

# Minutes of the Public Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 10 May 2019 commencing at 10.00 a.m.

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## Present:

**Chairman:** L Thurston

**Deputy Chairman:** N Bruning

**Councillors:** P Thompson, J Nees, S Crosby, K Winters, A von Dadelszen

**Ex Officio:** Chairman D Leeder

**Appointees:** Councillor D Thwaites (Western Bay of Plenty District Council), Councillor T Molloy (Tauranga City Council), Councillor M Gould (Rotorua Lakes Council)

**In Attendance:** Tauranga City Council Cr Larry Baldock, Cr John Robson,

Bay of Plenty Regional Council Cr D Love, Cr J Cronin, Fiona McTavish – Chief Executive, Namouta Poutasi – General Manager Strategy & Sciences, David Phizacklea – Regional Development Manager, Garry Maloney – Transport Policy Manager, T Nerdrum-Smith – Committee Advisor

Others as listed in the minutes

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## 1 **Chairperson' Welcome**

The Chairperson welcomed those present, advised that the Tauranga City Councillors had been invited to sit at the Committee table and noted that two Public Forum speakers had been added to the agenda.

## 2 **Apologies**

Nil.

## 3 **Public Forum**

### **Deb Turner – Impact of changes to Route 36 (Pāpāmoa)**

#### Key Points

- Based in Pāpāmoa and a frequent bus user

- Concerned regarding the long walk to the bus stops, especially with winter approaching
- Suggested further bus stops, in particular in the Bayfair/Pāpāmoa area
- Concerned regarding an apparent lack of compassion towards those less mobile when Council made decisions regarding public transport
- Tauranga should be a city to be proud of and where it was safe for children to bike to school
- The bus shelters were inadequate in size for the number of users, which meant those waiting were exposed to the weather and might not be able to sit down

#### Key Points – Namouta Poutasi – General Manager Strategy & Sciences

- Route 36, which had been extended further into East Pāpāmoa, would be reinstated
- Phase 3 Review would further consider route changes and recommend amendments as appropriate
- The Review would include consultation and was expected to be completed by the end of 2019.

#### **Janet Tullis - Petition seeking changes to the bus routes in Pyes Pa**

*Aerial Map – Objective Reference A3233824*

**Tabled item 1** – Original Petition & **Tabled item 2** - Updated Petition – *Objective Reference A3232506 and A3239960.*

#### Key Points

- The petition represented three retirement villages: Althorp, Havenbrook and Orange Grove
- The petition sought a change to the current bus route to around Pyes Pa to extend past Barkers Corner and access The Lakes via Pyes Pa Road
- Made three suggestion with possible alterations to the route to accommodate the Villages at Pyes Pa Road
- One of the options suggested would be reliant on Kennedy Road being suitable for the buses
- The Lakes was a destination for many retired people and long walks from the Villages to the bus stop was challenging.

#### Key Points – Namouta Poutasi – General Manager Strategy & Sciences

- Options for bus services in Pyes Pa/The Lakes formed part of the wider Phase 3 review.

#### **That the Public Transport Committee:**

- 1 Receives the petition.**

**Thurston/Nees  
CARRIED**

4 **Acceptance of Late Items**

Nil.

5 **General Business**

Nil.

6 **Confidential Business to be transferred into the Open**

Nil.

7 **Declaration of Conflicts of Interest**

Nil.

8 **Previous Minutes**

8.1 **Public Transport Committee Minutes - 29 March 2019**

**Resolved**

That the Public Transport Committee:

- 1 Confirms the Public Transport Committee Minutes - 29 March 2019.

Gould/Winters  
CARRIED

9 **Reports**

9.1 **Engaging Older People in Transportation Planning**

*PowerPoint Presentation – Objective Reference A3231999*

Carole Gordon presented this item.

