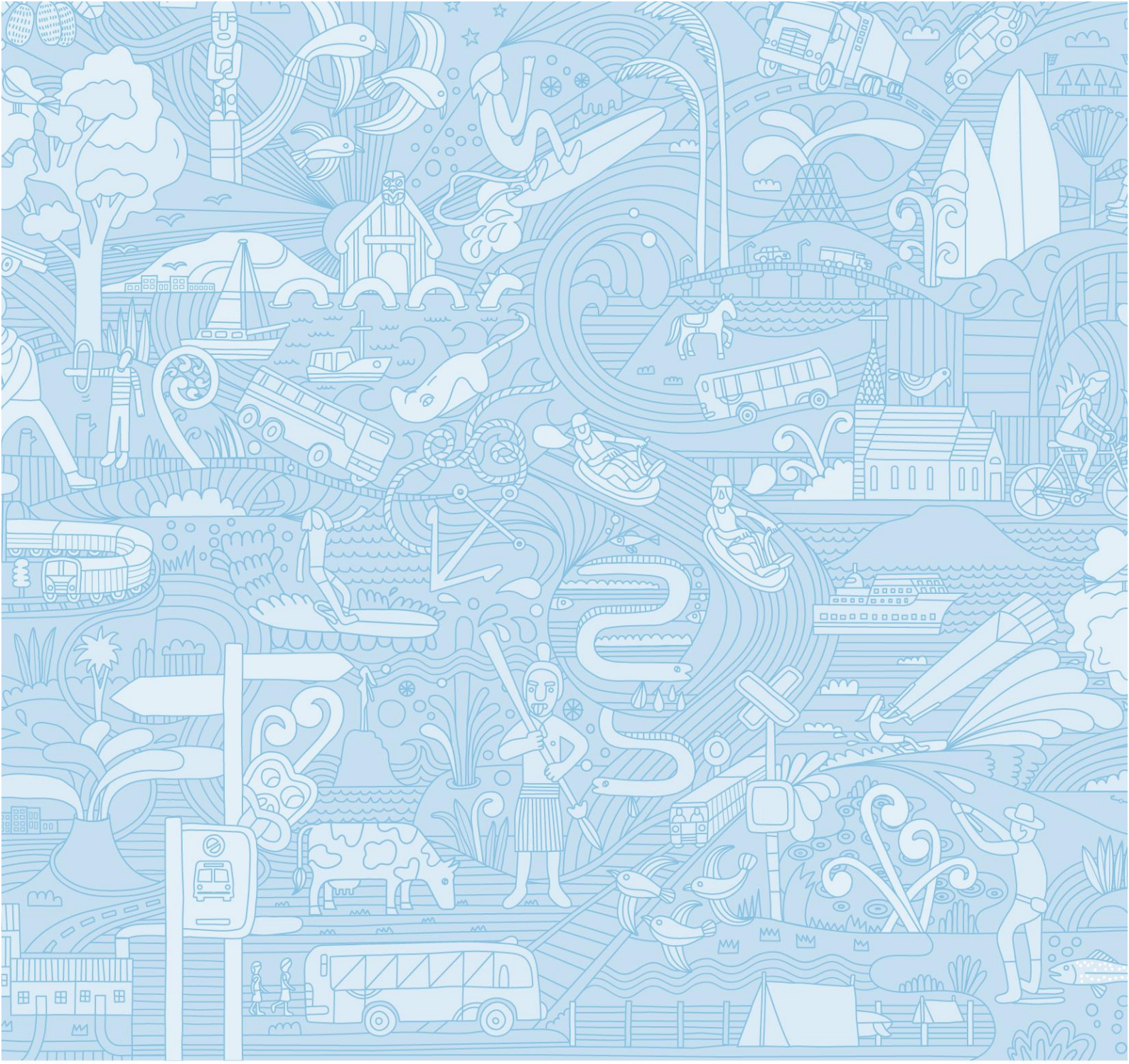

Bay of Plenty
Regional Public Transport Plan

Operative December 2018

BAY OF PLENTY
REGIONAL COUNCIL
TOI MOANA

Objective ID:A2913705

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Contents

Executive Summary

The Regional Public Transport Plan (the Plan) provides guidance and policies that direct the investment in public transport across the Bay of Plenty Region.

The statutory purpose of the Plan is:

- as a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,
- an instrument for engaging with the public in the Region on the design and operation of the public transport network, and
- a statement of:

  (i) the public transport services that are integral to the public transport network,

  (ii) the policies and procedures that apply to those services, and

  (iii) the information and infrastructure that support those services.

Guidance

The Plan is guided by policy and strategy set within the national context by the Government Policy Statement on Transport and within the Bay of Plenty Region (the Region) by the Regional Land Transport Plan. These documents provide clear direction for investment and policy setting within the public transport context across the Region.

In addition to these, a number of transport studies have been completed in that area guiding the implementation on a more local scale including:

- the Eastern Bay Public Transport Network Review,
- the Western Bay Public Transport Blueprint (the Blueprint), and
- the Tauranga Transport Programme Business Case (TTPBC).

Challenges and opportunities

The Region faces a number of challenges in meeting the transport needs of our communities now and over the coming decades but there are also significant, once-in-a-generation changes on the doorstep that could enable a future with better mobility for all, and in particular those with the greatest needs.

Key challenges include: Climate Change, an ageing population, isolated communities, uncertainty brought by rapid technological innovation, and transport affordability for councils and individuals.

Key opportunities include: information technology improvements for delivering information, restoring patronage growth in Rotorua, improving public transport competiveness through priority measures and policy changes, delivering automated and on-demand services, introducing electric busses, delivering mobility-as-a-service, integrated planning with land use and rapid transit or rail services.

How we deliver public transport

Public transport in the Region needs to be delivered in partnership with local councils and the New Zealand Transport Agency (NZTA) to ensure that the services provided integrate with:

- other modes of transport,
- surrounding land uses and planned growth, and
- infrastructure that is provided by NZTA and local councils.

Services across the Region will be delivered according to the intended purpose for each. Patronage services will be targeted at areas of high congestion and will have high frequencies and be supported by priority infrastructure. Access services will provide a basic low-level of service to isolated areas, to ensure that access to essential services are available to as many people as possible within budget constraints. In many areas, transfer based services will provide more choices in destinations at the expense of users being required to transfer between services.

Total Mobility services will be opened up to a wider range of operators outside of existing taxi services. Users of the scheme will be able to receive subsidies for services that offer fixed price rides or services that provide assistance with tasks such as shopping or attending appointments. Changes to Total Mobility will also bring the service in line with recent legislative changes for small passenger vehicle services.

Public transport in the Region will continue to support the needs of the transport disadvantaged through providing the right services, vehicles, fares and infrastructure to support those with limited mobility, means, or who live in isolation while balancing affordability for the Region.

Objectives and policies

The objectives and the policies of the Plan are:

Quality and performance **Objective: Reliable and integrated public transport services that go where people want to go.**	
1	Provide high quality (frequent, reliable, convenient, and efficient) urban services to support mode shift from single occupancy vehicles on key transport corridors.
2	Provide public transport services on Connector Routes to support Regional Strategic corridors.
3	Regularly review service levels on Urban Connector Routes to support areas demonstrating high demand for public transport.
4	Consider providing public transport to growth areas with a density of at least 15 dwellings per hectare with a developed area of at least 10 ha and where a high level of priority infrastructure is provided.
5	Consider financial support for viable ferry services in the Region that provide access to essential community goods and services or reduces congestion on key transport routes.
6	Further investment in public transport service for the western bay sub-region will be subject to City, District and the Transport Agency supporting service through infrastructure investment and policy changes.

Accessibility **Objective: Pursue improved accessibility for isolated communities and for mobility impaired persons where this can be delivered at reasonable cost.**	
7	Provide public transport services on Rural Connector Routes that link to Regional Strategic corridors and maintain access to essential community goods and services.
8	Support the operation of the Total Mobility Scheme (subject to Government funding) in the Bay of Plenty using a variety of transport providers that are able to meet Council requirements and demonstrate a current gap in service levels.
9	Aggressively pursue the development of Mobility-As-A-Service platform that delivers innovative transport services for small communities and for those with special transport needs.

Fares, ticketing and information **Objective: Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.**	
10	Maintain region-wide fare box recovery ratio for public transport services above 30% with a target of achieving 40% by 2028.
11	Review fare levels annually to support the achievement of the fare box recovery target.
12	Set fares on Urban Connector Routes at a level that attract and retain customers, are largely consistent across the Region and offer incentives for frequent use, whilst balancing user contributions against public funding.
13	Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.
145	Promote public transport as the preferred vehicular mode for travel in urban centres.
15	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.
16	Establish zone or distance based fares across the Region including urban centres when practical.
17	Investigate and provide special fare concessions or free travel where there is a significant benefit to the transport system and this is supported by benefit cost analysis

Contracting requirements **Objective: A procurement system that enables efficient and effective delivery of public transport services.**	
18	Implement a procurement system that is consistent with the NZTA Public Transport Operating Model (PTOM).
19	Establish new units where there is the need for new services that would not be efficiently or effectively delivered through existing units or where there is no geographically similar unit.

Infrastructure **Objective: High quality and accessible public transport infrastructure that supports safe and comfortable travel.**	
20	Investigate, develop and implement bus priority measures in urban areas in conjunction with TLAs and NZTA.
21	Implement the ‘accessible journey’ approach to public transport by providing infrastructure and information that enables all people to access public transport services.
22	Integrate public transport with other transport modes to encourage patronage growth.

CO^2 reduction **Objective: Reduce carbon intensity of transport to assist in meeting greenhouse gas targets.**	
23	Actively seek methods for reducing the CO^2 emissions from public transport and apply where practical and affordable.

Funding

Public transport services are currently funded on a near equal basis from the NLTF, rates and user fares. The rate component is currently collected on a mix of regional and targeted rates however from 2018/19 this will be shifting to an almost entirely targeted rate basis.

