RPTP0001

Column1	Column2	Column3
Submission ID		RPTP0001
Participate Contribution ID		3342
Date Submitted		Jul 04, 2022, 01:38 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		No suggestions to the overall plan, in theory it appears well. Hopefully the execution will prove this. Dreams for tauranga transport would include trams and ferry transport asap. To note amendments to the current bus time tables is required, especially the timetable of the current bus routes between pyes pa and the lakes, to start earlier and end later to enable aquanis children as there us currently no bus service, from all transport sectors between the lakes to aquanis college. The current MOH bus does not allow children who reside in the lakes to catch this bus which passes through the lakes both am and pm, therefore by extending the current service from bayhopper will enable children to uterlise public transport to school.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0002

Column1	Column2	Column3
Submission ID		RPTP0002
Participate Contribution ID		3343
Date Submitted		Jul 04, 2022, 03:17 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		I would love that every bus stop in tauranga have a light on in winter so bus drivers can see us. We have asked for this before. Too many times drivers don't see us waiting early in the morning in winter cause it's still dark. I personally have tried showing them I am there by flashing my torch light and wearing a hi vis vest to no avail. We then miss the bus and are late for work, and with bus services reduced it is even worse.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0003

Column1	Column2	Column3
Submission ID		RPTP0003
Participate Contribution ID		3344
Date Submitted		Jul 04, 2022, 09:27 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The focus on improving the infrastructure and making public transport a competitive option to private vehicles is important.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		A Vision Statement, or any kind of statement at all, is meaningless unless it is backed up with meaningful, concrete action. Otherwise it's just lip-service, buzzwords, and bureaucracy.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Same as above- without clearly laid-out solutions to the known problems facing public transport in Tauranga, there's no accountability or solid plan moving forward.
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		As long as something actually comes from all of this, I'm in support of it. Less talk, more action.
Tauranga and the Western Bay of Plenty		This sub-region please.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0004

Column1	Column2	Column3
Submission ID		RPTP0004
Participate Contribution ID		3345
Date Submitted		Jul 06, 2022, 08:53 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Op. 4. Trialing smaller vans with some form of booking system for further afield travel (e.g. Te Puke), increase opportunity for faster travel times and ability to get to Tauranga CBD for work. Could be on demand system. Have priority use of bus lanes (as a bus alternative).
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Strongly agree with investigating use of existing rail network from further afield locations e.g. Te Puke. More people are moving to the regions due to cost of housing. Park and ride another great alternative.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Policy 4.5 Strongly support in particular for point i. where vehicle transport is only reasonable option with current service levels. Policy 4.6 Strongly support early investment in rail transport, in particular regional areas where development is starting to increase rapidly, good time to purchase/allocate space for facilities to be developed (car parking and access terminals). Potential space still around Papamoa domain road intersection/Te puke highway for park and ride service (either rail or bus).
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0005

Column1	Column2	Column3
Submission ID		RPTP0005
Participate Contribution ID		3351
Date Submitted		Jul 06, 2022, 08:13 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Climate change is a very real threat to the future of every living thing on our planet, and one that everyone should be addressing seriously, Furthermore, informed by my many years experience of living in large cities elsewhere in NZ and overseas, I strongly believe that Tauranga residents and businesses are far too wedded to private cars and vans. There's a real lack of understanding about the benefits of public transport - to control climate impact, ease congestion, free up land from acres of car parking and prevent drink driving.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		List is ok, but nowhere is there anything about how the public can be incentivised to step away from their cars. For example, buses should be run later, and free, to tie in with major events running after usual services conclude eg, Bay Oval, Trustpark Arena. In Auckland trains are free for those going to evening events at venues like Eden Park - why not here?
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Plan is pretty good, but some of the targets are far too soft: "Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030." Should be >10% by 2030 and >25% by 2035. "A minimum of 47% of jobs in our main urban centres are accessible within 45 minutes travel time by public transport from all dwellings in the morning peak in 2030." Should be at least 67%.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Multiservice journeys need to synch up at hubs, so that customers do not wait 25 minutes between buses.
Tauranga and the Western Bay of Plenty		Tauranga
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0006

Column1	Column2	Column3
Submission ID		RPTP0006
Participate Contribution ID		3353
Date Submitted		Jul 07, 2022, 10:43 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The climate crisis is a big motivating factor to change the way that transport is conducted throughout the Rotorua area, that should include light rail consideration as well as conversion of buses to electrical (if not already). Removing some more carparks would help along Tutanekai Street and creating a tram type option (similar to other European advanced countries or the Christchurch tram rail (https://www.christchurchattractions.nz/christchurch-tram/). This would help with locals/visitors getting around the CBD, support carbon emissions, help with mobility issues, increase foot traffic and support local businesses, and just create a more cultural hub from Eat Street facilities to the Mall. Regarding paid carparks, these should include possible installation of more 60 min carparks near the lake front (with recent investment in this area).
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The climate crisis is a big motivating factor to change the way that transport is conducted throughout the Rotorua area, that should include light rail consideration as well as conversion of buses to electrical (if not already). Removing some more carparks would help along Tutanekai Street and creating a tram type option (similar to other European advanced countries or the Christchurch tram rail (https://www.christchurchattractions.nz/christchurch-tram/). This would help with locals/visitors getting around the CBD, support carbon emissions, help with mobility issues, increase foot traffic and support local businesses, and just create a more cultural hub from Eat Street facilities to the Mall. Regarding paid carparks, these should include possible installation of more 60 min carparks near the lake front (with recent investment in this area).
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		As above, the CBD of Rotorua needs regeneration along with more inner city living (e.g., old commercial buildings not used - replace as apartments). Not relevant to transport of course, but still consideration of this aesthetics of this transport revamp.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Regarding the fares/pricing option, this will need consideration to attract more locals/visitors to the area, so everyone has equal access to transport options.
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		My reasons for making more light rail options available is to reduce carbon emissions and take Rotorua into a more progressive future.
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		The climate crisis is a big motivating factor to change the way that transport is conducted throughout the Rotorua area, that should include light rail consideration as well as conversion of buses to electrical (if not already). Removing some more carparks would help along Tutanekai Street and creating a tram type option (similar to other European advanced countries or the Christchurch tram rail (https://www.christchurchattractions.nz/christchurch-tram/). This would help with locals/visitors getting around the CBD, support carbon emissions, help with mobility issues, increase foot traffic and support local businesses, and just create a more cultural hub from Eat Street facilities to the Mall. Regarding paid carparks, these should include possible installation of more 60 min carparks near the lake front (with recent investment in this area).
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		All of the above, and see my previous comments.
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		

Column1	Column2	Column3
Submission ID		RPTP0006
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0007

RPTP0007

10/7/22

Submission to the Regional Public Transport Plan 2022-32

Thank you for the opportunity to submit on the Regional Public Transport Plan 2022-32. As a Councillor for the Western Bay of Plenty District Council, I take a close interest in the activities of the Bay of Plenty Regional Council, and particularly those that affect the Katikati-Waihi Beach Ward, which I represent.

I note in the draft RPTP on page 71 the levels of service for various bus routes in the Tauranga / Western Bay of Plenty area. I further note the lack of equity for services to Tauranga from Katikati and from Te Puke.

The bus service from Te Puke is hourly, 7am – 7pm, 7 days a week.
The bus service from Katikati is two-hourly, 7am – 6pm, 5 days a week.

These towns are of similar sizes and are situated at similar distances from Tauranga, and being the two largest towns in the district, are often regarded as the complement of each other in the east and west of the district.

It is therefore unclear to me why the level of service for Te Puke should be higher than that for Katikati, particularly with regards the inability to travel to Tauranga from Katikati via public transport on the weekends. This submission seeks consideration for a more equitable level of service.

Even if this is not able to be achieved in the short-term, it is noted that the construction of Stage 1 of the Takitimu North Link will include a priority lane for public transport. The RPTP should therefore signal, and include funding for, a frequent public transport connection from Katikati to Tauranga following TNL construction in 2025, and in line with direction from UFTI and the TSP.

Thank you.

[redacted]

RPTP0008

RPTP0008

[redacted]

SUBMISSION TO DRAFT BAY OF PLENTY REGIONAL PUBLIC TRANSPORT PLAN 2022-32

SUMMARY OF SUBMISSION

This submission:

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

OVERVIEW

[redacted] is the economic development organisation for Tauranga and the Western Bay of Plenty. The organisation reflects a partnership between the business community and local authorities, with substantial funding and support provided by businesses and individuals committed to seeing positive change through increased economic prosperity across our community. [redacted] is also contracted to deliver economic outcomes by Tauranga City Council and Western Bay of Plenty District Council.

[redacted] core role is to build the sub-region's economic depth beyond an historic reliance on population growth as our key economic driver. Our most effective contribution to the region is to focus on the creation of high skilled jobs and the ability of our own community to fill them. [redacted] uses the partnership it has built between the business community and SmartGrowth partners, to progress initiatives that lift mean annual incomes and promote equity for people in our community.

It is in the context of collaborating to build a more sustainable and prosperous sub-region and wider region that is attractive to current and future residents and businesses that [redacted] submits to the draft Bay of Plenty Regional Public Transport Plan 2022-2032.

SUBMISSION

The Draft Bay of Plenty Regional Public Transport Plan 2022-32 recognises the crucial role of public transport in achieving mode shift and regional carbon reduction goals. For the Western Bay of Plenty in particular, delivering frequent and reliable public transport services is a key component in achieving the sub-region's long term land use and transport vision under the UFTI Connected Centres plan.

We commend the SmartGrowth partners on the development of the Urban Form and Transport Initiative's (UFTI) Connected Centres programme together with the Transport Systems Plan (TSP) which provide the Western Bay of Plenty sub-region with a clear roadmap in relation to integrated multi-modal transport priorities to achieve better urban form and placemaking, whilst protecting key freight corridors.

[redacted] supports the direction of the Draft Bay of Plenty Regional Public Transport Plan 2022-32, but challenges the Council and its partners to think and act more boldly in the delivery of public transport in order to achieve the necessary step change in public perception, public transport uptake and mode shift that is required. We expect that change would cover modernising the approach to public transport; with use of new technology and assets to deliver an improved customer experience.

It should be recognised that transport (and its effect on housing supply) is a significant problem in the Western Bay, and that strong actions should be undertaken to solve it. We question whether the Regional Public Transport Plan is bold enough in its actions to achieve any meaningful change. We also suggest that consolidation of parties involved in the delivery of public transport may help enable this change.

Climate Change

We strongly support actions to address climate change and move the region towards a low carbon future through investment in public transport as well as projects that improve the resilience of our transport network. We challenge the Council to take a leadership role through its public transport investment in helping transition to zero emission public transport. In doing this, it can encourage greater action in other parts of our community.

Later this year Tauranga will become one of the first cities in New Zealand to house a hydrogen refuelling station at Tauriko. There is significant local industry engagement in this area, including the wider infrastructure needed to support industry uptake, e.g. training and certification, clean energy production etc.. We would like to see the RPTP 2022-32 actively participate in initiatives such as these as a key means by which to decarbonise the public transport fleet for regional and national benefit. Furthermore, we believe that by embracing innovation and new ways of working, the Council will help change the publics current negative perception associated with an outdated diesel bus fleet. In particular,

- We support a strong investment in our public transport, which is crucial to a well-functioning transport network and reduction of carbon emissions. We support efforts to change traveller's behaviour and encourage modal shift.

- We support initiatives to encourage more people onto the bus network, and believe this should be augmented by strong actions to decarbonise the bus fleet. Public transport should play an active role in developing a hydrogen infrastructure in the BOP - currently it is not part of these plans.

Transport Choice

We support the RPTP focus on improving mode shift. However, we do not believe that the current plan will change current travel modes significantly.

We note that as a city, Tauranga falls well behind worldwide and New Zealand measures for single occupant car usage, and we urge strong action to rectify this. We encourage the Council and its partners to think innovatively about changing customer perceptions of public transport. This includes focusing more on the user experience and providing choice in terms of public transport.

Currently, the bus user experience is perceived to be poor with customers citing transport delays, long travel times and poor infrastructure, as well as public safety concerns, as issues impacting on bus patronage. We support efforts to strengthen the public transport network in a manner that aligns with SmartGrowth and UFTI objectives and encourage a joined-up approach to things like public transport services, infrastructure and parking strategies which will support a better user experience. We believe that moving more quickly to deliver clean energy buses will encourage mode shift over time.

We also encourage Council and its partners to work more urgently on providing greater public transport choice for the community. Significant work has been done on the feasibility of ferry services to/from the city centre, Mount Maunganui and Omokoroa. We would like to see this work progressed more quickly to determine whether or not ferry services are viable in the near term, and if they are, appropriate collaboration between Councils to invest in the infrastructure and user experience needed to provide a good quality service. Again, we believe providing the public with a range of public transport choice will contribute positively to Councils stated objective of mode shift.

A change in approach is needed to improve the user experience and deliver different results

We are disappointed in the lack of real change or tangible actions signalled in the draft Regional Public Transport Plan. It appears that the public transport system is run for efficiency and cost rather than usability by patrons. We would like to see the plan put more emphasis on understanding the user experience and adopting technologies that support this. We believe there are immediate opportunities to trial new initiatives that could assist in improving customer perception, improve the user experience and support mode-shift. These include:

- Trialling the use of smaller buses on routes where 40 seat buses are not well utilised (we believe this to be nearly all routes)

- Installing more bus only, or T3 lanes on heavily congested routes.
- Bringing forward the change from diesel to battery electric buses and trialling a hydrogen fuelled bus in the region.
- Working with urgency to deliver a sustainable ferry service providing public transport choice and supporting the city's residential intensification efforts.
- Consolidating the delivery of public transport which currently sits between two Councils. This is not only inefficient but contributes to the general public's negative perception of a poorly organised public transport system in the region.
- Development of an on-demand bus service to provide better customer service and efficiency.

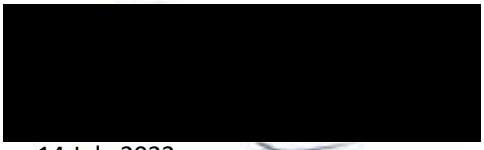
Summary

[redacted] supports the direction of the regional public transport plan 2022-32 but does not believe it is bold enough in its actions to make meaningful change towards addressing mode shift and climate change objectives. We encourage Council and its partners to think more innovatively to deliver a better use experience, work harder on collaborating with partners and stakeholders and try new and different approaches to achieve a different outcome. Our growth as a region has caused many challenges on the transport front. These challenges and associated priorities are well documented in UFTI and the TSP. It is now time for execution to demonstrate meaningful progress to our community. We suggest that a consolidated organisational structure may assist this and should be investigated with urgency. Public transport can and will play an increasingly important role in the community over the next decade. We firmly believe that to achieve the goals set out in the public transport plan, a different and more ambitious set of actions are required. We pledge our full support to help make this happen.

CONTACT DETAILS

[redacted]

Hearings: We advise that we would like to speak to this submission at hearings.

Signed: 

Date: 14 July 2022

RPTP0009

Column1	Column2	Column3
Submission ID		RPTP0009
Participate Contribution ID		3355
Date Submitted		Jul 11, 2022, 07:02 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		I agree that more frequent services are the top priority. Currently most buses are empty or nearly empty. Consider smaller buses, electric, circulating more frequently. Service also needs to be more reliable. Currently buses sometimes just don't depart as scheduled. Several times I have been "stuck" in town waiting over 30 minutes for a bus that should have come 25 minutes ago.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Still a lot of people driving their kids to school despite free services. Consult schools on why this is. Also work with Waka Kotahi to bring in a fine for cars keeping their engines running for more than a minute while waiting outside school. Even if people don't believe in climate change, they surely agree we need to reduce air pollution, especially around our tamariki.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0010

Column1	Column2	Column3
Submission ID		RPTP0010
Participate Contribution ID		3356
Date Submitted		Jul 12, 2022, 12:27 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		The bus from Omokoroa currently doesn't allow a full work day to be completed. There needs to be earlier and/or later buses. allowing for the time the bus is stuck in traffic getting to town and home. There are no buses on the weekends from Omokoroa. The teens use to catch the bus, but were motivated to get their licences and their own car to enable them to get to town on the weekends. Now they don't use the bus at all. I support the ferry and rail as an alternative to sitting in the bus in traffic due to peak hour or the weekly accident that occurs.
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0011

Column1	Column2	Column3
Submission ID		RPTP0011
Participate Contribution ID		3360
Date Submitted		Jul 13, 2022, 09:55 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	1
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		More Electric buses around Tauranga and western routes. Pls keep the 103
Rotorua		Bring back the old twin city and use ev buses on from nzbus
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Keep them all running make 101 a bee card card
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

RPTP0012

RPTP0012

Your Ref:
Our Ref: 8.00043

15 July 2022

Regional Public Transport Plan Submission
Attn: Transport and Urban Planning Team
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Dear Sir/Madam

Staff Submission on the draft Bay of Plenty Regional Public Transport Plan 2022

This is a [redacted] staff submission on the draft Bay of Plenty Regional Public Transport Plan 2018 (RPTP). The purpose of this submission is to ensure that the amendments requested by the Public Transport Committee at its meeting on the 23 June 2022 in the following table are addressed in the final RPTP.

Reference	Summary	Requested Amendment
2.1.1 Relationship between plans	Provide context around He Mauri Ohooho being the Māori Economic Development Strategy for the Bay of Plenty.	Add 'Māori Economic Development Strategy' to the diagram in Figure 2.
2.3.2 Challenge 1: Achieving mode shift	Need to highlight the challenge of funding the levels of investment in public transport required to achieve mode shift targets.	Add paragraph highlighting affordability challenge.
2.3.4 Challenge 3: Climate change and reducing emissions	The pie graph of Bay of Plenty greenhouse gas emissions (Figure 8) under-represents transport's contribution to emissions in some parts of the region i.e. Tauranga.	Add pie graph showing Tauranga emissions profile.
4.1.1 Tauranga and the Western Bay of Plenty	Check current intensification details on Te Papa Peninsula were up-to-date and correct.	Review Te Papa intensification levels depicted in Figure 14.
4.2.3 Service and infrastructure delivery	Bus driver shortages are a challenge for the region.	Add an action to work with service providers to ensure there were sufficient drivers to deliver on agreed service levels.

Yours faithfully,

[redacted]

RPTP0013

Column1	Column2	Column3
Submission ID		RPTP0013
Participate Contribution ID		3363
Date Submitted		Jul 16, 2022, 01:10 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I reside in a Retirement Village, approx 3 years ago a councillor came and talked to us re the bus routes, we pointed out to him that we did not like having to change buses in Greerton to get to the city, what did they do....NOTHING, so much for feed back I know for a fact that now all of us that used to use the bus's regularly now don't use them at all, back to the car for us, plus the direction was changed and now there is no bus shelter, duets residents not wanting one outside thier house, I can understand that but if the route was changed back to the direction it was, then the shelter is there. Message from me is, LISTEN to the ones that would like to use the service.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		All in the blurb previously given.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		For me there was absolutely no need to change the system for my area when the previous company had the bus contract.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Interested in Pyes Pa...Greerton, Tauranga City Quick travel to the Public Hospital
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0014

Column1	Column2	Column3
Submisison ID		RPTP0014
Participate Contribution ID		3364
Date Submitted		Jul 18, 2022, 04:25 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I would like to see smaller buses so they are better able to negotiate residential streets in Tauranga. Suggest that the regional council undertake trials similar to Timaru and Hastings where people are able to request a bus on demand to their neighbourhood. It is about in my view improving accessibility and user friendliness of bus services. It would be great to move away from the spoken hub approach and have more direct services between key parts of the city. It would also be helpful that routes and buses and bus stops are colour coded so it is easy for bus patrons to identify the route and potential destination.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Urban transformation and a more intensified form of residential development is dependent on effective public transport systems.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		It is important that public transport is modern, clean, size appropriate buses, is safe for patrons to use, has wifi, and is easy to use. This includes real time information at bus stops.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		This is the one I am interested in.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0015

Column1	Column2	Column3
Submisison ID		RPTP0015
Participate Contribution ID		3366
Date Submitted		Jul 19, 2022, 03:49 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Increased access to public transport for disabled people - Cost and accessibility
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reach, cost and accessibility for physically disabled people
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Stronger focus on increasing public transport opportunities for disabled people
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0016

Column1	Column2	Column3
Submission ID		RPTP0016
Participate Contribution ID		3367
Date submitted		Jul 19, 2022, 07:46 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		What does achieving mode shift mean? Is it about changing public behaviour so they use more public trandport and less private vehicles?
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Public transport will enhance life if it's cheaper than cost of private vehicles, and if it has the same benefit (carrying bikes for example).
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The last two are hard to understand..
Tauranga and the Western Bay of Plenty		
Rotorua		Please make it possible to take bikes into the bus (or hang them in front of the bus). Lots of people in Rotorua travel to redwoods to bike. Bikers would be happy to use bus to reduce emissions. Also it would makr everyday commute by bus even more feasible if final destination is tiny bit too far to walk from the bus stop.
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0017

Column1	Column2	Column3
Submission ID		RPTP0017
Participate Contribution ID		3369
Date Submitted		Jul 21, 2022, 11:02 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I agree with the stated objectives above but would also like to see a more regionally integrated bus service with regular connections to Rotorua, Cambridge/Hamilton and Whakatane, which do not just cater for the student and commuter population. In other words, not just a single early-morning service for the above mentioned but another service around 9 am with a second return service. This service could be jointly financed by the other regional centres and even allow for a passenger bus transfer at a mid-point on the route.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I agree with your noble aims but I fear that passenger volumes will not increase until decades of car use, dependence and convenience are defeated by massive hikes in petrol prices, climate change events becoming personal (ie regular heatwaves like in Europe causing massive forest fires, regular flooding events that hugely push up the cost of home insurance, etc) and greater public education and awareness.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reasons as before
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reasons as before
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reasons as before
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	
		0d3c02ac97e932db

RPTP0018

Column1	Column2	Column3
Submission ID		RPTP0018
Participate Contribution ID		3370
Date Submitted		Jul 21, 2022, 06:50 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Does not go far enough, be specific. For example what we need is to reduce the number of vehicles on our roads, Significantly improve the safety of those walking and cycling, Wooly statements just allow organisations to do bugger all and claim they've achieved their goal.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		This needs to be combined with active policy discouraging the use of private vehicles, reducing parking and/or increasing (reinstating) parking charges. Road diets, returning urban streets to/and prioritising for people, not vehicles.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Still don't go anywhere near far enough. More detail needed, and more spine needed to make the hard decisions!
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The basics for successful public transport are reliability, frequency and distance to a stop. Bus routes need to be within walking distance of your origin/destination, buses (or whatever, trams, trains, light rail etc) need to turn up, on time, and key is HIGHER FREQUENCY! Focus on the detail that is going to bring success.
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0019

RPTP0019



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

Name	[redacted]
Organisation (if applicable)	
Address	
Daytime phone number	
Email address	

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

I am in agreement with the proposals in the RPTP

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

I am in agreement with the proposals in the RPTP

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

> **Tō mātou whakakitenga**:
> Ka tokomaha ake ngā tāngata e whakamahi ana i te waka tūmata nui pai e whakapai ake i ō rātou oranga, ka tautoko i te whakaahutanga hou, ka whakaiti hoki i tō tātou pānga ki te taiao
>
> **Our vision is**:
> More people using high quality public transport that enhances their lives, supports urban transformation and reduces our collective impact on the environment

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

I am in agreement with the proposals in the RPTP

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

I am in agreement with the proposals in the RPTP

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- Customer centred
- Delivering a seamless journey
- Changing perceptions and attitudes to public transport
- Accessibility for all user groups
- Transition to low impact public transport
- Collaborative

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

I am in agreement with the proposals in the RPTP

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☐ Tauranga and the Western Bay of Plenty

☐ Rotorua

☐ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

I am in agreement with the future strategy proposals in the RPTP

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- Mode shift and carbon reduction
- Service planning and design
- Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

2.1 Service Planning and Design - Consider including principles around service sustainability relating to driver recruitment and retention. These may include driver safety, flattening peak services (split shifts) through service design and driver terms and conditions (eg wages)

Other

Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.

3.1 Contract Units - Council should maintain a mix of unit sizes and mix of operators to reducing the risk of contract non-performance currently experienced, for example, it is proposed that Tauranga Northern unit is combined with the Western Unit which is likely to impact on the reliability of the service currently provided. School services are also specialised operationally and should also be maintained as a separate unit or units and tendered or negotiated as such to ensure service reliability.

Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions.

☒ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.

☐ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee.

If presenting, would you prefer to present using:

☐ Te Reo Māori ☐ English ☐ New Zealand Sign Language

Signed [redacted] Date 25 July 2022

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

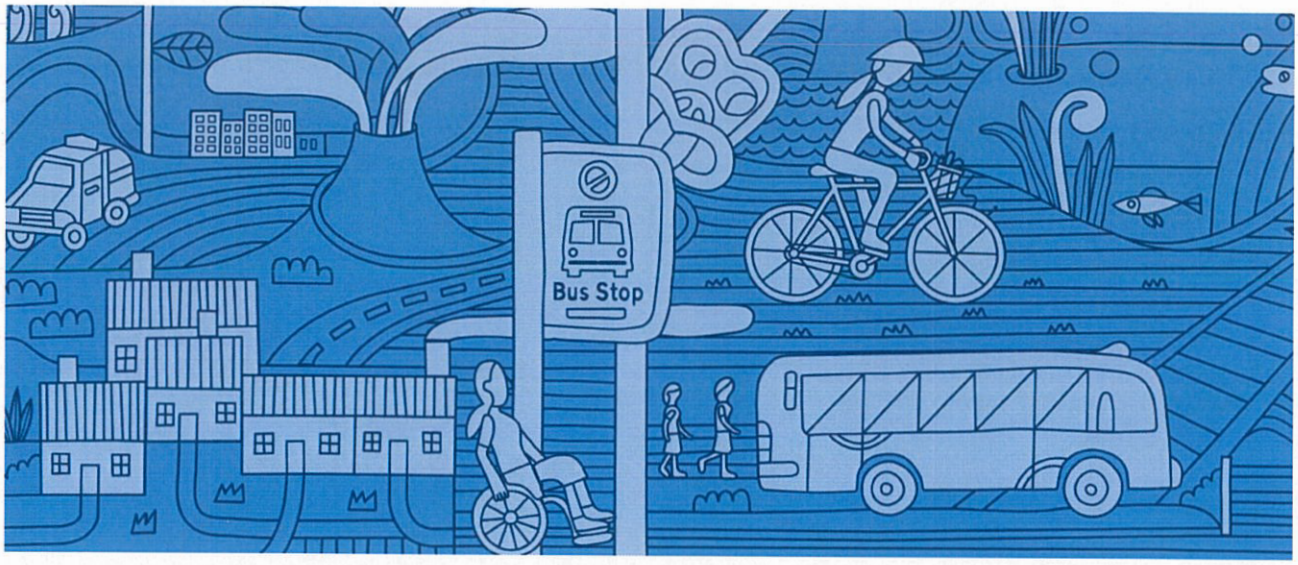
Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

RPTP0020

RPTP0020



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

Name	[redacted]
Organisation (if applicable)	
Address	
Daytime phone number	
Email address	

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☒*	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☒	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

6 Promotion; One week free commuter travel. Polytech. Student, one week free travel Advertising. Radio, Sun live.

RPTP0020

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

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

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

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☒	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☒	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

2 Concentrate services where the need is greatest
3.Emphasis on convenient citing of bus stops and the provision of shelters.
7 Additional funding from Central Government to make public transport financially competitive with private vehicles and reach carbon reduction targets.

RPTP0020

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- Customer centred
- Delivering a seamless journey
- Changing perceptions and attitudes to public transport
- Accessibility for all user groups
- Transition to low impact public transport
- Collaborative

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☒	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☒ Tauranga and the Western Bay of Plenty

☐ Rotorua

☐ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- Mode shift and carbon reduction
- Service planning and design
- Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

Transfer Points. To rationalise low passenger routes. This would be viable if managed.
1. Common transfer location. 2. Timetable coordination for timeless transfers. 3.Sheltered seating.
eg. CT/40 Welcome Bay Road.

Other
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.
Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions.
☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.
☑ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee.
If presenting, would you prefer to present using:
☐ Te Reo Māori ☑ English ☐ New Zealand Sign Language
Sign [redacted] Date 22.07.2022.

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

RPTP0021

Column1	Column2	Column3
Submission ID		RPTP0021
Participate Contribution ID		3371
Date Submitted		Jul 26, 2022, 11:05 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	1
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Achieving mode shift + climate change and reducing emissions are not challenges these are goals or objectives. Why are we not achieving mode shift and why are we not reducing emissions? These are the real challenges. Perhaps cost, reliability, and roadworks are the real challenges. I agree that meeting access needs are a challenge.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Opportunity 1, 2 and 3: Again how will this be achieved? I agree that transforming urban public transport networks can achieve increased use, but how? Will there be an ondemand service? First barriers are safety, cost and accessibility. Some buses do not run frequently enough, reliably or early enough. Its super focused on a 8 - 5 pm work day, not everyone works then. Its hard to get around using public transport. There is no central bus depo, its literally bus stops on the street. Campaign TCC to have a transport hub. Seek out ondemand services to provide a 24h service. Every town needs a hub and Taranga needs the largest. Transport hub could have electric charges for cars, bikes and scooters, a place to safely catch transport to other regions and to other towns. With free wifi and perhaps a cafe. I agree with opportunity 3, a competitive advantage would be to include free secure wifi on busses particularly on commuter buses. Opportunity 4, 7 - I whole heartedly agree, its time to utilise technology to explore new public transport. For smaller urban centres and rural communities access is paramount and needs to be for everyone. Opportunity 5 and 6 - this isn't really a focus, focus on people first we don't need advertising. Also please consider transitioning some other modes than just busses i.e. rail, tramway, and ferries from Katikati/Omokoroa.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I disagree, the focus isn't the collective impact, the focus and vision should just be a high quality service. Collective impact comes naturally with public transport, if you just focus on advertising marketing as a "green initiative" these people will already be catching the busses. The vision and focus should be on making it high quality, accessible, safe and reliable for daily commutes for everyone. Decouple the people/planet/profits model. Everything is hand in hand. Focus on people, the bottom line for the others will follow! Or there will be no innovation.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		None of these tie back into the opportunities, technology or future. Mode shift and carbon reduction - objectives should also include, providing accessibility and desire for public transport by providing safe modern buses. Dervice planning and design - I agree with this one. But you also need to consider new suburbs which will come in the future and population growth of Omokoroa, Te Puke and Whakatane. Service and infrastructure delivery - Tauranga needs a hub for the region! This hub needs to be in place for the region, see places like Hamilton, Christchurch they all have hubs. Why has Tauranga got bus stops on the streets, with pedestrians and cars accessing it. It is DANGEROUS and you cannot increase reliability, punctuality or utlisation with having an outdated oldschool hub. This does not have to be in the CBD! Perhaps in Gate Pa/Greerton with a tramway into town along cameron road. Objective 4: Why is it a focus for only urban centres? A lot of people from Katikati, Omokoroa, Te Puke commute into Tauranga, will this be included? What about worker inniatives working with employers to provide their own service for workers?
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		None of these detail bottom line's or how, or tie back into the opportunities or challenges.