Key Points of Presentation

- Today and Tomorrow
- Talking about Transport
- It is time to transform public transport services
- Advancing Agendas – Today and Tomorrow
- Project Strategic Relevance
- Sought shift from PT Blueprint and increased focus on the UFTI discussions
- Insights
- Buses should be fit-for-purpose and one size did not fit all
- Cultural Identity
- Demographic Demand – Bus routes relative to older population in Tauranga urban area
- Participants Age Range
- Elder Insights: Main Travel Destinations
- Super Gold Card Patronage

- Elder Insights: Policy and Planning
- Issues Today
- Transforming the View Shaft
- Innovation – The World’s First – Accessible, cognitive, self-driving vehicle has arrived
- Conclusion
- Today – Advancing Agendas – Today.

#### In Response to Questions

- There had been challenges with the surveys due to time frames and lack of availability over the summer period
- Survey questions had included “what is your main mode of transport” and “what is your preferred mode of transport” and the responses were identified in different graphs
- Supported a transition to more community based services that could be easily accessed via smaller buses
- Did not consider that the particular needs of an aging population was adequately reflected in the planning and implementation of public transport services.

#### Key Points – Members

- Operating the bus service represented a significant cost to the Regional Council and Territorial Authorities
- Queried whether the sample base for the survey was too small to be representative
- There were a number of agencies and support/interest groups actively involved in the public transport space.

#### Items for Staff Follow-up

- Staff to continue to work with partner agencies with regards to public transport and an aging population.

## **Resolved**

### **That the Public Transport Committee:**

- 1 Receives the report, Engaging Older People in Transportation Planning.**
- 2 Requests a further report on the how the report could be given effect to and the implications of doing so.**
- 3 Acknowledges the importance of population aging in the planning and delivery of public transport services.**

**Thurston/Winters  
CARRIED**

## **9.2 Review of SuperGold Card Concession Hours**

Garry Maloney – Transport Policy Manager presented this item.

#### Key Points

- Majority of Gold Card travel took place during the afternoon
- The trial would extend user weekday hours from the current 3.00pm

- Extended Gold Card hours did not represent an additional cost, rather it was calculated as a potential loss of revenue compared to fares currently collected and NZTA revenue that would be foregone.

#### Key Points – Members

- Suggested that a decision regarding a trial be deferred until the full budget implications of the previous four months were known
- Suggested that the item be postponed until further information was available, e.g. for the Regional Integrated Ticketing System
- Tauranga City Councillors had indicated their support of the extended hours.

## **Resolved**

**That the Public Transport Committee:**

- 1 Receives the report, Review of SuperGold Card Concession Hours.**

**That the Public Transport Committee recommend that the Regional Council:**

- 2 Agree in principle to fund a 12 month trial across the region in 2019/20 to enable free SuperGold Card holder travel on Council-contracted bus services from 9:00 am onwards on weekdays, subject to it being affordable as determined as part of 2019/20 Annual Plan deliberations.**
- 3 Consider terminating the trial early in some or the entire region if uptake is such that it will require the provision of additional buses.**

**Nees/Crosby  
CARRIED**

11.17 am – The meeting **adjourned**

11.36 am – The meeting **reconvened**.

### **9.3 Western Bay of Plenty Public Transport Blueprint - Progress Update**

David Phizacklea – Regional Development Manager and Garry Maloney – Transport Policy Manager presented this item.

#### Key Points

- The recently introduced amendments to the Employment Relations Act meant driver breaks scheduled around existing bus routes had to be re-worked, which had caused a delay to the implementation of the planned route changes
- Staff had worked closely with NZ Bus and there had been no interruption to existing services as a result of the legislative changes
- There was still a shortage of drivers and recruitment was ongoing
- An independent programme manager would be appointed to work across the councils and progress solutions that would be reported back through PT Committee and UFTI

- Council was in regular contact with the schools regarding the school bus services
- Timeline for Next Steps:
  - 24 June 2019: Route 41- Maungatapu extension in place
  - Week starting 20 May: Confirmed timeframe for other approved route changes
- Of a 1000 bus trips, 30 had been missed and work was continuing to reduce this
- Regional Council and TCC was working on a joint implementation plan
- UFTI's Foundation report was scheduled for release in June 2019.

