with key economic centres, contribute to reduced congestion and improve access for tourists.
19(a)(ii)	Assist safety and personal security	• The Plan has an objective to achieve high quality and accessible public transport infrastructure that supports safe and comfortable travel. • The policies and methods that support this objective focus on implementing the 'accessible journey' approach to public transport which will improve safety and personal security outcomes. • The investment priorities in the Plan include provision for increased hours of operation on Regional Strategic corridors and Urban Connector routes to reduce peoples' exposure to high-risk situations.
19(a)(iii)	Improve access and mobility	• Frequent services with broad coverage on the Tauranga and Rotorua networks will improve access and mobility in these urban areas. • Chapter 3 describes how the Plan improves access and mobility outcomes for the transport disadvantaged.
19(a)(iv)	Protect and promote public health	• The policies and methods for infrastructure focus on implementing the 'accessible journey' approach to public transport, including improvements to the pedestrian networks that support public transport. This will in turn encourage greater use of this active mode.
19(a)(v)	Ensure environmental sustainability	• The network planning principles, policies and methods, service level guidelines and investment priorities in the Plan are designed to increase public transport patronage, and therefore, reduce vehicle dependency. • Over time, service levels on Regional Strategic corridors have the potential to support increased development densities along the corridors, therefore supporting a more sustainable urban form.

PTMA Reference	Provision	Contribution
19(b)(i)	Take into account the relevant GPS. The Government expects the land transport sector to contribute to the following impacts in the GPS: • improvements in the provision of infrastructure and services that enhance transport efficiency and lower the cost of transportation through: - improvements in journey time reliability; - easing of severe congestion; - more efficient freight supply chains; - better use of existing transport capacity; • better access to markets, employment and areas that contribute to economic growth; • reductions in deaths and serious injuries as a result of road crashes; • more transport choices, particularly for those with limited access to a car; • a secure and resilient transport network; • reductions in adverse environmental effects from land transport; and • contributions to positive health outcomes.	• Enhanced levels of service on Regional Strategic corridors in Tauranga and Rotorua will contribute to improved journey times, reduced congestion, more efficient freight supply chains and better use of existing transport capacity. • The coverage providing by the regional public transport network as a whole will provide better access to markets, employment and areas that contribute to economic growth. • Levels of service on Regional Strategic corridors and Urban Connector routes are designed to make public transport a viable option for commuting and other daily travel needs. This will provide more transport choice, improve resilience against volatile fuel prices, reduce environmental effects and support reductions in deaths and serious injuries from car crashes. • The Plan will also contribute to positive health outcomes (see 19(a)(iv)). • The GPS funding range for public transport services has been taken into account in the funding section in Chapter 6.
19(b)(ii)	Take into account any current national land transport strategy and national energy efficiency and conservation strategy	• There is currently no national land transport strategy. • The national energy efficiency and conservation strategy was taken into account in the development and assessment of the preferred strategic option in the RLTS (Optimised Transport System).
19(b)(iii)	Take into account any guidelines issued by the NZTA	• NZTA's Guidelines for the development of regional public transport plans (2011) have been taken into account and referenced in this Plan.
19(b)(iv)	Take into account any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan	• The purpose of this Plan is to give effect to the public transport components of the RLTS. The RLTS was assessed against the regional policy statement and regional plans, and was found to be consistent with them. District plans were also taken into account during the development of the RLTS.
19(b)(v)	Take into account the public transport funding likely to be available within the region.	• Chapter 6 of the Plan provides a detailed assessment of the funding likely to be available within the region.

PTMA Reference	Provision	Contribution
19(b)(vi)	Take into account the need to obtain the best value for money, having regard to the desirability of encouraging fair competition and a competitive and efficient market for public transport services	• BOPRC has developed a procurement strategy for transport activities. The objective of the strategy is to procure public transport services in a way that: - achieves value for money; - encourages competitive and efficient markets; and - sustains those markets.
19(b)(vii)	Take into account the views of public transport operators in the region	• A workshop was conducted with public transport operators to enable their views to be taken into account during the development of the Plan.
19(c)	Consider the needs of persons who are transport disadvantaged	• Chapter 3 of the Plan considers the needs of the transport disadvantaged.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