Column1	Column2	Column3
Submission ID		RPTP0021
Tauranga and the Western Bay of Plenty		Please include the rail from Katikati, or a park&ride that is EASY to get to like Te Huia. Could have park & ride for really fast busses, bus lanes in bethleham/te puna/omokoroa! Why is rail corridor only being considered from Apata, there are a number of packhouses in Katikati, please make it go to Katikati. This will support further economic growth as it enables RSE workers when they return to the region, to commute easily back and forth! What about connection with other regions? Hamilton, Auckland? Where's the golden triangle and interregional travel? Where is the light rail going to go in the city centre? Underground? We can't even fit our busses in the city centre. Rail needs to be included from Tauriko, it is shocking the traffic because of people commuting from Matamata,
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Policy 3.4 and all of Policy 5 - seriously no transport hubs? Are you expecting to get to 2030 with the growth in the Bay of Plenty with no regional/main Bus Hub? Are we seriously going to still have busses pulling in and out unsafely in 2030? This is so unsafe both in terms of security and safety. 1) noone likes to catch the busses when it is dark because essentially you're waiting on the street and theres no light where there are alot of people. 2) its accessed by other pedestrians and people driving through, this is dangerous!
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Please future focus the develop and consider growth in regions that seem particularly small i.e Katikati and Omokoroa. Large housing developments and higher density in these areas mean that they need to be prioritized more.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0022

Column1	Column2	Column3
Submission ID		RPTP0022
Participate Contribution ID		3372
Date Submitted		Jul 26, 2022, 04:56 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Would love to see a improved bus service one that is reliable. Stop having buses not in service have a bus that covers the shopping malls improve the Te Puke bus have smaller buses
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Need a orbiter bus to cover the shopping malls the whole bus service needs a review have a bus from Tauranga to rotoura one that leaves about 9 returning at one so not a long day for the elderly etc and one to Whankatane same hours. And a bus to bay park. More information for passers
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

RPTP0023

Column1	Column2	Column3
Submission ID		RPTP0023
Participate Contribution ID		3373
Date Submitted		Jul 26, 2022, 10:15 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reducing congestion and improving quality of life for residents of the region should be high priority also.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		We have plenty of infrastructure in place already that could be multi-purposed to allow for commuter and public transport services as well as the current uses. Such as: - Frequent Ferry service between Tauranga, The Mount, Papamoa and Omokoroa. Fast track the Priority One proposed fast and frequent service connecting the centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded. Train services: There are rail lines running all throughout the city, from Mount Maunganui through the CBD, through to Papamoa and Te Puke, and then in the other direction through Omokoroa. We are in a unique and advantageous position in Tauranga to rapidly move away from road and car dependency due to the fact that we have a lot of the infrastructure we need right on our doorstep. Instead of adding more congestion and pressure on the roads with frequent heavy buses, why not look towards the future where we utilise much more efficient and scalable railway lines to get around? Plenty of people have given a rail plan in Tauranga a lot of thought, including Mark Wassung, Tauranga architect and urban designer. In his plan, double tracking at the early stage can be avoided by constructing small lay-bye short sidings to allow the suburban passenger train to pause, and allow the Port Freight Train Traffic to have priority all day. “Except for small windows at morning and evening peak hours (say 7.30am to 8.30am and 4.30pm to 5.30pm which would also help with reducing level crossing congestion/backup time), when the suburban passenger train service – a short train consisting of one locomotive and 2/3 coaches - could have priority. “This will avoid major infrastructure costs for double tracking, tunnels, bridges, harbour bridge clip-ons etc. and will contribute in a major way to reducing traffic congestion on the existing SH2 and The Eastern Link.” Rail can also connect us with the rest of the country and regional rail could link in with local rail allowing tourists a car-free way to get around our city. In addition, people living in regional areas and their needs need to be considered: Park and ride facilities in regional areas:On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty. This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation. What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region. As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route.

Column1	Column2	Column3
Submission ID		RPTP0023
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Mode shift The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population. Measuring success There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data Customer experience -. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility) Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals. Benefits Foster a sense of community, safety and interaction. Provide and encourage active transport and integration of services. Foster and create space and opportunity for new and evolving technologies, services and programmes. Makes rapid transit more viable by aggregating people along the route. Partnerships - partner with GTTP (local offices) and Wednesday Challenge to rally more interest in the public transport initiatives. Partner with ferry providers and railway line owners to get some planning underway on making these reliable public transport options
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0024

From: [redacted]
To: Regional Public Transport Plan
Subject: RE: Consultation enquiry- Regional Public Transport Plan
Date: Tuesday, 26 July 2022 9:47:34 am

As is please.

On 26/07/2022 09:17, Regional Public Transport Plan <RPTP@boprc.govt.nz> wrote:

> Hi Paul,
>
> Thanks for your email. Would you like to fill in a formal submission form and include your points below? All material can be found below:
>
> - DRAFT Regional Public Transport Plan: https://www.participate.boprc.govt.nz/download_file/724/513
> - Summary document: https://www.participate.boprc.govt.nz/download_file/725/513
> - Submission form: https://www.participate.boprc.govt.nz/download_file/727/513
>
> Alternatively, if you would like your email to be included as an email submission, we are happy to include this.
>
> Nga Mihi
>
> Matthew
>
> ---
>
> **From:** [redacted]
> **Sent:** Monday, 25 July 2022 3:58 pm
> **To:** Regional Public Transport Plan <RPTP@boprc.govt.nz>
> **Subject:** Consultation enquiry- Regional Public Transport Plan
>
> Use smaller electric bus's, to much diesil being used for 2 to 3people at a time or use ride share paid by council.
>
> ---
>
> Disclaimer: This message and accompanying data may contain information that is confidential or subject to legal privilege. If you are not the intended recipient you are notified that any use, dissemination, distribution or copying of this message or data is prohibited. If you received this email in error, please notify us immediately and erase all copies of the message and attachments. We apologise for the inconvenience. Thank you.

RPTP0025

Column1	Column2	Column3
Submission ID		RPTP0025
Participate Contribution ID		3376
Date Submitted		Jul 27, 2022, 11:22 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We are in a climate change emergency. In order to minimise climate change we need to reduce emissions. In order to do this we must immediately push through a transformation in our public transport system. we need to achieve mode shift and connect people throughout the region so that cars are not a necessity.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Must be transformative
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We need to be future generations focused and create a public transport legacy.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Please see attached submission file
Rotorua		please see attached submission file
Eastern Bay of Plenty		please see attached submission file
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Please see attached submission file. Please see my attached document which I believe will transform our region.
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		All. Please see attached submission file. Please see my attached document which I believe will transform our region.
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Please see attached submission file. Please see my attached document which I believe will transform our region.
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/742
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

VISION 2032

1. Fifteen percent public transport mode share (by distance)

2. Fully decarbonised bus and minibus system across BOP by 2032 3. On Demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.

4. Tauranga - Rapid transit corridors on dedicated routes with 10 -15 minute frequency. 5. Park n Ride facilities on the outskirts of each rapid transit route.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa.

7. Fast and affordable Intra-regional and Inter-regional public transport services.

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup, charging, shared mobility.

10. Fastrack the Eastern Coastal Integrated transport services and amenities to create a step change and demonstrate success.

THE POINTS EXPLAINED:

1. Fifteen percent public transport mode share (by distance) The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population. Measuring success There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data

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

3. On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes. Flexible, On-Demand transport is the key to rapidly unlocking accessibility and connectivity in our large and spread-out neighbourhoods. A fixed route big bus service will never be able to have the frequency, reliability and coverage that will enable people to have a reasonable option to owning a car. Virtual bus stops within 200 metres of pickup location, or to the door for people with mobility issues. Connecting to and integrating with rapid transit routes across Tauranga, park n rides for the wider region, and transport connectors across the sub-region. Benefits ▪ Much broader and far-reaching accessibility for the whole community. ▪ Flexibility to expand and contract with demand. ▪ Allows concentration of bus shelter amenity on to rapid transit routes which can then be fitted

with public safety measures and comprehensive digital display. ▪ Allows people to control their timetabling and enables visibility and tracking of the service. ▪ Much more cost-effective to decarbonise fleet than large busses. ▪ Provides feeders into the rapid transport routes to support patronage. ▪ No infrastructure required, could be up and running within a very short timeframe. ▪ Has the ability to be the change catalyst for the transport network. - 4 –

4. Tauranga – Rapid transit corridors on dedicated routes with 10 -15 minute frequency. The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions. There is not a clear strategy or timeline for these corridors. We advocate for a first route to be accelerated and develop in conjunction with On Demand, to demonstrate a blueprint for the network. See Item 10 below. Benefits Supports urban form density along corridors. Supports mass transport of people to achieve mode shift targets. Offers a faster and more direct option than the private motor vehicle.

5. Rural integration Park n Rides On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa Fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.

7. Fast and affordable intra-regional and inter-regional public transport services What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region. As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route. (Item 10.) - 5 –

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty. This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility) Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals. Benefits Foster a sense of community, safety

and interaction. Provide and encourage active transport and integration of services. Foster and create space and opportunity for new and evolving technologies, services and programmes. Makes rapid transit more viable by aggregating people along the route while density is not going to develop fast enough to support success in the medium term.

10. Fastrack and Eastern Coastal Integrated transport services and amenity to create a step change and demonstrate success Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve. This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities, Instigate On Demand transport and scale back any other off peak and fixed route services not on the transit line. Build mobility hubs at Papamoa, Arataki, Mount Maunganui and Central City, Establish a park n ride in East Papamoa. Increase the frequency of intercity busses from Eastern centres, Te Puke, Whakatane, to connect into the park n ride and the rapid transit route. - 6 –

2022 – 2025 TIMELINE The next three years are critical and need to be focussed on actions that can deliver tangible change without lengthy infrastructure disruption. Focussing first on rolling out on Demand services which do not require infrastructure, and the ferry service which does not disrupt traffic. Complete one transit route well, and all of the amenity and services required for a step change to occur, will generate political will and investment in future solutions.

HOW DO WE PAY FOR IT? Alongside existing local and national government mechanisms, advocate for a Tauranga road user charge that recognises the significant role and benefit to the Port and freight heavy industry attracted to the region, to the congestion, carbon emissions and pressure on crucial arterial routes. Ensure this is ring fenced to deliver the public transport and active transport plan, so that residents are not trapped by a congestion charge, without affordable and high quality transport options to choose as an alternative.

RPTP0026

Column1	Column2	Column3
Submission ID		RPTP0026
Participate Contribution ID		3377
Date Submitted		Jul 27, 2022, 11:29 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Affordability. It needs to be cheap.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		A step change is needed to diversify the public transport offering in order to access the vast numbers of people who are currently unserved. This population cannot be feasibly served with a fixed route bus service in the next ten years, given the low-density development patterns we have signed up for in the sub region. I advocates for a clear aspirational vision that is coupled with actions, a timeline, measurable targets and milestones and the integration of On Demand Transport, rapid transit busses, the ferry service and intercity rail within ten years
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		I am broadly supportive of the proposed plan. I am attaching the proposal formulated by Wednesday Challenge which I believe has some valuable additional ideas and measures. I strongly advocate that these should be incorporated into the current plan.
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/743
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0026 - Appendix

[redacted]

Bay of Plenty Regional Public Transport Plan
SUBMISSION



A Public Transport Step Change Legacy investment in Tauranga/Western Bay, Vision 2032

Introduction

[redacted] has over 11,000 participants, who have recorded more than 90,000 transport mode journeys.
We have a team who are working across schools, in community and in businesses on the ground every day.
Our team get feedback daily about the problems people have in accessing the current public transport system.

Our own team are frequently spending hours waiting for busses and connecting busses on Wednesdays through shear will of commitment,
But for many people, this is a daily reality that is affecting their ability to participate equally in society. These people will not be filling out this consultation document.
15 percent of Tauranga/Western Bay live under the poverty line, and another 20 percent are over 65 years old and both percentages are growing, whereas this public transport plan only aspires to serving 5 percent of the entire population.

The problems [redacted] team are hearing about and facing, will not go away with any amount of tweaking to the current fixed route bus system. Roadworks, unexpected congestion points, staff illness, staff shortages, spread out neighborhoods.

This year has been exceptionally challenging for public transport across New Zealand.
In Tauranga, it has clearly shown the incredible vulnerability of relying on one type of service for public transport, with one set of fixed routes.

We need to urgently diversify the public transport offering to create resilience and accessibility,

Real, measurable and tangible action is required, starting in 2023.

Secondly.

The NZ Government has committed to significant emissions reductions over the next 10 years, and much of this will need to come from transport. Tauranga / Western Bay will need to do their fair share, however, the proposed PTP does not list any actions that indicate how this will be achieved.

Therefore, this submission advocates for a clear aspirational vision that is coupled with actions, a timeline, measurable targets and milestones and the integration of On Demand Transport, rapid transit busses, the ferry service and intercity rail within ten years.

Below we set out ten recommended action points which will contribute to a 2032 vision. Please also refer to the timeline for the next three years, which will be crucial for setting in place the foundations for diversifying transport and giving the public transport choices to look forward to.

VISION 2032

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

THE POINTS EXPLAINED:

1. Fifteen percent public transport mode share (by distance)

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

Measuring success

There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data

2. Fully decarbonised bus and minibus system across BOP

Currently, the goal in this public transport plan is to decarbonise the fleet by 2035. This leaves the region vulnerable to fuel prices and increasing pressure to meet regional targets. Investing in smaller electric vehicles (vans) for an on-demand fleet, will provide local resilience against rising fuel prices and lower overhead running costs over the long term. Electrifying this On Demand fleet first gives time for new technology (e.g. hydrogen) or rapid transit options such as light rail to evolve, putting the replacement of large electric buses later in the decade in case they are not the right solution in the medium term.

3. On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.

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

Benefits

- Much broader and far-reaching accessibility for the whole community.
- Flexibility to expand and contract with demand.
- Allows concentration of bus shelter amenity on to rapid transit routes which can then be fitted with public safety measures and comprehensive digital display.
- Allows people to control their timetabling and enables visibility and tracking of the service.
- Much more cost-effective to decarbonise fleet than large busses.
- Provides feeders into the rapid transport routes to support patronage.
- No infrastructure required, could be up and running within a very short timeframe.
- Has the ability to be the change catalyst for the transport network.

4. Tauranga – Rapid transit corridors on dedicated routes with 10 -15 minute frequency.

The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions.

There is not a clear strategy or timeline for these corridors to be fully functional. We advocate for a first route to be accelerated and developed in conjunction with On Demand, to demonstrate a blueprint for the network. (See point 10 below)

Benefits

Supports urban form density along corridors. Supports mass transport of people to achieve mode shift targets. Offers a faster and more direct option than the private motor vehicle.

5. Rural integration Park n Rides

On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa

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

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

7. Fast and affordable intra-regional and inter-regional public transport services

What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region.

As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route. (Item 10.)

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region

Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty.
This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation. See the "Making Rail Work" report for more information and discussion.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility)

Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals.

Benefits

Foster a sense of community, safety and interaction. Provide and encourage active transport and integration of services. Create space and opportunity for new and evolving MAAS technologies and services. Makes rapid transit more viable by aggregating people along the route while density is not going to develop fast enough for success within ten years

10. Fastrack and Eastern Coastal Integrated transport services and amenity to create a step change and demonstrate success

Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve.

This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities,

Instigate On Demand transport pilot for this area in 2023, and integrate services in order to scale back off peak and fixed route services that are not on the transit route, to enable more frequency and more amenity to be concentrated in to one excellent reliable route.

Build mobility hubs at Papamoa, Arataki, Mount Maunganui and Central City for first mile integrated micro mobilty options,

Establish a park n ride in East Papamoa.

Increase the frequency of intercity busses from Eastern centres, Te Puke, Whakatane, to connect into the park n ride and the rapid transit route.

2022 – 2025 TIMELINE

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

to occur, will generate political will and investment in future solutions

Complete by 2023

- Support and subsidise local interim ferry service offering between The Mount and City Centre and Omokoroa.
- Do business case for full ferry service as per Priority One recommendation.
- Initiate an On Demand trial in Papamoa/Mount
- Business case Papamoa, Arataki Mount rapid transit bus line
- Begin Business case for Intercity Rail
- Identify and begin to acquire or rezone land required for transit corridors. Park n rides and community hubs, train stations

Complete by 2024

- Implement Omokoroa/Mount/CBD Ferry Service (wharf upgrades required)
- Implement Operational On Demand service Eastern strip To end of Papamoa, Arataki, Matipihi, Mount industrial, Mount
- Implement on Demand service in Omokoroa to service the ferry, interregional bus services and local amenity
- Urgently acquire and/or rezone land required for transit corridors
- Eastern Corridor Park n Ride land purchased

Complete by 2025

- Eastern corridor Rapid Transit fully operational. Mobility Hubs in Papamoa, Arataki, Mount Maunganui. On Demand services staged roll out across Tauranga begins. Park n ride identified, land purchased.

HOW DO WE PAY FOR IT?

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

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

SUBMISSION PRESENTED BY:

[redacted]

RPTP0027

Column1	Column2	Column3
Submission ID		RPTP0027
Participate Contribution ID		3379
Date Submitted		Jul 27, 2022, 03:54 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		When identifying the sub-region's key urban form and transport challenges, the UFTI Final Report notes that: 'The western Bay of Plenty sub-region has a peninsula-based harbour topography...[which] combined with urban growth and the location of the country's largest export port within the city, result in traffic conflicts at multiple locations, particularly at intersections. Infrastructure and demand are focused into a small number of key transport corridors, causing significant pinch points across the transport system.' A ferry service between Tauranga, Mt and Omokaroa seems the most simple and risk free option. This could then be extended to include Katikati at a later date is demand increases. This would reduce the amount of traffic accessing some of those arterial roads needed for large vehicles. We have an amazing harbour, why arent we using it? In addition, light rail should be prioritised throughout urban Tauranga, as well as a rapid passenger service to Auckland and Hamilton. Park and ride facilities seem a no-brainer for our peri-urban communities.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		'public transport' is not clearly explained here or in the plan (what I could find online). I get the feeling this is specifically in relation to 'buses'. 'Transforming our urban public transport networks to increase use' will require prioritizing forms of transport that are not buses. Light rail, ferries, much better (and better connected) bike lanes and biking facilities, reducing large traffic off arterial roads to reduce the sense of harm (e,g, on Hewletts Rd and Totara St, amongst others). The plan states: "Key locations in the Tauranga public transport network are also currently facing challenges with ensuring the safety and security of passengers and drivers. The policies and actions in this RPTP support a proactive and collaborative approach to addressing safety and security issues" Therefore the plan needs to have a focus on societal issues and investigating and then tackling the reasons why youths gather in numbers at bus stops preventing people from access central city bus services.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Suggest an amendment to include 'a diversity of public transport modes' to ensure all of our eggs are in the bus basket
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Prioritise light rail, and passenger rail out of the region (Auckland and Waikato) to reduce commuter traffic pressure at major pinch points and reduce the road toll. Prioritise ferry services to at least Tauranga, Mt and Omokoroa to remove traffic congestion on main arterial roads and utilise our amazing harbour! Collaborate with other agencies to fix the disenfanchised youth and homeless issue in central Tauranga making bus travel uninviting. Immediate roll out of park and ride services for peri urban and rural communities. Investigate separating heavy rail away from inner city track (put it underground..?), use the route as a safe cycling route between city and Maunganui/Papamoa communities reducing cycle/car accidents, reducing motor traffic, reducing unused bus routes which seem to be constantly complained about by the community.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		

Column1	Column2	Column3
Submission ID		RPTP0027
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0028

Column1	Column2	Column3
Submission ID		RPTP0028
Participate Contribution ID		3381
Date Submitted		Jul 27, 2022, 07:30 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We live rurally, access to urban centres are a nightmare- it takes 50minutes to get anywhere due to congestion
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Live here
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0029

Column1	Column2	Column3
Submission ID		RPTP0029
Participate Contribution ID		3382
Date Submitted		Jul 27, 2022, 09:48 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		And improves connectivity to our rural areas....
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		4.2 Consideration must be given to mode shift at the very early stages of land development and subdivision design, (ie sufficient space given for bike lanes, separated cycleways, bus lanes, bus stops etc)
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		Ensure the public transport system has safe micromobility routes for cyclists to access buses (eg. bike to a bus stop safely). Ensure buses have adequate storage or racks to enable cyclists to transport bikes easily and safely. This would allow regional travel by cyclists, and also travel from Whakatane-Ohope for those without E-bikes. To prioritise good road and route design so that cyclists are not in conflict with buses, as cyclists are vulnerable road users.
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Ensure regional bus services have storage for bikes/E-bikes for both commuters and cycle tourists.
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0030

Column1	Column2	Column3
Submission ID		RPTP0030
Participate Contribution ID		3383
Date Submitted		Jul 28, 2022, 10:02 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		The Regional Public Transport Plan acknowledges that transformational change is needed to address the current pressures to the transport system in the region and to prepare for predicted increasing pressures, as things will get worse with the projected population growth. The planning is strong overall but I feel the set plan is not aspirational enough to deliver the goals of the Urban Form and Transport Initiative (UFTI). High reliance on private vehicle use is behaviourally normative in the region. It would be extremely hard to increase travel by public transport, walking and cycling in the region without creating a clear set of strategies to decrease travel by car and making other modes of transportation behaviourally normative. The plan should more explicitly show the actions to increase barriers to car use (e.g., tax increases, less and more expensive parking, lower number of road lanes for single-occupant cars) while increasing benefits of public transportation and active modes (e.g., lower cost, priority lanes for buses and bicycles, better bus connections). This is a great opportunity to take bold action as the time is now!
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0031

Column1	Column2	Column3
Submission ID		RPTP0031
Participate Contribution ID		3385
Date Submitted		Jul 28, 2022, 02:08 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The Tauranga and Western Bay subregion needs a step change to the public transport system, that recognises the urgency of climate action and the right to equitable access for all citizens. Significant reduction in CO2 are needed Tauranga / Western Bay will need to do their fair share, This can only be done by achieving mode shift to our current public transport system.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population. Currently, the goal in this public transport plan is to decarbonise the fleet by 2035. This leaves the region vulnerable to fuel prices and increasing pressure to meet regional targets. Investing in smaller electric vehicles (vans) for an on-demand fleet will provide local resilience against rising fuel prices and lower overhead running costs over the long term. Electrifying this smaller fleet first gives time for new technology such as hydrogen, which may replace large electric buses within the next five-ten years. Flexible, On-Demand transport is the key to rapidly unlocking accessibility and connectivity in our large and spread-out neighbourhoods. A fixed route big bus service will never be able to have the frequency, reliability and coverage that will enable people to have a reasonable option to owning a car. Virtual bus stops within 200 metres of pickup location, or to the door for people with mobility issues. Connecting to and integrating with rapid transit routes across Tauranga, park n rides for the wider region, and transport connectors across the sub-region. Fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		If transport in WBOP is not radically reformed in the next five years our cities will suffer gridlock at critical times. Vulnerable people who do not have adequate transport will be unable to access work, play or social situations.This At present our population cannot be feasibly served with a fixed route bus service in the next ten years, given the low-density development patterns we have signed up for in the sub region.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	

Column1	Column2	Column3
Submission ID		RPTP0031
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		I am submitting on behalf of Tauranga and Western Bay of Plenty.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions. Park and Rides need to be situated on each rapid transit Fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve. This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities, Instigate On Demand transport and scale back any other off peak and fixed route services not on the transit line. Build mobility hubs at Papamoa, Arataki, Mount Maunganui and Central City, Establish a park n ride in East Papamoa. Increase the frequency of intercity busses from Eastern centres, Te Puke, Whakatane, to connect into the park n ride and the rapid transit route.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0032

Column1	Column2	Column3
Submission ID		RPTP0032
Participate Contribution ID		3392
Date Submitted		Jul 28, 2022, 05:42 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	1
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The previous bus system, routes were better for my purposes. Route 1 specifically that I could go the the hospital regularly in ten minutes or so now takes half or up to an hour with bus changes in all weather .. often buses don't link up time wise so stranded So don't use buses anymore
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	1
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I see no inovation of any of the above.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	1
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Buses currently are unusable. Twenty minutes in town took over an hour and a half to get there and return. Temporary bus stop no where to sit and stood for thirty five minutes. A car is the answer to shop etc not a bus
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Just words buses during the day are mostly empty as not user friendly on frequency, route, or comfort. Only works if you have plenty of time and don't mind waiting a lot. So half (or more) empty doesn't work now so how does such statements mean anything . The proof is needed
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Seems almost the exact opposite of current experience
Tauranga and the Western Bay of Plenty		Return route 1 to previously convenient use. Have tried to adapt to the current routes and compulsory bus changes but it just doesn't work. Could go to the hospital, town and the mount but now near impossible time wise , convenience or comfort
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Previous bus system was better currently unusable for me or neighbors we discussed with
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Words . So far a failure in my book. Guess it's watch this space but no expectations as it's worse than before
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0033

Column1	Column2	Column3
Submission ID		RPTP0033
Participate Contribution ID		3393
Date Submitted		Jul 28, 2022, 05:57 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Particularly agree with No. 2 Meeting the access needs of smaller urban centres and rural communities.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Particularly support No. 4 Exploring new public transport delivery models for smaller urban centres and rural communities.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1

Column1	Column2	Column3
Submission ID		RPTP0033
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Strongly support the Collaborative focus area "We will work with our partners and communities to consider innovative ways of delivering public transport solutions that meet peoples' needs".
Tauranga and the Western Bay of Plenty		n/a
Rotorua		n/a
Eastern Bay of Plenty		We particularly support the following points from the Summary:- "Working with community groups to understand current service provision and develop options for funding opportunities, for example through the next RLTP. • Recommend a future service delivery model taking into account the potential of alternative options for providing services, including on demand public transport and community transport services.
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		We understand there is significant demand for intra-regional travel, especially related to medical appointments, between Eastern Bay areas and Tauranga hospital/health services. It would be good to see this (health-related travel) included into the sentence (4th paragraph): "... intra-regional travel between the centres for various purposes (e.g. commuting, work-related travel, leisure, tourism and shopping) is becoming increasingly significant."

Column1	Column2	Column3
Submission ID		RPTP0033
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Policy 2.5 Community services (pg 50) "Work with rural communities and community service providers to explore targeted, innovative services that improve access to essential goods and services." We suggest expanding on the above with wording such as: “Subject to funding availability and demonstrating value for money, council will seek to enable provision of shared transport solutions for people of greatest need within regional towns and rural areas. Each solution will be tailored to the needs of each community and will be determined on a case by case basis with community stakeholders. Solutions may include one of more of the following: • public demand responsive ride-sharing services; • community transport initiatives; • any other service or solution that the can benefit people of greatest need and that is cost effective for funders and passengers.” Policy 2.7 Total Mobility (pg 50) "Support the operation of the Total Mobility Scheme (subject to Government funding) by transport providers that are able to meet Regional Council requirements and demonstrate a current gap in service levels." The requirements to become a Total Mobility provider are significant - we would like to see support and resourcing provided to assist community transport providers to meet compliance requirements. Actions – Service planning and design (pg 51) "Undertake work to better understand the current community services landscape and identify potential transport opportunities. • Develop a policy and decision-making framework to support the provision of community transport services." We support this, and would suggest community transport services are invited to participate in the development of the framework.

Column1	Column2	Column3
Submission ID		RPTP0033
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Background on this submission by Eastern Bay Accessible Transport Charitable Trust:- Eastern Bay Villages: Te Kokoru Manaakitanga is a two whare (Tāngata whenua and Tāngata Tiriti) community development organisation run by seniors/pākeke in the Whakatāne District of the Eastern Bay of Plenty. Members use their skills, gifts and time to support one another to stay well, avoid rest homes, and benefit our communities. We have seen many members lose their independence and ability to live in their homes once they can no longer drive. With limited bus services and the high costs of taxis, seniors, used to being active and contributing members of their communities, often become confined to their homes. They may be unable to socialise, participate in tangihanga, shop or attend medical appointments. This loss of autonomy and sense of purpose causes distress and depression. Determined to make a positive difference, a reference group was set up, including younger disabled people, and research undertaken into the transport needs of our communities and possible solutions. It was found that there was a convergence of interests in enhanced transport options throughout our communities, from tertiary institutions worried about their students not being able to access classes; several health-related organisations, focusing on the need for people to get to medical appointments; the business community, wanting people to access their premises; and people with concerns about the environment. Our research shows that several solutions are needed due to the extensive need throughout our communities. A new charitable trust has been established to support this mahi - Eastern Bay Accessible Transport Charitable Trust (EBATCT). We are working towards the following in stages: accessible vehicles with volunteer drivers providing a door to door service (eventually to include a van servicing a rural route); an Uber style community owned ride hailing app; a carpooling app to enable people driving to work to meet and share transport; the establishment of a forum to enable support and collaborative working relationships for community transport providers in the Eastern Bay.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

RPTP0034

Column1	Column2	Column3
Submission ID		RPTP0034
Participate Contribution ID		3394
Date Submitted		Jul 28, 2022, 06:06 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Rural residents at Whakamarama do not have access to Public Transport, there is a good and increasing bus service Tauranga/Omokoroa and Tauranga/Katikati and none of these services will stop. We have been requesting for several years for safe bus stops so that we can access the public transport service already funded and running. If there is to be Park and Ride facilities then they should be at or near the SH2-local road intersections such as at or near Barrett Rd or Tawhitinui Marae not in the urban area of Omokoroa. If Council is serious in fostering modal shift to reduce congestion and carbon emissions then make the decision now to plan for safe bus stops along rural SH2 asap and explore further innovative transport door to door options to deliver patrons from the feeder roads to the SH2 bus stops. These options may replace plans for Park and Ride. We are past the time for making policies, make it happen and soon.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	
		0ec102d2c1833306

RPTP0035

Column1	Column2	Column3
Submission ID		RPTP0035
Participate Contribution ID		3395
Date Submitted		Jul 28, 2022, 06:25 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The pamphlet is just full of loose statements It totally lacks any specifics. The stated objectives should have had a comparison with past objectives and targets met. I would suggest those objectives have not changed so what progress has actually been made?
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The first monumental error in planning occurred when (Tauranga) Route 1, having been the principal cross-city bus route, was demoted to become a feeder service only. Your people who advanced that proposal have proved to be totally out of touch with the needs and wants of the public. Simply put: Route 1 must be reinstated as the principal bus service in Tauranga. It must be added back regardless of cost. If more buses are required on that route so be it. The second monumental error in planning occurred when the bus stop placement at The Crossing necessitates walking up/down some 20+ steps to the shops. Just what thought was given to Elders doing a weekly shop with shopping trundlers? Zilch! BoPRC, there is a lot that you have to answer for with past planning. I do not have any confidence that your officers today are any more inclined to listen to the public they serve.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		1. Re-instate Route 1 as the premier cross-city route. 2. Provide for Elders with special mobility needs. Safe, and weather protected seating at major bus stops.' 3. Move quickly to make genuine transport hubs. Greerton should be a hub for feeder services that are time coordinated so people can change routes with all buses held there for people without up to 30 min waits. 4. Eliminate the pathetic situation in Greerton where one has to cross the road to catch a different bus to continue in the same direction.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Forget the Government decree about green buses until you have the basics of an efficient bus service serving the public. Green is the least priority on my wish-list and I note it is your top one. Most of your wish-list objectives are so wooly they can never be quantified or measured.
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	1
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reasons already provided above.
Tauranga and the Western Bay of Plenty		The only pamphlet I have seen has 14 pages. My interest is Tauranga City & Western Bay District
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		I wish to speak at the hearing

Column1	Column2	Column3
Submission ID		RPTP0035
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	
		1