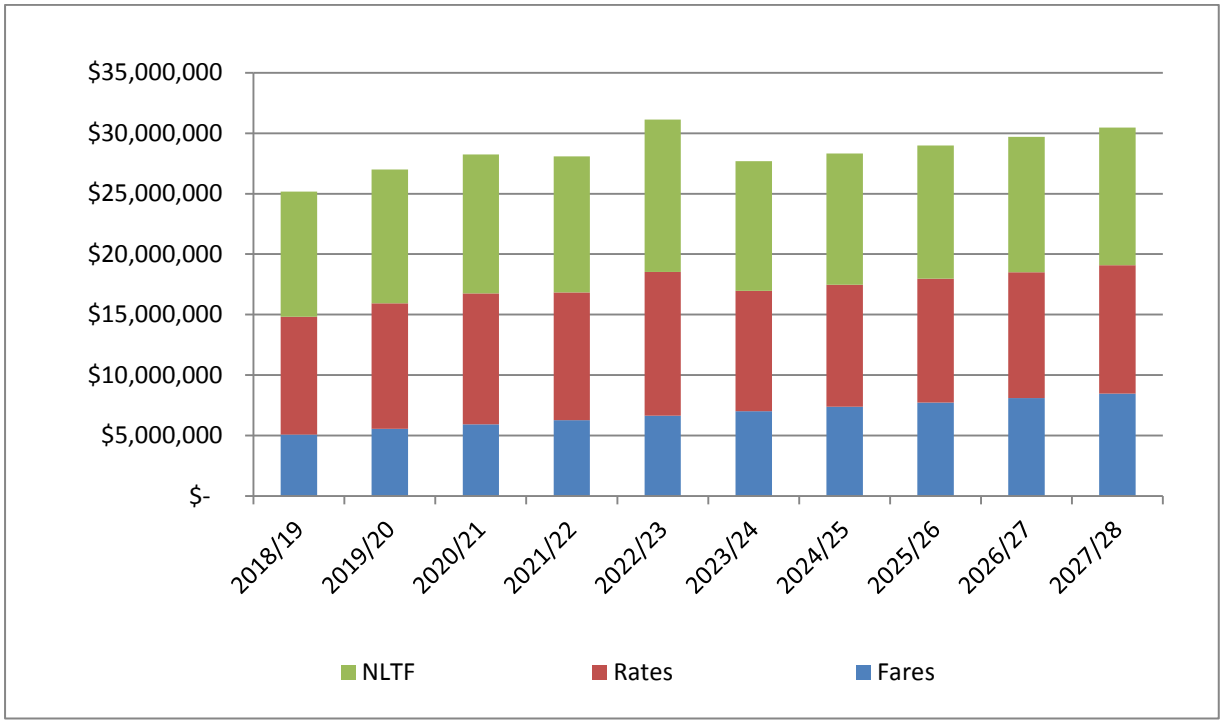
The shift towards targeted rates provides critical opportunities including:

- the ability to consult with the public the level of service and initiatives they want in their own community without needing to consider the cost to the rest of the Region, and
- the ability for Bay of Plenty Regional Council (BOPRC) to directly or indirectly fund infrastructure improvements based on individual communities desires and willingness to pay.

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 New Zealand Transport Agency (NZTA), and
- funding from BOPRC (comprising rates and general funding).

The public transport funding currently included in Long Term Plans (LTPs) within the Region, fares and the National Land Transport Fund (NLTF) are shown in the following figure.



Draft Tauranga Transport Programme Business Case funding gap

The Draft TTPBC identifies a significant sum of investment in public transport services required to ensure that the Tauranga transport network continues to function effectively. This funding is not yet included within BOPRC's LTP and would represent a significant step change in funding for public transport. The funding gap is shown in the table below:

TTPBC Operational spending on public transport 2018-28 period ($ millions)	
Total:	380
Unbudgeted in 2018-28 LTP:	195

Monitoring and review

Monitoring will be undertaken to measure the performance of services and how successful the Plan has been in meeting its objectives. Monitoring will include indicators identified through the Blueprint, Eastern Bay Review, and region wide indicators for customer satisfaction, farebox recovery, patronage, perceptions of safety and security and vehicle kilometres completed with electric buses.

Part 1: Introduction

1.1 Purpose of the Plan

The Land Transport Management Act (LTMA) provides detail on the statutory requirements that must be followed when preparing a regional public transport plan. These include specifying the purpose of the Plan, which is to provide:

A means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,

An instrument for engaging with the public in the Region on the design and operation of the public transport network, and a statement of:

(i) the public transport services that are integral to the public transport network,

(ii) the policies and procedures that apply to those services, and

(iii) the information and infrastructure that support those services.

1.2 Responsibility

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

Part 2: Strategic context

This chapter provides a summary of the strategic context within which the Plan has been prepared. It provides a brief overview of the statutory requirements, and the national and regional policy context for public transport. It discusses the challenges and opportunities for public transport in the Bay of Plenty.

For a broader view of the strategic context, it is recommended readers refer to the Regional Land Transport Plan (RLTP) available on the Councils website: www.boprc.govt.nz

2.1 Statutory requirements

The statutory provisions relating to the regulation and management of public transport are contained in Part 5 of the Land Transport Management Act 2003 (LTMA). The overall purpose of the LTMA is to contribute to an effective, efficient, and safe land transport system in the public interest.

Section 115 of the LTMA includes a set of principles that are intended to guide the actions of regional councils in undertaking their public transport functions. These principles are:

- Regional councils and public transport operators should work in partnership to deliver the public transport services and infrastructure necessary to meet the needs of passengers.
- The provision of services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.
- Competitors should have access to regional public transport markets to increase confidence that services are priced efficiently.
- Incentives should exist to reduce reliance on public subsidies to cover the cost of providing services.
- The planning and procurement of services should be transparent.

Part 5 of the LTMA also sets out the statutory requirements for preparing a Regional Public Transport Plan. The statutory purpose of the Regional Public Transport Plan is to provide:

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

Section 124 of the LTMA includes a number of matters that Regional Council must take into account in preparing the Plan. In particular, Regional Council must be satisfied that the Plan contributes to the purpose of the LTMA, and that the principles outlined above have been applied.

2.2 Policy and Planning context

2.2.1 Regional Land Transport Plan

Th Regional Land Transport Plan (RLTP) sets out the Region's vision and objectives to be achieved through investing in transport.

The Vision:

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

	Regional Land Transport Plan objectives
Access and resilience (15%)	Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
Environmental sustainability (10%)	The social and environmental effects arising from use of the transport system are minimised.
Land use and transport integration (10%)	Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.
Energy efficiency (5%)	People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources.
Public health (5%)	The transport system minimises the health damaging effects of transport for all members of society.
Safety (30%)	Deaths and serious injuries on the Region's transport system are reduced.
Economic efficiency (20%)	The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the Region.
Affordability (5%)	Investment in the transport system maximises use of available resources and achieves value for money.

The Plan takes into account the direction and is consistent with the RLTP in relation to public transport.

2.2.2 Western Bay Public Transport Blueprint

Completed in 2017, the Western Bay Public Transport Blueprint (the Blueprint) is a partnering agreement between Tauranga City Council, Western Bay of Plenty District Council and NZTA, that sets out the investment in public transport services and infrastructure for the western bay sub-region between 2018 and 2027. The Blueprint sees a significant increase in the level of service provided to customers, in recognition that public transport needs to play a more significant role in meeting transport demand in a rapidly growing part of the Region. Network changes proposed in the Blueprint will take affect from December 2018, with bus priority and other measures to be delivered in subsequent years.

Benefit one: Improved optimisation of the transport network (55%).

Benefit two: Improved travel choice (more options for people) (25%).

Benefit three: Greater alignment of planning and investment (20%).

For a copy of the Blueprint, please contact transport@boprc.govt.nz

2.2.3 Eastern Bay Network Review

Undertaken in 2015, the Eastern Bay Network Review identified improvements to the public transport services serving communities of the Eastern Bay sub-region. The review called for a moderate increase in service levels, implementation of a project to identify where better coordination of volunteer services could improve service levels, and for a three year review to examine the potential for an additional bus within the Eastern Bay, to deliver better coverage and service levels.

Key benefits of investment were identified as:

Benefit one: Services that meet community needs (50%).

Benefit two: Improved travel choice (20%).

Benefit three: A more efficient transport network (30%).

For a copy of this review, please contact transport@boprc.govt.nz

2.2.4 Draft Tauranga Transport Programme Business Case

The Tauranga Transport Programme Business Case (TTPBC) has set out a programme of investment for Tauranga that will see spending in public transport, cycling and walking, increase substantially to meet the transport challenges faced by a rapidly growing city. It has been developed jointly by Tauranga city Council, Western Bay of Plenty District, the Regional Council and the New Zealand Transport Agency and covers a 30-year horizon.

The programme builds on the direction set by the Blueprint and identifies additional investment in services beyond those established in the Blueprint from 2021 onwards.

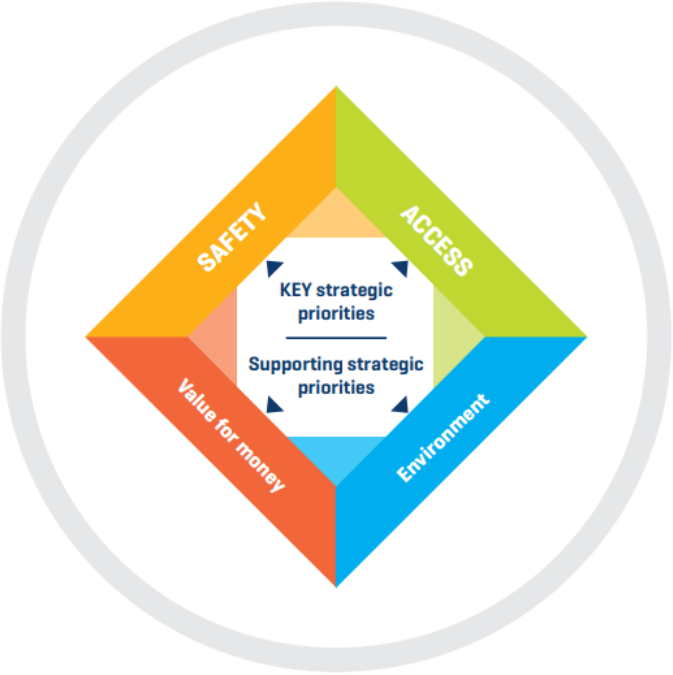
Benefit One: Better able to manage and support economic and urban growth activity with a resilient, optimised and prioritised transport system 40%.

Benefit Two: The transport network enables a liveable city with investment responses that support increased mode share and emission reduction 40%.

Benefit Three: People are able to make safe, healthy travel choices 20%.