#### Key Points – Members

- Successful delivery of the Public Transport Blueprint relied on the establishment of planned infrastructure by TCC, which had been delayed
- It was a significant issue that transport interchanges were not progressing as planned as the negative impact on the communities who used public transport was significant
- Concerned regarding the safety aspect of combining various modes of transport, e.g. bus lanes vs cycle lanes, at busy interchanges
- Appeared to be discrepancies in public transport needs identification and prioritisation between TCC and BOPRC
- Recognised that the public transport issues were primarily caused by NZ Bus being unable to meet their contractual obligations
- The development of the updated Blueprint had commenced in 2015
- There was insufficient funding available to achieve what was currently intended and Central Government should be approached regarding this.

## Resolved

### **That the Public Transport Committee:**

- 1 Recognises the significant effort of staff in reaching the current outcome and continuing to provide the bus service during this challenging six month period.**

**Bruning/Thwaites  
CARRIED**

- 2 Receives the report, Western Bay of Plenty Public Transport Blueprint - Progress Update.**

**Thurston/Bruning  
CARRIED**

## 9.4 **Phase 3 Review of Western Bay of Plenty Public Transport Blueprint - Update**

*PowerPoint Presentation – Objective Reference A3233423*

David Phizacklea – Regional Development Manager and Garry Maloney – Transport Policy Manager presented this item.

#### Key Points of Presentation

- March 2019 Decisions

- Review timings
- Low Cost, Low Risk
- Significant Changes
  - Pāpāmoa and Mount Maunganui
  - Western Suburbs
- Change Requests
- Next Steps.

#### In Response to Questions

- Low cost/low risk issues would be resolved at staff level. The more substantial issues would require wider consultation and engagement to reach favourable solutions
- Review of bus fares was yet to commence.

#### Items for Staff Follow-up

- If services were consistently underused, this should be identified and taken into considerations
- The matter of bus sizes should be taken into account
- Possible financial contribution to more localised bus service for Tauriko Crossing shopping centre could be considered as part of the review.

## **Resolved**

**That the Public Transport Committee:**

- 1 Receives the report, Phase 3 Review of Western Bay of Plenty Public Transport Blueprint – Update.**

**Thurston/Bruning  
CARRIED**

## **9.5 Welcome Bay Free School Bus Trial**

David Phizacklea – Regional Development Manager and Garry Maloney – Transport Policy Manager presented this item.

#### Key Points

- Feedback had been positive in that it eased the burden on financially challenged families
- The impact, if any, on traffic congestion appeared to be minimal.

## **Resolved**

**That the Public Transport Committee:**

- 1 Receives the report, Welcome Bay Free School Bus Trial.**

**Bruning/Winters  
CARRIED**

## 9.6 Performance of Public Transport Services for July 2018 to March 2019

*PowerPoint Presentation – Objective Reference A3229101*

David Phizacklea – Regional Development Manager and Garry Maloney – Transport Policy Manager presented this item.

### In Response to Questions

- Recognised that the patronage increases in the Tauranga urban area could be a result of students using the urban service, as part of the changed Blueprint.

## Resolved

That the Public Transport Committee:

- 1 Receives the report, Performance of Public Transport Services for July 2018 to March 2019.

Thurston/Thompson  
CARRIED

## 9.7 Other Matters of Interest

## Resolved

That the Public Transport Committee:

- 1 Receives the report, Other Matters of Interest.

Thurston/Bruning  
CARRIED

## 9.8 Public Excluded Section

## Resolved

**Resolution to exclude the public**

**Excludes the public from the following parts of the proceedings of this meeting.**

**The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:**



Principal Subject of Matter to be Considered	Reason for passing this resolution in relation to this matter	Grounds under Section 48(1) LGOIMA 1987 for passing this resolution
Transit Modal Shift Strategy	Protect the commercial position of an individual	Good reason for withholding exists under Section 48(1)(a)
Employment Relations Amendment Act 2018	Carry out commercial and industrial negotiations	Good reason for withholding exists under Section 48(1)(a)

Permits TCC Councillors and the Transit Group presenters (Transit Modal Shift Strategy only) to remain after the public has been excluded.

Thurston/Thompson  
CARRIED

**The meeting closed at 2.12 pm**

Confirmed DATE  
Cr Lyall Thurston – Chairperson  
Public Transport Committee

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