RPTP0036

Column1	Column2	Column3
Submission ID		RPTP0036
Participate Contribution ID		3396
Date Submitted		Jul 28, 2022, 08:57 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Given the current level of emissions from private vehicles and the urgent need to meet CO2 reduction goals by both 2030 and 2050, mode shift is of imperative importance. This can only be achieved if each area (and in particular Tauranga) is serviced by public transport routes that are frequent and have the infrastructure that will allow people to make the shift and then make the new travel mode a habit. We think that there needs to be a real sense of urgency expressed in the Strategy and therefore some more ambitious mode change targets should be set.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We particularly support the Point 4. Not just for smaller centres but for the elderly and less mobile members of our communities where, for instance, smaller on demand vehicles and other mobility opportunities would assist with mode shift and access.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	
	Neutral	1
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We think that the vision could be more strongly expressed. e.g. 'Our people choose to use high quality public transport that enhances good living, responds to climate change, supports urban transformation and reduces environmental damage.' Not necessarily these words but generally more strongly expressed with a necessary urgency..
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Point 7 is an inevitability in some form or other and should occur sooner rather than later. Our geography is problematic but not impossible to design a pricing mechanism for. A high priority would be responding to equity issues, in particular for our more financially stressed communities. The demands that the port puts on the transport system should be noted.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Changing perception and attitudes to public transport is a real challenge which needs lots of innovation from not just the Councils, but from all parts of the community. There are many opportunities for real partnerships and collaboration here.
Tauranga and the Western Bay of Plenty		Envirohub operates across the whole of the Bay of Plenty but has its primary base in the western bay of plenty area. We support the strategies for each area. In the case of western bay the agreed documents already in place are unlikely to lead to much carbon reduction in the short term, but that is no reason not to vigorously pursue mode shift targets.
Rotorua		Support
Eastern Bay of Plenty		Support
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		Support
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		All
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Whilst Envirohub supports the Strategy, our overall comment would be that the plan lacks a message of urgency. Council activities tend to be incremental, but, given the need to reduce carbon emissions and the very large role that the private car plays in achieving success in this area, we should take a more ambitious approach with the vision, actions and targets and timelines. Maybe a step change is required??
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

RPTP0037

Column1	Column2	Column3
Submission ID		RPTP0037
Participate Contribution ID		3399
Date Submitted		Jul 29, 2022, 12:01 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		These challenges are all issues that need to be solved, although the council should consider a fourth. Such as: 4. To provide a public transit service that is reliable, safe, efficient, and isn't a massive financial burden for ratepayers that they can be proud of.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		These are all opportunities that could be explored, although council(s) should also explore the opportunity of redesigning the public transit network in major centres (such as Tauranga) to better connect residents from where they live, to where they want to go.
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		This is a very strong vision that will be difficult to achieve, although is possible. The vision should also consider that ratepayers want a system that isn't a large financial burden and isn't wasting time and resources.
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Service planning and design need to be placed higher when it is fixed; it improves mode shift and carbon reduction, service delivery, public transport integration, and provides customer benefits. Council also needs to consider the public's views in their decisions, possibly getting the feedback and feedforward of college/intermediate students, and actually listening to their opinions.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		On Page 33 it makes it clear that council(s) vision is for everyone to conduct business via the City Centre. This is never going to happen. People don't travel to the City Centre as it is not an attractive place to travel to. Places such as Bayfair and Tauriko are more popular, and the bus system should cater to this need. Tauranga residents DO NOT need a bus system that doesn't cater to their needs, purely based on the vision of a few council members in their office, who drive and aren't considering the current climate. Council(s) need to consider the public's views more, especially the future generations. (Such as school students)
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		

Column1	Column2	Column3
Submission ID		RPTP0037
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Policy 1.6 (Passenger Rail): - Passenger Rail is a great opportunity for regional travel, it needs to be taken advantage of more by the central government such as a rail line between Tauranga and Hamilton that serves passengers. A dual-rail track would allow this to happen, along with an upgrade of the Kaimai Rail Tunnel. - Light Rail is an even better opportunity for Tauranga, as instead of building flyovers (such as the one at Bayfair) in leftover grass in the middle of a highway, add light rail! It provides many benefits that need to be taken advantage of. A light rail line between Mount Maunganui (Adams Avenue) to Papamoa East would be extremely beneficial for residents, and will dramatically reduce the number of vehicles on the highway IF it is reliable, efficient, and an enjoyable experience. Policy 2.4 (Urban public transport network operating models) - The current system relies on funneling passengers to and from the City Centre, which is barely used. If we consider the operations of airlines, point-point travel is much more attractive than hub-and-spoke. This is why we need to change our bus system to have more point-point routes instead of hub-and-spoke. I am happy to advise councilors about this further. Possibly even in the form of a presentation. Policy 2.8 (School services) - While dedicated school services are being used, school students who could catch them still choose to use urban services as their reputation among school students is that they are "crowded" and loud, which most of them aren't. - I suggest that school students that choose to travel home from school (including the other way) on urban services when there is a school service that has turned up are charged. This can easily be incorporated into the existing fare system, and I am happy to advise councilors further if required. Policy 3.7 (Service performance) - More bus lanes need to be added on roads with two lanes for cars, in some cases even replacing the additional lane with a bus lane. Such as 15th Avenue, this allows buses to improve service performance and reliability, especially on the 40 Route in Tauranga, as it is the most truant of all the Tauranga urban services. (According to council data) Policy 4.3 (Services and infrastructure in new urban areas) - Consider transit-oriented development in new urban areas and/or incorporating it into existing urban areas. More information regarding this can easily be found online. Policy 7.5 (School students) - School students who breech the code of conduct of bus services NEED to be given a written warning, and if multiple offences occur, be removed from the bus service, and be unable to board any service for an amount of time. (Such as a month)
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Please contact me further about this, as I have more to say.
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	
		1

RPTP0038

Column1	Column2	Column3
Submission ID		RPTP0038
Participate Contribution ID		3400
Date Submitted		Jul 29, 2022, 01:25 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We have a climate crisis which has intersected with a health crisis, leaving many people struggling. Safe, efficient and environmentally-friendly transport is a key component in solving these problems.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reliable public transport is an enabler for many other outcomes, particularly access to social, health, employment and education opportunities.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Mode shift and carbon reduction is critical, and relies heavily on each of the other objectives being achieved.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Understanding each of the customer types and their reasons for and against using public transport now and in the future, at a granular level, is essential for BOPRC to achieve its aims.
Tauranga and the Western Bay of Plenty		Tauranga has an extremely low level of public transport usage and therefore has the opportunity for maximum impact. We are proposing implementation of a trial of on-demand transport in Tauranga which will assist BOPRC in delivering modeshift, while also demonstrating the effectiveness so that it can be rolled out to other regions.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Policy 2.6 On demand public transport Policy 3.5 Innovation and technology Policy 4.3 Services and infrastructure in new urban areas Policy 6.3 Māori
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/747
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

[redacted]

[redacted] Submission to Bay of Plenty Regional Transport Plan Public Consultation

Bay of Plenty's new network provides valuable connections for commuters in Mount Maunganui and Papamoa Beach, offering high frequency access to central Tauranga. This provides a great opportunity for commuters to shift modes onto Public Transport.

Simultaneously the new high frequency services can be a catalyst for further patronage growth. In similar scenarios elsewhere, rapid bus transit services create an amplification effect when coupled with on-demand feeder services.

The ATLocal service, which has now been embedded permanently into the Auckland transport network, has grown cross-network patronage to 20% above pre-covid levels. The service is designed partially as a First Mile feeder, with 50% of on-demand trips resulting in onward journeys on the rail network.

Additional patronage is the result of new trips possible, which previously could not be delivered by the existing bus network. These trips focus on access to local amenities including health facilities and service centres, with a broad range of users across age ranges and mobility types.

A recent survey of ATLocal users indicated that 67% of trips would have been taken by car if the ATLocal service did not exist. This highlights the incredible impact on modeshift that a well designed flexible transport service can have.

We believe that there are similar opportunities within the Mount Maunganui and Papamoa area, and that an on-demand service focussing on this region would deliver increased patronage on the trunk routes, as well as creating new patronage by delivering trips which are not currently possible.

[redacted]

On-Demand Transport Trial for Mount Maunganui and Papamoa Beach:

We are proposing that BOPRC consider conducting a trial of On-demand transport in the Mount Maunganui and Papamoa Beach area. The trial would allow BOPRC to assess and measure whether this type of transport can achieve the same level of modeshift in Tauranga as it has done elsewhere. A trial would also provide new transport options for currently underserved communities, while simultaneously delivering better service to existing users. Likewise, trialling this type of service in smaller regional centres which have a poor uptake and/or poor availability of public transport would provide strong benefits.

This concept has already received strong support from a broad range of stakeholders.

Implementation of a well-designed on-demand transport service will have the following impacts.

Patronage	First mile feeder services amplify total public transport usage, offering an end-to-end journey. Local cross-zonal movement would now be possible with public transport, creating a new source of patronage.
Local connectivity	Specific user groups without freedom of movement through PT such as some retirement facility residents, Maori living on Marae would now be served with reliable transport, enabling community connectivity.
Modeshift	This service would strongly support BOPRC's modeshift goals. Through our experience with other services, in the localised region where on-demand exists we would expect a higher modeshift than the stated 5% goal.
Network expansion	On-demand transport will expand the network footprint and capture more potential PT users in a more convenient fashion. Additionally, on-demand can be implemented in new growth areas, providing a PT service quickly and efficiently, without the need for long infrastructure lead times.
Behaviour change	Capturing new PT users at a time when they are more likely to change embedded travel behaviours, such as moving into a new subdivision, is a powerful opportunity for modeshift.
Travel data generation	On-demand transport provides powerful insight into desired and actual travel choices. This data can be collected and used to inform network redesign, e.g. putting fixed routes between popular destinations.
Organisational learning	Experienced partners such as Liftango provide BOPRC the opportunity to develop deep knowledge on flexible services.

[redacted]

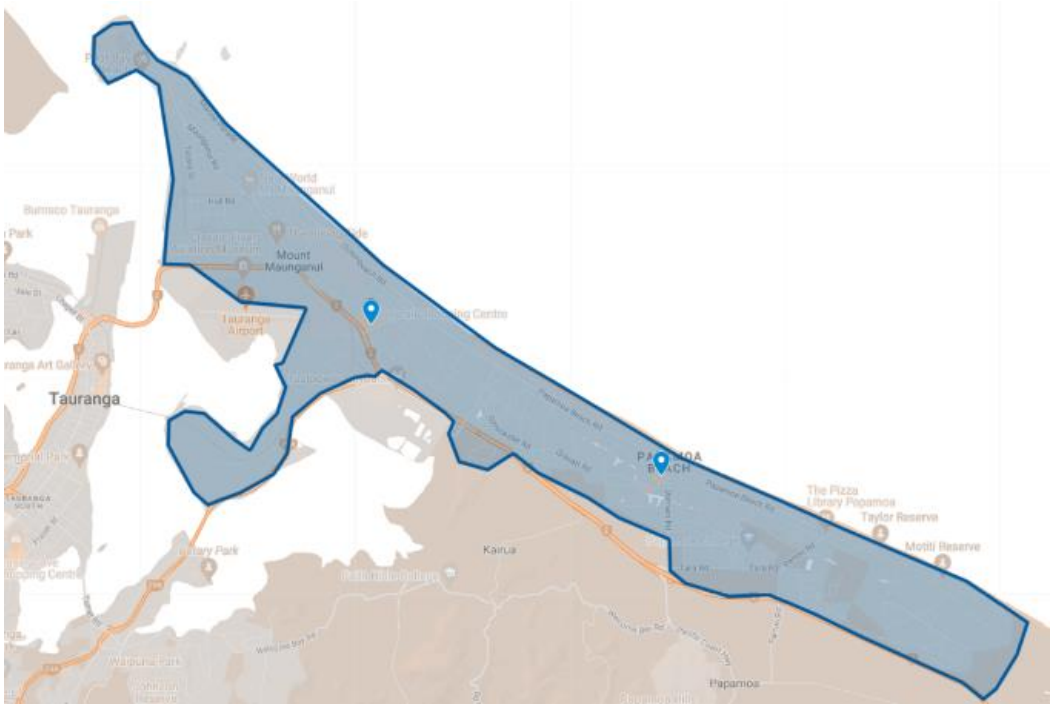
Potential On-Demand Service Zone

We have analysed a number of potential service zones throughout Tauranga and have identified this region due to the opportunity to deliver a range of benefits to Council and a broad cross-section of the community.

While we would work closely with BOPRC and other stakeholders on the design of the eventual service, a conceptual on-demand transport service could function in the following manner.

1. Include an operating zone that covers Mount Maunganui, Arataki, Matapihi and Papamoa Beach, augmenting the existing network and including areas not currently within convenient distance to the network
2. During peak commuter times, On-Demand vehicles function as a first mile / last mile feeder to the regular city-bound services, specifically 2, 20, 21 and 22. This would extend the catchment area for these valuable trunk services and assist in modeshift of commuters. OD service would focus on linking residents to employment centres in The Mount as well as key hubs such as Bayfair Shopping Centre and Papamoa Plaza for onward journeys into Tauranga CBD.
3. During offpeak, the OD service would switch to a more flexible service, offering more community-focussed journeys for people without good access to public transport. This would primarily focus on 2 main cohorts:
    i. Elderly residents, both within their own residences as well as targeting aged care residential facilities, providing a much needed door-to-door connection into health and community services. Currently…
    ii. Disconnected and underserved Maori communities such as those people living in Matapihi and Te Maunga. There are currently no bus services connecting either of these areas to critical health and community services. A lack of public transport in the area also restricts these communities from accessing cultural meeting places such as marae, fulfilling commitments to whānau, and maintaining connections to te Ao Māori (the Māori world).
4. In areas of new development where fixed route services have not yet been introduced, such as in Arataki west of State Highway 2 and the southern extremities of Papamoa Beach, OD could be introduced. This would provide new residents with convenient public transport immediately. This is the most effective time to offer modeshift – before car-based journeys become entrenched behaviour. As the sub-divisions expand, the on-demand zone will expand in line, generating valuable transport pattern data for BOPRC to plan new fixed route services for the growth areas.

[redacted]



[redacted] Interest in Bay of Plenty

[redacted] has engaged with a number of stakeholders in Bay of Plenty in order to inform our submission to this Regional Transport Plan. Briefly, we have engaged with:

- Paora Stanley, Ngai Te Rangi Chief Executive, understanding specific transport and mobility challenges
- Waka Kotahi, including alignment with strategy and access to the procurement panel results for ATLocal service
- Wednesday Challenge, assessing the opportunities for modeshift and local support related to this type of service in Tauranga
- Local businesses, developing an understanding of organisational support for public transport initiatives

Through these consultations, we believe there is a strong case for a structured trial of on-demand transport in this region.

[redacted]

User Profile in Mount Maunganui and Papamoa

	Characteristics	Likely Destinations
Commuters	Largest occupation cohorts based on 2018 Census Data: • 35% managers/ professionals • 15% technicians and trade workers Means of travel to work: • 67% private vehicle • 15% company vehicle	• Employment locations in Tauranga (Congestion issues along Papamoa Beach Rd cited in local media. High dependency on SOVs for work from census data) • Local employment (eg tourism or retail)
Maori	Maori population based on 2018 Census Data: • Mount Maunganui 26% Maori • Papamoa Beach 23% Maori	• Health Facilities • Employment Opportunities in Tauranga • Local Marae • Door-to-door service to whānau, friends, community etc
Elderly, particularly in residential care facilities	Eight+ residential care facilities/villages located within the proposed area	• Medical appointments • Community activity centres • Social outings
Tourists	Increasing focus on domestic/Pacific tourism post-covid. Transport can help connect tourists to local businesses to help industry survival and recovery. Tourism BOP recognise that “access to and around the region is a key enabler, with more transport modes providing more options for visitors. Wayfinding and storytelling signage contribute to the quality of the visitor experience”	Connect beachfront locations to: • major retail in Papamoa Beach (Bayfair Shopping Centre and Papamoa Plaza) • Tauranga CBD • Tourist destinations at end of Mount Maunganui peninsula • Also consider connection to Papamoa Hills Cultural Heritage Regional Park south of zone

[redacted]

[redacted]

Example 1: Access to Papamoa Plaza

TransitScans were used to assess how well the current public transport network connects residents to local facilities. For residents living in the southern areas of Papamoa Beach (which features several aged care facilities) access to Papamoa Plaza is poor. At 9am, a journey via public transport can take up to 6x longer than the same journey via car.

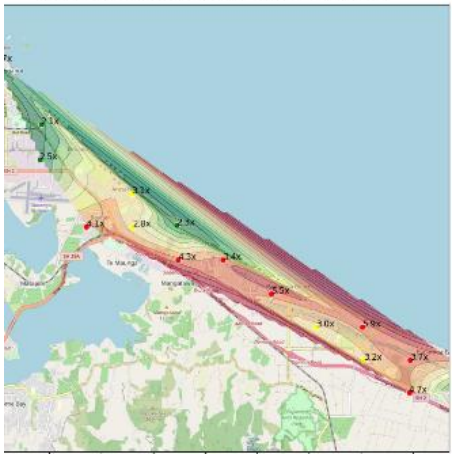
TransitScans also revealed that in most parts of the zone bus trips to Papamoa Plaza required significant walking distances at the beginning and end of the bus journey. At 9am residents in the southern half of the zone were expected to walk between 10 and 20minutes as part of their total public transport journey. These results remained consistent at other times of day, for example at 11:30am residents from retirement villages in the south would need to walk 16minutes as part of their total journey (see indicative trip below).

This is particularly problematic given the demographic profile of the area as long walking distances/times make it difficult for these populations to access public transport. An On Demand service would significantly increase the ability for these residents to access local resources through door-to-door servicing that reduces walking time, ultimately addressing transport equity within the area.

Papamoa Plaza at 9am
Walking Time required as part of journey

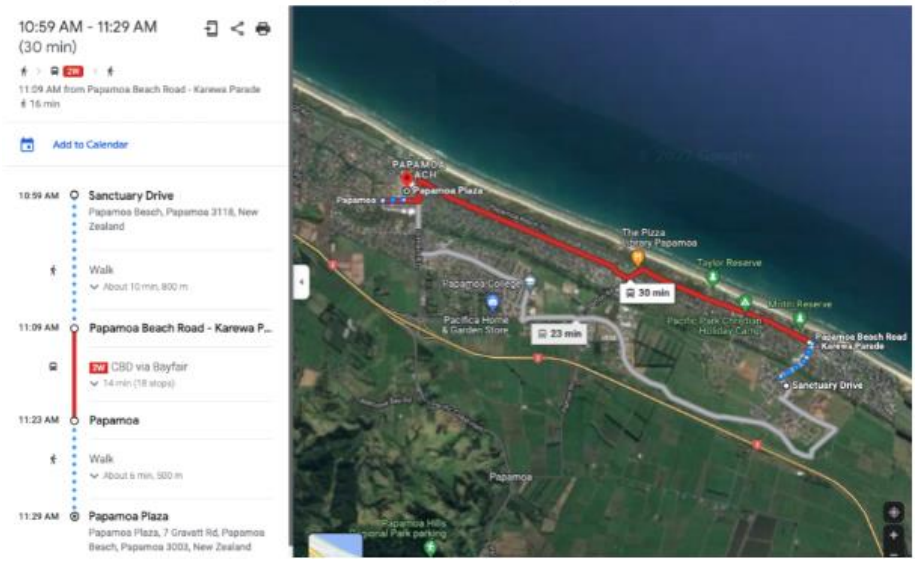


Papamoa Plaza at 9am
Journey time by public transport (x longer vs car)



[redacted]

Indicative Journey at 11:30am
Retirement Villages to Papamoa Plaza



Example 2: Access to Bayfair Shopping Village

TransitScans revealed similar issues for residents in trying to access Bayfair Shopping Village, with access to this location by public transport difficult for residents living in both the northern and southern extremities of the zone. Results were poorer during the off-peak period in the middle of the day when compared to morning commuting hours. For example at 11:30am journeys via public transport were up to 4x longer than the equivalent journey via car, and required residents to walk between 13 and 22minutes as part of their total journey. The state highway also poses a significant geographical challenge with residents living to its south forced to walk long distances to access trunk route services along Papamoa Beach.

These results demonstrate that for residents who are not living in close proximity to existing bus stops, public transport journeys can require almost as much walking time as bus time. This would be a significant factor preventing uptake of public transport use in most urban contexts, exacerbated here by an older, high needs demographic profile.

[redacted]

Bayfair Shopping Centre at 11:30am
Journey time by public transport (x longer than car)



Bayfair Shopping Centre at 11:30 am
Walking Time required as part of total journey

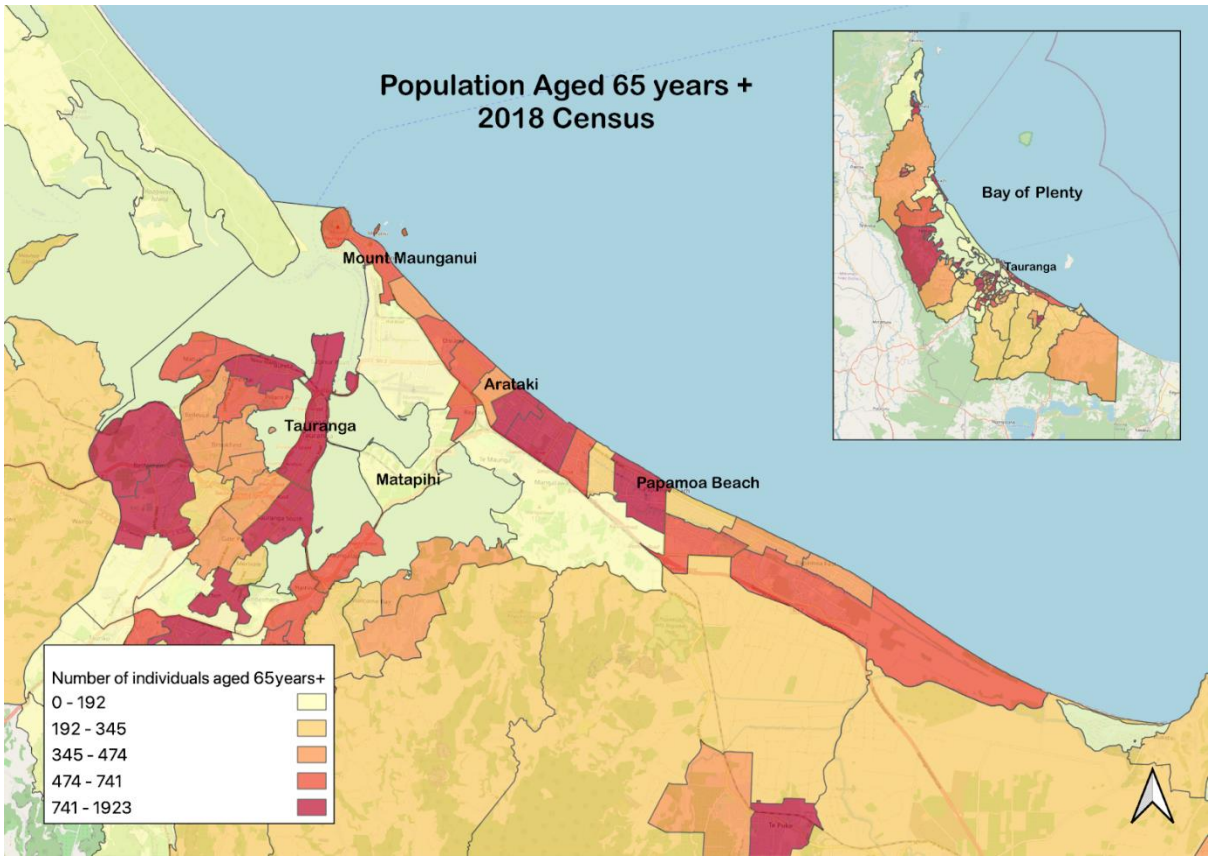


Indicative Public Transport Journey
Residents south of the highway forced to walk long distances to the bus



[redacted]

[redacted]



Kind Regards,

[redacted]

RPTP0039

Column1	Column2	Column3
Submission ID		RPTP0039
Participate Contribution ID		3401
Date Submitted		Jul 29, 2022, 02:12 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Agreeing to all equally is a silly question
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The issue when! and what is to be delivered how There is urgency NOW silly question
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Too many complexities in one query
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Too many complexities rather insulting
Tauranga and the Western Bay of Plenty		I have prepared a written submission
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		Please fins submission attached
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/749
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

RPTP0039 - Appendix

SUBMISSION TO: BAY OF PLENTY REGIONAL PUBLIC TRANSPORT PLAN 2022-32
FROM: [redacted]
JULY 2022
I wish to speak to this submission

[redacted]

"Public transport will play a crucial role in the future of the region"

"It is being reimagined"

OVERVIEW:

This submission has a predominately Tauranga City focus. Points raised are meaningful for the region.

1 The draft plan is attractive and well presented. Three vital challenges are identified and seven opportunities are posed. The challenges are very real, focussed and highly commendable.

2 Time frames and uncertainty, process and political, certainly confuse issues and impact on responsible early solution focussed actions.

3 What was reviewed and where are the learnings so that we can act on that now?

4 Where is the 'reimagined' 'crucial' public transport service? I looked and didn't find the innovation.

5 The plan notes that UFTI 'Connected Centres' is a transit system using KEY CORRIDORS rapid overtime.

6 Decarbonising the bus fleet target by 2035, is far far too late. Efforts must be made to renegotiate, 'reimagine' contractual arrangements to serve the people and the planet better, not business, it needs to adapt anyway. A way forward for change must urgently be activated. The public have shown that the current provision is unacceptable, they know Council is wasting their PT money while the planet burns.

7 The BOP population is rapidly ageing (Tga City-20.12% -65-100+ and 37.6% over 50 years) Longevity a critical driver of mobility service change in delivery that the plan overlooks. Mobility option needs must be suitably integrated in a modified final BOPPT plan as a key challenge.

8 Public Transport Urgency – 'the plan' needs to provide an accessible user-friendly mobility service to enable mode shift and meet environmental goals now.

9 The plan is sadly not about a reimagining, it actually states that it will "optimise the existing network." THAT IS SAME AS, with some possible modifications!

SUMMARY:

1 Some statements in the plan are plainly misleading.

2 Yes, much has changed since the 2019 RPTP – but the type of delivery of PT in Tauranga has not!

3 It is clear that the current service is not meeting needs. It needs **more than a 'bus or route refresh.'**

4 The plan does progress rapid transit on key connected centre corridors – an UFTI roading business case perspective.

5 **The plan does not deliver new mobility services**, (outcome 2 p.34) to better connect people to their community or neighbourhood for social and economic liveability - live, work, learn, play or age – a people multi-modal perspective.
This plan fails to give real effect to (UFTI - 15minute) sustainable connected neighbourhood mobility options that enable social cohesion and access to amenities. A sustainable mobility mode shift focus.

6 The planet is burning and our own country is flooding – where is the crucial role for change and leadership that must be undertaken now, **to activate this plan opportunity?**

7 PLEASE FIND A WAY TO BE TRULY TRANSFORMATIVE. Become solution focussed or please leave the room. People want strong aspirational leadership now. This is clearly a crisis point where action is vital.

QUERIES:

1 Why is public transport innovation in the Bay of Plenty so difficult. **The global imperative for action is so clear**- when the evidence of new sustainable models is available?

2 What / who, are the barriers, that need to be eliminated?
A revised plan should address barriers to progress, so that the public can partner.

3 What is the process for adapting the plan to address well informed public feedback?
Please co-design new mobility services.

CONSIDERATIONS:

1 The Bay of Plenty Regional Public Transport Plan needs to better reflect the urgency for climate change and social equity mode-shift in the delivery of mobility services for communities, as a compliment to transit services.

2 The plan notes that UFTI focus has two core concepts. (BOPRTP p.34)

- connected centres that delivers rapid transit on key corridors
- 15 minute access to local social and economic opportunity (plus a sub-regional link)

- Emphasis has been given to deliver efficient corridor services.
- The TSP further suggests delivery of dedicated routes that have proven inefficient, under-utilised and an infrastructure cost burden, that can be replaced by timed on demand change.
- A ferry service will contribute to mode shift, particularly a connected Mount Maunganui service.

3 This plan should be *reimagined* to refocus the TSP (second UFTI bullet point) to provide on-demand connected neighbourhood services, that additionally connect with transit hubs.
There is **urgency to now focus on emissions, social equity and improved multi-modal mobility access**. We do not have time for TSP on-demand trials (p.36) . International and early NZ evidence shows that a **"connected 15 minute neighbourhood"** intensified urban development context delivers efficient and sustainable mobility services for people of all ages, children, Elders and for those with diverse abilities. This plan should begin a time framed service delivery, demonstrating success through careful neighbourhood site choice that supports existing urban connectivity, e.g. Cherrywood and Greerton. Then selecting locations to support social equity, including a similar focus for Rotorua and more scaled focus on rural centres.

KEY TRANSFORMATIVE ACTIONS

1 Add the development of a new neighbourhood public transport on-demand service to the 2022-2032 Bay of Plenty Regional Public Transport Plan.
Given climate change and ageing population urgency, including urban intensification scope.

2 Separate service planning for future urban areas into another framework. Reduce confusion.

3 Urgently collaborate with government and investors to restructure resources and activate a 2022-2032 plan action and business case that supports provision of neighbourhood based on-demand public transport services, at an appropriate level, to all communities / neighbourhoods in the region. Give focus to social equity. Enable everyone.

RPTP0040

Column1	Column2	Column3
Submission ID		RPTP0040
Participate Contribution ID		3402
Date Submitted		Jul 29, 2022, 02:13 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		We believe that passenger rail strongly supports the following RPTP objectives: Public transport successfully contributes to the region's mode shift and greenhouse gas reduction goals. Reduce public transport emissions by decarbonising the region's fleet. Passenger rail services, especially if they are powered by electric traction, emit significantly lower greenhouse gas emissions compared with either private car or aeroplane. Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. It is particularly important to use population, development and travel demand forecasts to understand what the phrase "long term" actually means, and then work back to the present day to map out a clear pathway of feasibility business case, design and implementation activities. We would like to see BoPRC take a much more pro-active role in engaging with the rail sector, in particular to support the likes of Waikato Regional and Greater Wellington Regional Councils who are at the forefront of promoting inter-regional passenger rail.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Integrated public transport and land use planning supports well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Because of its ability to move large numbers of people, and creation of concentrations of passengers at certain nodes (i.e. railway stations), passenger rail has the ability to support compact, intensive, walkable and socially inclusive neighbourhoods. Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. It is particularly important to use population, development and travel demand forecasts to understand what the phrase "long term" actually means, and then work back to the present day to map out a clear pathway of feasibility business case, design and implementation activities. We would like to see BoPRC take a much more pro-active role in engaging with the rail sector, in particular to support the likes of Waikato Regional and Greater Wellington Regional Councils who are at the forefront of promoting inter-regional passenger rail.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Integrated public transport and land use planning supports well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future. Because of its ability to move large numbers of people, and creation of concentrations of passengers at certain nodes (i.e. railway stations), passenger rail has the ability to support compact, intensive, walkable and socially inclusive neighbourhoods. An excellent customer experience that grows passenger numbers. Both the Auckland and Wellington metro rail systems have demonstrated that it is possible to provide a convenient and attractive service that people will use in preference to other modes. Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. It is particularly important to use population, development and travel demand forecasts to understand what the phrase "long term" actually means, and then work back to the present day to map out a clear pathway of feasibility business case, design and implementation activities. We would like to see BoPRC take a much more pro-active role in engaging with the rail sector, in particular to support the likes of Waikato Regional and Greater Wellington Regional Councils who are at the forefront of promoting inter-regional passenger rail.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Public transport successfully contributes to the region's mode shift and greenhouse gas reduction goals. Reduce public transport emissions by decarbonising the region's fleet. Passenger rail services, especially if they are powered by electric traction, emit significantly lower greenhouse gas emissions compared with either private car or aeroplane - see attached submission. Easy to use public transport that is accessible to existing and potential customers. Passenger rail services can provide greater levels of access between the Bay of Plenty and regions which make up the "Golden Triangle" – namely Waikato and Auckland.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		An excellent customer experience that grows passenger numbers. Both the Auckland and Wellington metro rail systems have demonstrated that it is possible to provide a convenient and attractive service that people will use in preference to other modes. Public transport services and infrastructure combine to deliver a safe, reliable, punctual and high-quality customer experience while providing value for money. As a mode of transport, rail is statistically much safer than road for passenger journeys in particular. As a mode of transport, rail is statistically much safer than road for passenger journeys in particular. As it runs on dedicated infrastructure, passenger rail avoids traffic congestion on the road, especially on the approaches to major urban areas. The Te Huia (Hamilton-Auckland) rail service demonstrates that it is possible to provide a very high level of customer service and value for money through cheap fares.