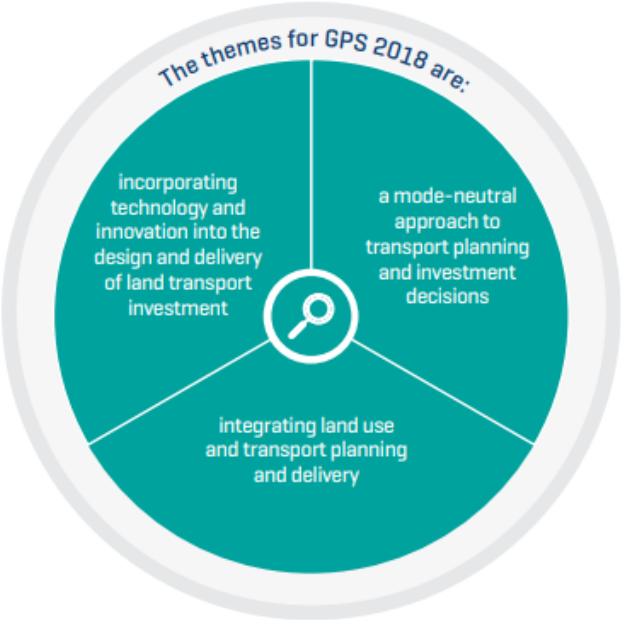
2.2.5 Government Policy Statement for Transport 2018

The Government Policy Statement (GPS) sets out the objectives as per the diagram to the right.



The Plan is aligned with the objectives of the GPS:

- Providing access by delivering public transport services across the Region,
- Improving safety by moving more people to public transport from private vehicles where accidents are more likely,
- Enhancing the environment by reducing the carbon intensity of the transport system, and
- Providing value for money by continuing to focus on maintaining a reasonable farebox recovery and delivering efficient services.



The themes of the GPS are shown in the diagram to the right. Whilst these themes are appropriate at the national level, they may not be entirely appropriate at a regional level.

- The integration of land use and transport planning is integral to the Region and is supported through the Plan.
- Mode-neutrality may not be appropriate, given the Region's high car dependency with more emphasis required on walking, cycling, scootering and public transport. This point is supported within the GPS where it is noted "mode neutrality will involve giving some modes greater funding priority due to past under investment".

Incorporating technology is a component of the Plan, however, innovation is not seen as being critical to the development of public transport in the Region at this point in time. Innovation often comes with high cost and risk of failure; for the time being there are many proven initiatives that can be deployed in the Region that will be affective at improving the customer experience and with minimal risk of failure.

2.3 Challenges facing the Region

2.3.1 Climate Change

Transport contributed 31% of the Region's total carbon emissions in 2015/16 - in Tauranga City this proportion rises to 63%. The BOPRC and several city and district councils in the Region have signed the New Zealand Local Government Leaders' Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector.

Meeting these targets while building resilience to climate events within the transport system, requires a significant change in how transport is provided across the Region. Public transport will need to play a much larger role in meeting the transport task if this is to be achieved.

2.3.2 Ageing population

The population is ageing, as more people live longer and as the birth rate declines. An ageing population will require access to a wider range of transport options, and an increasing proportion of households with fixed incomes will mean transport will need to become more efficient and affordable over time.

Public transport will play a large role in meeting the mobility needs of an older population at an affordable price (often free) but will need to adapt to be both more responsive and more efficient, so as to reduce the subsidy provided through rates.

2.3.3 Isolated communities

Rural areas of the Bay of Plenty are often isolated and lack basic essential services which increase the demand for people to travel from these communities. It is often these communities that have the lowest income and makes it difficult for residents to travel. This can result in increased costs for public services as residents miss hospital appointments and cannot access employment but more importantly can reduce the quality of life for these communities.

Public transport plays an important role in enabling these communities to access services and improves the quality of life for residents. New, more innovative, delivery methods will be needed to meet increasing demand and keep these services affordable for users and rate payers.

2.3.4 Rapid innovation

The future of transport has never been less certain, with technological advances now allowing a myriad of disruptive transport models to be delivered cost effectively and with high customer acceptance. Public transport will need to embrace new service models and modify how it integrates with other modes so it supports positive changes and competes against negative changes in the transport system.

2.3.5 Transport affordability

Providing sufficient transport capacity for our cities to grow is coming at an ever increasing financial cost that is becoming harder for the Region to bear. Opportunities to deliver low cost, low impact capacity improvements have largely been delivered leaving only the more expensive, riskier projects which typically have a much more negative impact on the amenity of our cities. Opportunities to optimise the transport network to better utilise existing capacity to move more freight and more people still exist however the current funding model prevents opportunities being directly funded by NZTA resulting in perverse outcomes for our transport system. Meanwhile local government bears the much higher costs for delivering sustainable transport solutions that will allow our communities to grow and prosper while protecting our environment.

In the public transport context, BOPRC has recently taken on responsibility for the urban school bus network at significant cost, the funding of the SuperGold free travel scheme has been capped, and the public have increasing expectations for what a public transport system must deliver. Add to this the growing cost imposed on bus services as a result of congestion and the ability to deliver quality public transport services becomes heavily constrained by the ability and willingness for ratepayers to fund these services, despite being more cost effective than the alternative of higher congestion.

In order for Tauranga to maintain a level of congestion on the road network similar to current levels the Tauranga Programme Business Case identifies a required increase in public transport service investment of 270% over current levels in 2021, increasing to 470% by 2028. The ability for this to be funded through rates alone will be tested, especially given the increasing proportion of retirees with fixed incomes.

2.4 Opportunities for public transport

2.4.1 Delivery of information technology projects

Technology offers a significant opportunity for the Region to improve the customer experience and provide more fare products to customers. To date the Region has fallen behind customer expectations for delivering paperless ticketing, real time information, online top-ups and other services that improve the customer experience. A series of projects is planned to address these deficiencies and is likely to result in modest patronage uptake. Projects include:

- procurement of a long term real time information platform for the Region,
- roll out of real time signs and screens at high use stops, and
- delivery of the Regional Integrated Ticketing System for paperless ticketing, online top-ups, inter-regional compatibility.

Likely timeframe:	Largely by December 2018
Likely Impact:	Better customer experience, more efficient network planning
RLTP Objectives:	Access and resilience, environmental sustainability, affordability

2.4.2 Patronage growth in Rotorua

The Rotorua bus network has experienced several years of slowly declining patronage. This is due to the reliability of the network diminishing as congestion increases and services become less reliable while not appealing to younger users, due to the high cost preventing the public transport becoming a habit.

Addressing these issues will result in a significant opportunity to increase patronage and return to a growth trend. Bay of Plenty Regional Council will implement concession fares that will lower the cost of travel for users who need it the most, in particular children and students. A review of the network is also scheduled for 2018/19 to look at options for improving the reliability and effectiveness of the bus services.

Likely timeframe:	One to two years.
Likely impact:	Increased patronage, better customer experience, more affordable transport.
RLTP objectives:	Environmental sustainability, access and resilience.

2.4.3 Creating a competitive advantage over private vehicles

In Tauranga, the Public Transport Blueprint and the Tauranga Programme Business Case have both supported the prioritisation of public transport over private vehicles. This provides planners in Tauranga with an evidence base that supports the use of bus lanes, high occupancy vehicle lanes, head start lights and other bus priority measures in the most highly congested corridors. These measures also support the long term landuse planning required to provide higher housing density alongside high frequency public transport corridors.

Both the Arataki and Cameron Road multi-modal studies are under way to identify short and long term measures to be implemented.

The competitive advantage is also being supported by farebox policies that will allow fares to remain relatively low and by ensuring parking policies keep the cost of travelling by bus low in comparison to private vehicle travel.

Likely timeframe:	One to ten years.
Likely impact:	Increased patronage, reduced costs, better customer experience, improved reliability.
RLTP objectives:	Environmental sustainability, access and resilience, energy efficiency, land use and transport integration.

2.4.4 Automation and on-demand services

The automation of public transport vehicles is inevitable and will bring considerable cost savings to the operation of bus networks as well as adding flexibility in the way our services are delivered. On-demand and near-to-door services will become possible which will lift the customer experience significantly and increase passenger uptake.

To take advantage of automation, BOPRC will need to develop a strategy to bring new services into the network, prevent over investment in current vehicle technologies and ensure that external competition does not fragment the market and introduce inefficiencies.

Likely timeframe:	Within15 years.
Likely impact:	Increased patronage, reduced costs, better reliability, better customer experience, reduced emissions, fundamental shift in transport behaviour.
RLTP objectives:	Environmental sustainability, access and resilience, energy efficiency, land use and transport integration, Economic efficiency, Safety.

2.4.5 Electric buses

Current electric vehicle technologies are largely untested in New Zealand and do not represent cost operating efficiencies over diesel buses. However, it is expected that this will rapidly change as trials of electric vehicles are being incorporated into new bus networks across the country and in Tauranga and as the technology matures to become more affordable and to provide better range.

It is anticipated that within ten years, electric buses will become price competitive with diesel buses and result in significant cost savings while improving the customer experience. Bay of Plenty Regional Council will look for opportunities to start delivering the required charging infrastructure to enable vehicles and steadily increase the use of electric vehicles in its fleet.

Likely timeframe:	Within10 years.
Likely impact:	Increased patronage, reduced costs, better customer experience.
RLTP objectives:	Environmental sustainability, energy efficiency, affordability.

2.4.6 Mobility-As-A-Service (MAAS)

Mobility-as-a-service describes a shift away from personally-owned modes of transportation and towards mobility solutions that are consumed as a service. This is enabled by combining transportation services from public and private transportation providers through a unified gateway that creates and manages the trip, which users can pay for with a single account.

Users can pay per trip or a monthly fee for a limited distance. The platform also enables trips made on the platform to be subsidised or rewarded to encourage behaviours that provide improve social, environmental, or health wellbeing.

Mobility-as-a-service is being developed in jurisdictions across the world to reduce the impacts of transport and increase personal mobility. Bay of Plenty Regional Council sees a significant role for MAAS in the future as a way to manage the cost of operating public transport, drastically improve mobility in isolated communities and provide better choice for those who cannot use public transport.

Likely timeframe:	Within five years.
Likely impact:	Increased patronage, reduced costs, better customer experience, greater accessibility in isolated areas and for total mobility.
RLTP objectives:	Environmental sustainability, energy efficiency, affordability, access and resilience.

2.4.7 Integrated transport and land use planning

The current level of integration between land use and transport within the Bay of Plenty is limited, with little consideration for the effect of developments on the transport system.

This is rapidly changing in the western bay sub-region where new developments are providing greater levels of integration and providing high levels of density that both reduce the need for transport and make travelling by bike, foot or public transport easier. However, a significant amount of work still needs to be done to ensure this continues and to improve the approach taken in the remainder of the Region.

Likely timeframe:	Three to thirty years.
Likely impact:	Increased patronage, reduced operating costs, better transport choices.
RLTP objectives:	Land use and transport integration, affordability, energy efficiency.