Column1	Column2	Column3
Submission ID		RPTP0040
Tauranga and the Western Bay of Plenty		Regular passenger services last ran between Hamilton and Tauranga in 2001. The demise of the "Kaimai Express" came about because of insufficient demand to meet service operating costs, at a time when rail was not strongly supported by central government policy. Since then, the East Coast Main Trunk Line (ECMTL) has become the country's busiest for freight usage, with Port of Tauranga generating the demand. Waikato Regional Council has delivered the first phase Te Huia service (funded jointly with Waka Kotahi) and has plans to significantly develop the future rail network between Hamilton and Auckland. With both Hamilton and Tauranga growing rapidly as part of the Upper North Island "Golden Triangle", and emissions reductions top of the government agenda, the time seems right to seriously investigate re-introduction of passenger services between Hamilton and Tauranga. This submission to the Bay of Plenty Regional Public Transport Plan (RPTP) consultation draft has been prepared by a group of community-focussed professionals who are interested in investigating a co-operative model for planning, funding and operating a passenger rail service between Tauranga and Hamilton (with onward connections into Auckland via the Te Huia service). The RPTP represents an opportunity for Bay of Plenty Regional Council (BoPRC) to provide in-principle support for this initiative and ensure that it is aligned with RPTP objectives. We should emphasise that this support does not mean we expect a passenger rail service to be delivered without going through a robust business case process. This process will be required in order to understand how passenger rail services can be integrated with future rail freight services, without negatively impacting on them.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		The Waikato draft RPTP contains a clear well-explained and deliverable set of aspirations for passenger rail. Included in these aspirations are proposals for links to Tauranga, specifically: •Advocate and support rail track improvements between Auckland, Hamilton and Tauranga; and •Support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga. The Waikato draft RPTP therefore contains greater detail on links to Tauranga than the Bay of Plenty RPTP. The concern in some quarters is that BoPRC has a perceived conflict of interest, given its part ownership of the Port of Tauranga and consequent emphasis on prioritising rail freight. We believe there should not necessarily be any such conflict if BoPRC commits to exploring improving infrastructure for passenger rail as part of plans to increase capacity for freight at the same time. The attached presentation and article by rail expert Michael van Drogenbroek provides clear evidence that there are plenty of opportunities for regions to pursue inter-regional passenger rail, if there is strong political and senior officer leadership coupled with a willingness to work across regional borders. Our concern is that the Bay of Plenty risks being left behind and relegated to the status of a minor economic player in the New Zealand knowledge economy unless it becomes fully committed to playing its part in the revival of inter-regional rail. We would also like to see much stronger links between transport and spatial planning, with intensive development areas around potential passenger rail stations (for example in the centre of Tauranga) being given much greater emphasis in the future Regional Spatial Strategy (RSS). Key point of submission: The final RPTP and delivery programme should provide greater evidence of leadership in promoting future passenger rail and both the political and senior officer (Chief Executive and General Manager) level. At present this leadership is behind that being demonstrated in the Waikato region. This leadership should include undertaking to work with Waikato Regional Council to jointly promote passenger rail improvements, and also producing its own passenger rail strategy. The next RLTP should clearly articulate the passenger rail strategy and outline funding proposals for business case work to take forward inter-regional passenger rail. The future RSS should thoroughly investigate policies, plans and delivery strategies which cluster development around passenger rail stations.
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		Greater Leadership on Development of Passenger Rai The Waikato draft RPTP contains a clear well-explained and deliverable set of aspirations for passenger rail. Included in these aspirations are proposals for links to Tauranga, specifically: •Advocate and support rail track improvements between Auckland, Hamilton and Tauranga; and •Support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga. The Waikato draft RPTP therefore contains greater detail on links to Tauranga than the Bay of Plenty RPTP. The concern in some quarters is that BoPRC has a perceived conflict of interest, given its part ownership of the Port of Tauranga and consequent emphasis on prioritising rail freight. 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Integrated public transport and land use planning supports well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.Because of its ability to move large numbers of people, and creation of concentrations of passengers at certain nodes (i.e. railway stations), passenger rail has the ability to support compact, intensive, walkable and socially inclusive neighbourhoods. An excellent customer experience that grows passenger numbers.Both the Auckland and Wellington metro rail systems have demonstrated that it is possible to provide a convenient and attractive service that people will use in preference to other modes. Key point of submission: Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. 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Column1	Column2	Column3
Submission ID		RPTP0040
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		We would like to Introduce the idea of The Rail Co-operative Concept to the RPTP. The two traditional models of rail service delivery are based on either direct local / central government operation or a private sector franchising / management contract (with government generally specifying the service). In either case, local communities and passengers are dependent on government to meet their rail travel needs and experience (often through a "consultative committee"). A possible "third way" is the specification and operation of rail services based on a co-operative model. There are seven internationally agreed principles that define how any kind of co-operative should operate: 1.Owned and controlled, and exists for the benefit of, its members - who may be customers, workers, suppliers or the wider community. 2.Democratic – every member has an equal say in how the co-operative is run and how profits are used. 3.Every member contributes financially in some way – from buying products, working for the co-operative, investment in it or deciding how to spend profits. 4.An independent business, owned and controlled by its members. 5.Offers education and training to everyone involved, so they can develop the co-operative and promote the benefits of co-operation. 6.Co-operates, works with and supports other co-operatives. 7.Supports the communities it works with. According to the New Zealand co-operative web site , the country is one of the most co-operative economies in the world with the top 30 co-operatives alone contributing 13% of GDP by revenue and employing more than 41,000 New Zealanders. Co-operatives in the rail sector exist in several countries, with the two most well-known examples being: •Railcoop – are re-opening the mothballed Bordeaux – Lyon line to both freight and passengers (with freight services already running). •Co-op Train – who are planning services between Bishops Lydeard and Swindon in the UK. Several local community groups and individuals are interested in the feasibility of establishing a co-operative to investigate, plan and ultimately operate a passenger rail service connecting Tauranga, Omokoroa, Waharoa / Matamata, Morrinsville and Hamilton using the ECML. These aspirations are captured in the report Making Rail Work (produced by Tarakin Global and funded by Baytrust) – copy attached to this submission. Given the likely need for a future upgrade of the ECMTL to support higher levels of freight traffic from the Port of Tauranga, there is an opportunity to make a strong case for passenger rail at the same time. Local government in the Bay of Plenty is grappling with significant transport and development challenges, and so the aim of the co-operative would be to help move the passenger rail agenda forward by working closely with the respective Regional Councils, Tauranga Transport System Plan, Future Proof, Ministry of Transport, Waka Kotahi and KiwiRail. The co-operative model does not preclude government or private sector involvement, as these organisations can (and arguably should) choose to be members and hence be part of the governance process. Key point of submission: We request that the RPTP formally acknowledges community aspirations to establish a co-operative for passenger rail services between Tauranga and Hamilton (with onward connections to Auckland). We further request that a new policy in the RPTP outlines: •In-principle BoPRC support for investigation and potential establishment of a rail co-operative; •Commitment from BoPRC to participate in the cooperative if feasibility and viability is established; •Include funding for business case work in the next Regional Land Transport Plan (RLTP); and •Agreement to provide in-kind staff resource from the BoPRC transport planning team.
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/748
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

Cover Page For BoPRC Regional Public Transport Plan (RPTP) Submission

- [redacted] - Submission to Bay of Plenty Regional Public Transport Plan (RPTP) — 5 Pages
- [redacted] Report — 76 Pages
- Extract From RTSA Presentation: "The Future Of Regional and Long-Distance Passenger Rail In New Zealand" by Michael van Drogenbroek — 12 Pages

[redacted]

[redacted]

[redacted]

Submission to Bay of Plenty Regional Public Transport Plan (RPTP)
29 July 2022

1. Introduction

Regular passenger services last ran between Hamilton and Tauranga in 2001. The demise of the "Kaimai Express" came about because of insufficient demand to meet service operating costs, at a time when rail was not strongly supported by central government policy. Since then, the East Coast Main Trunk Line (ECMTL) has become the country's busiest for freight usage, with Port of Tauranga generating the demand.

Waikato Regional Council has delivered the first phase Te Huia service (funded jointly with Waka Kotahi) and has plans to significantly develop the future rail network between Hamilton and Auckland. With both Hamilton and Tauranga growing rapidly as part of the Upper North Island "Golden Triangle", and emissions reductions top of the government agenda, the time seems right to seriously investigate re-introduction of passenger services between Hamilton and Tauranga.

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

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

2. Comment on Passenger Rail Policy in the RPTP

The draft Bay of Plenty Regional Public Transport Plan (RPTP) includes the following policy:

"Work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term."

We believe that passenger rail strongly supports the following RPTP objectives:

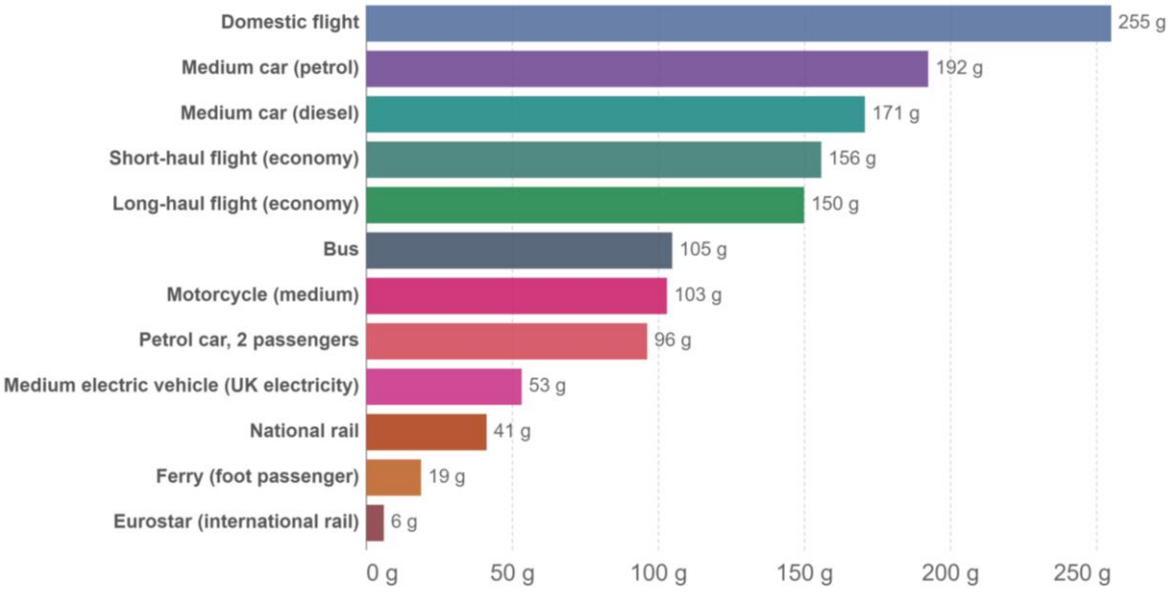
Table 1: Potential Contribution of Passenger Rail to RPTP Objectives

RPTP Objective(s)	Summary of Contribution
Public transport successfully contributes to the region's mode shift and greenhouse gas reduction goals. Reduce public transport emissions by decarbonising the region's fleet.	Passenger rail services, especially if they are powered by electric traction, emit significantly lower greenhouse gas emissions compared with either private car or aeroplane (see Figure 1 below).
Easy to use public transport that is accessible to existing and potential customers.	Passenger rail services can provide greater levels of access between the Bay of Plenty and regions which make up the "Golden Triangle" – namely Waikato and Auckland.
Public transport services and infrastructure combine to deliver a safe, reliable, punctual and high-quality customer experience while providing value for money.	As a mode of transport, rail is statistically much safer than road for passenger journeys in particular.

Making Rail Work
Submission to Bay of Plenty Regional Public Transport Plan (RPTP)
29 July 2022

RPTP Objective(s)	Summary of Contribution
	As it runs on dedicated infrastructure, passenger rail avoids traffic congestion on the road, especially on the approaches to major urban areas. The Te Huia (Hamilton-Auckland) rail service demonstrates that it is possible to provide a very high level of customer service and value for money through cheap fares.
Integrated public transport and land use planning supports well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.	Because of its ability to move large numbers of people, and creation of concentrations of passengers at certain nodes (i.e. railway stations), passenger rail has the ability to support compact, intensive, walkable and socially inclusive neighbourhoods.
An excellent customer experience that grows passenger numbers.	Both the Auckland and Wellington metro rail systems have demonstrated that it is possible to provide a convenient and attractive service that people will use in preference to other modes.

Figure 1: Carbon Footprint of Travel per Kilometre (2018)



Source: UK Department for Business, Energy & Industrial Strategy. Greenhouse gas reporting: conversion factors 2019. CC BY
Note: Data is based on official conversion factors used in UK reporting. These factors may vary slightly depending on the country, and assumed occupancy of public transport such as buses and trains.

Key point of submission:

Whilst we fully support the draft RPTP policy we would like to see clear actions and resources associated with its implementation. It is particularly important to use population, development and travel demand forecasts to understand what the phrase "long term" actually means, and then work back to the present day to map out a clear pathway of feasibility business case, design and implementation activities.

We would like to see BoPRC take a much more pro-active role in engaging with the rail sector, in particular to support the likes of Waikato Regional and Greater Wellington Regional Councils who are at the forefront of promoting inter-regional passenger rail.

3. Introducing The Rail Co-operative Concept to the RPTP

The two traditional models of rail service delivery are based on either direct local / central government operation or a private sector franchising / management contract (with government generally specifying the service). In either case, local communities and passengers are dependent on government to meet their rail travel needs and experience (often through a "consultative committee"). A possible "third way" is the specification and operation of rail services based on a **co-operative model**.

There are seven internationally agreed principles that define how any kind of co-operative should operate:

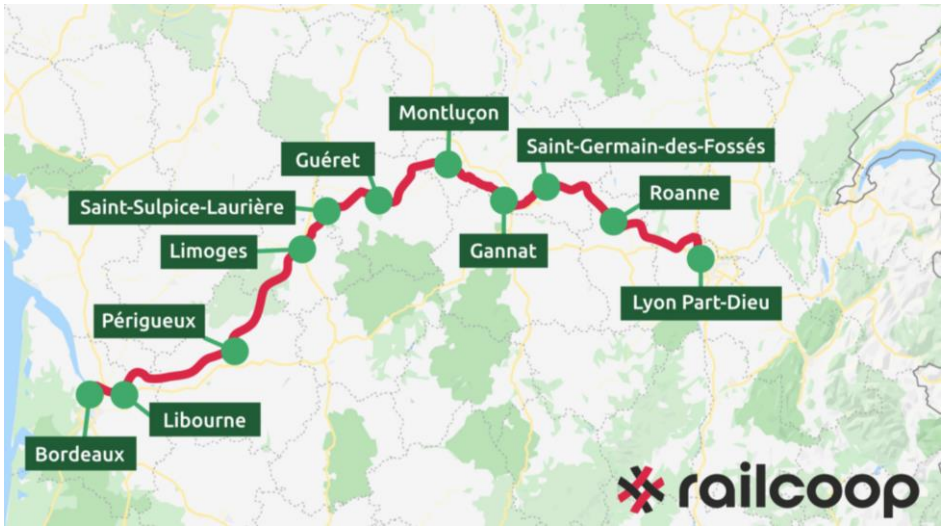
1. Owned and controlled, and exists for the benefit of, its members - who may be customers, workers, suppliers or the wider community.
2. Democratic – every member has an equal say in how the co-operative is run and how profits are used.
3. Every member contributes financially in some way – from buying products, working for the co-operative, investment in it or deciding how to spend profits.
4. An independent business, owned and controlled by its members.
5. Offers education and training to everyone involved, so they can develop the co-operative and promote the benefits of co-operation.
6. Co-operates, works with and supports other co-operatives.
7. Supports the communities it works with.

According to the New Zealand co-operative web site[1], the country is one of the most co-operative economies in the world with the top 30 co-operatives alone contributing 13% of GDP by revenue and employing more than 41,000 New Zealanders.

Co-operatives in the rail sector exist in several countries, with the two most well-known examples being:

- Railcoop[2] – are re-opening the mothballed Bordeaux – Lyon line to both freight and passengers (with freight services already running).

Figure 2: Railcoop Proposed Passenger Route

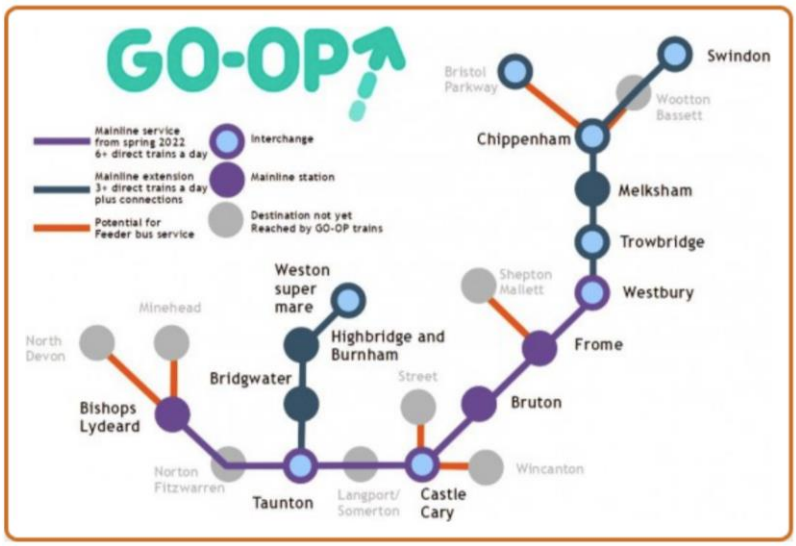


- Go-op Train[3] – who are planning services between Bishops Lydeard and Swindon in the UK.

[1] Co-operatives in New Zealand : Cooperative Business New Zealand (nz.coop)
[2] Home | RAILCOOP
[3] GO-OP! Cooperative |

[redacted]

Figure 3: Go-op Proposed Passenger Route



Several local community groups and individuals are interested in the feasibility of establishing a co-operative to investigate, plan and ultimately operate a passenger rail service connecting Tauranga, Omokoroa, Waharoa / Matamata, Morrinsville and Hamilton using the ECML. These aspirations are captured in the report *Making Rail Work* (produced by Tarakin Global and funded by Baytrust) – copy attached to this submission. Given the likely need for a future upgrade of the ECMTL to support higher levels of freight traffic from the Port of Tauranga, there is an opportunity to make a strong case for passenger rail at the same time.

Local government in the Bay of Plenty is grappling with significant transport and development challenges, and so the aim of the co-operative would be to help move the passenger rail agenda forward by working closely with the respective Regional Councils, Tauranga Transport System Plan, Future Proof, Ministry of Transport, Waka Kotahi and KiwiRail. The co-operative model does not preclude government or private sector involvement, as these organisations can (and arguably should) choose to be members and hence be part of the governance process.

Key point of submission:

We request that the RPTP formally acknowledges community aspirations to establish a co-operative for passenger rail services between Tauranga and Hamilton (with onward connections to Auckland). We further request that a new policy in the RPTP outlines:

- In-principle BoPRC support for investigation and potential establishment of a rail co-operative;
- Commitment from BoPRC to participate in the cooperative if feasibility and viability is established;
- Include funding for business case work in the next Regional Land Transport Plan (RLTP); and
- Agreement to provide in-kind staff resource from the BoPRC transport planning team.

4. Greater Leadership on Development of Passenger Rail

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

- Advocate and support rail track improvements between Auckland, Hamilton and Tauranga; and
- Support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga.

[redacted]

Submission to Bay of Plenty Regional Public Transport Plan (RPTP)
29 July 2022

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

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

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

Key point of submission:

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

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

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

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

Tarakon Global

Making rail work

A community's proposal for the re-introduction of an intercity passenger rail link to Tauranga



Author: Katrina Ramage
May 2022

"The true measure
of any society
can be found in how it treats
its most vulnerable members."

- Mahatma Gandhi

Making rail work

A community's proposal for the re-introduction of an intercity passenger rail link to Tauranga

Author: Katrina Ramage

May 2022

With thanks to BayTrust for funding this proposal.

BAY TRUST
Supporting Great Communities

We also appreciate donations from a number of kind individuals for printing, publication and promotion, and we respect their wishes to remain anonymous.

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"There is no reason to believe that bureaucrats and politicians, no matter how well meaning, are better at solving problems than the people on the spot, who have the strongest incentive to get the right solution."

Elinor Ostrom

Source: IPPR's 'The Climate Commons' report cover, March 2021

"We've not just compromised the future of our young people. We have been stealing it. We are still stealing it, but it is not too late to do something."

Jane Goodall PhD DBE, UN Messenger of Peace

Source: UN Magazine Global Affairs interview by Alexis Issahoroff, March 2022

Acknowledgements

Contributions to this proposal have been made by a collection of passionate Kiwis who want to see a more sustainable future for Aotearoa. Our skills, opinions, perspectives, and political alliances may differ massively but we have worked together to create a united vision for others to now consider.

We would like to thank BayTrust for funding this paper through its Toolbox Grant funding programme. This has enabled us to work with people who would not usually be able to afford time to contribute to the discussion or the report writing process. It has not only allowed the creation of this report, it has also helped a number of our contributors to establish themselves professionally in a post-COVID economy, or weather themselves through the hard times.

With this in mind, we would like to acknowledge Emma McIver for graphic design, publishing, documenting evidence, and mapping design; Ian Skelton for stakeholder and project management support; Chris Ramage for picture sourcing; Shirley Porter and Harriet Preddey for evidence gathering and copy-checking support; and JudeaTech for illustration and design support.

About Tarakin Global Limited

Established in January 2008, Tarakin Global Limited designed and conducted a range of primary stakeholder surveys and central government policy reviews for UK, European and Global policymakers. Katrina Ramage, company director, is currently advising the G20 on how to encourage values-driven policies in a post-COVID, post-Ukrainian war and climate-conscious world. All advice is apolitical and designed to invite scrutiny.

The Tarakin Framework was commended as Best Practice in Government Communications by the UK's Office of Government Commerce and received an excellent rating by the Number 10 Mission Critical Assesment Team in 2008. It has sinced been used as a tool for trouble-shooting complex policies that are not meeting their targets at all levels of government, including a range of public, private and community partnerships.

In 2020, Katrina joined the local Tauranga Rail Advocacy Group. Following an evidence gathering and stakeholder review exercise in 2021, Katrina agreed to draft this policy paper in the style she developed during her time as a strategic policy and communications adviser in the UK.



Title: *Examples of electric trains from around the world.*
Sources: Please see Appendix C for evidence reviewed for this proposal

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“Il meglio è nemico del bene”

“Best is the enemy of the good”

François-Marie Arouet, also known as Voltaire, citing an old Italian proverb in 1770

Source: https://quotepark.com/quotes/1842650

Executive Summary

In Tauranga, it sometimes feels like the status quo is the enemy of progress. Plans, often made in the last century, are pursued without regard to up-to-date information, trends, attitudes, coherent enquiry into or regard for current preferences of those who live here. If Tauranga wants to realise its potential as a global cosmopolitan city then it will have to start to set itself in context with the demand for community-led transformation, its role in the rest of its region, and the possibilities afforded by connecting the 'Golden Triangle' in a regenerative, resilient way, fit for the 21st century.

Regardless of how you engage in the local community, reintroducing passenger rail to Tauranga should be something you are informed about and have an opinion on. *Making Rail Work* is a community proposal, or People's Paper, that summarises the evidence that is readily available to the public and presents ideas for how rail might be brought back.

We have challenged ourselves to think about how we can 'make rail work' for the cost of living crisis; for the impacts of climate change; for jobs; for population growth; for community cohesion; and for maximising returns on inward investment opportunities.

The primary recommendation of this proposal is for government and elected officials to unite behind the idea of a New Zealand rail co-operative, which would be the first transport co-operative in the country. Our suggestion is that this marks the next important step for a strategic economic plan for the Golden Triangle, which confirms it as Aotearoa's largest growth area.

The greatest travesty, as far as rail is concerned, is that inter-city policy was abandoned and so many networks were shut down. We may have had an influx over time of cheap imported cars but with hindsight that was no reason to throw a perfectly good mixed-use transport strategy away and become dependent on imported fuel and vehicles.

If we look at the outcome of a similar strategy in Sri Lanka, which is living beyond its means and has becoming dependent on imports we see the hardship that has caused for its people. Outcomes for New Zealand may not be an exact mirror image, but for Kiwis, doubling of food and fuel prices are already having similar impacts.

The fact that so much house building has happened in the Bay of Plenty without any proper master-planning or any form of future-proofed infrastructure plan is horrendous. Responsible governance should be thinking about future generations, not creating unnecessary challenges for them. It is almost inevitable that future governments will be forced into compulsory purchase of land so they can retrofit the infrastructure and allow medium density living options that would have been cheaper to implement within this generation.

This proposal will not dwell on or cast blame for errors of the past. Its intention is rather to encourage those with influence, power, and money to realise that passenger rail would be something that improves the lives of everyone in society, including themselves. Those who have contributed to this document have done so with intent to honour the principles of Te Tiriti o Waitangi. However, we recognise more work needs to be done in this area. Our belief is that, if a rail co-operative was introduced, it would represent a neutral platform for discussion incorporating these founding standards. The additional advantage, which should not be overlooked, is that migrant cultures who do not associate with either Māori or Pākehā will also be able to engage, offer contributions and, learn about Aotearoa mana whenua, New Zealand's original laws of the land.

We have looked at the obstacles faced by those communities the proposed rail line would pass through, from those living in desirable residences on waterfronts close to the rail line, to those who could upskill themselves and have a better chance of finding their own home and sustainable income as a result of rail connectivity.

Governance and funding

1. **Invest** time and expertise in exploring the idea of a rail co-operative to align stakeholders in the southern section of the Golden Triangle.

2. **Define** a communications framework for local planning authorities to connect with rail discussions related to the UK:NZ Free Trade Agreement.

3. **Explore** the idea of formally defining the Golden Triangle as a strategic economic growth area, especially if the team of five million is going to grow to ten.

4. **Publish** government's approach to 'tipping point' infrastructure investment, and the specific differences it has for off-shore and on-shore investors.

Route and timetables

5. **Collaborate** with Tauranga port and other freight rail services to project their expected dependency, so that passenger rail can plan for the gaps.

6. **Review** global flood defense and mitigation strategies where rail and domestic residency co-habit. Engage both indigenous cultures and insurance representatives.

7. **Identify** all potential New Zealand tunneling. Consider all infrastructure, including undergrounding utilities and improving run-off water flood defences.

8. **Revise** the data referenced in this chapter so that government spending and co-operative fund-raising targets and public expectations can be responsibly managed.

Global impacts

9. **Assemble** a team to review traditional baseline CO2 emission measures, creating a 'COVID factor' for all built environment projects.

10. **Review** all global trade and diplomatic agreements, from both sides, to identify opportunities for collaboration and knowledge sharing.

11. **Connect** with global rail and regeneration initiatives to share best practice and practical intelligence.

12. **Appoint** representatives from School Strike 4 Climate and the UN LCIPP Youth to be inter-generational consultants to this work.

The specific recommendations listed are discussed in more detail in the chapters that follow. These are the resulting suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies. local authorities, political influencers and anyone with an interest in the future of public rail transport in New Zealand.

Stakeholder engagement

13. Review categories and maps to create a fully detailed and prioritised database. This should be used to define committees for a rail co-operative.

14. Share this proposal with all organisations listed in this document, asking if they would like to join in with early discussion about the recommendations.

15. Identify government officials, architects and local head masters and educational leads who are interested in exploring the Planning for Real approach.

16. Consider piloting the Planning for Real model in Tauranga as part of the existing vision work being done by Tauranga City Council.

Placemaking

17 Confirm where a passenger rail station would be placed in Tauranga CBD and if it would be connected to the ferry and public transport network.

18. Reassess the region's approach to housebuilding, with a view to considering transport infrastructure and Collective Housing first.

19. Engage with communities in Waharoa to garner opinions on the ideas about a rail station and masterplanning project presented in this proposal.

20. Identify global architectural design competitions, practices demonstrating good outcomes in the areas concerned; engage support and design global pitch ideas.

Political approach

21. Empower the Electoral Commission to use this report to educate would-be political candidates, engage non-voters, and increase local electoral turnout.

22 Appoint a Roving Minister, or Minister for Growth, responsible for identifying ways taxpayers money can be better spent using cross-policy spending agreements.

23. Identify an international liaison team to represent the Golden Triangle communities and negotiate with the UK for rail, via New Zealand House in London.

24. Ensure Ngāti Rānana, the London Tribe, is engaged so Māori considerations are treated in respect of Te Tiriti o Waitangi and on behalf of all Tangata Whenua.



Title: Sample of publications and sources reviewed for this proposal
Sources: Please see Appendix C.

Introduction

This is an independent proposal written on behalf of a group of New Zealand business leaders and residents who believe that connectivity is fundamental to our community and economy. We believe that, as a country, we need to change our approach and attitude to passenger rail, once and for all.

We can already see this happening with freight rail. However, as a result of current government spending structures and policy decision-making frameworks, we believe that passenger rail is being continually rejected and overlooked as a way of justifying investment in freight. Essentially, we think that policy officials and decision-makers see rail enhancements for passenger rail as an 'either-or' decision.

It is our belief that, if managed correctly, New Zealand could create a world-leading rail network that could benefit society as a whole and inspire other countries to follow our lead; perhaps not at the same technical level that high density countries can afford, but a clean, green and sophisticated solution that shows what rail can look like in low to medium density countries. Respected and effective transport solutions should not be the preserve of rich nations or rich individuals, i.e. tourists and commuters.

The title of this proposal, *Making Rail Work,* is a call for us all to see rail as an enabler of economic stability and sustainable growth. If it is embraced, rail culture can help us achieve our national targets. It provides support for climate change targets, cost-of-living, societal empowerment, housing, job-creation, environmental management, and global economic placemaking.

Rail can be used to improve health and wellbeing for all ages, cultural cohesion, and education. Rail can bring hard-to-reach communities opportunities to raise their professional attainment levels and life ambitions.

It is widely accepted that New Zealand's dependency on roads needs to be curtailed. There are some, mostly rural, who are genuinely car-dependent, and there are those, mostly urban, who have no viable alternative and no obvious motivation to change their behaviour, whether or not they are fully aware of the personal and planetary gains achieved from adopting transport lifestyle changes.

We know that only a small portion of society makes life changes for personal health and environmental reasons. As such, we need to be better at explaining why behaviour change will help everyone financially, at the same time as encouraging these benefits. We need to be better at making these behaviour changes appealing, savvy and smart, and articulate how the benefit will be felt in everyone's household budget.

This proposal has been drafted based on reference to multiple research reports and articles. It provides an overview of how passenger rail can be extended to Tauranga so we can activate the economic opportunities of the Golden Triangle for the good of the whole country.

It reviews the obstacles and challenges listed in government reports and papers published since 2002. The ideas and suggested solutions proposed are accompanied by case studies and data where they exist. They are specific to the introduction of an intercity passenger rail line between Tauranga, Hamilton and Auckland. Metropolitan rail is not directly reviewed or discussed in this proposal.

In addition, given the ever-changing nature of political leadership in Tauranga, we will be using this proposal to brief Council and MP candidates, officials, and Political Parties, in forthcoming elections.

Case Study A: UK Sustainable Communities Plan 2003

In 2003, in the UK, the Office of the Deputy Prime Minister (ODPM) published its Sustainable Communities Plan. Its purpose was to create a framework for local government authorities, arms-length bodies, non-departmental public bodies, and publicly-funded organisations, to connect funding decisions that would usually be difficult to align or measure when responding to central government policy targets, which tend to be siloed or ring-fenced by HM Treasury.

Basically, four 'growth areas' were identified (Fig 0.1), and where local authority planning departments could not take ownership of local delivery, statutory development corporations were set up. This was based on where housing needs were in highest demand and population over-crowding was overwhelming societal infrastructure like healthcare, education, transport, water, waste, and energy etc.

It is important to remember that these are the places where people wanted to live and work. These were the desirable locations that could add value to the country's overall GDP (Gross Domestic Profit), and global economic standing, if they functioned smoothly. They also had huge societal divide. Gentrification was creating increases in households in poverty and gang-related criminal activity; marginalisation and increases in benefits were no longer an option in terms of addressing these issues.

In a country with very little land available for development, the Plan prioritised brownfield sites. Government committed to remediating chemical and industrial damage so that commercial investors could work with local partners to bring these locations to the domestic and commercial markets.

In the UK priority regeneration areas, the statutory development corporations were granted devolved planning powers from central government to aid with compulsory land purchase, land remediation, and approvals for contractual agreements with inward investors. Development corporations also helped with aligning funding decisions between central government departments.

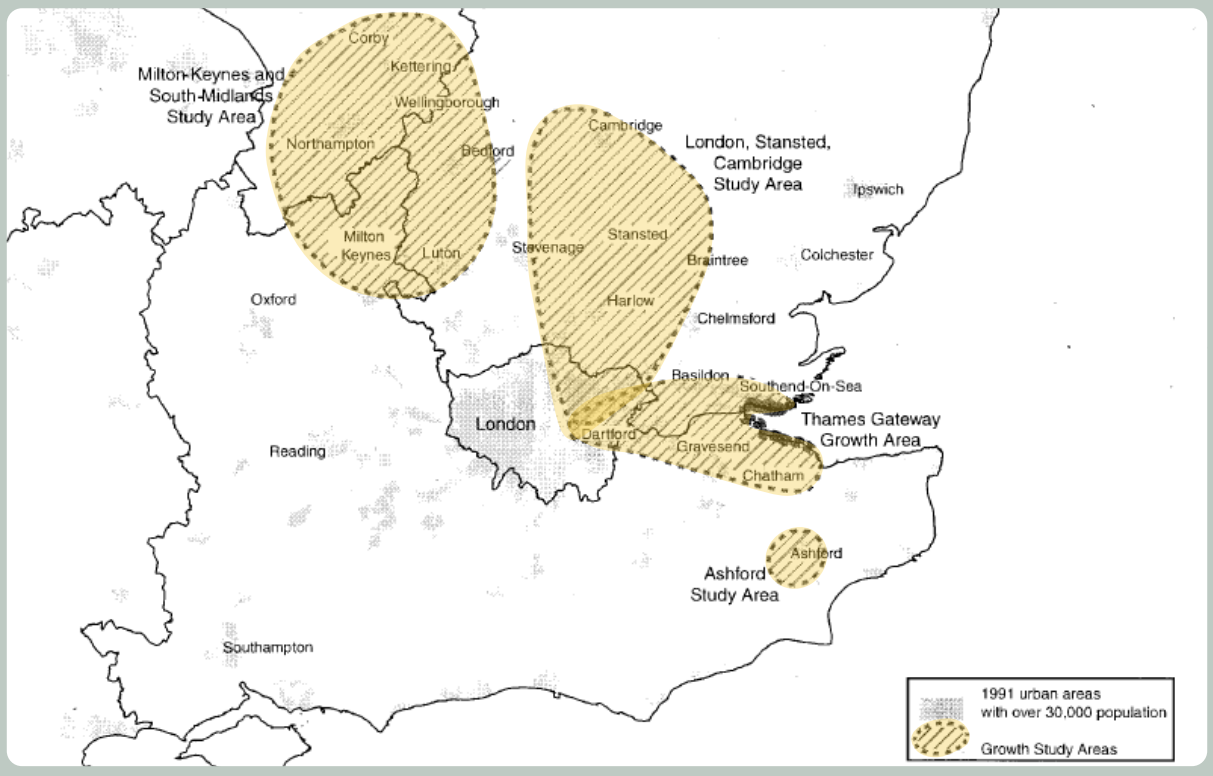


Fig 0.1: Four UK strategic, economic growth areas defined by ODPM in 2003

What does that mean, and was it effective?

Well, yes, it did work. One of the key sites that was regenerated was the 2012 Olympic Park in Stratford, which has had a significant impact on the prosperity of all residents in the five council regions touched by the Olympic Delivery Authority (one of the three development corporations established in the Thames Gateway region). The principles of 'future-proofing' and 'infrastructure first' are two of the key reasons the areas remain prosperous, desirable residences today, for both families and businesses.

All areas of the Thames Gateway benefit from their place in the designated growth area. To this day, the regeneration initiative continues to protect valuable natural habitats without stunting economic growth.

How could this relate to New Zealand?

Much like London was at the turn of the millennium, Auckland is bursting at the seams. We are talking about smaller numbers by comparison, but the pressure is creating similar problems: too many cars, not enough housing, and infrastructure that is both congested and stretched to breaking point.

The process of identifying growth areas could also work here. The Golden Triangle (Fig 0.2) is an obvious place to start, especially given the significance of New Zealand's ports, but areas around Christchurch might be able to emulate work done by initiatives like 'The Northern Way' in England, which was also defined as a growth area and managed using the Sustainable Communities Plan. Regardless of the areas identified, the philosophy is the same: get ahead of urban sprawl by aligning public, private and community spending. It is more expensive to fix infrastructure problems in retrospect.

This proposal suggests that, based on New Zealand's local government structure, there is no need for a development corporation because regional councils already hold decision-making power. Rather, establishing a co-operative to manage a new kind of New Zealand-owned public-private partnership would do the job without unnecessary bureaucracy and commercial conflicts and challenges.



Fig 0.2: New Zealand's Golden Triangle and current locations of growth



Title: *Tauranga CBD & Port*
Sources: *https://thespinoff.co.nz/society/15-05-2018/tauranga-the-miami-of-new-zealand-neednt-be-a-cultural-wasteland*

There are eight obstacles that stand in the way of reintroducing passenger rail to Tauranga:

1. Cost
2. Tauranga Harbour Bridge
3. Population density
4. Competition with freight rail strategies
5. The Kaimai Tunnel
6. Availability of rail stocks and supplies
7. Impact on road users (level crossings)
8. Political resolve
9. Public attitude

Fig 1.1: Obstacles to re-introducing intercity rail to Tauranga

1

Approach

Since 2002, many reports have been written relating to or mentioning the validity of passenger rail in New Zealand. As a recognised part of New Zealand's 'Golden Triangle', and home to its largest port, Tauranga is top of the list of cities that should be reconnected to a central network. While local communities and commercial businesses seem enthusiastic about rail, governmental organisations tend to shy away from expressing support. We believe this is because they do not want to take financial ownership of the obstacles listed on page 12.

To date, these obstacles have been considered insurmountable challenges based on the factors used to measure the success of rail in New Zealand, which tend to focus on balancing projected ticket sales with capital, maintenance and running costs. With no easy way of evidencing guaranteed demand for rail in the regions, it has been almost impossible to justify public spending on passenger rail infrastructure.

Local government priorities in Tauranga and the Bay of Plenty have been more focused on work that needs to be done within the next ten years to manage the accelerated growth of the region. Conclusions drawn in the Urban Form + Transport Initiative's report in 2020 add additional financial pressure and expectation to any potential delivery strategy.

Essentially, passenger rail tends to get put on the back burner, or it is placed in the 'too hard and too expensive basket'. Discussions about hydro-electric cars and light rail options are used as a way of keeping the conversation alive, and passenger rail advocates at bay, without making any progress.

That said, the case for encouraging more freight onto rail has been made and won in the name of meeting climate change targets. Ambitions to use rail as a way of reducing carbon emissions associated with the port are well documented, accepted and evidenced.

While some see this as a way of upgrading the existing rail corridors for all rail, opinions are divided on whether both freight and passenger rail can co-exist in the Bay of Plenty. Train carriages can have different gating and run at very different speeds. Plus, the health and safety standards for passenger rail are, understandably, far more extensive and expensive to maintain than those associated with transporting non-perishable freight. Concerns that stations could slow freight delivery are also a sticking point. It therefore stands to reason that local decision-makers would prioritise getting freight right first because of the immediate benefits it brings.

As far as using freight to reduce congestion is concerned, the jury is also still out on that matter. Increasing the number of trains on the track will automatically increase the number of times level crossings are used, which in turn slows traffic. There is also evidence to show that, without changing attitudes to car usage, domestic drivers will see reduced congestion as a reason to use their cars more often.

Pioneering city initiatives, like Tauranga's Wednesday Challenge, are already starting to inspire a new way of thinking about single occupancy vehicle usage and unnecessary short journeys. However, much more needs to be done to support and encourage alternative modal transport options in our towns and cities.

Briefing provided to incoming Ministers in 2017, and released under the Official Information Act, confirm that central government officials do see intercity, regional, and metropolitan passenger rail as an opportunity that comes with great societal and environmental benefits.

A report, conducted by Ernst & Young, and commissioned by the Ministry for Transport in February 2021 reaffirms this and demonstrated that, for the two passenger rail networks that support commuters in Auckland and Wellington, investment is not only justified, increasing capacity on these lines would bring significant and note-worthy benefits.

Overcoming the obstacles

The global evidence reviewed in this proposal is an attempt to provoke a can-do attitude. The challenges that stand in the way of passenger rail are complex, which means the solutions required will not be simple. ***Making Rail Work*** is not about giving up at the first hurdle. So, let us start with the list in Fig 1.1, mentioned earlier, and go from there.

1. Cost

It should not come as a surprise to anyone that the money available for major infrastructure funding is in short supply. Enhancements to acute healthcare infrastructure, and bridging support funding for our hospitality sector, understandably take priority over passenger rail.

In Chapter 3 we explore the idea of a community-led Public Private Partnership that could oversee governance and funding using a co-operative model. This approach is already being used in France for the line between Bordeaux and Lyon, see Case Study B. Much like the line to Tauranga, this is an underused line that would need to share freight and passenger rail.

Central, regional and local government funding will still be required for the project, especially if it is to retain its status as a New Zealand owned public asset. However, public funding that comes from the taxpayer should be seen as a way of underwriting setup costs so the initiative can become commercially viable.

The community-led partnership approach is not just favoured by the co-operative communities. The Institute of Public Policy Research published a report in March 2021, which asserts that devolution of public project ownership is the only way to ensure sustainable climate change outcomes. Parameters and recommendations are also discussed in Chapter 3.

2 . Tauranga Harbour Bridge

The purpose of this document is to review the case for intercity rail. If a destination terminal was placed in the CBD then upgrades to Tauranga's Harbour Bridge would not be essential to that phase of development.

Ongoing connections with Mount Maunganui could be considered as a train-to-ferry modal shift solution. This would also support work being done by Wednesday Challenge to re-educate Tauranga residents about using alternative modes of transport. This and other ideas for placemaking are discussed in Chapter 7.

3. Population density

Debates around population density can create a circular chicken-and-egg discussion, which is rarely helpful and mostly frustrating. However, it also highlights some unanswered questions about New Zealand's population growth projections and its future population management strategies.

Today, we are the 'Team of Five Million', with an additional one million overseas. What do we want that number to be ten, twenty or thirty years from now?

Because, if the answer is ten million, at any time, then we'd be hard-pushed to find anyone who would question the need for passenger rail as an intrinsic part of New Zealand's multi-modal transport future.

In Chapter 6, we consider future population projections from a community engagement perspective. What has been done to ask these questions of future generations, X, Y and Z, for example? At the same time, European immigrants may continue to increase in numbers, but relationships with countries like India and China also need to be considered.

Above all, Tangata Whenua expectations of population growth is paramount to this discussion. Māori and Pasifika communities must be invited to help lead the creation of strategic plans and targets, which is also discussed in Chapter 6.

Essentially, every part of Kiwi society should be deliberately engaged in the intercity rail debate.

4. Competition with freight rail strategies

Investment in rail should be holistic and consistent. While policy officials might work in budgetary silos, those divisions should not be noticeable when investment is considered for rail as a whole.

5. The Kaimai Tunnel

Additional tunneling needs are dicussed in Chapter 4.

6. Availability of rail stocks and supplies

One of the greatest challenges faced by those leading the reintroduction of passenger rail between Auckland and Hamilton was the availability of train carriages.

In fact, while it would not have been the first choice, repurposing diesel engines was one of the compromises required to keep the initiative on track.

When we started brainstorming ideas for this challenge, we considered the idea of diplomatic arrangements with countries that have large numbers of residents here. India and China are obvious, as is the UK and the U.S.

It came as a surprise to learn that the UK: NZ Free Trade Agreement, which was signed on 1st March 2022, contains a transport clause, which offers not only supplies for the introduction of a rapid rail network, but also project management and industry expertise.

Maximising this opportunity, at the same time as ensuring the public asset is owned, operated and managed in New Zealand, by New Zealanders, is explored in Chapter 3.

7. Impact on road users (level crossings)

This is one of the most complex challenges because it represents the problems created by success.

When someone lives in, or moves to London, the first question asked is 'Which station am I closest to?', and the second is 'Where can I get to without changes?'

The question that Kiwis ask themselves is 'Why should I get out of my car?' Their vehicle is considered an extension of their home. It is a status symbol that they are not willing to give up without a fight.

More level crossing closures will have an impact in terms of freight alone. This will be the first time road users will be made to feel they are being sidelined for their transport choices.

We could introduce priority lanes for climate-friendly vehicles but it would not be a long-term solution. Creating strategies that appease disgruntlement would simply create more problems down the line.

Targeted community initiatives, like the Wednesday Challenge to encourage attitude and behaviour change are essential. We consider these in Chapter 5.

8 - Political resolve

Recent political manoeuvers have, yet again, created uncertainty in Tauranga. For a city with such potential, it lacks consistent governance and political vision.

Chapter 8 looks at the challenges and opportunities created by political timetables and election schedules.

In June 2022, we will see a by-election play out in our city, which will do one of two things: it will galvanise and re-engage people in our city, or we will all feel even more embarrassed and disenfranchised by the whole pantomime of playground politics.

It is likely that the outcome of this by-election will have an impact on the forthcoming general election. For this reason, we should use the by-election as an opportunity to raise the debate about passenger rail so it can be debated centrally as well.

To ensure New Zealand's Governmental commitment to rail, before time and money is wasted, we must also ensure that all levels of departmental officials are engaged in decision-making.

9 - Public attitude

How do you separate a Kiwi from their car? The answer is that you probably cannot. Can they use them less?

Does the fact that fuel prices have risen, as a result of the war in Ukraine, create an opportunity to remind Kiwis just how expensive their car choices are?

The truth is that, in the long term, fuel is going to be too expensive for most countries. New Zealand does not have the buying power to command supply. Supply we do get should be prioritised for essential services.

Educating Kiwis on the importance of making good fuel choices will be a hard job but it has to happen.

Passenger rail provides a certainty that other options do not. In Chapter 7 we look at the opportunities intercity rail creates in terms of urban placemaking. We consider what the connection between housing, rail and co-operative business models would look like.

We also explore the idea that, if you do not have to own a car to travel then you would have more to spend on buying your house, feeding your family, and investing in the future of your community, country and planet.



Title: What could an iconic train station look like in Tauranga CBD?
Sources: Please see Appendix C.

2

Vision

The Golden Triangle rail concept has been discussed, debated, debunked, deliberated and dismissed many times over. It is time to get around to it. We must start by working together, and accepting that we achieve our greatest accomplishments when we work towards a united vision. The greatest challenge is that no one wants to be responsible for paying for it or managing it. Let us share the burden, and let us make sure that all Kiwis have access to being part of the team that also shares in its success. Here is our proposal for our guiding principles.

1. The focus of this vision must be specific to an intercity connection between Tauranga, Auckland, and Hamilton. Intermediate station destinations will be reviewed but extensions to the line will not be incorporated at this stage.
2. All stakeholder groups affected by passenger rail must be able to contribute to the development of this vision. Specifically, Generations X, Y, and Z, must be engaged in advance of forthcoming elections.
3. Close collaboration with iwi and hapu is essential to ensure that our indigenous culture and landscapes are respected, and that the stories of our land are told as part of the passenger rail experience.
4. Those invited to share the financial burden must prioritise New Zealand's interests. They should not be able to offshore or on-sell their investment outside of New Zealand.
5. Opportunities created by passenger rail must demonstrate that people from all walks of life have access to services. They should never be seen as a move to gentrification.
6. Gains in terms of climate change targets and reduced congestion must be measurable and sustainable. They must allow for carbon spent in terms of future-proofing.
7. Passenger rail proposals must not compete with or hinder the delivery of Tauranga Port's freight rail strategy, or the improvement of road and vehicle quality standards.
8. Data captured, and delivery measures that are agreed, must collect information in a way that is compatible with related government priorities.
9. Baseline metrics associated with intercity passenger rail must be redefined to account for behaviour change associated with COVID-19, and global commodity prices associated with the war in Ukraine.
10. Inward investment proposals and essential skills visa strategies should positively promote New Zealand's ambition to embrace passenger rail so that those arriving in the country feel encouraged to favour both freight and passenger rail services over road.

"Ehara taku toa I te toa takitahi engari he toa takimano."

"My strength is not that of an individual but that of the collective."

Whakatauki, Māori proverb

Source: https://www.tutiramai.co.nz/newsletter-panui

3

Governance and funding

There has been much discussion about making public transport free in New Zealand as a way of countering the impacts of rising fuel costs. It is also a great incentive for getting people out of their cars and reducing carbon emissions. In today's New Zealand, passenger rail only exists in primary urban centres. As such, free public transport, like hydro-electric cars, will only benefit the metropolitan urban rich. Neither will benefit the whole team of five million. Let us think about how we work together to create a solution that is fair and accessible for all.

Public Private Partnerships (PPPs)

There are many different versions of PPPs, which we will refrain from listing here. Suffice to say, the one formed in Wellington to build the motorway has taught transport government officials a great deal of lessons in terms of what both good and bad PPPs look like.

Our primary concern about PPPs is that they tend to be used to attract overseas financiers; money that Kiwi businesses are not able to invest. We believe that by using a co-operative model, we can raise money to help with the funding process, at the same time as garnering loyalty to rail and alternative transport options.

KiwiRail would be intrinsic to the co-operative. However, while it is focusing on optimising freight rail benefits, the co-operative would be laying the foundations for the passenger rail that follows.

This organisational setup would also mean that non-transport and engineering companies would be able to take a seat at the decision-making table, which would improve community spending impacts.

Community members, such as those who have compiled this document, would also be able to join and influence decisions. This would also allay concerns that foreign parties are likely to take over.

UK Free Trade Agreement

The UK version of this agreement is encouraging in terms of ensuring that passenger rail is being taken seriously by central government decision-makers. However, we must ensure that local engagement is managed correctly, respectfully, with a Kiwi-focus.

The UK version of the agreement states that:

> *"New Zealand's planned metro and rapid rail projects have created demand for UK expertise in numerous areas from consulting and engineering design, to signalling and project management. The deal removes tariffs on rail-related goods, such as rolling stock parts and traffic signalling equipment."*

It also quotes Darren Caplan, Railway Industry Association CEO as saying:

> *"UK Rail suppliers have a wealth of expertise which is highly regarded across the world. Many are interested in the opportunities new Free Trade Agreements provide, particularly with Australia and New Zealand."*

Distribution companies DHL and UPS are also quoted as being excited about establishing themselves in New Zealand. Some further digging found that the TPP started advertising in January, months before the free trade agreement was signed, inviting engineers and project managers to sign up to their training course:

> *"In 2022, the Transport Planning Professional (TPP) Partnership launched its pilot scheme to roll out this unique transport planning qualification worldwide. The pilot areas will include Hong Kong; Australia & New Zealand; India; and the Middle East."*

We believe that the establishment of a co-operative would provide globally invited experts with the local information they need to ensure that rail solutions work for everyone in our society.

A co-operative would also be able to engage and support New Zealand-born engineers and project management strategists who want to upskill themselves and become part of a new Kiwi industry.

It is the unionship founded on sharing objectives that create truly rich and sustainable communities. If we can find common ground as opposed to reasons to work in silos then we stand a chance of creating societies that our children's children will be proud of.

Auckland | Hamilton | Tauranga

These cities are not chosen as the Golden Triangle just because of their proximity to each other. Their unique identities are complementary to each other. Between domestic and commercial inhabitants, the area makes up more than 50% of New Zealand's economy.

Many years, and considerable money, has been spent trying to invest in roads that connect them in a better, more prosperous way. Yet they still function in silos.

The only thing that better roads have achieved is more traffic and increased urban sprawl, which in turn requires more roads. The whole thing is a carbon-hungry, perpetuating loop of ridiculousness.

The truth is that these cities do not compete with each other: they each have different commercial and domestic offerings. Their landscapes and lifestyles are different. Collectively, they celebrate, embrace and support global cultures and socio-groupings, but independently they find themselves lacking.

Consider the idea that a global company wishing to move to New Zealand might not want all of its staff in one place. Logistical and operational staff would be best-placed in the centre of the country in Hamilton. Managerial staff would be best placed in Auckland. And global sales teams could create C-suites in Tauranga's Central Business District that provides shop windows for the best corporate lifestyle New Zealand has to offer.

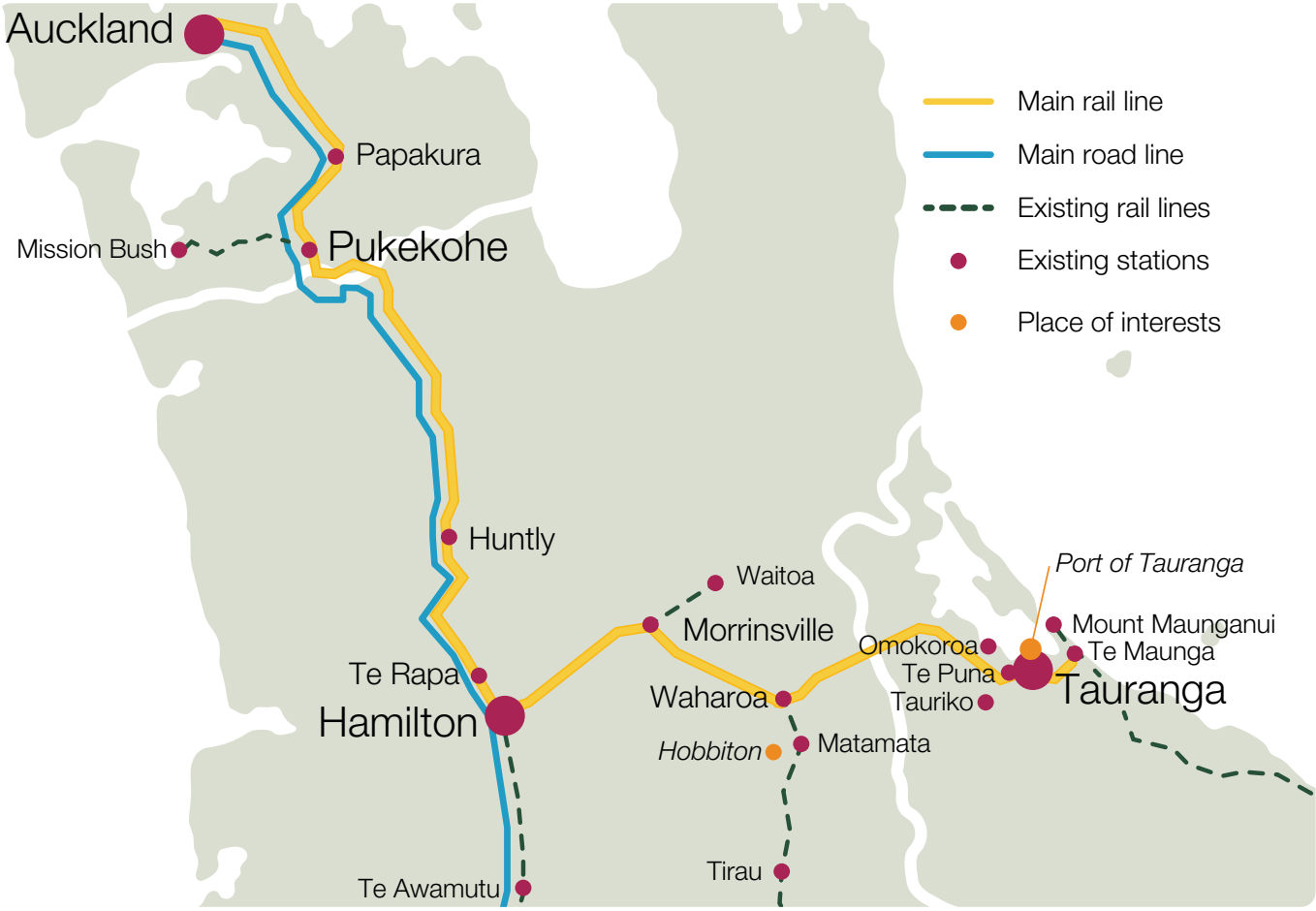


Fig 3.1: Train routes and areas of interest in New Zealand's Golden Triangle



Title: Railcoop team and owner-members
Sources: https://www.ica.coop/es/node/15651

Investors from other continents are accustomed to multi-cultural environments and diversity. We should amplify the multitude of lifestyles that New Zealand has to offer. Having an inter-city rail link is about perceived national commitment to the uniqueness of each place, and their collective identity. It is about investment reassurance: the whole is greater than the parts.

The Co-operative Model Applied

Case Study B is the most relevant and recent example of a rail co-operative: France's Railcoop SCIC.

Using the co-operative model has not only raised funding from local communities, companies, associations and industry bodies, it also helped to allay concerns about passenger demand and projected usage. At the time of this report, it had already signed over 12,000 individual members.

Railcoop membership costs €100 for each individual and 50¢ per inhabitant for each local authority that benefits from the route.

The governance structure of Railcoop allows all members to engage via two regional discussion groups and ten thematic groups, all of which feed into the General Assembly. This kind of structure allows the co-op to direct those with skills in particular areas to use their expertise in addressing the obstacle or challenge that is slowing or hindering progress.

It is this uniquely democratic process that would be well placed to pilot in Tauranga, especially at a time when the city council is being run by commissioners appointed by central government.

We believe we can also be creative with funding sources if a co-op was established. Government funding should be focused on ensuring society is not dependent on taxpayer contributions. It should not be restricted by central budgetary policy silos.

By way of suggesting what a good system might look like, let us say that WINZ networks are used to funnel some Waka Kotahi funding to the rail co-operative.

Gifting a $100 membership to each person in the immediate area who is on income support would be a way of spending taxpayers money at the same time as ensuring those who cannot usually afford shares or investments are granted the right to vote on infrastructure in their area.

Cooperative Business NZ has participated in the early stages of discussions and see benefit in further exploring the opportunity to establish a community owned transport network. Given its relationships with the International Co-operative Alliance (ICA), New Zealand government and its existing membership base, it has the opportunity to draw upon this expertise as part of refining the co-operative business structure to meet the needs of the vested parties.

Case study B: Pioneering French Railcoop tracks new course for rail

Reasons for Railcoop's establishment

The co-op was set up in response to the liberalisation of the rail market in France in 2020. The initial group involved in setting it up included people who were involved in the railway sector, local development and sustainability initiatives. They decided to go for the co-op model to enable local people, companies, associations and local authorities to develop the project together.

Established in 2019, in advance of the planned liberation, today Railcoop is a co-operative society of collective interest (SCIC) with over 12,000 individual member owners, 200 companies and associations, and 30 local authorities, that aims to run passenger and freight trains without public subsidies.

As a SCIC, also known as a general interest co-operative, Railcoop will have to direct 57.5% of its surplus to its reserves, before owner members receive dividends.



Fig 3.2: Railcoop CEO Nicolas Debaisieux

The project is run by an operational group of 15 people with input from individual members, who get involved in discussions about how to advance the initiative. Member engagement takes place via twelve discussion circles, two of which are regional and ten thematic.

In March 2021 the co-op reached the minimum threshold of 1.5million EURO capital set by the state to become a private operator. It has since raised over 7million EURO and achieved its license to operate freight rail, which was formally launched in November 2021



Fig 3.3: Railcoop passenger rail

The Unicorn: Licoomes

Railcoop itself is part of a collective called Licoornes, made up entirely of co-operatives which provide various services, from telephony to power generation and ethical finance. Licoornes means unicorns – the name was chosen as a symbol of the co-operative alternatives.

The Licoornes co-ops say they were brought together by a set of common values – environmental protection, social justice, and solidarity. Their united ambition is to offer an alternative economic model.

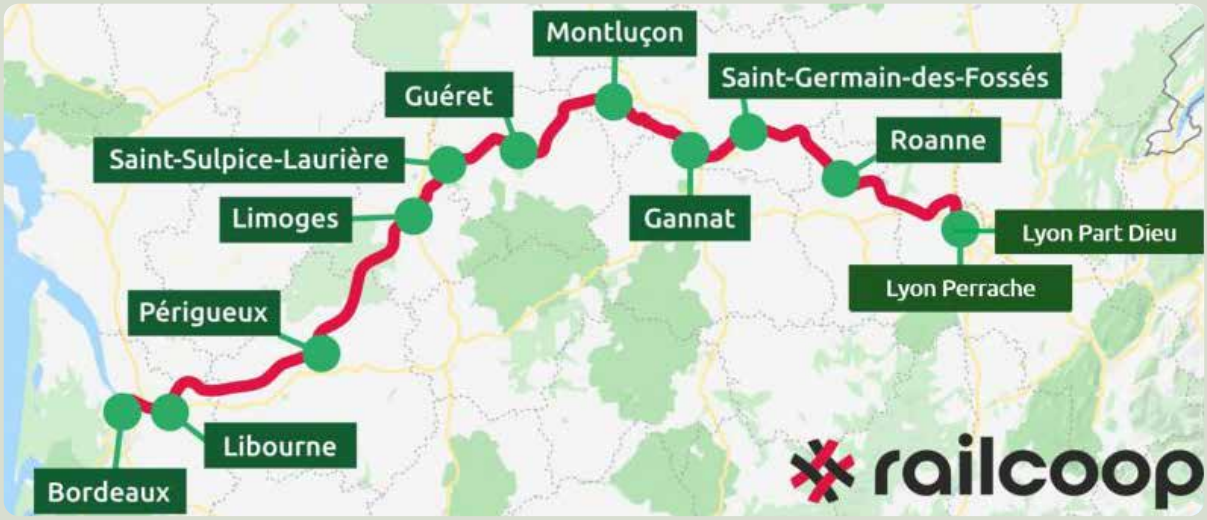


Fig 3.4 Railcoop SCIC map

Timescale for passenger rail services

Railcoop's passenger rail target of opening passenger rail services in December 2022 has been delayed. However, they have overcome all but two barriers to operation, a significant accomplishment given COVID-19, the war in Ukraine, and national political electioneering.

First of all, the finalisation of the financial package remains conditional on the firm and definitive commitment of the banks, institutional investors and actors of the Social and Solidarity Economy (SSE).

Railcoop says it is now aware of the fact that the financial and banking players are reluctant to commit themselves, "including the players who claim to support the emergence of new economic models and the development of rural areas, in the face of a promising but nascent market."

Second, the availability of the rolling stock depends on the ability of the industry to renovate the available second-hand trains within a reasonable timeframe.

These announcements were made in April 2022, and should be seen as a positive outcome. All of the other requirements for operation have been met and there are only these two hurdles left to face.