2.4.8 Intra-regional rapid transit or rail

The current public transport network does not provide for rapid transit or passenger rail services, however, the opportunity exists to commence long term planning and investment that will allow this in the future. Significant investment is required in the infrastructure including:

- identification and designation for new rapid transit corridors,
- automated safety systems (for rail),

- double tracking and passing loops (for rail),
- development of stations and associated infrastructure.

The investment required will be significant and is unlikely to be supported by a standard economic evaluation, requiring a more holistic look at the connection between land use development and transit investment. Any investment in this area will require a significant contribution and guidance from Central Government. Any investigations should also consider the impact on existing coach and public transport services.

Likely timeframe:	Ten to fifteen years.
Likely impact:	Increased patronage, reduced operating costs, better transport choices.
RLTP objectives:	Land use and transport integration, energy efficiency, safety, economic efficiency

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Part 3: How we deliver public transport

This section describes how BOPRC intends to deliver a successful public transport service across the Region. It covers the principals for developing a successful network as well as how different technologies and interventions will be used to further passenger uptake in a sustainable manner.

3.1 We're in this together

Effective public transport requires a collaborative approach between Regional Council and operators, territorial local authorities and NZTA as well as the input and support of local residents. We'll keep working with these groups and other stakeholders to ensure the public transport we deliver integrates well with the community, other transport modes and land-use planning processes.

3.2 Public Transport planning principles

3.2.1 Patronage services

Patronage based services seek to reduce congestion, increase the transport capacity of our cities while operating at high levels of efficiency. This requires services that provide travel times and reliability on par with private vehicles and at a lower cost. These services will have high frequencies, bus priority measures at key congestion points and will be supported by the use of pricing tools such as road tolls and parking prices.

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 services. This relationship is mutually reinforcing because, over time, land use densities tend to increase along corridors supported by patronage services, while at the same time ensuring desired levels of urban amenity can be maintained.

3.2.2 Access services

Access 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). Access 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.

3.2.3 School services

Council provides school services only in the Tauranga urban area following the withdrawal of Ministry of Education services for students travelling within the city limits. The services provided are largely for primary and intermediate users whilst secondary school students have been provided with services where the urban bus network does not have sufficient capacity to meet demand.

Ministry of Education provides rural and some urban services in the Region where these meet the eligibility requirements.

Over time it is anticipated that more students will transition to the urban network as it offers more flexibility in where and when they can travel before and after school.

There is likely to always be some need for school services to provide additional capacity on the network during peak periods.

3.2.4 Connected journeys

Every customers journey is different, public transport needs to recognise this by connecting as many origins and destinations as possible for our customers. To achieve this, Access and Connector Services will converge at interchange locations so that transfers to other services can be achieved, opening up many more destination choices with minimal delay, while allowing for improved operational efficiencies.

	Patronage services			Access services	
	Special	**Frequent**	**Connector**	**Urban access**	**Regional access**
Description	Orbiter or serving special destinations such as airports or cruise terminal	Fast and frequent services	The work horse of the network.	Services that are provided to ensure minimum level of service to as many people as possible	Typically designed to accommodate commuters and provide access to services in larger centres
Frequency	5-60 min	15 min or less	30 min	60 min	As required
Stop spacing	600 m or greater	800 m or greater	600 m or greater	Approx. 400 m	Typically key destinations only
Livery	Bespoke	Emphasised	Standard	Standard	Standard
Service planning	As required	Uses main arterials with few detours. Connects major attractors. Significant bus priority utilised	Direct routes with deviations for attractors. May have some bus priority measures	May be circuitous to provide maximum coverage	Will be direct with detours for major attractors
Transfer design	Depends on locations served and frequency	Frequency should allow for timetabled connections with minimal delay	May hub or interchange with connector/ frequent services	Where possible should connect to frequent services	Should link to main hubs to enable onward journeys
Suggested hours of operation*	As required	6:00 am-9:00 pm* *later on Fri/Sat	6:00 am-8:00 pm	9:00 am-4:00 pm	As required

3.2.5 Integration with active modes

Public transport almost inevitably involves other modes of transport as people need to access stops; very few people can take a bus door to door. When our network and stops are planned, consideration needs to be given to ensuring walk and cycle trips to our stops are possible are supported by:

- cycling and walking paths that allow users to access bus stop safely,
- bicycle facilities at interchanges and other key locations,
- bike racks on buses where ever appropriate, and
- appropriate design solutions to reduce the conflict between cyclists and buses in shared bus lanes.

3.2.6 Park and Ride

Park and ride facilities can enable public transport for users who are too far from a regular bus service and can reduce parking demand in CBD areas where the cost of providing parking is high. To be successful, park and ride facilities must:

- Intercept commuters and other travellers early in their overall trip and prior to congestion points,
- have bus services that provide a time and/or cost advantage over private vehicle,
- have bus services that are aligned with the destinations people want to access, and
- assure the safety and security of people and property.

Bay of Plenty Regional Council will support the development of park and ride facilities by providing appropriate bus services where the facilities:

- make use of existing underutilised parking,
- there is a strong identifiable demand,
- implementation is supported by parking policy changes, and/or
- park and ride is being implemented as a transition towards transit oriented development.

3.2.7 Education services

Bay of Plenty Regional Council recognises that there are significant social benefits to allowing residents to pursue further education and that transport is sometimes an impediment to this. In response to this we will partner with education providers to provide services that meet the needs of students where education providers are willing to share a part of these costs.

3.2.8 Integration with land use

Bay of Plenty Regional Council will promote the integration of transport and land use to reduce the demand placed on the transport system without restricting

population and economic growth in the Region. This will be achieved by working with territorial authorities, developers and NZTA to ensure best practice integration models are implemented.

Where new developments are planned and built without appropriate consideration for public transport infrastructure, BOPRC will not provide bus services.

3.2.9 Review of services

To maintain a high quality of customer service and the efficient operation of bus services, annual monitoring will be undertaken with minor revisions to the network conducted annually. A more thorough review of contract units will be undertaken every three years.

3.3 Total Mobility

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.

Bay of Plenty Regional Council 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. Users are entitled to a 50% discount on fares paid to maximum $25 for any trip.

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

- Getting to the place from where the transport departs.
- Getting onto the transport.
- Riding securely.
- Getting off the transport.
- Getting to the destination.

Potential scheme members are assessed by a BOPRC approved agency. For details on approved agencies please contact us at transport@boprc.govt.nz.

New transport providers who wish to join the Total Mobility Scheme must enter into a contract with BOPRC. To join the scheme, transport providers will need to:

- meet all service level requirements set out by BOPRC within a service agreement which will be reviewed from time to time, and
- provide evidence that the service will fill a gap in the current provision of total mobility services either by way of geographical extent or type of service.

3.4 Infrastructure

An efficient and effective public transport system relies on the provision of well-designed and well-maintained facilities including:

- Roads
- Bus stops and shelters
- Transport interchanges
- Park-and-Ride facilities
- Cycle paths
- Footpaths

Council will advocate for the development or improvement of facilities with territorial authorities and NZTA and wherever possible, form partnering agreements that will help direct funds to the right areas of the network.

3.5 Education and road safety

Part of improving the public transport experience is ensuring that users of all ages are comfortable and safe taking public transport. Bay of Plenty Regional Council will, from time to time, identify user groups that require targeted education and road safety interventions to encourage passenger uptake and will deliver these in partnership with local authorities and NZTA.

3.6 Marketing of public transport

Bay of Plenty Regional Council in collaboration with NZTA and TCC will deliver a marketing programme for public transport in the Region targeted to drive behaviour change and grow awareness of service improvements. This will encourage uptake and ultimately reduce the long term cost of operating the service while maximising the social good that the service can provide.

3.7 Transport pricing mechanisms

The pricing of transport through road tolls, parking prices, and fares strongly influences how, when, and if people travel. Bay of Plenty Regional Council will pursue policies with NZTA, district and city councils and other agencies that see pricing mechanisms set at levels that reflect the social, environmental and financial costs of delivering an effective transport system. Doing so will create a system that is more efficient and produces better transport outcomes for the residents of the Bay of Plenty.

3.8 On demand services

Demand responsive services respond to demand and fill the gaps between fixed-route network services and taxi services.

Bay of Plenty Regional Council recognises that demand responsive services are one option for connecting isolated communities and will explore on-demand services alongside Mobility-As-A-Service to identify ways of delivering public transport more cost effectively to more people in the Region.

3.9 Mobility-as-a-service

Mobility-As-A-Service offers a single, connected network-wide transport information and payment system, focused on providing people with the transport services that suit them best. Mobility-As-A-Service (MAAS) offers an opportunity to change the way different transport modes work together by integrating each mode seamlessly and with the most up to date information.

Bay of Plenty Regional Council sees MAAS as an opportunity to both lift the quality and choices of transport available in the Region, whilst reducing the social and financial costs. Delivering MAAS in the Region will take significant investment and time, both to develop and to gain support from users, however, the opportunities it provides will be significant.

As a first step towards MAAS, BOPRC will pursue the development of a mobility market for Total Mobility users. This will provide users with access to the widest range of public and private transport providers with the aim of providing more coverage and better levels of service for Total Mobility. Options will be available for BOPRC to subsidise some of these trips much like it currently does for taxi services.

Investigations into the use of MAAS for the general public will also be pursued where support is also provided through TLA and other partners and as resources allow.

3.10 Ferry services

Bay of Plenty Regional Council will consider providing concessionary fare agreements with ferry operators where services provide access to essential community goods and services, or demand be removed from critical parts of the transport system cost effectively.

3.11 Future passenger rail

Bay of Plenty Regional Council recognises that passenger rail could play an important part in providing greater choice for inter and intra-regional journeys, as well as playing a major role improving public transport within the Western Bay and Tauranga urban areas. The use of rail to support intensification and provide development opportunities that assist with the funding of transport infrastructure will also be supported by Council.

Bay of Plenty Regional Council will pursue options with Central Government for the future delivery of passenger rail, whilst recognising that the anticipated technical challenges and implementation costs currently place it beyond the means of the Region. Any investigations should consider the wider impacts that rail services will have on the operation of existing public transport services and inter-regional coach operators.

3.12 Assisting the transport-disadvantaged

Bay of Plenty Regional Council has specifically considered the needs of the transport-disadvantaged when preparing the Plan. The LTMA defines transport-disadvantaged as:

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

The following groups are considered to be more likely to be transport-disadvantaged in the Bay of Plenty Region:

- people with disabilities,
- children (under driving age),
- students,
- elderly, and
- people living or working in isolated rural locations.

Bay of Plenty Regional Council 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.

	Urban	Rural
Services	Services with broad coverage on the Tauranga and Rotorua networks will assist the transport disadvantaged in these urban areas.	Rural coverage services will provide access to essential goods and services. Policy 4 in the Plan supports working with rural or isolated communities to develop targeted services.
Vehicles	All buses will be wheelchair accessible.	All buses will be wheelchair accessible. Replacing non-accessible vans will be considered on a case by case basis.
Fares	Discounts for children aged 5-15, secondary and tertiary students. Free travel for children under 5. Continued support for the SuperGold off-peak free travel scheme for senior citizens.	
Infrastructure	Implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.	Implement the 'accessible journey' approach and best practice guidelines for public transport infrastructure.

In providing for these groups, BOPRC recognises that the affordability of public transport for some will remain an issue but there are limitations in the assistance BOPRC can provide. When considering provisions for the transport disadvantaged, BOPRC will consider:

- The cost,
- The benefits,
- The complexity and ability to implement, and
- The likelihood of provisions being misused.

Part 4: Objectives and policies

This chapter contains the objectives and policies for public transport services in the Region.

Each policy area is designed to achieve a specific public transport objective for the Region, and is accompanied by the rationale for the policies and the methods that will be used to implement them.

	Quality and performance **Objective: Reliable and integrated public transport services that go where people want to go.**
1	**Provide high quality (frequent, reliable, convenient, and efficient) urban services to support mode shift from single occupancy vehicles on key transport corridors.**
	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, high frequency services have the potential to support increased development densities along the corridors that will reinforce.
2	**Provide public transport services on Connector Routes to support Regional Strategic Corridors.**
	Services on Urban Connector Routes support the objectives for Regional Strategic Corridors by feeding passengers into these corridors.
3	**Regularly review service levels on Urban Connector Routes to support areas demonstrating high demand for public transport.**
	Regular reviews to ensure that investment is targeted at the right areas to achieve the best outcomes is important to improving the efficiency of the network and encourage patronage growth.
4	**Consider providing public transport to growth areas with a density of at least 15 dwellings per hectare, with a developed area of at least 10 ha and where a high level of priority infrastructure is provided.**
	The introduction of public transport services to urban 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.
5	**Consider financial support for viable ferry services in the Region that provide access to essential community goods and services or reduces congestion on key transport routes.**
	Any ferry service proposal would need to demonstrate that there is sustainable demand and that it meets the criteria of the policy for either access or congestion reduction.
6	**Further investment in public transport service for the western bay sub-region will be subject to City, District and the Transport Agency supporting service through infrastructure investment and policy changes.**
	Regional Council has committed to a significant increase in service levels in Tauranga to support the city's growth recognising that public transport will be more affordable than ever increasing car dependency. In order for this investment to be realised now and into the future, public transport requires measures that support public transport, beyond service enhancements, to increase patronage and reduce operating costs.

	Accessibility **Objective: Pursue improved accessibility for isolated communities and for mobility impaired persons where this can be delivered at reasonable cost.**
7	**Provide public transport services on Rural Connector Routes that link to Regional Strategic Corridors and maintain access to essential community goods and services**.
	The Rural Connector Network links small settlements with urban services to form an integrated network. To improve efficiency, these services will terminate at urban hubs requiring most passengers to transfer to complete their journey. Service levels on Rural Connector Routes will provide a basic level of access to essential community goods and services.
8	**Support the operation of the Total Mobility Scheme (subject to Government funding) in the Bay of Plenty using a variety of transport providers that are able to meet Council requirements and demonstrate a current gap in service levels.**
	Total Mobility enhances the community participation of people with impairments who are unable to use conventional public transport in a safe and dignified manner. Regional Council will continue to support for the Total Mobility Scheme providing that the local share continues to be matched by Government funding. The policy recognises that opening competition to all potential operators will increase the cost of delivering the scheme and therefore new operators will need to clearly demonstrate a gap in the market which they can fill before entering the scheme.
9	**Aggressively pursue the development of MAAS platform that delivers innovative transport services for small communities and for those with special transport needs.**
	There are many in the community who cannot be well served by fixed bus routes due to the low demand, relatively high delivery costs, or limited physical mobility. Mobility-as-a-Service offers the ability for community based operators and other social agencies to find transport solutions and communicate with customers whilst receiving targeted subsidies.

	Fares, ticketing and information **Objective: Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.**
10	**Maintain region-wide fare box recovery ratio for public transport services above 30% with a target of achieving 40% by 2028**.
	This policy recognises that by running a more efficient public transport system, less reliant on public subsidies, more service improvements can be delivered for the same amount of funding. This will improve the overall level of service for users leading to faster passenger uptake.
11	**Review fare levels annually to support the achievement of the fare box recovery target.** Recognises that to achieve a high quality service, the level of subsidy must be maintained at a reasonable level to ensure ongoing service improvements can be delivered.
12	**Set fares on Urban Connector Routes at a level that attract and retain customers, are largely consistent across the Region and offer incentives for frequent use, whilst balancing user contributions against public funding.** Consistent fare setting makes understanding the public transport system easier and ensures equity across the Region. Incentives for frequent use encourage more diverse use of the public transport system that encourages uptake during off-peak periods at little or no cost to BOPRC.

13	**Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.**
	Technology and information projects typically have a pronounced positive affect on patronage and are typically delivered at low costs. National and international evidence indicates very high benefit to cost ratios for these type of projects.
14	**Promote public transport as the preferred mode for travel in urban centres.**
	As our centres become larger and more congested, there are limited, affordable opportunities to improve road capacity for private vehicles and therefore public transport needs to play a more significant role in these areas. Promoting public transport in this way to the public and funding partners is an important aspect of delivering quality public transport improvements.
15	**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.**
	Isolated communities are home to those with the most limited means and affordability of transport is a significant issue for these individuals. Public transport fares should be set in such a manner to make it affordable for people to access essential services whilst balancing the overall cost of the service.
16	**Establish zone or distance based fares across the Region including urban centres when practical.** Establishment of zones or distance based pricing in urban areas will provide more flexibility in pricing so that short distance, high impact trips can be encouraged on to public transport through more reasonable fares. This includes short trips being made on the most congested parts of the network.
17	**Investigate and provide special fare concessions or free travel where there is a significant benefit to the transport system and this is supported by benefit cost analysis**
	Where a transport system is under significant pressure there may be justification for targeted special fares of free travel on public buses to address a short term known issue. Any such fare changes should be supported by benefit cost assessment to ensure that the fares will result in a benefit that supersedes investments in service or infrastructure improvements..

	Contracting requirements **Objective: A procurement system that enables efficient and effective delivery of public transport services**
18	**Implement a procurement system that is consistent with the NZTA Public Transport Operating Model (PTOM).** This is a legislative requirement that is supported by BOPRC. The majority of bus services have been tendered under the PTOM**.**
19	**Establish new units where there is the need for new services that would not be efficiently or effectively delivered through existing units or where there is no geographically similar unit.** New units will be created in accordance with the above policy and in collaboration with operators with final approval by the Regional Council Public Transport Committee or in the absence of said committee, the Regional Council. Consultation will be undertaken in accordance with the LTMA.

	Infrastructure **Objective: High quality and accessible public transport infrastructure that supports safe and comfortable travel**
20	**Investigate, develop and implement bus priority measures in urban areas in conjunction with TLAs and NZTA.** Bus priority provides much faster, more reliable journeys for customers and encourages patronage uptake on our busiest corridors. The increase uptake of passengers and faster journey increases the cost effectiveness of services.
21	**Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services.** All members of society should be able to travel and participate in social, economic and recreational opportunities. Public transport better enables this for the young, old and those with impaired mobility or for whom driving isn't an option.
22	**Integrate public transport with other transport modes to encourage patronage growth.** In order to access public transport users must walk, cycle, or drive bus stops. Ensuring other modes integrate with public transport opens up opportunities for more customers.

	CO^2 reduction **Objective: Reduce carbon intensity of transport to assist in meeting greenhouse gas targets**
23	**Actively seek methods for reducing the CO^2 emissions from public transport and apply where practical and affordable.** The use of low or no emission buses is becoming more affordable as technologies advance and the opportunity exists to transition our fleet in order to reduce CO^2 emissions.

Part 5: Our network

For an up to date list of current services and timetables, please visit baybus.co.nz

5.1 Contracting units

All bus and ferry services in the Bay of Plenty have been segmented into units and will be provided under exclusive contracts. This Plan will identify the principles for establishing the Region's units, the policies for procuring units and the services that council intends to assist financially.

The following table describes the Region's units:

Unit	Service Level	Description	Commencement
Northern Corridor	Regional Access Routes	Regional services operating in corridor between Tauranga and Katikati	31 January 2015 To be incorporated in Tauranga western unit from 2024
Eastern Corridor	Regional Access and Urban Access	All services originating or located in the Whakatāne, Kawerau, or Ōpōtiki district boundaries	30 June 2015
Tauranga Urban	Patronage Services	All Tauranga Urban Routes and Te Puke (excludes school bus services)	1 February 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Tauranga Western	Patronage Services	All Tauranga Urban Routes and routes on from the Northern Corridor	July 2018
Tauranga Eastern	Patronage Services	All Tauranga Urban Routes and routes from Te Puke	July 2018
Rotorua	Urban Connector Rural Connector Routes	All services originating or wholly within in Rotorua Lakes district boundaries	29 June 2014
Matakana Ferry	Rural Connector Routes		29 June 2014
Tauranga Schools Unit 1	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Tauranga Schools Unit 2	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018

Unit	Service Level	Description	Commencement
Tauranga Schools Unit 3	School Connector Routes	School services provided in Tauranga based on existing contracts	15 January 2015 To be incorporated in Tauranga western and eastern units from 10 December 2018
Twin City	Commercial Unit	Rotorua to Tauranga	Current
Waihī Beach	Rural Access Routes	Waihī Beach – Waihī – Katikati	10 December 2018
Innovation Unit	To be determined	To allow the delivery of innovative service offerings	July 2018

5.2 Western Bay sub-region

5.2.1 Tauranga public services (from December 2018)

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Western Unit					
1	Pyes Pa	Connector	6:00 am–8:00 pm	20	Tauranga Western
40	Welcome Bay	Connector	6:00 am–8:00 pm	20	Tauranga Western
52x	The Lakes Express	Special	7:00 am-9:00 am, 4:00 pm-6:00 pm Weekdays only	30	Tauranga Western
55	Windermere and Ohauiti	Frequent	6:00 am–8:00 pm	15	Tauranga Western
59	Gate Pa and Greerton	Urban Access	6:00 am–8:00 pm	60	Tauranga Western
60	Cambridge Heights	Connector	6:00 am–8:00 pm	20	Tauranga Western
62	Bethlehem	Connector	6:00 am–8:00 pm	20	Tauranga Western
70	Matua	Connector	6:00 am–8:00 pm	20	Tauranga Western
72	Otumoetai	Connector	6:00 am–8:00 pm	20	Tauranga Western