The first is actually dependent on the second. Once access to rolling stock can be confirmed, costs can also be confirmed, which will make financiers happier. Postponement of passenger rail targets could also be seen as wise because of the uncertainty that the war in Ukraine is creating.

Either way, government officials, investors and the media should see the timing of the announcement, more than eight months prior to the original deadline, as a sign of consumate professionalism from the Railcoop team.

A small poppy among giants

In the way that France's Railcoop is part of a wider co-operative alliance, so too would this co-operative. New Zealand has some of the most successful co-operatives in the world, as evidenced by Cooperative Business NZ and PWC's 2021 report 'The New Zealand Co-operative Economy'.

The establishment of a rail co-op would be New Zealand's first transport co-operative

We should also remember that, as part of the Queen's Commonwealth, this initiative would also be supported by international ambassadors who champion increased use of rail and public transport as a way of addressing climate change targets.

The information set out in the UK version of the Free Trade agreement, provides that reassurance. In addition to that, the neutrality of the global co-operative community ensures that tumultuous Anglo-Franco relations, Brexit fallout, and forthcoming elections, would not hinder a New Zealand rail co-op from working with initiatives from non-Commonwealth countries as well. Essentially, there will be plenty of support and guidance for this endeavor.

Addressing regional concerns

These international connections could also be used strategically to overcome barriers outlined in the 2020 Urban Form + Transport Initiative report (Fig 3.5).

Most have already been discussed in the early sections of this proposal. Although, what France's Railcoop experience tells us is that we are all facing the same challenges when it comes to rail.

Attractive passenger rail carriages, attract passengers, investors and service stability.

We will consider inward investment opportunities in more detail in Chapter 7. However, from a global negotiation perspective, working with partners overseas to demonstrate united demand for upgraded and re-purposed rolling stock could create enough projected demand to reduce supply production prices for all.

Newer battery-operated trains could also be a more cost-effective way of overcoming the expense and environmental costs of line electrification.

In terms of other barriers set out in the report, we believe that suggesting costs associated with new

The Urban Form + Transport Initiative Report (BoP extract - May 2020) suggest that the re-introduction of passenger rail to Tauranga could be unaffordable. The UFTI report only examines inter-city services so does not consider issues relating to the Kaimai Tunnel or the line beyond that to Hamilton.

1. KiwiRail does not have any spare locomotives or rolling stock that can be used for any Metro operation. New rolling stock will be required – typically this has a five-year procurement timeframe.
2. While some of the routes have existing traction electricity, no investment scenario has been assumed for this to be implemented elsewhere.
3. Any infrastructure costs presented assume no freight contribution to paying for the stated improvements, and that the Metro business case stands alone, even in the instance where freight demand drives the capacity constraints.
4. Provision of traction electricity requires a step change in costs, as existing signalling needs to be replaced to ensure that resulting signalling is immunised from the effects of a 240KV electrical field.
5. It is the assumption that for passenger operation the Harbour Bridge would need to be replaced as a part of the minimum investment case.

Fig 3.5 Tauranga's existing cost barriers

bridges, and that freight funding should be ring-fenced, is endemic of the problems created by siloed government funding systems.

Blinkered policy approaches like this are traditionally wasteful in terms of getting best use of the taxpayers dollar. We would refer the authors of this report back to Case Study A, and ask them to consider opening their minds to alternative match and group funding ideas.

Rail can be the skeleton of a sustainable transport system; roads should be seen as the veins and arteries. The only way the whole system will work is if it works together.

Optimising transport for all

Intuitive ticketing solutions are already being discussed globally. This is a conversation that New Zealand must join if it wants to learn and grow in this field.

We will consider ideas for engaging all members of the community in Chapter 6. For now, consider the benefits of London's Freedom Pass.

Those over 60 in the UK are, theatrically speaking, given the key to city. Public transport is free for them, which creates many diverse benefits.

Firstly, they tend to have money so the more they move around the more they spend, which helps micro economies. Also, the fact that they move around for free makes them more active, which reduces impacts on the healthcare system.

This generation is also made up of self-sufficient, former business professionals. They tend to self-organise (even if you'd prefer that they did not!), and ensure that those in their own age demographic are encouraged to participate in activities.

As co-operative members, in the UK, many remember the co-operatives formed after the war, and the community spirit they embodied.

Additionally, they are more likely to adopt energy efficient practices because they tend to be think about the impacts that they have had on the planet their grandchildren will inherit.

Freedom passes are considered a gift to those who have put their service into the country. It is an invitation for them to enjoy the country they have helped create.

From a hospitality perspective, Freedom passes are used to offer discounted ticketing to cultural, historical and entertainment offers.

When one considers the cost savings in terms of other policy areas, and the increase in micro-economic spending, it is hard to understand why passenger rail is judged on ticket revenues alone.

The obliquitous benefits of free transport for those who cannot afford a car to get to work should also be taken into consideration. Paid tickets should be priced at premium for last minute single trips and tourists.

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies, local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

1. **Invest** time and expertise in exploring the idea of a rail co-operative to align stakeholders in the southern section of the Golden Triangle.

2. **Define** a communications framework for local planning authorities to connect with rail discussions related to the UK:NZ Free Trade Agreement.

3. **Explore** the idea of formally defining the Golden Triangle as a strategic economic growth area, especially if the team of five million is going to grow to ten.

4. **Publish** government's approach to 'tipping point' infrastructure investment, and the specific differences it has for off-shore and on-shore investors.

"If you want to
go fast, go alone;
if you want to
go far, go together"

Anon

Source: Quoted regularly in U.S. speeches, originates from indigenous African and other cultural teachings.

4

Route and timetables

Few people would suggest that New Zealand has the population required to justify public spending in rail, based on useage alone. So why do it? But in the same vein, how did younger European countries justify it when they were less populated than they are today? The fact is, they used rail to grow their economies, and enable their people. Populations that are moving physically produce health in both the economy and themselves. But how do we start to build a network? Which places should be connected first, second, or not at all?

Let us start with justifying why Tauranga is the best and most likely next step on a national network, based on the lines that are already functioning, and the rail corridors that already exist.

Introducing or, in New Zealand's case, re-introducing a national rail network does not happen overnight. It is foolish to believe that it can be delivered within an election cycle. And once delivered, iterative expansions and contractions will be necessary.

Referring back to the UK's Sustainable Community Plan (Case Study A), connecting population centres is the best way to encourage economic growth without losing control of urban sprawl. Rail is the ideal way of connecting these centres. It increases passenger numbers, due to the fact that population centres have lots of people, and it increases business connectivity, which improves market competitiveness.

When managed transparently, long-term forward planning is a good thing for people and businesses. Moreso than roads, rail helps domestic residents expand their horizons in terms of connecting with communities in other towns and cities. It affords them time to plan their personal and professional futures.

A ten, twenty, or even a thirty, year vision could also be used to help create cross-bench commitment, which would also help provide reassurance to rate and tax payers, inward investors, and those wishing to join the rail commuter movement.

If the population is going to increase then government needs to be upfront about where that growth is going to be focused. Others need to plan as well.

A skeletal strategic framework would also help with aligning central policies and ensure that related funding decisions are addressed constructively, and separate from political debate. It can also set out a delivery timeline so that expectations can be managed in areas that will not benefit immediately.

While that sounds complicated, it does not have to be confusing. Basically, start with identifying the largest populations in the country and connect them together first. That creates 'Level One'.

Fig 4.1 shows that by viewing the UK at night we can see the highest population densities: they are the brightest spots on the map. Based on these centres, London is used as a European gateway to the UK from Paris, by high-speed rail. The influx is then encouraged to disperse to more northern secondary cities.

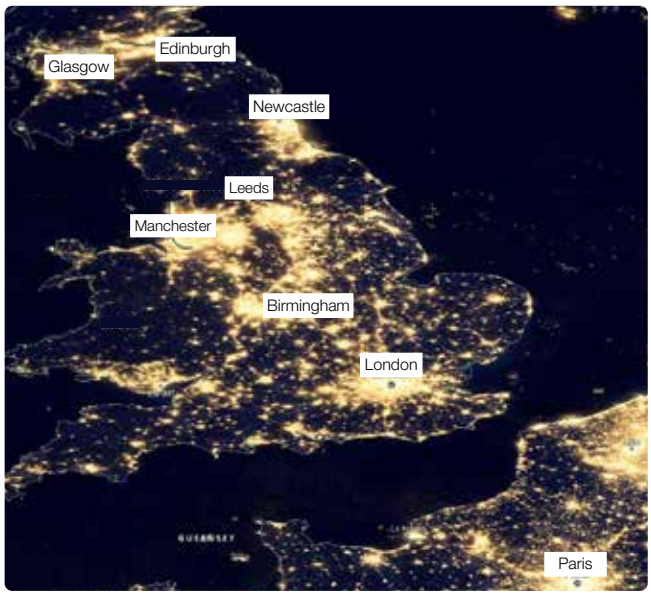


Fig 4.1 UK at Night

This approach has been used by transport and regeneration planners in the UK to explain why rail infrastructure spending is focused on city connections.

Given New Zealand is a little behind the curve when it comes to embracing rail, let us start with looking abroad for some of the answers. The UK has a similar landscape, climate and population spread as New Zealand, so it makes sense to consider its approach.

Most UK rail policy officials admit its network would not exist if its inception was measured by today's standards. That said, the principle decision-making about primary rail station locations remains the same.

Making the case for Tauranga

Fig 4.2 shows New Zealand at night, which highlights its population centres. By comparison, we can definitely see the difference between the UK's population of 67.44 million versus New Zealand's five million.

Based on this map, Auckland is the country's primary city, and Hamilton is the obvious second city to link by rail. Tauranga is, again, the obvious third, especially given its port and shipping capacity.

This approach confirms the Golden Triangle as New Zealand's primary growth area. So let us look at what areas would benefit from a route to Tauranga.



Fig 4.2 New Zealand at Night

Where would it stop?

Fig 4.3 and 4.4 show the stopping points along the route. They are based on the existing rail line that was used for passenger rail in the past and now for freight. Had the line been developed more recently, it may have been routed through different townships and regions. Changing the route at this stage does not seem to have any advantages for the costs incurred.

The placements of stops also considers line curvature and places where battery operated trains could recharge so that rural line electrification is not required, thus reducing overall running and environmental costs.

Who would use it?

In Chapter 7 we consider the stops from a placemaking perspective. This includes housing, inward investment, tourism and enabling those who struggle to find work.

As per the title of this proposal, *Making Rail Work*, we suggest the focus should be on those who do not require essential use of vehicles.

> We would define essential vehicle use as journeys that add more holistic value to the national GDP than they cost.

While this proposal considers how rail can be justified by connecting it to other policy priorities, we also have to consider it from a fundamental business perspective.

Business users would be beneficial to the line from two perspectives. FIrstly, once professional commuters get used to using a transport mode, they rarely deviate. Secondly, their praise of the line will also encourage others to use it so they should be considered influencers.

Tactically, in terms of the co-operative proposal levied in Chapter 3, engaging the businesses who could use it and inviting them to be owner-members of the passenger rail line would expediate this process.

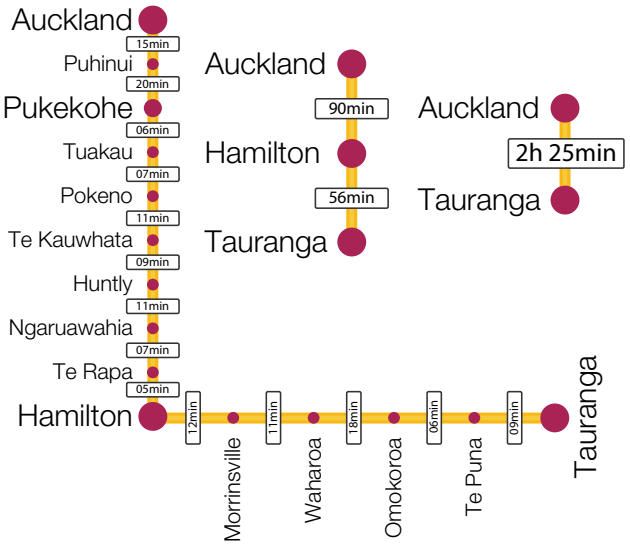


Fig 4.3 Timing Map

Inward investors are also key to increasing user projections. Most professionals who arrive with Essential Skills Visas come from countries that commonly use rail. When they arrive, they find themselves in a place that requires each household to own at least two cars, which forces them to change their behaviours in a way that is detrimental to our environment, our country and the planet.

Connecting immigration services to local initiatives like the Wednesday Challenge could be a good first step in helping those who are unfamiliar with alternative modes to connect with those who are. Again, this might also help with societal integration and community cohesion.

Referring back to New Zealand's Fair Trade Agreement with the UK, mentioned in Chapter 4, we could start by targeting UPS and DHL as distribution infrastructure experts who could help us lead the charge on convincing others to buy into rail over road.

As a nation, we must stop creating the conditions for people to live in silos. The cultural sideaffects are too great, which we will discuss in Chapter 6.



Fig 4.4 Stop Timing Map

How fast would it go?

Fig 4.5 shows the times anticipated for a stopping train, using the existing lines.

These numbers will have to be reviewed, based on increased freight useage and any upgrades and changes that might be made to the line.

Based on the stations listed below, this schedule would allow a rail line to compete with road. However, it would be dependent on the use of electric rolling stock.

Once that can be confirmed, timetabling could allow for even faster services. Most inter-city rail lines around the world have 'stopping' and 'non-stopping' services.

Travel times and stations	Between Station (metres)	Stationary Time (seconds)	Cruising Speed (km/h)	Acceleration Time (seconds)	Acceleration Distance (metres)
Tauranga		0			
	11300		80	44	494
Te Puna		45			
	5690		80	44	494
Omokoroa		45			
	27610		100	56	772
Waharoa		45			
	23200		160	89	1975
Morrinsville		45			
	26900		160	89	1975
Hamilton Central		45			
	5000		80	44	494
Te Rapa		45			
	13700		160	89	1975
Ngaruawahia		45			
	14800		100	56	772
Huntly		45			
	17200		160	89	1975
Te Kauwhata		45			
	22200		160	89	1975
Pokeno		45			
	9000		100	56	772
Tuakau		45			
	8000		100	56	772
Pukekohe		45			
	31200		100	56	772
Puhinui		45			
	22800		100	56	772
Auckland - Britomart		0			
Total Line Distance (km)	238.6				
Average Speed (km/h)	96.62				
Total Line Distance (km)	220				
Total Trip Time (seconds)	8197				
Total Trip Time (hr:min:sec)	2:16:37				

Fig 4.5 : Julian Tankard, Independent NZ Engineer

How would ticketing be managed?

As mentioned earlier, premium prices should be paid by those who book last minute. Package ticketing should be the primary approach to ticket sales.

Cross ticketing with other modes of transport like buses and ferries should be considered. Corporate season ticket offers also create a range of opportunities.

Monthly or other periodical passes, on-peak and off-peak rates, and bundle vouchers would all be included.

Freedom passes, mentioned in Chapter 4, and job-seekers passes can also be used to capture public money while improving opportunities for all.

Waikato's new Inland Port, and the University's new campus in Tauranga could also offer packages.

Decceleration Time (seconds)	Decceleration Distance (metres)	Cruising Time (seconds)	Dynamic Time (seconds)	Static Time (seconds)	Accum Time (seconds)	Accum Time (minutes)
				0	0	12:00:00 AM
44	494	464	553			
				45	553	12:09:13 AM
44	494	212	300			
				45	898	12:14:58 AM
56	772	938	1050			
				45	1993	12:33:13 AM
89	1975	433	611			
				45	2649	12:44:09 AM
89	1975	516	694			
				45	3388	12:56:28 AM
44	494	181	269			
				45	3702	1:01:42 AM
89	1975	219	397			
				45	4145	1:09:05 AM
56	772	477	588			
				45	4778	1:19:38 AM
89	1975	298	476			
				45	5299	1:28:19 AM
89	1975	411	588			
				45	5932	1:38:52 AM
56	772	268	380			
				45	6357	1:45:57 AM
56	772	232	344			
				45	6745	1:52:25 AM
56	772	1068	1179			
				45	7969	2:12:49 AM
56	772	765	876			
				0	8890	2:28:10 AM
	Sub Total Trip Time (seconds)		8305	585		
	Sub Total Trip Time (minutes)		2:18:25 AM	12:09:45 AM		
	Total Trip Time (seconds)		8890			
	Total Trip Time (minutes)		2:28:10 AM			

Coastal erosion, flood defenses and marsh

The factors that should be considered when flooding is being considered as a risk are complex. Runoff water from rainfall, tidal patterns and sea level rises are obvious. However, you must also consider the design of water and waste management infrastructure, land use in terms of domestic and commercial development, and the position and flow of freshwater habitats.

The report conducted by Opus for Tauranga City Council suggests four areas on the rail line to Tauranga CBD may be prone to flooding. Unsurprisingly, the four areas of concern are on coastal fronts, or near a bridge or estuary. Some are affected by run-off water as well.

More recently, NZ Searise published an interactive online platform that considers land movement and falls alongside sea level rises. Fig 4.6 combines this information to create a more complete picture of the severity of the problems these areas create.

Broadly speaking, this area of New Zealand coastline is faring well by comparison to areas around Auckland and Wellington. In a way, embracing the idea of creating a Golden Triangle growth area would be a way of safeguarding and future-proofing New Zealand's largest economy by distributing it more evenly across the area

Four flood risk areas

Given sea level rises and the increased threat of natural disasters, these four areas are already long overdue for an upgrade. A rail co-operative could work together, cross-policy, to use passenger rail as a way of getting all of the improvements considered in one go. This would not only reduce overall costs, it would also help justify ratepayer contributions.

There are plenty of examples of successful and unsuccessful flood defense practices from across the world. Case Study C shows how indigenous flood management succeeded in South Sudan where modern technologies failed.

Te Tiriti o Waitangi mandates engagement with iwi in terms of all changes to the physical landscape and respect for its people's needs.

However, in the same way they did in South Sudan, we should also look to Tangata Whenua to learn from the way these challenges have been managed and solved in the past.

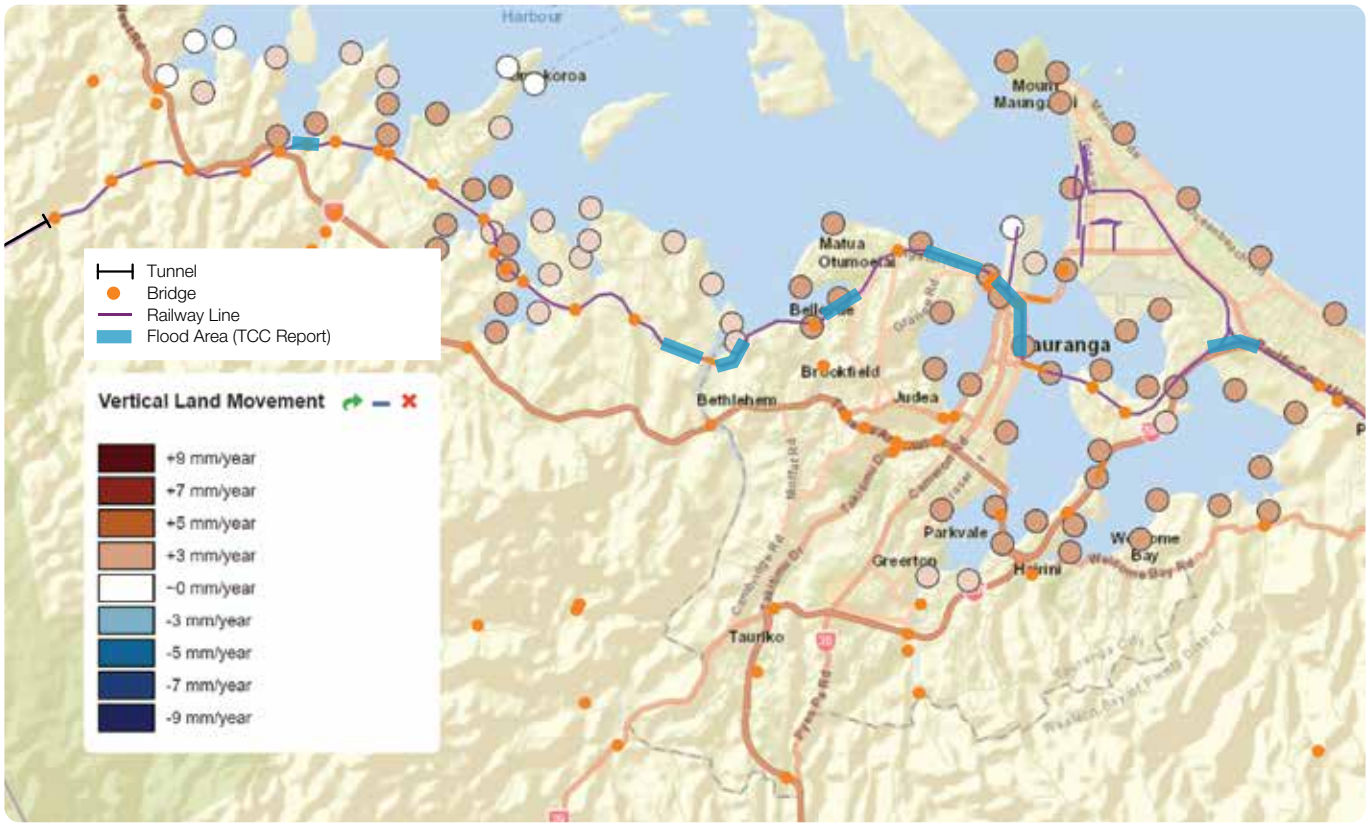


Fig 4.6: SeariseNZ map overlayed with the Opus report flood areas

Case study C: Award winning flood defences in Sudanese capital: Tuti Island

The 18,000-strong community of Tuti, a River Nile island in the Sudanese capital Khartoum, has long been vulnerable to floods.

Their knowledge and understanding of the River Nile has kept them free from major loss of life and in 2015 they were recognised as champions of disaster risk reduction by UNISDR.

The Mahas tribe has lived there for centuries. They successfully faced down major flood crises in 1946, 1988, 1998, 2006, 2013, and 2014.



Fig 4.7: Masterplan of Tuti Island



Title: Road bridge connecting Tuti Island to Khartoum
Sources: http://photos.wikimapia.org/p/00/04/62/33/35_big.jpg

All caused many casualties elsewhere in the country, where modern defenses were used.

After centuries of experience, Tuti's inhabitants have accumulated their own indigenous knowledge and skills.

Fig 4.7 shows the island and the masterplan for the areas it allows to flood when tides are high during the wet season. During the drier seasons, its eight square kilometres also keeps the mainland supplied with fruits and vegetables.

This gives the community on the island peace of mind in terms of floodrisk, work, housing, and it makes them feel proud, valuable and respected.

Letting water in

Identifying managed flood areas doesn't have to be impractical or unsightly. There are some high-density housing schemes in Europe where lower levels of car parking facilities are used to capture and hold run-off water so that water and waste infrastructure is not overwhelmed.

Some managed flood areas even provide playing fields and entertainment space in the dry seasons, and then live underwater during the wet season.

Facing realities

The truth is we will have to start making some decisions about how we manage sea level rises and flooding.

If we wait for our coastline to disappear under the surface then flood defenses will be more expensive to implement. Abandonment strategies will also become the subject of serious discussion, just as they are in the Pacific Islands at the moment.

Regardless of how many more people we welcome to our shores, the reality is we may have to start planning for relocation of some settlements within New Zealand in the not-too-distant future. Growth area strategies could provide Kiwis with relocation options now.

The introduction of a passenger rail line will not exacerbate flooding issues, which some reports suggest. But, considered strategically, it could be the catalyst to some of the solutions our country needs anyway.

Winners and losers

The data released by Searise in May 2022 will have concerned many homeowners across the country. Not only will they be concerned about their homes, they will also be facing increased insurance costs in the coming months and years.

While that sounds like the insurance industry would be able to make a profit from this, that would only be true in the short term.

We would want to work with all parties to see how a passenger rail line could help focus all parties on designing a more secure future for the whole area.

Double tracking

Far too many rail enthusiasts in New Zealand have attempted to make the case for double tracking as a way of increasing capacity to allow for passenger rail.

Fig 4.8 shows the costs required. The estimations were gathered in 2019. However, it is thought that these costs are also applicable to a post-COVID world. Updates in risks associated with sea level rises should be considered when updating revising numbers.

Partial double tracking helps get the train on the track so that those who need it can begin to benefit. However, as discussed in Chapter 8, the political propensity has been to make derogatory statements comparing our rail services unfavourably with the high standards in China and Europe. This is counter-productive to proposing and considering iterative strategies that are based on a cyclic process of planning, testing, analysing and refining.

We can learn from the journeys of those who went before us. We can skip the mistakes they made and adopt the successes they earned. We cannot compare the experience of rail in those countries with our own, in the same way that we cannot compare our football or table tennis accolades.

We can only be the best for ourselves. We should not wait for the rest of the world to solve our problems for us and then hand us solutions on very expensive plates.

Tunneling opportunities

From speaking to both road and rail enthusiasts, there is no shortage of suggestions about where tunnels should and should not be placed.

Item	Units	Unit Costs	Total
Track per km	107	$ 385,000.00	$ 41,195,000.00
Tunnel Double Track per km	8.9	$ 80,000,000.00	$ 712,000,000.00
Bridges	10	$ 5,000,000.00	$ 50,000,000.00
Crossings	10	$ 500,000.00	$ 5,000,000.00
Electrification per km	107	$ 4,000,000.00	$ 428,000,000.00
Harbour Crossing & elevated Track	1	$ 300,000,000.00	$ 300,000,000.00
Subtotal			$ 1,536,195,000.00
Contingency	30%		$ 658,369,285.71
Total			$ 2,194,564,285.71

Fig 4.8 Tunnelling costs, as at 2019

The simple fact is that the boring technology required to create tunnels has to be brought in from overseas. How many Kiwis would hire a Rug Doctor to clean a single rug? Well, hopefully none!

The case for a new Kaimai tunnel beside the existing rail tunnel is obvious. However, the geological impact might not be worth facing before passenger numbers are proven. Double tracking on either side of the tunnel might be able to carry demand while making the case.

That said, in Tauriko specifically, the new GIB® factory will be expected to deliver to housing development sites across the country. There are calls for a tunnel to allow quick passage through the Kaimais between Tauriko and Matamata Piako.

Ultimately, this is a small pocket of need as far as tunneling or tunnel-widening is concerned. Central government should assess the costs and determine how many problems of this nature they can solve across the country with this kind of technology.

How would taxes and rates be affected?

When we consider the cost to the public purse, we have to consider costs in two ways: upfront setup costs; and ongoing service subsidies.

The former is essential to get rail up and running; the latter is what we are aiming to avoid with this plan.

We are also trying to be more creative about how public money can be used positively in this way, and how decision-making stops being the preserve of the elite.

Can we combine funding for rail set up, at the same time as solving or easing other problems that our society faces?

Residential and commercial impacts

Ratepayers in both senses will benefit from increased property values so it is only right that they should bear some of the cost. That said, they should not feel lumbered with footing the whole bill blindly.

The route should be broken down into sections so that the parts of the line that need substantial work can be identified. In some areas, like those around the stations, commercial ratepayers might pay more but domestic ratepayers may be subsidised in some way, both as a result of predicted increased footfall in their vicinity.

In areas where line upgrades, either tracking or flood defense, are required there may be opportunities to improve local areas at the same time as investing. Again, the impact on domestic and commercial ratepayers should be proportionate to the benefit or disadvantage they inherit.

Either way, managing this process through a co-operative would be a good way of ensuring that all of those affected have a formal vote in proceedings.

Replacing the Harbour Bridge

As for creating a formal rail link to Mount Maunganui, the Western Bay of Plenty and links with Rotorua, it does seem inevitable. But for now, let's just say that we will cross those bridges when we come to them.

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies, local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

5. **Collaborate** with Tauranga port and other freight rail services to project their expected dependency, so that passenger rail can plan for the gaps.

6. **Review** global flood defense and mitigation strategies where rail and domestic residency co-habit. Engage both indigenous cultures and insurance representatives.

7. **Identify** all potential New Zealand tunneling. Consider all infrastructure, including undergrounding utilities and improving run-off water flood defences.

8. **Revise** the data referenced in this chapter so that government spending and co-operative fund-raising targets and public expectations can be responsibly managed.

"Nothing else will matter if we cannot look after the Earth for current and future generations. This is our home."

Sophie Handford, North Island organiser New Zealand's School Strike 4 Climate

Source: The Guardian, UK, 27 April 2022

5

Global impacts

Decades of trickle down economic theory, coupled with globalisation, and compounded by COVID-19, fuel price increases and the Ukrainian war have had irreparable impacts on global economies. Supply chain disruption, inflated commodity prices and the increased cost of living which leads people to abandon hopes and dreams, is altering how we plan for our futures. Climate change continues to remind us that it cannot be ignored, and social and racial discrimination is being drawn into sharp focus in every corner of the world, including our own.

The 'Kiwi way of life' has also been the subject of discussion across the world. The relative safety we have here in Aotearoa is the envy of many. Realities on the ground tell a different story in some areas, which we will discuss in more detail in Chapters 6 and 7.

From a local perspective, we have used the time to accelerate conversations about equality and multiculturalism. From a global perspective, we are in a good position to take advantage of significant inward investment and diplomatic opportunities.

Cost of living

COVID-19 has already disabled the global supply chain and distribution networks. Cost of living increases are being felt across the world. Import and export duties are increasing, and staff shortages from seasonal and skilled workers and long-haul trucking are creating even more price increases.

The war in Ukraine is having multiple impacts on commodity prices. Food and fuel are scarcer now, and resultant price rises are unlikely to return to pre-COVID levels, even if the war ends and the world gets a handle on COVID-19.

Two groups in society have been inadvertently thrust into the limelight because of these factors: the climate lobby, and the racial equality lobby.

It is important to understand these lobbies when we are planning for future generations. This section of the report focuses on understanding and responding to these two perspectives, in terms of inter-city rail. We will also then look at the Global Alliances that support the work we are proposing.

Climate change

Electric cars are becoming more expensive. While they are seen by many as the panacea of all ills, the truth is that for decades to come they will be the preserve of the upper classes. New Zealand is in a prime position to create hydroelectric energy, but investment in this should be part of a long-term solution that benefits everyone in society.

Returning to the issue of the world's dependency on fossil fuels, climate targets and fuel increases are the reason that petrol and diesel engine vehicles must be reduced. Politicians and government officials made statements about slow transitions to cleaner energy. The world changed in the last few years and we should allow them to revise their opinions and reassess the evidence in front of them.

Can we invest in hydroelectricity with a view to powering battery trains that do not require rural line electrification? Is this too pioneering for New Zealand? Is tall-poppy syndrome stifling our growth and affecting our choices and creativity?

We only have to listen to the voices of those who joined the School Strike 4 Climate in New Zealand to realise that our future generations want us to think differently.

Social and Racial Discrimination

Even though we have social and racial divide in New Zealand, we are much farther ahead than most countries in terms of community cohesion. COVID-19 did highlight health and accessibility inequalities in the system, which are now, rightly, the subject of focused political and societal debate.

Fuel and food poverty are now going to further exacerbate the divide. It will be important for all countries to acknowledge that communities with European origins have fared better through the pandemic and some are also prospering from it. Black and ethnic communities, on the other hand, have not been so lucky overall.

COVID-19 and the Black Lives Matter movement have encouraged the media to carry the voices of indigenous communities. The Nobel Peace Prize 2021 was awarded to two journalists for standing up for oppressed indigenous voices. COP26 in Glasgow 2021 also saw indigenous communities taking the main stage, more substantially than in previous year.



Title: Snapshots of the global challenges we face on Earth today.
Sources: Please see Appendix C.