Route number	Service	Service type	Operating hours	Peak frequency (minutes)	Contract unit
Tauranga Eastern Unit					
Cross City	Cross City Connector - Bayfair to Tauranga Crossing	Connector	6:00 am–8:00 pm	30	Tauranga Eastern
CW	City Loop Clockwise	Frequent	6:00 am–8:00 pm	15	Tauranga Eastern
ACW	City Loop Anti-Clockwise	Frequent	6:00 am–8:00 pm	15	Tauranga Eastern
Goldline	Mount to Pāpāmoa Plaza	Urban Access	9:00 am-4:00 pm	60	Tauranga Eastern
30	Pāpāmoa, Wairakei	Connector	6:00 am–8:00 pm*	20	Tauranga Eastern
30x	Pāpāmoa Express	Special	7:00 am-9:00 am, 4:00 pm-6:00 pm Weekdays only	30	Tauranga Eastern
33	Pāpāmoa, The Boulevard	Connector	6:00 am–8:00 pm	20	Tauranga Eastern

*extended operating hours for core services is planned from 2021/22

5.2.2 Tauranga school bus services (from December 2018)

The Regional Council operates approximately 27 school bus services within the Tauranga urban area. The services are divided between the Tauranga eastern and Tauranga western contract units. School services are subject to regular change as school rolls change and new schools open. Full details on these services are available on baybus.co.nz

In addition to these, the Ministry of Education fund a number of services from rural areas as well as some services within the Urban area. Please contact the Ministry of Education for up to date details relating to these services.

Route number	Service	Schools served	Operating hours	Frequency	Contract unit
Tauranga Eastern Unit					
710	The Boulevard/ Emerald Shores	Mount College and Intermediate Pāpāmoa College and Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
711	The Boulevard/ Golden Sands	Mount College and Intermediate Pāpāmoa College and Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
712	Pāpāmoa Plaza	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
713	Pāpāmoa Plaza	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
720	Welcome Bay	Mount College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Eastern Unit
Tauranga Western Unit					
801	Ohauiti and Maungatapu	Tauranga Intermediate and Primary, Maungatapu, St Marys	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
802	Ohauiti	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
803	Waikite Road	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
804	Osprey Drive	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
805	Osprey Drive	Tauranga Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
806	Lakes Boulevard/ Cheyne Road	Tauranga Intermediate Saint Mary's Greenpark Primary Greerton Village	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
810	Mt/Maungatapu	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
811	Waikite Road/ Osprey Drive	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
812	Ohauiti/ Cameron Road	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
813	Cheyne Road	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit

Route number	Service	Schools served	Operating hours	Frequency	Contract unit
814	Otumoetai	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
815	Waihī Road/ Matua	Bethlehem College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
901	Osprey Drive	Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
902	Osprey Drive to TBC/ Ohauiti to Maungatapu School	Tauranga Boys' College, Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
903	Cheyne Road	Tauranga Boys' College/ Tauranga Girls' College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
904	Welcome Bay	Otumoetai College and Intermediate	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
905	Bethlehem to Otumoetai College and Intermediate/Matua to St Marys	Otumoetai College and Intermediate Saint Marys	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
906	Lakes Boulevard/ Cheyne Road	Greerton Village Greenpar Primary	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
701	Mt/Bayfair Estate/ Maungatapu	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
702	Otumoetai/ Matua	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
703	Waihī Road/ Bethlehem	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit
704	Welcome Bay/ Ohauiti	Aquinas College	Varies to match school start times	1 return trip daily, term time only	Tauranga Western Unit

5.2.3 Regional services (from December 2018)

A number of regional services operate from the satellite communities within the Western Bay District area through to Tauranga. Detailed service design for these services is ongoing and the services listed below are subject to change prior to the Plan being finalised. For the most up to date planning on these services please contact transport@boprc.govt.nz .

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
80	Katikati commuter	Regional Access	7:00 am–6:30 pm	2 daily, weekdays only*	Northern Corridor to 2024 Tauranga Western from 2024
81	Ōmokoroa commuter	Regional Access	7:00 am–6:30 pm	2 daily, weekdays only*	Northern Corridor to 2024 Tauranga Western from 2024
82	Katikati/Ōmokoroa Shopper	Regional Access	8:00 am-3:00 pm	4 daily, weekdays only	Northern Corridor to 2024 Tauranga Western from 2024
85	Waihī Beach–Waihī-Katikati	Regional Access	8:30 am-5:15 pm	4 daily trips, Thursdays only	Waihī Beach
220	Te Puke	Urban Access	7:00 am–6:00 pm	11 daily, weekdays only*	Tauranga Eastern

* Saturdays services are planned from July 2021.

NB: services do not operate on public holidays

5.3 Rotorua (current)

5.3.1 Urban services

Route number	Service	Service type	Weekday operating hours	Weekday frequency	Contract unit
1	Ngongotahā	Urban Connector	6:30 am–7:00 pm	30	Rotorua
3	Ōwhata	Urban Connector	6:30 am–6:30 pm	30	Rotorua
4	Sunnybrook	Urban Connector	7:00 am-6:30 pm	30	Rotorua
5	Western Heights	Urban Connector	6:30 am–6:30 pm	30	Rotorua
6	Kawaha	Urban Connector	6:30 am–6:30 pm	30	Rotorua
7	Mitchell Downs	Urban Connector	6:30 am–6:30 pm	30	Rotorua
8	Westbrook	Urban Access	7:00 am–6:30 pm	30	Rotorua

Route number	Service	Service type	Weekday operating hours	Weekday frequency	Contract unit
9	Springfield	Urban Connector	6:30 am–6:30 pm	30	Rotorua
10	Rotorua Airport and Ngāpuna	Urban Connector	7:00 am–6:30 pm	30	Rotorua
11	Toi Ohomai via Fenton	Urban Connector	7:00 am–6:30 pm	30	Rotorua
12	Tihi-o-tonga via Glenholme and Tai Ohomai	Urban Connector	7:00 am–6:30 pm	30	Rotorua

5.3.2 Regional services

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
15	Rotorua to Murupara	Regional Access	8:15 am–3:25 pm	2 trips Tuesday, Thursday, Saturday only	Rotorua
15a	Ruatāhuna to Rotorua via Murupara	Regional Access	6:00 am–5:45 pm	2 trips, Friday only	Rotorua

NB: services do not operate on public holidays

5.4 Eastern Bay services (current)

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
131	Matatā-Whaktane	Regional Access	9:00 am–2:10 pm	2 trips Thursday only	Eastern Corridor
122	Whakatāne-Ōhope	Urban Access	7:00 am–6:45 pm	8 daily return services, Monday-Saturday only	Eastern Corridor
147	Ōpōtiki–Whaktane	Regional Access	7:05 am–6:10 pm	2 trips daily Monday, Wednesday only	Eastern Corridor
135	Kawerau–Whakatāne	Regional Access	7:30 am–5:55 pm	2 trips daily Tuesday, Friday only	Eastern Corridor
143a 143b	Whakatāne–Tauranga	Regional Access	9:15 am-4:05 pm	2 trips daily Monday to Saturday only	Eastern Corridor

Route number	Service	Service type	Operating hours	Daily return services	Contract unit
150	Pōtaka – Ōpōtiki	Regional Access	8:15am–4:45 pm	1 trip daily. Tuesday, Thursday only	Eastern Corridor

NB: services do not operate on public holidays

5.5 Matakana passenger ferry services

Bay of Plenty Regional Council supports the Matakana passenger ferry service through a concessionary fares agreement and receives no operating subsidy. Bay of Plenty Regional Council intends to maintain this arrangement.

The ferry service provides a link between Matakana Island and Ōmokoroa and is essential service for residents of the island and visitors.

Part 6: Implementation Plan

Table 1 below, provides indicative implementation dates for public transport projects in the Region over the next ten years. This is not an exhaustive list and is subject to change through the life of the Plan. This list was lasted updated **August 2018.** If you would like to enquire about a more up to date version please contact transport@boprc.govt.nz.

Table 1 Indicative implementation dates for public transport related projects

Project	Description	When	Project owner
Infrastructure projects			
Hairini Interchange	Interchange to be constructed on Welcome Bay Road to support the new bus network.	2018/19	Tauranga City Council
Bayfair Interchange	Interchange to be constructed on Farm St to support the new bus network.	2018/19	Tauranga City Council
Region wide real time passenger information	Interchange being developed in Brookfield to support the Blueprint Bus Network.	2018/19	BOPRC + Tauranga City Council
Regional Integrated Ticketing Solution	Deployment of a single ticketing platform Region wide to improve level of service for customers.	2018/19	Regional Council Consortium/NZTA
Cameron Road Bus priority – Stage 1	Deployment of short-term bus priority improvements on Cameron Road.	2018/19	Tauranga City Council
Arataki Corridor bus priority measures	Deployment of short-term bus priority improvements in the Arataki transport corridor.	2018/19	Tauranga City Council
Cameron Road Bus priority – Stage 2	Deployment of medium-term bus priority improvements on Cameron Road.	2021/22	Tauranga City Council
Brookfield Interchange	Interchange being developed on at Brookfield to support the Blueprint Bus Network.	2022/23	Tauranga City Council
Development of Western Bay Rapid Transit infrastructure	Pre-implementation investment in Rapid Transit corridors	2022/23	BOPRC
National Integrated Ticketing Solution	Deployment of a single ticketing platform nation-wide to improve level of service for customers, reduce costs, and improve interoperability.	2024/25	All regional councils + Auckland Transport

Project	Description	When	Project owner
Planning projects			
Arataki multi-modal study	Development of a multi-modal transport plan for the Arataki transport corridor.	commenced	Tauranga City Council
Te Tumu multi-modal study	This study is looking at how bus rapid transit can be provided in the Te Tumu growth area alongside high quality cycle infrastructure and travel demand management measures. This will feed into the structure planning for this growth area.	commenced	Tauranga City Council
Cameron Road multi-modal study	Development of a multi-modal transport plan for the Cameron Road corridor including short and long term implementation of bus priority measures.	commenced	Tauranga City Council
Western Bay New Network review	Review of new network performance and network adjustments following bedding-in period	2018/19	BOPRC
Rotorua 3-year network review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2018/19	BOPRC
Eastern Bay 3-year network review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2018/19	BOPRC
Fare Zone Review for Urban Areas	Examination of new fare zone structure for urban centres, and new fare products available as a result of investment in new ticketing system.	2019/20	BOPRC
Mobility-As-A-Service for Total Mobility	Development of a multi-modal information and marketplace portal for total mobility users.	2019/20	BOPRC
Public Transport Blueprint v2	Investigations into rapid transit options and protection of future public transport corridors. Will connect work to date on Cameron Rd, Arataki corridors and Te Tumu, Tauriko growth areas.	2021/22	BOPRC
Regional Public Transport Plan Review	Review of the Regional Public Transport Plan policies and implementation plan.	2021/22	BOPRC
Western Bay 3-year Review	3-yearly review of bus services to improve customer satisfaction and operational efficiency.	2021/22	BOPRC
Multi-Model Model Development	Development of a forecasting model for public transport as well as active modes to improve project evaluation methods.	2022/23	Tauranga City Council
Mobility-as-a-service for Urban users	Development/extension of a multi-modal information and marketplace portal for urban users.	2022/23	BOPRC

Project	Description	When	Project owner
Service improvements			
Western Bay Public Transport Blueprint Network	Deployment of a new, enhanced bus network in the Western Bay.	2018/19	BOPRC
Concession fares for Rotorua	Users will be able to access concession fares, consistent with the rest of the Region.	2018/19	BOPRC
Region Wide Real time Information system	Development and deployment of an integrated real time information solution across the Region.	2018/19	BOPRC
New Total Mobility Contracts	Review and development of new operating contracts for total mobility service providers.	2018/19	BOPRC
Extended operating hours in Tauranga	Extending operating hours for core services to 9pm Monday to Thursday and 11pm Friday and Saturday.	2021/22	BOPRC
Saturday services for Western Bay	Saturday services for Te Puke, Katikati, and Ōmokoroa.	2021/22	BOPRC
Extension of City Loop service to Greerton	Extension of City Loop service to Greerton.	2021/22	BOPRC
Eastern Bay commuter services	Delivery of commuter services between Western and Eastern Bay of Plenty	2022/23	BOPRC
Public Transport Blueprint v2 enhancements	Rapid transit and growth area enhancements to be developed.	2022/23	BOPRC
Eastern Bay enhanced regional access services	Improvements to connector services in eastern bay to better meet customer needs	2022/23	BOPRC
Rotorua Express Service	Delivery of express service for development areas on the Te Ngae Road corridor and other urban areas. To be identified through network review process	2022/23	BOPRC
Western Bay growth area services	Delivery of local and express services to Western Bay Growth areas	2022/23	BOPRC

Part 7: Investment and funding

This chapter considers future public transport investment and funding in the Region. It discusses the current funding arrangements for public transport services and infrastructure and identifies the level of funding currently planned within the Region. This section also identifies the current funding gap to implement the Tauranga Transport Business Case.

NB: The final version of the Plan will be updated to reflect the LTP's and RLTP recognising that these documents are yet to be finalised.

7.1 Funding of public transport services

7.1.1 Current situation

Public transport services are currently funded on a near equal basis from the NLTF, rates and user fares. The rate component is currently collected on a mix of regional and targeted rates, however, from 2018/19 this will be shifting to an almost entirely targeted rate basis.

The shift towards targeted rates provides critical opportunities including:

- the ability to consult with the public, the level of service and initiatives they want in their own community without needing to consider the cost to the rest of the Region, and
- the ability for BOPRC to directly or indirectly fund infrastructure improvements based on individual communities desires and willingness to pay.

7.1.2 Possible funding changes

With the most recent GPS, there is a significant increase in funding available for public transport from the NLTF. These changes are unlikely to affect the level of investment available to the Region. A targeted increase to funding assistance rates is available however this applies only to projects that are being brought forward as opposed to those planned and being delivered on schedule. Further clarification on this matter is being sought with NZTA.

In addition to this, the Plan sets targets for increasing the component of revenue received from fares to 40% by 2028. This target is to ensure that services are operated efficiently and to allow continued, affordable reinvestment in public transport services.

7.2 Funding of public transport infrastructure

7.2.1 Current situation

Public transport infrastructure is typically the responsibility of district and city councils and NZTA. Over recent years there has been little investment in public transport infrastructure beyond bus shelters and stops. With the agreement of the Blueprint Business Case, Tauranga City Council (TCC) and Western Bay of Plenty District Council (WBOPDC) will see investment in interchange, park and ride, and priority infrastructure over the coming years. Full details are available in the appropriate Long Term Plan documents.

For a copy of these, please contact transport@boprc.govt.nz

New Zealand Transport Agency does not have any current plans to invest in public transport infrastructure in the Bay of Plenty Region.

7.2.2 Funding changes

With a shift to fully targeted rates for public transport, BOPRC is in a stronger position to invest, with its partners, in infrastructure to support public transport should the need arise.

Increased Government attention on public transport and, in particular rail and rapid transit may also provide opportunities for increased investment through the NLTF or the Crown.

7.2.3 Other funding sources

Central Government is has made legislative changes that that will allow the implementation of Regional Fuel Taxes to fund transport investment and is actively investigating the role of road pricing in the transport system. The outcome of this may provide additional funding source for public transport services and infrastructure where a case can be made to support this.

7.3 Committed and planned expenditure

7.3.1 Planned investment in public transport

In preparing the Plan, BOPRC was required to take into account the amount of public transport funding likely to be available within the Region.

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

- revenue generated from the fares paid by public transport users and GoldCard subsidies provided by Central Government,
- funding sourced from the National Land Transport Fund (NLTF), administered by the NZTA, and
- funding from BOPRC and territorial authorities.

The estimate of public transport funding for the Region is based on each Councils Long Term Plan (LTP) budgets and the Draft Transport Assessment and Investment Priority document released by NZTA. The public transport funding likely to be available within the Region is shown in Figure 2.

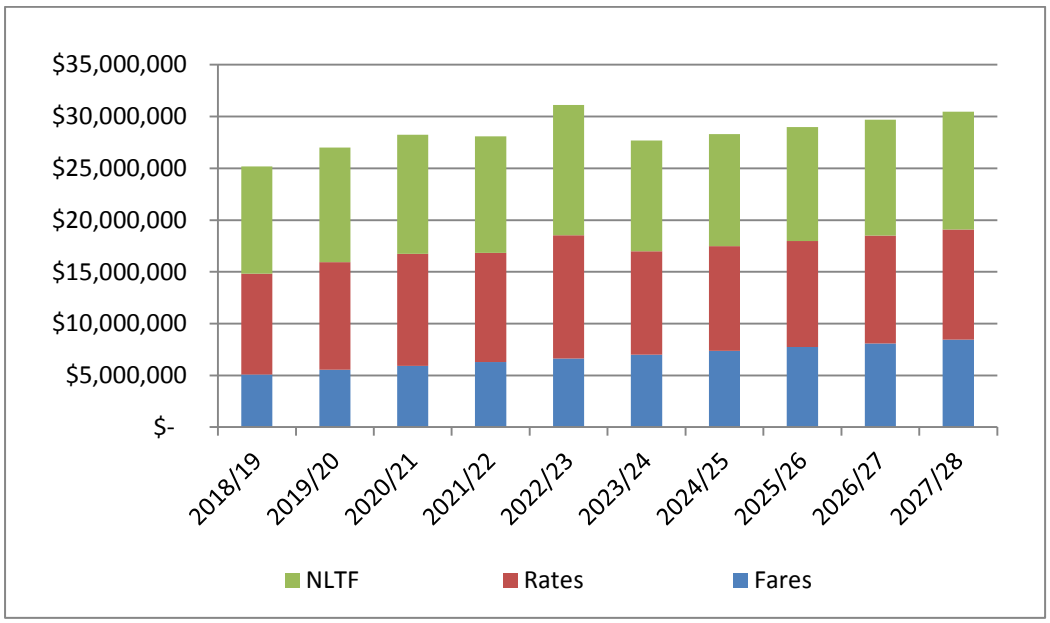

Figure 2 *Planned, region wide operational and capital investment in public transport for the 2018-28 LTP period*

A comprehensive list of planned investments though the LTP period is included as Appendix 4.

7.3.2 Draft Tauranga Transport Business Case funding gap

The TPBC provides a 30 year view for transport in Tauranga is heavily focused towards investment away from private motor vehicles and towards active modes and public transport. The programme calls for a significant boost for investment in public transport from 2021, which is not currently reflected in Regional Council LTP.

The funding gap should the TPBC be agreed by project partners is shown in Table 2:

Table 2 *Operational spending on public transport required in Draft Tauranga Transport Business Case*

Operational spending on public transport 2018-28 period ($ millions)	
Total spend	380
Unbudgeted in 2018-28 Draft LTP	195

Beyond the current LTP, the Draft Tauranga Transport Business Case calls for a six-fold increase in public transport service expenditure by 2038 and a 250% increase in public transport infrastructure investment. Further details are included below in Table 3.

Table 3 Indicative spending on public transport services and infrastructure from the Draft Tauranga Transport Business Case

Average annual spend ($ millions)	Period 1 (2018-20)	Decade 1 (2021-2028)	Decade 2 (2028-2038)	Decade 3 (2038 onwards)
Annual Public Transport Capital spend (TCC/NZTA)	8	10	27	21
Annual Public Transport Operational spend (BOPRC)	18	47	86	117

Part 8: Monitoring and review

This chapter describes the processes for monitoring and review of the Plan. The first section outlines the indicators and targets that are used to monitor public transport performance in the Region. 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.

8.1 Monitoring

The purpose of monitoring is:

- to measure how successful the Plan has been in meeting its objectives,
- to measure the impact of investment in public transport, and
- to evaluate the performance of individual services.

8.1.1 Regional public transport performance

Bay of Plenty Regional Council will monitor the performance of the public transport network to ensure that the investment by the Region and through the NLTF is improving the level of service. BOPRC will measure the performance of services indicators including:

- patronage,
- fare box revenue, and
- customer satisfaction.

In addition to this, BOPRC will monitor the performance of individual services on an annual basis as part of the annual review process.

The most recent measurements of the investment objectives are included as Appendix Two

8.1.2 Other performance measures

Western Bay Public Transport Blueprint Programme and Network Business Case developed investment objectives to measure the progress of the programme over the next ten years.

Eastern Bay of Plenty Bus Network Review - Programme Business Case was adopted in 2015 and developed investment objectives to measure the progress of the programme over the next ten years.

The most recent measurements of the investment objectives are included in Appendix Two.