Young Māori activist, India Logan-Riley told the delegation of global leaders that the world's climate crisis has its roots in colonialism and that the solution lies in abandoning modern-day forms of it.

Te Tiriti o Waitangi is a unique agreement and one that both Pākehā and Māori should be proud of. Countries like Canada and Spain are struggling to right the injustices of their colonial pasts; writing this kind of document in retrospect is far harder than being able to use it as a cornerstone as the world evolves.

So how does this relate to inter-city passenger rail? We believe that an inter-city rail strategy could be a platform or vehicle for developing a new way of thinking about societal equality in New Zealand.

Rail could help create jobs at all levels of society, encourage growth opportunities for those who want to climb the managerial corporate ladder, and inspire new conversations about our country's future.

If the co-operative model were to be embraced, then we could take that a step further and make those in disadvantaged communities owner-members of a piece of New Zealand infrastructure that will be used by generations to come.

Global Alliances

We have already mentioned the UK Free Trade agreement as a good example of connecting with a country that embraces rail. As previously mentioned, support with Rapid Rail services to enhance New Zealand's distribution network is already in motion.

The Prime Minister's recent trip to Singapore is also significant. Plans for a High-Speed rail line between China and Singapore, via Thailand and Malaysia, is currently being activated. Sharing technology and combining buying powers for signalling and tracking could be a subject for diplomatic discussion, especially as part of global climate change efforts.

Central government budgets, global organisational grants, and charitable trust funding opportunities tend to focus on raising the top bar, as opposed to the bottom bar. In recent years their focus has changed.

Values-driven policy-making is becoming a must. Admittedly, some countries are taking the easy way out by using PR to reposition the message without changing anything centrally. However, those countries that are genuinely taking hits so they can change course, like Canada, are benefiting from the outcomes. Following its recent election, France is beginning to engage in a similar stark dialogue with its people.

Again, what does this mean for passenger rail? To start with, there is a wealth of knowledge outside of our borders that comes in all shapes and forms. Processing this intelligence and making it work for New Zealand will need to be done in a constant state of public consultation, which is not easy.

It also means that we are not alone in our endeavours. Much like the suggestion that we could work with France's Railcoop, mentioned in Case Study B, we could also support the formation of a global alliance that could reduce our costs in terms of evidence gathering and purchasing of materials.

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies, local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

9. **Assemble** a team to review traditional baseline CO2 emission measures, creating a 'COVID factor' for all built environment projects.

10. **Review** all global trade and diplomatic agreements, from both sides, to identify opportunities for collaboration and knowledge sharing.

11. **Connect** with global rail and regeneration initiatives to share best practice and practical intelligence.

12. **Appoint** representatives from School Strike 4 Climate and the UN LCIPP Youth to be inter-generational consultants to this work.

"Tangata ako ana I te kāinga, te tūranga ki te marae, tau ana."

"A person nurtured in the community contributes strongly to society."

Whakatauki, Māori Proverb

Source: https://www.rtlb34.school.nz

6

Stakeholder engagement

Has anyone actually asked the Gen X,Y or Z community what they want New Zealand's transport network to look like 30 years from now? Given they are going to be tomorrow's voters, rate payers and decision-makers, it only seems polite for us to engage them in the conversation. Not to mention the fact that we are creating a rail industry, which could create globally transferable jobs for young engineers and town planners. And what about our cultural communities? What are the benefits for iwi, hapu and other cultures?

Defining stakeholder groups

Before we start answering those questions, we should begin with identifying key stakeholder groups that are relevant to passenger rail. Fig 6.1, is our first attempt at grouping stakeholders so we can begin to understand their interests and potential participation.

With further study these groups may need to be redefined. However, for now they provide an insight into the communities that will require tailored communications when it comes to educating them on the benefits of passenger rail, and the co-operative approach to making it happen.

It goes without saying that many people will not have the capacity to be involved in the creation of New Zealand's first transport co-operative. That said, if everyone jumped in at once then we would all probably be overwhelmed so let's pray for being overwhelmed with interest, but be quietly content with a steady incline in those who opt in and get involved!

As mentioned in the Railcoop case study (page 22) in Chapter 3, two regional and ten thematic committees were formed based on specific issues relating to delivery of the line.

It will be important to ensure that a cross-section of representatives from these stakeholder groups are included on each committee that is formed for a co-operative.

Before we start to look at what groups and networks already exist, the following pages provide a more detailed breakdown of our current understanding of the groups mentioned in Fig 6.1.



Title: Planning for Real launch in Acton, UK
Sources: http://www.planningforreal.org.uk/

- Residents & Ratepayers
- Domestic Business & Tourism
- Import & Export Industry
- Indigenous & Migrant Cultures
- Generational Groups
- Hard-to-Reach Communities
- Education & Training Facilities
- Government & Emergency Services

Fig. 6.1: Rail stakeholders



Residents & Ratepayers

It is no secret that politically active ratepayers in Tauranga are not happy about how the Commissioners are running the City Council. With such a long legacy of underperformance in the Council, it is hard to know what they would be willing to buy into.

It is worth remembering that not all residents of Tauranga are ratepayers, and that everyone must share the same streets and infrastructure. However, it is a struggle to identify places where a cross section of society can constructively debate the needs of the community together, and on an even playing field.

Co-operative membership allows one vote per person, regardless of the investment. So perhaps a rail co-operative would provide a new kind of platform for Tauranga: one that really does put power back to the people from both sides of the socio-economic divide.



Domestic Business & Tourism

COVID-19 showed all New Zealanders how much we are dependent on international trade and tourism. It is essential that we rethink our approach to domestic trade and tourism. New Zealand made products are great, but we all know that we are mostly dependent on China for cheap products that are a lot less ethical.

Current rail ticketing schemes in New Zealand tend to be priced for international tourists and established business and corporate commuters. A rail co-operative would look to explore domestic, concession and free ticketing, which could create new tourism markets.

While free tickets, like London's Freedom Pass, seem to be counterproductive to a profitable business model they would add obliquitous benefits. When people use a free train ticket, they tend to spend their money at their destination, as opposed to at home, or online.



Generational Groups

Rail is relevant to different generations for different reasons. For example, a young parent can spend time with her children rather than feeling like a taxi driver.

The kids have a bit more freedom of movement and get to talk about the landscape and surroundings with their parent or carer. An elderly retiree can travel further than they could in their own car and don't have to suffer the stress of traffic congestion or stress of road speedsters.

Ticketing and co-operative owner-membership could apply to all generational groups. However, focusing on Baby Boomers and Generation X, Y and Z (based on Fig 6.3 which follows), could be seen as a way of supporting both strategic rail and road strategies.

LImiting the number of new and older drivers using the roads could make it more enjoyable for corporate drivers or those who drive for pleasure.



Hard-to-Reach Communities

While those with mental and physical health challenges do fall into this group, as do gang members, it is also worth remembering that carers, single mothers, and farmers are also included, among others.

The commonality that they have is that their everyday lives overwhelm their time, which means they are unable to participate in public discourse or debate. Those who are politically apathetic also fit into this group.

For these groups, co-operative membership would probably not mean a lot, but should be offered. Free or subsidised travel would make a huge difference to their lives, not least in terms of lowering travel costs.

For many, traveling by rail can be a therapy and escape in itself. However, if given free travel and owner-membership, they are more likely to make space in their lives to take an interest in the success of rail.



Import & Export Industry

Supporting the Golden Triangle ports by scaling up use of freight rail for non-perishable exports and imports is a priority. Working with those scheduling timetables and route upgrades will be an essential part of determining schedules and delivery of passenger rail.

Considering passenger rail alongside this work should be seen as a benefit all round. The distribution centre that is being planned in Waikato will require staff. If more of those employees could travel to work by rail, it would mean less requirements for car parking. In addition, it would open up the employment market to those who cannot afford a car or get a license.

Inviting companies from abroad wishing to establish in New Zealand should be a strategic target. The co-operative model would allow them to engage fully, while ensuring that New Zealand retains full ownership.



Indigenous & Migrant Communities

While Māori culture makes up the dominant part of New Zealand's domestic and global identity, Pasifika, European, Chinese and Asian cultures are also celebrated across Aotearoa. Storytelling across a rail network can be a great way of showing how these cultures have become a part of New Zealand's fabric.

More importantly is the intelligence these communities bring with them. When it comes to finding new ways of dealing with climate change impacts, the answers often lie in the ways that indigenous cultures managed their lands before modern constructed technologies existed. Demonstrating multicultralism in our societies is the best way of building global trade relationships.

Inviting knowledgeable members of these communities to be part of the working groups for these issues would be a focus for a New Zealand rail co-operative.



Educational & Training Facilities

Case Study D, which follows in this chapter, discusses the opportunities for engaging school children up to Intermediate Year 8 (age 10 – 13). This involves engaging them in the planning process as part of their civic society studies. Students beyond that age should be engaged as guest contributors to the rail co-operative until they are 18 and can be member owners. They will also benefit from ticketing packages.

Involving students in the process could influence their choice of career, or their choices in terms of what kind of first home they aspire to. It is also a good way of engaging with movements like School Strike 4 Climate.

Secondary and tertiary education facilities should be signing up owner-members. This would provide students from all disciplines with direct insights into how their skills can be used for the greater good of society. Yes, rail need ethical engineers, but it also needs interior designers, caterers, business managers etc.



Government & Emergency Services

Traditionally, government organisations at all levels have felt the weight of responsibility for taking ownership of the problems people face on the ground. Budgets in these environments are managed in silos, which has always been a good way of reducing the amount of money and time spent on internal pitch funding. As highlighted in Case Study A, there are ways of linking funding across these silos.

The establishment of a community led rail co-operative would challenge government to create a cross-departmental strategy team, which could discuss joint funding opportunities withing public spending. Once tested in the Golden Triangle rail environment, this practice could be emulated for other policy areas.

In addition, all emergency services should be engaged in a co-operative, either as consultant members or owner members, depending on service impact.

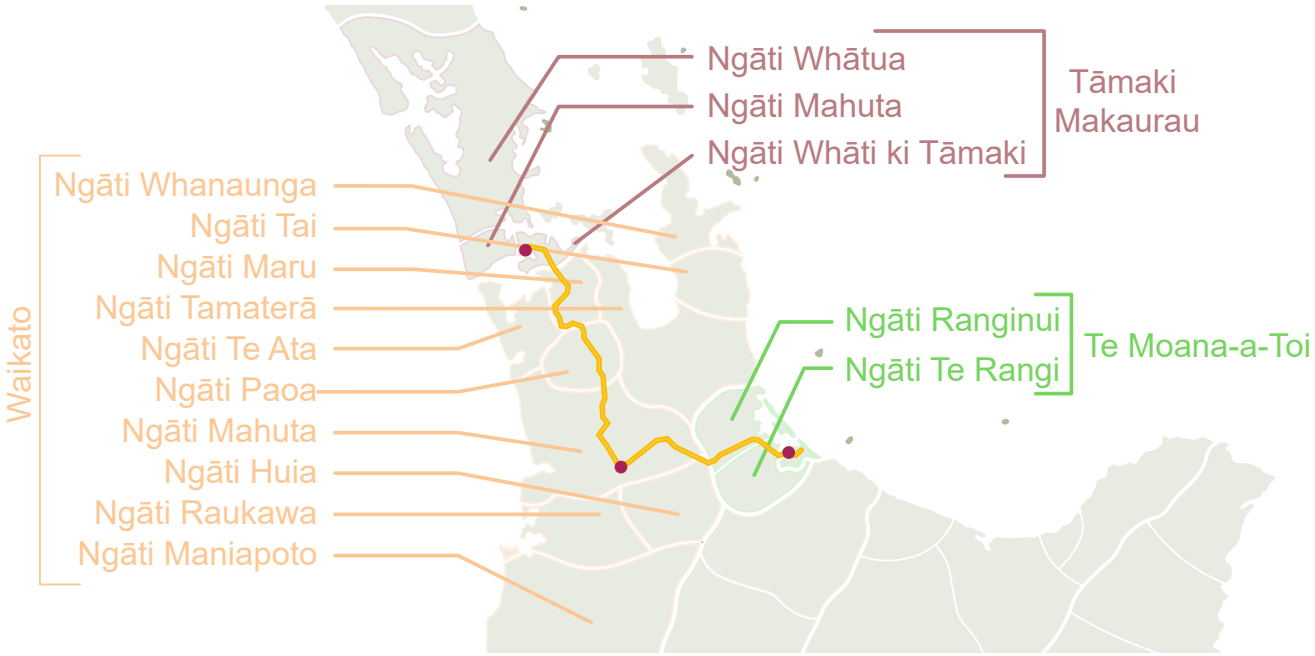


Fig 6.2: Iwi boundary lines

Generation Name	Births Start	Births End	Youngest Age Today*	Oldest Age today*
The Lost Generation The Generation of 1914	1890	1915	107	132
The Interbellum Generation	1901	1913	109	121
The Greatest Generation	1910	1924	98	112
The Silent Generation	1925	1945	77	97
Baby Boomer Generation	1946	1964	58	76
Generation X (Baby Bust)	1965	1979	43	57
Xennials	1975	1985	37	47
Millennials Generation Y, Gen Next	1980	1994	28	42
iGen / Gen Z	1995	2012	10	27
Gen Alpha	2013	2025	1	9
(*age if still alive today)				

Fig 6.3 Generational categories

Tangata Whenua

Ensuring that knowledge and understanding of the land is incorporated into the development of passenger rail is paramount to its success.

Fig 6.2 shows the iwi that are directly affected by the rail line. Significantly, the rail corridors already exist. However, expansion of these corridors and the introduction of stations, dwellings, and commercial hubs, must align with Te Tiriti o Waitangi and ensure local iwi and hapu ambitions are incorporated.

Most iwi are already engaged by local authorities in terms of transport broadly and freight rail. However, the skill sets and time required to work with a new co-operative may be too much to ask of those who are already committing time elsewhere.

Respectfully, iwi must be engaged on their terms and given time to identify the members of the community who are best placed to provide insights into their knowledge of the land and to speak on their behalf.

Generational breakdown

Attracting representation from all cultures at all ages will be an ongoing objective for the rail co-operative. This will ensure that all potential rail users are represented in decision-making.

There are many interpretations of how the generations are broken down into groups. Fig 6.3 shows the parameters we are working from. This has been taken from an organisation that considers the generations in terms of their working age and career requirements.

Our choice to use this breakdown is based on the economic ambitions of the Golden Triangle. Lifestyles and transport requirements for each of these groups differ hugely.

We believe that the business model will attract those in the middle age groups on this list, and that those at the bookends will benefit most from the line itself.

Existing committees and groups

Fig 6.4 shows the local authorities that would be impacted by the passenger rail line. For each local authority, city, district, or regional, a person or team is responsible for transport policy and delivery.

Organisations like Western BOP Transport Systems Plan (TSP) also bring together a cross-section of community representatives. Similar committees exist across the Golden Triangle as a whole.

Given their remits go wider than passenger rail, those identified as primary points of contact will be able to help identify connections if the co-operative finds gaps.

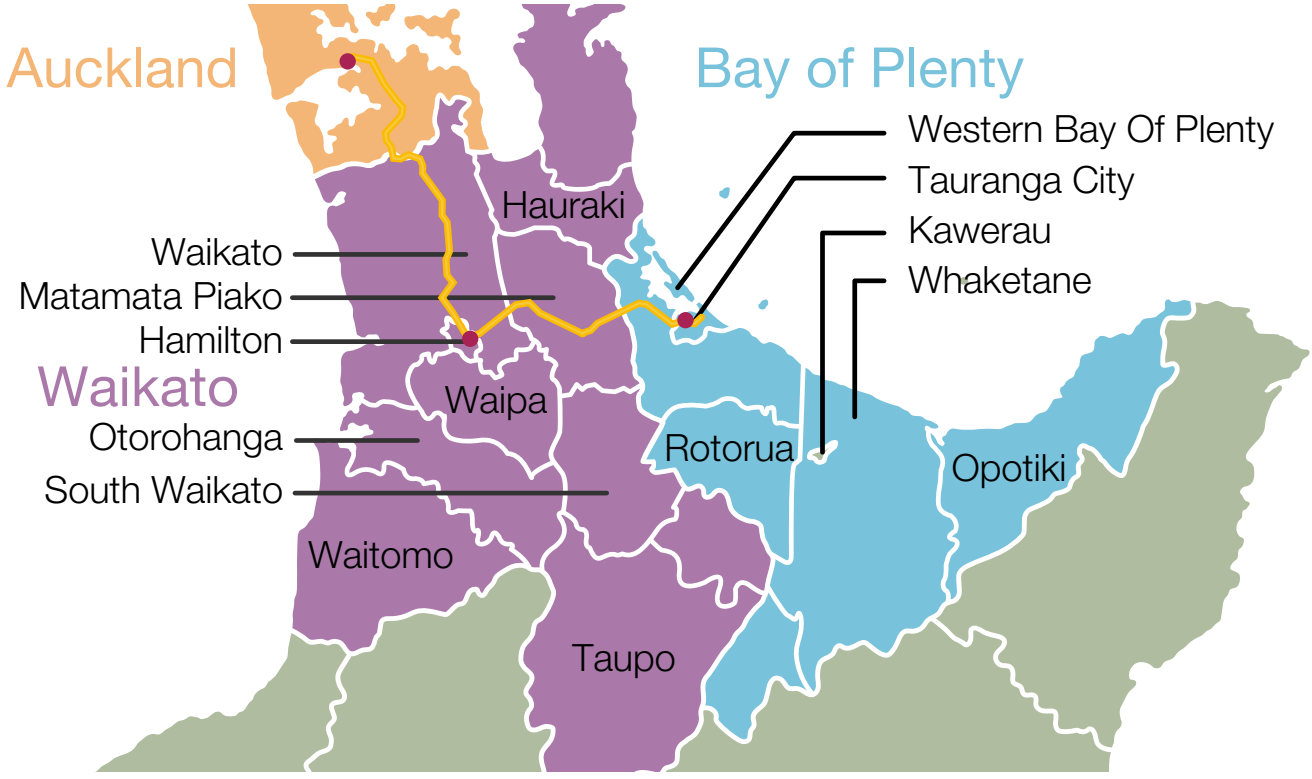


Fig 6.4 Local city and regional authorities boundary lines

Case study D: Planning for Real (P4R)

The Isle of Sheppey sits at the end of the Thames Estuary, before it joins the English Channel. It might only be a few hours' drive from Central London, but you would believe you were in a Dickens' novel if you found yourself on one of its marshland wildlife reserves.

Queenborough and Rushenden started out as two small villages with a road running between them. The location of the Isle in the UK made its small fishing port an attractive place to build a port that brings German-made cars into the UK. The sudden influx of activity had both good and bad consequences on the villages, and the Isle as a whole.

Home to three open prisons and some social housing estates, residents in the villages were not considered skilled enough to apply for the new jobs that were brought to the area. New housing was planned for the area, including a new fly-over bridge to take the car transporters away from the villages. It is at this stage that the local economic development partnership decided to adopt the Planning for Real approach.



Title: Isle of Sheppey Port
Sources: https://www.flickr.com/photos/john_fielding

Models were overseen by an appointed architect but made with involvement from children at a school, aged between 7-11, many of whom will live in the area. The model making stage was an early, informal opportunity to learn some of the history of the area from residents, some of their concerns and how they feel about where they live.

The model is made up of small (600 x 600mm) sections of polystyrene board which means that they are easily transportable and can be taken to different locations where people naturally meet. By using the model as a focus, the consultation is non-confrontational, and the suggestions are anonymous so that people do not feel inhibited in expressing their opinions



Title: Queenborough and Rushenden model
Sources: http://www.planningforreal.org.uk/projectsqueenborough-and-rushenden-masterplan/

Best practice in community engagement

Engaging school children would not involve making them owner members of the co-operative, rather they should become our consultant partners. The Planning for Real approach, described in Case Study D, has been implemented successfully across the world.

The approach allows for public consultation to take place at the earliest stage of the planning process. School children are able to take the 'planning tiles' into their homes and communities, which allows them to garner responses and opinions from people who would not usually speak to bureaucratic authorities.

The educational value also leaves a significant impression on the school children who get involved, many go on to consider jobs in town planning, architecture, engineering and construction. Most areas that adopt the process also see a significant increase in civic pride, and a reduction in littering and fly-tipping.

Applying P4R to the NZ Golden Triangle

If an initiative like this were to be implemented in New Zealand, it would have to be done with wider economic benefits in mind. Rail alone would not be enough to justify the expense or the intrusion on the school calendar and curriculum.

That said, if a wider Golden Triangle economic Planning for Real project could not be defined, it would be worth engagement with schools. Areas like Waharoa, considered in Chapter 7, would benefit hugely from the line, and could be used to pilot the scheme.

Contributing primary school

Years 0–6 (ages 4 or 5–11)

Full primary school

Years 1–8 (ages 5–12)

Intermediate school

Years 7–8 (ages 10–13)

Secondary school

Years 9–13 (ages 13–18)

Fig 6.5 School year groups and age brackets

Regardless of the scope of the planning exercise, community interest groups, charities, media correspondents, online influencers and support services should also be included. Based on Fig 6.5, older secondary students could lead on presenting information and capturing data, while younger intermediate students could use their art skills to keep the masterplan map up-to-date.

When we create engagement platforms of this nature, stakeholders are more than likely to cross over between groups. This is not only of benefit to the formal public consultation process, it also helps break down barriers in communities. When and where it does draw out frictions or rifts, these become easier to resolve when our future generations are the question masters.

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies. local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

13. **Review** categories and maps to create a fully detailed and prioritised database. This should be used to define committees for a rail co-operative. .

14. **Share** this proposal with all organisations listed in this document, asking if they would like to join in with early discussion about the recommendations. .

15. **Identify** government officials, architects and local head masters and educational leads who are interested in exploring the Planning for Real approach.

16. **Consider** piloting the Planning for Real model in Tauranga as part of the existing vision work being done by Tauranga City Council.

"Originality consists of returning to the origin. Thus, originality means returning, through one's resources, to the simplicity of the early solutions."

Antoni Gaudí i Cornet, architect and the greatest exponent of Catalan Modernism, Barcelona

Source: https://www.highbrowmagazine.com/1145-1145-barcelonas-la-sagrada-familia-how-antoni-gaudi-paid-tribute-his-faith

7

Placemaking

Truly inspiring places make you want to walk so you can take in the vistas, the atmosphere, and the culture. They force you to forget the problems of yesterday and tomorrow, so you focus in the moment. They teach you something that you never knew you never knew. You find yourself eating food you never tried, or a dish you had forgotten from your childhood or overseas trip. Inspiring places help you breathe deeper and feel more ambitious, romantic, and positive. Businesses, residents, and visitors feel nurtured from being in inspiring places.

First impressions matter

How we arrive in a place makes a huge difference to the mindset we have when we are there. If you arrive by car in Tauranga's CBD, travelling there via Cameron Road, you may already feel fraught. Once there, confusing parking parameters, coupled with the rarity of parking spaces tends to make you question the importance of your trip.

Cars do play an important role in our society – travel by road is critical for some of our most important essential services. However, diversifying transport options is also critical. It increases resilence and improve the likelihood of positive society-wide outcomes while reducing the risks that threaten that egalitarian and thriving future.

The role rail can play

When you consider the opportunities that rail brings to the placemaking experience, you begin to realise just how much scope you have for inspiring visitors, workers, and residents.

Imagine travelling in a carriage from Hamilton, or any of the other stops on the rail line: stories of Tauranga's unique heritage and landscapes can be told through carriage design, and local retail offers from local traders can be presented.

Incorporating inspiring art in carriages, on platforms and in stations can enhance the experience of rail travel even further. Indigenous cultures can work with migrant cultures to tell the story of how Tauranga continues to be a safe anchorage and resting place for all travellers. The station itself would feel like a marketplace, showcasing the best of the city: from food and fashion, to art, beauty, business and technology.

> *"The meaning of Tauranga has been variously interpreted – it may mean "landing place", "anchorage for canoes", or "place of the talisman". But the name may be interpreted in many different ways."*

Source: https://teara.govt.nz/en/1966/tauranga

London's Borough Market and Borough High Street is a great example of this kind of project.

Compared to driving a car to Tauranga CBD, arrival by rail sounds idyllic. Addressing the lack of mobility options beyond arrival is a further problem to solve, especially if the weather is not being kind. This is one of the reasons The Wednesday Challenge is so important. It would be easy to pass it off as a superficial competition, but to do so would be short-sighted. Any attempt to get people to think about how many times they jump in a car without considering how damaging it is to the environment, society, and the economy, should be applauded and encouraged.

While the Wednesday Challenge is only half way through its maiden challenge, one of the things it has already highlighted is the number of ways a person can travel around Tauranga without a car.

Onward travel options do need to be more consistent in terms of journey times and price. It is interconnectivity with other modes of transport that create a flow which signals to visitors and locals alike that this is a lively city with lots to see and do. Increasing options for how people move around the city spreads that energy even further and enhances the city's reputation.



Title: Ahuriri, Napier, CBD
Sources: https://www.bookabach.co.nz/d/40830/napier

Best practice in placemaking

When it comes to re-inventing cities, we really do not have to look too far from home for great examples where the vision and courage to make big investments in placemaking have paid dividends.

Ahuriri, Napier, is known across the world for its unique identity and city experience. It has also been commended globally for its art deco city facades and streetscapes, at the same time the unique, attractive cityscape serves as a shop window for some of New Zealand's finest vineyards.

Government officials at the time set aside their differences and agreed that, in the face of devastation, they would use the opportunity to unite the city's residents behind a united vision.

The catalyst to its resurgence was a natural disaster, and therefore not comparable to Tauranga's current state. However, one could say that the dishevelled state of parts of Tauranga's CBD provide similar opportunities to those faced in Ahuriri after the earthquake in 1931. And the approach adopted by Napier Council's city officials, businesses and residents should be emulated so that Tauranga can realise a similar resurgence.

Tauranga's placemaking challenges

The Commissioners appointed to lead the city council through tough times have taken steps to provoke this kind of regeneration.

Finding the balance between keeping the public informed of council business and asking them to get enthusiastic about a city vision that is not founded in democratic decision-making, is a tough sell.

The fact that the Commissioners were not elected has no bearing on the challenge or the ideas that need to be debated. However, simply asking people what they want their city to be is also not a reasonable question.



Fig 7.1 Tauranga CBD

Destination Tauranga

As mentioned, several times in this report, train stations are used in most of the world's most successful cities as gateways.

Having a fixed arrival point for the bulk of footfall to the city creates the opportunity to start a narrative for the city. The stories of the city that follow can vary but these are the ideas that makes the city's heart beat.

Fig 7.1 shows Tauranga CBD and the freight rail line that runs along The Strand. It also highlights the ferry terminal and the city centre bus stops. Based on the existing rail lines, a station could be constructed in the Cliff Road parking areas, accessed from Dive Crescent.

This would not be an easy 'off-the-shelf' station, but that in itself creates an opportunity for a domestic and international architectural design competition.

The construction of the station could still hold parking spaces, create a connection to the Trinity Wharf Hotel, and it could connect to Robbins Rose Garden. It would also allow for the line to continue along The Strand if it was considered appropriate in future.

Having the station set at a distance from the main retail area offers several opportunities. Concession outlets are often used in airports, stadiums, and European rail stations. These might serve commuters who do not have time for a full shopping experience in town but need to pick up some flowers, food for an evening meal, or even get a haircut before heading home for a family event.

Leisure passengers arriving in the city might want a coffee or a glass of wine while they wait for friends to arrive. Those arriving for shopping would be forced to walk along The Strand, which would increase footfall for the restaurants and bars.

Ongoing connections

There have been lots of ideas about what an ongoing network could look like. Fig 7.2 shows Matthew Beardsworth's proposal for a local network, which incorporates intercity rail, proposed light rail, buses and ferry services.

Even if a rail line ended in Tauranga, a map like this, that should include cycleways and cultural points of interest, should be provided in carriages and for each station.

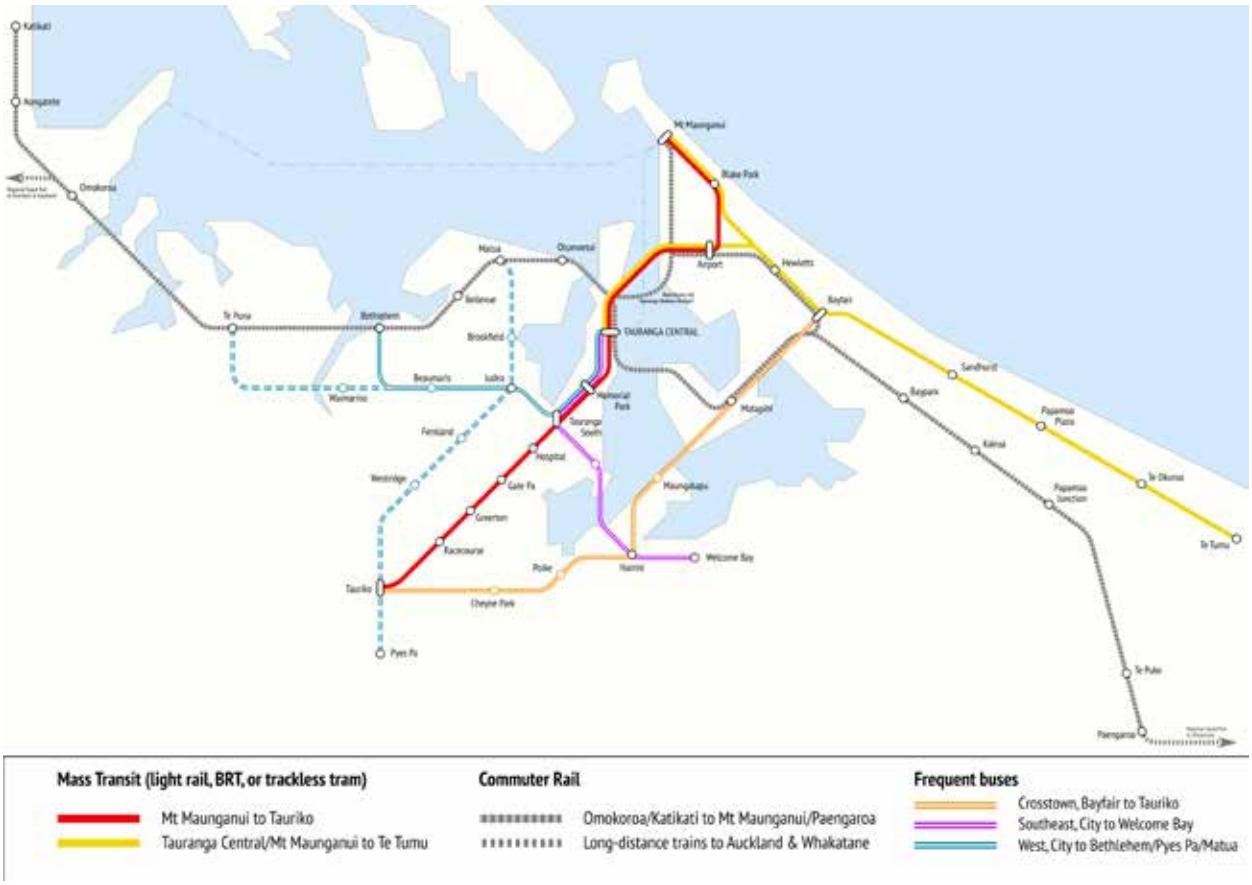


Fig 7.2 Tauranga congestion free map

Case study E : Nightingale 2 Melbourne, Australia

Nightingale Housing believes that homes should be built for people, not profit, and provides apartments that are socially, financially, and environmentally sustainable. Conceived by Six Degrees Architects and delivered in collaboration with HIP V. HYPE, Nightingale 2 is the second completed Nightingale project.

Six Degrees and Nightingale 2 Investment Pty Ltd received a license to deploy the Nightingale model on the site situated next to Fairfield Station – a popular Melbourne train station.