8.2 Review

Bay of Plenty Regional Council is required to review the Plan following or in line with changes to the Regional Land Transport Plan and can be current for a period between three and ten years.

At any time that BOPRC desires or when the plan no longer meets its legislative requirements, then a variation to the Plan can be undertaken. If the variation is considered to be significant, in accordance with the significance policy, consultation is required.

8.2.1 Policy on significance

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

The Plan can be varied at any time but consultation will be required in accordance with Section 126 of the LTMA 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,
- those likely to be affected by the variation,
- the extent to which the variation affects 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 of a unit, 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 125 of the LTMA,
- The addition, removal, or amendment of policies or objectives required to maintain consistency with any other plan, policy or directive of BOPRC or Central Government,
- 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.

Appendices

Appendix 1 – Glossary

Term/Acronym	Meaning
ATO	Approved Taxi Organisation
BOPRC	Bay of Plenty Regional Council
GPS	Government Policy Statement on Land Transport Funding
LTMA	Land Transport Management Act
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.*
MoE	Ministry of Education
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
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
The Plan	Bay of Plenty Regional Public Transport Plan
Smartride card	An electronic debit card that enables users to load credit and receive discounts on public transport.
SuperGold card	A discounts and concessions card issued free to all New Zealand residents aged 65 years and over and those under 65 years receiving a Veteran's Pension or New Zealand Superannuation, in recognition of their contribution to New Zealand society. SuperGold card holders receive free off-peak public bus travel.
The Blueprint	The Western Bay of Plenty Public Transport Blueprint
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 2 – Monitoring results

Region wide monitoring results

Measure	2016/17 Baseline	2017/18	2018/19	2019/20
Customer Satisfaction	92%	91%		
Fare Box Recovery	30.8	28.6		
Patronage	3,132,219	2,929,788		
Perception of Safety and Security Increase perceptions of safety and security above 2017 levels	8.44	8.17		
Kilometres completed with electric buses	0	0		

Western Bay Public Transport Blueprint monitoring results (design case)

Blueprint investment objectives	2016/17 Baseline	2018/19	2019/20
Reduce bus travel times on key corridors by 20% by 2026 (AM peak average)	1.00		
Target a bus passenger mode share of 10% on key corridors by 2026	6%		
Increase the fare box recovery ratio to 45% by 2026	28%		
95% of bus services will operate within five minutes of schedule during AM peak by 2026	80% (estimate)		
Implement at least 50% of the projects identified in the PBC by 2021 and 100% by 2026	n/a		
The organisations responsible for investing will commit 100% of the necessary funding as defined in the PBC by 2026	n/a		
Tauranga City Council	n/a		
Western Bay of Plenty District	n/a		
Regional Council	n/a		

Eastern Bay Public Transport Review monitoring results

Investment objectives	2014/15 Baseline	2016/17	2017/18	2018/19
Services that meet customer needs				
95% of respondents cite satisfaction with current service (all rural services)	non-available	94.5%	90%	
Increase Patronage to 50,000 by 2027	41,938	40,226	unavailable*	
Reduce number of “did not attends” for DHB services to 5% (non-maori)	4.2%	4.1%		
Reduce number of “did not attends” for DHB services to 5% (maori)	15.5%	15.2%		
More travel choice				
Number of destination pairs that are reasonably accessible using PT remains above 130	78	100	100	
20% of population within 400 m of an accessible bus service	TBC	TBC	TBC	
More efficient transport network				
Increase farebox recovery to 42% by 2018/19	35%	31%	Unavailable*	
Person km travelled per in service km increased to 8 by 2018/19	6.2	4.8	Unavailable*	

*failure of ticketing machines has resulted ina loss of data regarding patronage on the services

Appendix 3 – Giving effect to the Regional Land Transport Plan

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

RLTP 2018-28 public transport component	How this Plan gives effect
Policies	
8. Ensure that future transport corridors are identified and protected in strategies and plans	Reflected in Policy 2
9. Ensure that the location and design of new development in urban areas, including greenfield urban development[1], gives effect to: • minimising the number of private motor vehicle trips, • minimising the distance of remaining private motor vehicle trips, and • increasing the uptake of walking, cycling and public transport	Reflected in Policy 4 and Policy 6
11. Require that high person trip generating activities locate in town centres or in locations that have good access to the Region's strategic public transport network.	Reflected in Policy 6 and Policy 1
15. Actively promote alternative transport and fuel technologies that reduce the use of fossil fuels.	Reflected through the document in terms of promoting "alternative" transport. Also reflected in Policy 22
16. Adopt national best practice fuel efficiency and emissions standards when procuring public transport services.	Reflected in Policy 22
22. Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. *(city and district councils)*	Supported in Policy 20

[1] For the western Bay of Plenty sub-region this means growth management areas identified in the Bay of Plenty Regional Policy Statement.

Appendix 4 – Land Transport Management Act requirements

A regional public transport plan must contribute to the purpose of the LTMA which is an efficient and effective land transport system in the public interest (Section 3 of the LTMA). 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 123 of the LTMA. The following table contains an assessment against the requirements of Sections 3, 114 and 123. Bay of Plenty Regional Council is satisfied that the Plan complies with the LTMA.

LTMA Reference	Provision	Contribution
3 Purpose	The purpose of this Act is to contribute to an effective, efficient, and safe land transport system in the public interest".	The Plan's contribution to the purpose of the LTMA, and the efficiency and effectiveness of the overall strategic approach to public transport in the Bay of Plenty Region has been assessed through the RLTP.
115 Principles "(1) (a)	Regional councils and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers.	The Plan includes a section on working together which covers both our relationship with operators and territorial authorities.
115 (1) (b)	The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency, and coverage necessary to encourage passenger growth.	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.
115 (1) (c)	Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently.	The establishment of units and implementation of PTOM is designed to enable efficient contracting for service in a transparent market.
115 (1) (d)	Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services.	Policies 10 and 11 address efficient through maintaining a reasonable farebox recovery target.
115 (1) (e)	The planning and procurement of public transport services should be transparent.	Reflected in policies 17 and 18

LTMA Reference	Provision	Contribution
124 (a) (ii)	Has been prepared in accordance with any relevant guidelines that the NZTA has issued.	NZTA's *Requirements for Urban Buses* (2011) have been taken into account and referenced in this Plan. NZTA guidance note issues August 2017 has been taken into consideration in the Plan.
124(c)(i)	Take into account any national energy efficiency and conservation strategy.	Reflected in Policy 22 and through monitoring of electric bus travel distance.
124(c)(ii)	Take into account any relevant regional policy statement, regional plan, district plan, or proposed regional plan or district plan under the Resource Management Act 1991.	All relevant policies and plans have been considered in developing the Plan.
124(c)(iii)	Take into account the public transport funding likely to be available within the Region.	All funding required to implement the Plan is included within LTPs and NLTF funding submissions for the appropriate agencies.
124(c)(iv)	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.
124(c)(v)	Take into account the views of public transport operators in the Region.	A workshop was conducted with total mobility 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.	Part 3 of the Plan considers the needs of the transport disadvantaged.

Appendix 5 – Planned public transport investment

Planned expenditure on Public Transport (Draft LTPs)											
	Owner	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28
Maintenaince Bus Bays & Shelters	TCC	-	-	$ 110,000	-	$ 220,000	-	-	-	-	-
Bus Shelter Installation	TCC	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000	$ 75,000
City Centre Bus Interchange	TCC	$ 100,000	-	$ 2,500,000	-	-	-	-	-	-	-
Hairini Bus Interchange	TCC	$ 900,000	-	-	-	-	-	-	-	-	-
Improved pedestrian connections for bus services	TCC	$ 300,000	$ 200,000	-	-	-	-	-	-	-	-
Brookfield Interchange - Final solution	TCC	-	-	-	$ 50,000	$ 850,000	-	-	-	-	-
Brookfield Interchange - Interim solution	TCC	$ 250,000	-	-	-	-	-	-	-	-	-
Peak hour traffic management and PT priority	TCC	$ 450,000	$ 1,000,000	-	$ 1,500,000	$ 2,000,000					
Mount Drury minor interchange	TCC	$ 100,000	-	-	-	-	-	-	-	-	-
Windermere Campus interchange improvements	TCC		$ 150,000								
Realtime passenger information system	TCC		$ 100,000	$ 500,000							
Trial Pāpāmoa Express	BOPRC	$ 271,000	$ 538,000								
Trial Goldline Service	BOPRC	$ 450,000	$ 450,000								
Rotorua CCTV	BOPRC	$ 156,000									
WiFi on Buses - Rotorua	BOPRC	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000	$ 92,000
WiFi on Buses - Tauranga	BOPRC	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800	$ 316,800
Shelter installs	Whakatāne District	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000	$ 60,000
Shelter installs	Rotorua District	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000
Shelter installs	Western Bay District	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000	$ 30,000
New Ticketing Machines	BOPRC					$ 947,000					
Work category 511 – Bus services	BOPRC	$19,666,743	$21,994,038	$22,479,325	$23,876,561	$24,426,986	$24,988,374	$25,587,043	$26,227,377	$26,909,376	$27,635,234
Fares and Revenue	BOPRC	-$ 4,347,286	-$ 4,818,401	-$ 5,188,031	-$ 5,548,431	-$ 5,908,431	-$ 6,278,431	-$ 6,638,431	-$ 6,998,431	-$ 7,358,431	-$ 7,728,431
Miscenallaneous revenue	BOPRC	-$ 734,167	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535	-$ 733,535
512 – Passenger ferry services	BOPRC	$ 48,450	$ 49,514	$ 50,607	$ 50,607	$ 50,607	$ 50,607	$ 50,607	$ 50,607	$ 50,607	$ 50,607
517 – Total mobility services	BOPRC	$ 592,175	$ 584,191	$ 617,833	$ 617,833	$ 617,833	$ 617,833	$ 617,833	$ 617,833	$ 617,833	$ 617,833
519 – Total Mobility wheel chair hoists	BOPRC	$ 51,000	$ 52,120	$ 53,270	$ 53,270	$ 53,270	$ 53,270	$ 53,270	$ 53,270	$ 53,270	$ 53,270
521 – Total mobility\ hoist use payments	BOPRC	$ 191,760	$ 195,971	$ 209,884	$ 209,884	$ 209,884	$ 209,884	$ 209,884	$ 209,884	$ 209,884	$ 209,884
524 - Public transport information supply	BOPRC	$ 1,022,676	$ 1,068,832	$ 1,092,415	$ 1,116,409	$ 1,120,654	$ 1,146,409	$ 1,173,874	$ 1,203,251	$ 1,234,540	$ 1,267,841