Title: A look inside Nightingale 2
Sources: https://nightingalehousing.org/nightingale-2



Title: A look inside Nightingale 2
Sources: https://nightingalehousing.org/nightingale-2



Title: A look inside Nightingale 2
Sources: https://nightingalehousing.org/nightingale-2

As well as the obvious public transport amenity, the project's location and configuration make it a rare 'island' site.

It offers an excellent opportunity to bring light and cross-ventilation through the building, delivering a carbon zero development.

The units sold for below market valuation thanks to savings achieved through Nightingale Housing's development process.

Retrofitting public transport

The decision to allow urban sprawl, without installing good public transport links in advance, is both irresponsible and short-sighted. Decision-makers in Tauranga and the Bay of Plenty have effectively ensured that a high percentage of its residents will be completely dependent on their cars for at least a generation.

It is ludicrous they then complain that retrofitting public transport is too expensive and would not encourage people out of the cars. The plots or houses were sold to these residents, based on having a car. That is the lifestyle they planned for. It is little wonder they are reticent to lifestyle and behaviour change.

So, let us ask ourselves what is more expensive to the taxpayer: retrofitting public transport or undoing the mistakes of short-sighted political decision-makers?

Many in power will attest to the notion that 'it was the developers that did it'. However, it was not the developers' responsibility. Housing developers are only concerned with selling plots and building houses. They only cater for those at the upper end of the socio-economic spectrum. We simply cannot expect this part of the housing sector to be anything different. At the end of the day, the scorpion will always be a scorpion.

All is not lost

There are still opportunities in the housing market across the whole of the Golden Triangle area. Case Study E provides an overview of Melbourne's Nightingale 2 housing development, which is strategically situated beside a train station.

If we set this in context with collective housing options, set out in Fig 7.3, then we have the ability to create housing schemes that would attract buyers who do not want to be addicted to their vehicles

Collective housing

As The Urban Advisory explains: 'under the banner of Collective Housing sits multiple tenure and delivery models already in use in Aotearoa, from cohousing to papakāinga, community land trusts and co-operative ownership models.'

Based on this newly categorised rung on the housing ladder, in 2021, Motif published the *How We Live*

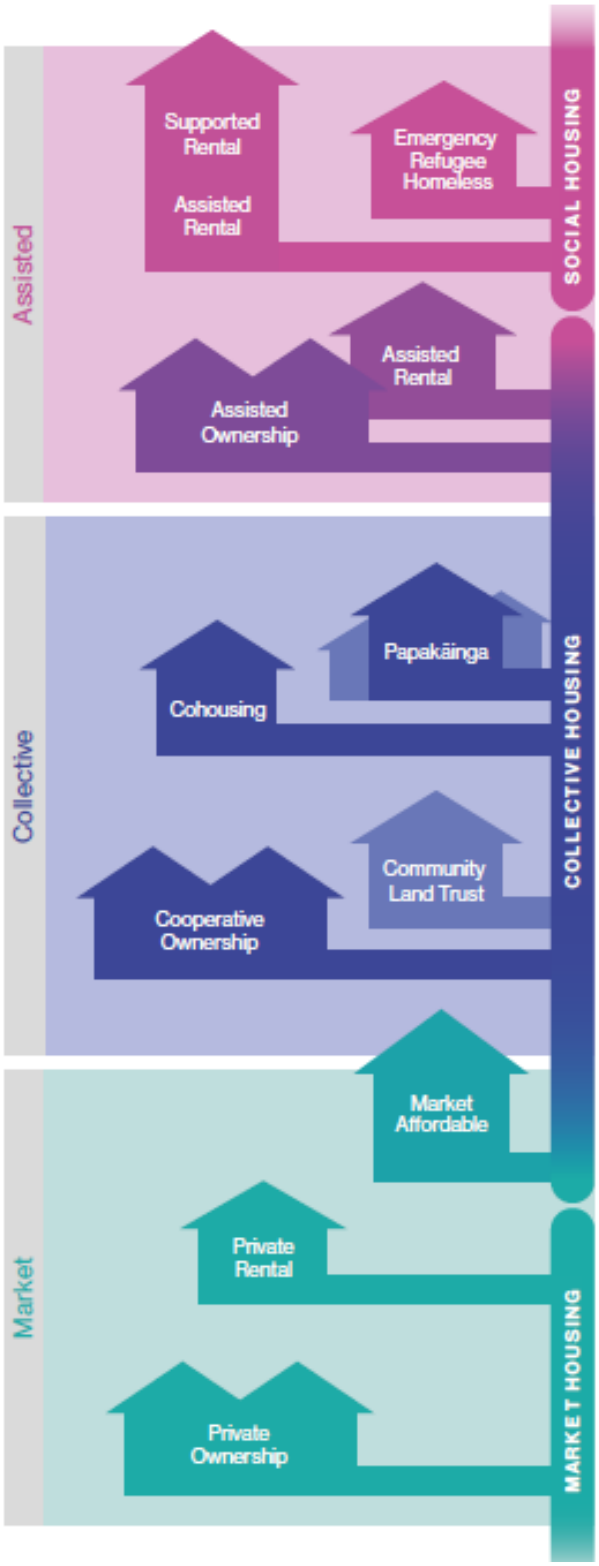


Fig 7.3 The necessary elements of the housing continuum

report, advising the New Zealand housing sector on how to navigate the challenges of climate change and the cost of living in New Zealand. The report was endorsed by the Ministry of Housing and Urban Developments' General Policy Statement 2021.

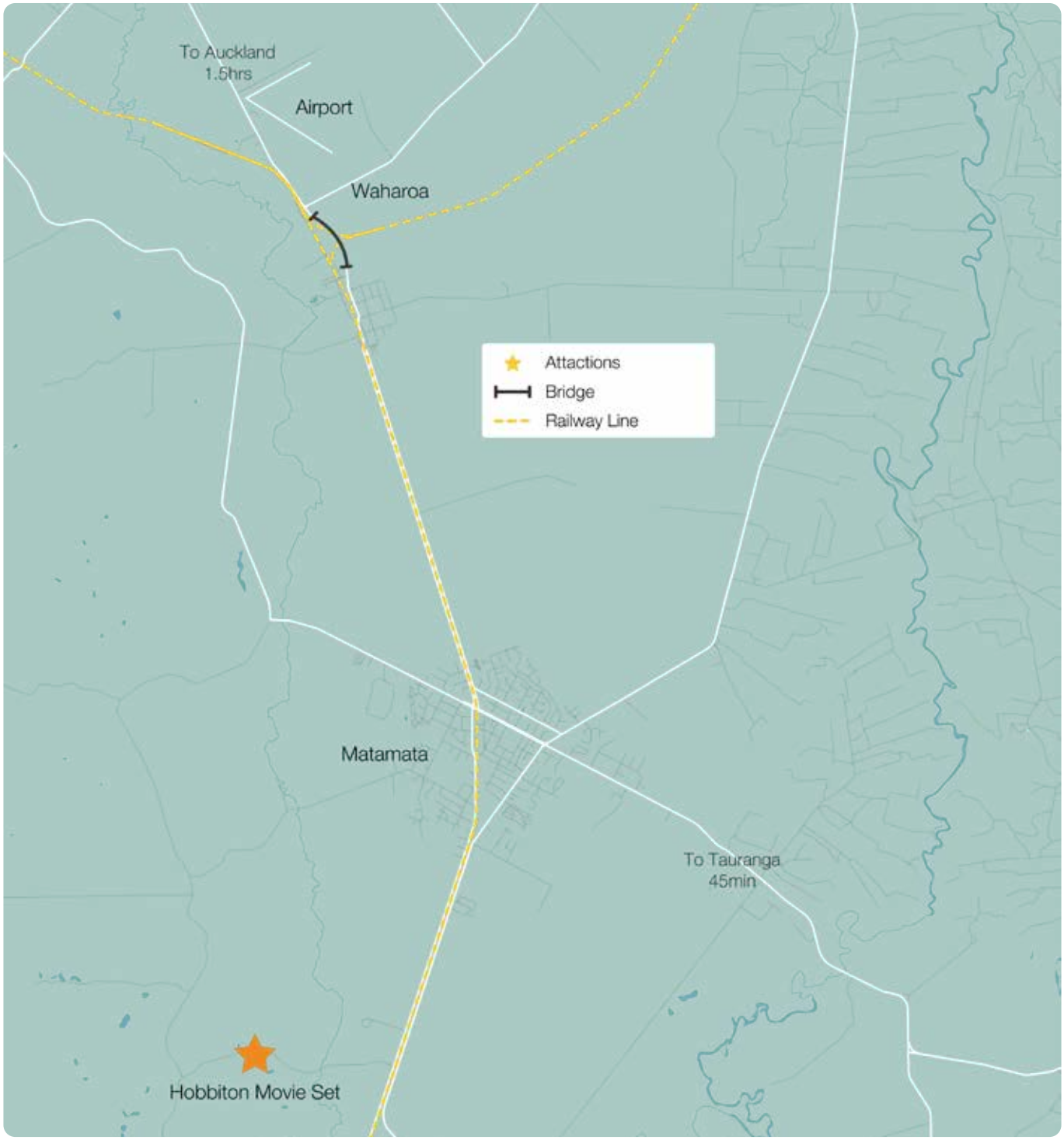


Fig 7.4 Waharoa in relation to the Hobbiton Move Set

Government decision-makers should take heed of the impact young activists like Greta Thunberg are having on our youth. Schemes like Nightingale 2 will become desirable, regardless of a person's buying power.

Golden opportunities

There are times in life when all of the right elements come together, and we have the opportunity to do something truly unique and inspiring.

Masterplanning is an art, a science, and community celebration all in one. Architects across the world struggle to find all of the elements required to design truly encapsulating places.

While it might come as a surprise to some Kiwis, Waharoa represents the perfect opportunity for demonstrating the benefits sustainable masterplanning can bring to the country as a whole.

A passenger rail link through this town could invigorate it and the areas around it. How much they want to embrace ideas and development should be up to them.

In this situation, adopting the Planning for Real approach, suggested in Case Study D, would ensure that the town is able to retain control of its own masterplanning process. It would also create a new wave of excitment about Hobbiton, and potentially be the beginnings of a Hobbiton World Experience?

No one ever tries to overpower children when they are plannning their futures, especially in New Zealand.

However, if the rail station existed then the community would be overcome with approaches from commercial developers and house builders.

A short-sighted government representative might look for quick wins in this area. Absent-mindedly selling off land or granting planning permissions would be documented as failures by future generations.

Building a blockbuster

In the same way that architects and designers would eagerly enter design competitions for station design in Tauranga, they would do the same in Waharoa because of Hobbiton.

Simply put, placing a passenger rail line in Waharoa is not only good for the town, it is also good for New Zealand's global film industry franchises. Think Hobbit platform art like Harry Potter's Platform 9¾ at King's Cross Station in London with a carriage to match.

The area could be sympathetically designed to embrace the theme and additional tourism elements could be added, which would create jobs.

We are not talking about getting the residents to dress up as Orks or Elves, but the facades of housing could be upgraded to create a sense of place. New housing would have to follow a similar pattern.

In the same way that Napier and cultural cities in the UK have heritage stamps, Waharoa could use these principles to upgrade existing housing stock, raise the attainment levels and job prospects of existing residents, and create a new dimension for the tourism industry in the area.

Matamata would be connected with decent public transport links and both communities would benefit from a unique identity within New Zealand.

Time to tell the story

All of the stations and surrounding areas along the rail line would also benefit from storytelling of this nature. Tourists travelling by rail read more about attractions.

Omokoroa is another stop that has so much to offer in terms of tourist expereince and growth potential, as would stations around the Waikato Freight Hub, and planned distribution centre.

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies, local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

17 **Confirm** where a passenger rail station would be placed in Tauranga CBD and if it would be connected to the ferry and public transport network.

18. **Reassess** the region's approach to housebuilding, with a view to considering transport infrastructure and Collective Housing first.

19. **Engage** with communities in Waharoa to garner opinions on the ideas about a rail station and masterplanning project presented in this proposal.

20. **Identify** global architectural design competitions, practices demonstrating good outcomes in the areas concerned; engage support and design global pitch ideas.

"There are those who never stretch out the hand for fear it will be bitten. But those who never stretch out the hand will never feel it clasped in friendship."

Baron Michael Heseltine, CH, PC

Source: https://quotestats.com/topicheseltine-quotes/

8

Political approach

The only exact science in politics is hindsight. Without it, we must use our communication skills, scientific knowledge, and best judgement to minimise the likelihood of potential misjudgements in the future. We must also consider the oversights or ill-considered decisions of the past. Should New Zealand have an intercity passenger rail network already? Yes. We do not realise what we have been missing. The longer we leave it, the more expensive it becomes. As they say, the best time to plant a tree is twenty years ago; the next best time is now.

White elephant investments and governmental vanity projects only happen when there is no seasoned strategic thinking behind the investment decision. That said, opposing a good idea because it was poorly executed and turning it into a political football is equally as short-sighted.

Playground politics has no place in recovering, values-driven economies. Those who get a thrill from click-bait and one-upmanship will not last long in a post-COVID, climate-conscious world.

The time has come for our politicians to set aside their historic differences; with each other, and at every level of government, both political and administrative.

Addressing the elephant in the room

Te Huia, the train service connecting Auckland and Hamilton, was the right idea, in the right place, at the wrong time; mainly due to the unforeseen impacts of COVID-19. However, it also lacked a strategy or commitment that stretched beyond upcycling the bits we already have in the country to enhance rail.

Just think what Te Huia could have been today if it had been set within the context of a nationwide economic and transport strategy, with a financing budget and governance structure to match.

On the up-side

Apparently, behind the scenes, conversations are being had with global partners about introducing rapid rail to New Zealand. The UK free trade agreement, discussed in Chapters 4 and 5, sets out the opportunities that the UK rail and distribution industry is gearing up for.

Admittedly, this might be post-Brexit posturing from a UK Prime Minister and Party that is flailing. Either way, the declaration provides New Zealand, and the regions in the Golden Triangle, with an opportunity to optimise on the deal.

The UK dichotomy

A floundering Prime Minister in the UK wants to do right by his Monarch, who 'accepted him as The People's choice to form a government in Her name'.

Given the state of the UK, especially considering recent political outcomes in Northern Ireland, the Crown will not be feeling comfortable that Her elected members are looking after Her best interests.

As one of Her most favoured and cherished Commonwealth countries, Aotearoa has more negotiation power with decision-makers in Westminster and Whitehall than the powers in the Beehive realise.

Hong Kong is one of the other territories the UK lists as prime for rail industry expertise. Considering recent election announcements, it will be a struggle for the UK to grapple back any standing in this region, let alone send its experts there to advise on rail. Why would China allow it when they have their own experts?

Using, without hesitation, New Zealand's favour with Buckingham Palace would allow us to enhance our rail systems and inherit essential expertise, at the same time as showcasing the support The Crown provides to those who are loyal and decent.

Engaging Ngāti Rānana to help with negotiations, would be a way to ensure Tangata Whenua interests are met.

Upcoming political events

18 June 2022

- Tauranga by-election

23 June 2022

- BOPRC Public Transport Committee Agenda meeting

30 June 2022

- Auckland Transport Board meeting

22 August 2022

- Waikato Regional Transport Committee meeting

October 2022

- New Zealand Rail Conference, The Hilton, Auckland
- G20 will be held in Bali, Indonesia

November 2022

- COP 27 will be held in Egypt city of Sharm el-Sheikh

2023

- China's change of office
- New Zealand will host the CPTPP Commission (Spring)
- G7 will be held in Japan (June)

2024

- NZ General Election (January)
- India General Election (May)
- USA General Election

2025

- UK General Election (January)
- Japan General Election (October)

Fig 8.1 Key political dates, meetings and milestones

Meanwhile, back at home...

The next two years will be filled with elections and electioneering debate in Aotearoa. Fig 8.1 shows some of those dates, and some of the other governmental and committee meetings, that will be taking place. We have also included relevant global political events that may have a bearing on discussions in New Zealand.

These are all opportunities for us, as a community, to debate the relevance and merit of reintroducing a passenger rail line to Tauranga, as well as the relevance and importance of public transport overall.

Welcoming a new Tauranga MP

Tauranga has lost a significant amount of political experience in Simon Bridges. However, the introduction of a new MP, a year before the city waves goodbye to the commissioners and starts to elect a new mayor and councilors, marks the fresh start that the city and region has been waiting for.

With each of these elections, the stakeholder groups mentioned in Chapter 6 should be encouraged to engage and participate. A particular effort should be made with indigenous and migrant communities, as well as hard-to-reach communities.

When the same group of people share the decision-making power across the region, it is inevitable they will run out of ideas for solving the problems of those who are not represented.

We suggest that all election candidates should use this report to engage these groups in discussions about the future of our region.

While some will not agree that rail should be an essential service, their opinions on what should be done instead will be important to bring to the debate.

The role of civil servants

Before we consider how we manage the challenges of budgetary silos, it is worth noting the role of the Electoral Commission. Until now, their remit has predominantly focused on the promotion and management of general elections, which they do well.

We suggest their remit should be expanded to increase voting turnout across all formal elections. Passenger rail policy has suffered because those in power do not represent the views of everyone in society.

It is not their fault they were elected into organisations lacking diversity. If we want to right the balance, then we must solve the problem at its root. Otherwise we run the risk of having good policy cast aside when it comes to delivery on the ground, in the same way that rail has been in the past.

Overcoming budgetary silos

We call for incumbent government and opposition government to appoint a 'roving' Minister Without Portfolio. This is the term used in the UK. Essentially, this Minister would not oversee a department, rather they cut across all departments with a view to finding ways to make policy align and get better returns for the taxpayer dollar.

This would be good for rail, and transport as a whole. However, housing, health and education would also benefit hugely. Local authorities would also have an alternative route to the Beehive when they want to discuss creative cross-policy initiatives.

Educating voters and would-be candidates

It is all well and good that the Beehive has 'MP School' after the elections have been fought and won. But would it not be better to educate the candidates, so they know what they are getting themselves into before they stick their head above the parapet?

Passenger rail is one policy that most people can understand. As demonstrated by this proposal, debate around this subject can be used to help everyone to better understand the political landscape we live in.

While we might not like tall poppies, especially in politics, can we try learning and growing together? Can we make an effort to use this election season to reduce political apathy and increase ballot diversity?

Getting everyone onboard

Ultimately, we need all political parties in New Zealand to sign up to a cross bench agreement on the future of rail and public transport.

This would be a Party level commitment to a single overarching strategy, not dissimilar to the agreement the UK has in terms of the NHS.

Stopping and starting delivery of infrastructure investment is expensive in terms of time, money, and progress. Let us stop wasting our precious resources.

Adopting a more holistic approach to infrastructure managment will create reassurance in the domestic private sector, the global inward investment market, and among good honest Kiwis whose own life plans are affected by tumultuous policy management.

New Zealand has the opportunity to right its mistakes, and bring itself up to global standards, without sacrifice. The only question we have to ask ourselves is:

Are we followers, or are we pioneers?

Calls to action

These are suggested actions for central government, Waka Kotahi, KiwiRail, and other associated public bodies, local authorities, political influencers, and anyone with an interest in the future of public rail transport in New Zealand.

21. **Empower** the Electoral Commission to use this report to educate would-be political candidates, engagie non-voters, and increase local electoral turnout.

22 **Appoint** a Roving Minister, of Minister for Growth, responsible for identifying ways taxpayers money can be better spent using cross-policy spending agreements.

23. **Identify** an international liaison team to represent the Golden Triangle communities and negotiate with the UK for rail, via New Zealand House in London.

24. **Ensure** Ngāti Rānana, the London Tribe, is engaged so Māori considerations are treated in respect of Te Tiriti o Waitangi and on behalf of all Tangata Whenua.

"Kia kaha, kia māia, kia manawanui."

"Be strong, be brave, be steadfast."

Whakatauki, Māori Proverb

Source: https://www.rnz.co.nz/national/programmes/morningreport/audio/2018712936/day-4-of-te-wiki-o-te-reo-maori

Appendices

A: Collaborators, contributors and constructively critical friends

Collaborators and contributors

Jo Allum
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Western Bay of Plenty Transport System Plan

Dan Kneebone
Property & Infrastructure Manager
Port of Tauranga Limited

James Llewellyn
Transport & Urban Planning
Bay of Plenty Regional Council

Todd Muller MP
Member of Parliament
Bay of Plenty

Alistair Rhodes
Chief Executive
BayTrust

Anne-Sophie Lahaye
Railcoop SCIC
France

Nigel Tutt
Chief Executive
Priority One

B: Evidence list

	Title
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2008	• Review of Reports on Railway Crossings on Tauranga Harbour (URS)
2010	• High Speed Rail: Is Everyone on board (Clark, Doyle & Ward) • Public transport network planning (Royal Melbourne Institute of Technology, GAMUT Centre University of Melbourne, Massey University, Institute of Transport Economics)
2012	• Analysing International Tunnel Costs (Nathaniel Efron, Megan Read)
2016	• Cost of tunneling (Greater Auckland)
2017	• Passenger Rail Networks In The Regions (Ministry of Transport) • Preliminary Economic Analysis of a Hamilton to Auckland Commuter Rail Service (Institute for Business Research, University of Waikato) • Regional Rapid Rail (Greater Auckland)
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2019	• Greater Auckland Business Case and Strategic Appendices (GreaterAuckland.org.nz) • 'Nothing else matters': school climate strikes sweep New Zealand, (Eleanor Ainge Roy, The Guardian, 27 Sep) • NZ Owned, NZ Co-operatives (Cooperative Business New Zealand) • Passenger and Freight Rail Investigation (BoP Regional Council) • Rail Optimisation White Paper (MSU/Maine Pointe) • 'Insane' future of passenger and freight rail for Bay of Plenty closer to reality (Kiri Gillespie, NZHearld.co.nz, 24 May)

	Title
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C: Image sources

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16	*From top left* *TCC Civic Masterplan* *https://www.linkedin.com/posts/tauranga-city-council_a-real-turning-point-for-our-city-and-region-activity-6873493107040776192-EGWu?* *T'puram railway station* *https://www.thenewsminute.com/article/culture-walls-colourful-murals-now-adorn-walls-tpuram-railway-station-61875* *Bar Peronas, Vilnius, Lithuania* *https://www.theguardian.com/travel/2020/feb/28/bars-cafes-near-european-train-railway-stations* *São Bento Station, Porto, Portugal.* *https://thetravelinsider.co/th/en/travel-inspirations/the-list/10-greatest-arts-and-culture-hits-of-portugal* *Kiwirail-LR-25* *https://www.kiwirail.co.nz/media/image-library/* *Department of Civil Engineering* *https://www.facebook.com/UnitecCivilEngineering* *makingfriends* *https://seniorplanet.org/making-friends-after-60/* *TGA CBD light installations* *https://www.linkedin.com/posts/tauranga-city-council_weve-kicked-off-kirihimete-celebrations-activity-6874927519209025536-ruUj?* *TGA CBD* *https://www.theurbanlist.com/nz/a-list/things-to-do-tauranga*

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D: Figure Source

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11	0.2	Tarakin Global Limited
12	1.1	Obstacles to re-introducing intercity rail to Tauranga – Need source
20	3.1	Tarakin Global Limited
22	3.2	https://www.francebleu.fr/infos/transports/railcoop-les-feux-sont-au-vert-pour-l-ouverture-de-la-ligne-bordeaux-lyon-qui-passe-par-gueret-1639749838
22	3.3	https://www.world-today-news.com/railcoop-the-cooperative-that-wants-to-break-the-diagonal-of-the-void/
23	3.4	https://www.francebleu.fr/infos/transports/railcoop-les-feux-sont-au-vert-pour-l-ouverture-de-la-ligne-bordeaux-lyon-qui-passe-par-gueret-1639749838
20	4.3	https://www.world-today-news.com/railcoop-the-cooperative-that-wants-to-break-the-diagonal-of-the-void/
20	4.4	https://www.francebleu.fr/infos/transports/railcoop-les-feux-sont-au-vert-pour-l-ouverture-de-la-ligne-bordeaux-lyon-qui-passe-par-gueret-1639749838
21	4.5	https://www.francebleu.fr/infos/transports/railcoop-les-feux-sont-au-vert-pour-l-ouverture-de-la-ligne-bordeaux-lyon-qui-passe-par-gueret-1639749838
24	3.5	Hamilton and Tauranga Metro Passenger service opportunities report, UFTI, May 2020
27	4.1	https://worldview.earthdata.nasa.gov/
28	4.2	https://worldview.earthdata.nasa.gov/
29	4.4	Tarakin Global Limited – Information extracted from Julian Tankard, independent NZ Engineer
29	4.3	Tarakin Global Limited – Information extracted from Julian Tankard, independent NZ Engineer
30	4.5	Julian Tankard, Independent NZ Engineer
32	4.6	https://searise.takiwa.co/map/6245144372b819001837b900/embed - overlayed with flood areas extracted from the Opus Report to TCC, May 2006
33	4.7	http://photos.wikimapia.org/p/00/04/62/33/35_big.jpg
34	4.8	Julian Tankard, independent NZ Engineer
41	6.1	Tarakin Global Limited
44	6.2	Tarakin Global Limited – Information extracted from https://www.tkm.govt.nz/region/tauranga-moana/
44	6.3	CareerPlanner.com
45	6.4	Tarakin Global Limited – Information extracted from https://statsnz.maps.arcgis.com/apps/webappviewer/
47	6.5	Tarakin Global Limited – Information extracted from https://en.wikipedia.org/wiki/Education_in_New_Zealand
50	7.1	Tarakin Global Limited – Information extracted from https://www.leisuretours.co.nz/port-maps/
53	7.2	TTAP 2018 By GreaterTauranga
53	7.3	https://www.howwelive.co.nz/
54	7.4	Tarakin Global Limited
58	8.1	Tarakin Global Limited

"There is no power for change greater than a community discovering what it cares about."

Margaret J. Wheatley

Source: https://www.passiton.com/inspirational-quotes/8209-there-is-no-power-for-change-greater-than-a

"O, wad some Power

the giftie gie us

To see oursels as others see us!

It wad frae monie a blunder free us."

- Robert Burns

The policy for inter-city and community rail networks should never have been abandoned in New Zealand without a proper inter-generational and cross-societal discussion.

Networks like rail make everyone in society feel connected. The longer we avoid the conversation, the more expensive it gets to fix the oversights of the past. It is time to start a new conversation.

This proposal presents a community's appeal to our country's local and central influencers. Please start including us in the discussions that will shape our futures, and the futures of those who follow us. We have a lot to offer. We are not here to attribute blame or highlight failings of the past. We just want to make our country's infrastructure work for everyone, as opposed to just a select few. We champion co-operation in all of its forms, and hope you do too.

"*Passenger rail is a key component to the successful delivery of medium and large scale collective housing projects. The shift to such sustainable transport options means the benefits of Collective housing can be fully realised.*"

Greer O'Donnell
Director and Urban Strategist
The Urban Advisory

THE URBAN ADVISORY
RETHINKING OUR CITIES



Extract From RTSA Presentation

"The Future Of Regional and Long Distance Passenger Rail In New Zealand"

Michael van Drogenbroek
Heriot-Edievale.com

Sensitivity: General

1990's – Waikato / BoP services

The Kaimai Express

Tauranga – Auckland – Tauranga

The Kaimai Express packs a huge amount into a comparatively short journey. At one end is Auckland, New Zealand's biggest city, at the other is Tauranga, a booming coastal resort in the Bay of Plenty.
The Kaimai Express passes through the magnificent Kaimai Ranges and lush rainforests, crosses the mighty Waikato River and vast fertile farmland.
This remarkably diverse journey includes the longest tunnel in the Southern Hemisphere at 8.9 kilometres, and passes New Zealand's biggest power station and largest remaining wetland.

Saver Adult Fares (Limited Availability)

	Auckland	Middlemore	Papakura	Pukekohe	Huntly	Hamilton	Morrinsville	Tauranga
Tauranga	39	39	36	34	28	23	20	
Morrinsville	31	31	29	25	18	14		29
Hamilton	26	26	20	18	14		18	33
Huntly	21	21	16	14		17	26	40
Pukekohe					17	16	36	49
Papakura					23	29	41	52
Middlemore					30	37	45	55
Auckland					30	37	45	55

Standard Adult Fares

Middlemore stop is closest to Auckland Airport.

Prices shown are subject to change without notification.

Minimum fare $14.00 (adult).

Saver fares have limited availability and are subject to special refund conditions (see page 28 for details).

Enquire about our discount fares, offering between 15% and 50% off the Standard adult fares (see pages 26 and 27 for details).

Features

- Comfortable carpeted carriages with air conditioning
- Reclining airline-style seating and at-seat service
- Light meals, snacks, beer, wine, spirits, soft drinks available for purchase
- Special meals can be ordered at the time of reservation (diabetic/wheat free/vegetarian) for purchase on-board – 48 hours advance booking required
- Informative commentary of points of interest en route

Connections

Connects at Hamilton with The Overlander for travel to and from Wellington.

Day Excursions

Tauranga to Auckland return $78 per adult, $40 per child
Tauranga to Hamilton return $46 per adult, $24 per child

Daily Timetable

Tauranga – Auckland Train 0300	Auckland – Tauranga Train 0301
Arrives 11.40am Auckland	Departs 6.05pm Auckland
11.21am Middlemore (b)	6.24pm Middlemore (a)
11.05am Papakura (b)	6.37pm Papakura (a)
10.49am Pukekohe (b)	6.52pm Pukekohe (a)
10.04am Huntly	7.37pm Huntly
9.33am Hamilton	8.06pm Hamilton
9.07am Morrinsville	8.31pm Morrinsville
Departs 8.05am Tauranga	Arrives 9.30pm Tauranga

(a) stops only to pick up passengers
(b) stops only to set down passengers

Note: The train may depart intermediate stations earlier if all booked passengers are onboard. Passengers are advised to be at all stations at least 20 minutes before the time shown.

For Reservations and Enquiries
CALL FREE on 0800 802 802

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The Geyserland

Auckland – Rotorua – Auckland

The Geyserland takes you from Auckland, City of Sails, to the world renowned Rotorua region with its astonishing thermal mud pools and remarkable geysers. From Auckland, in just four hours, the train passes a dozen country towns, crosses wetlands and rolling farmland, travels through native bush and exotic pine forests, before heading over the Mamaku volcanic plateau and dropping down into the geyser wonderland of Rotorua. Leaving daily from both destinations.

Saver Adult Fares (Limited Availability)

	Auckland	Middlemore	Papakura	Pukekohe	Hunty	Hamilton	Morrinsville	Matamata	Putaruru	Rotorua
Rotorua	45	45	41	39	32	29	24	21	17	
Putaruru	40	40	36	34	29	21	18	14		24
Matamata	36	36	31	29	23	18	14		17	30
Morrinsville	31	31	29	25	18	14		18	26	35
Hamilton	26	26	20	18	14		18	26	31	41
Huntly	21	21	16	14		17	26	33	41	46
Pukekohe					17	26	36	42	48	56
Papakura					23	29	41	45	51	59
Middlemore					30	37	45	51	57	64
Auckland					30	37	45	51	57	64

Standard Adult Fares

Middlemore stop is closest to Auckland Airport.

Prices shown are subject to change without notification.

Minimum fare $14.00 (adult).

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- Special meals can be ordered at the time of reservation (diabetic/wheat free/vegetarian) for purchase on-board – 48 hours advance booking required
- Informative commentary of points of interest en route

Great Train Escapes

Ask about our Rotorua Relaxer two day package and choose from a number of exciting options available in Rotorua.

Daily Timetable

Auckland – Rotorua Train 0401	Rotorua – Auckland Train 0402
Departs 8.04am Auckland	Arrives 5.46pm Auckland
8.24am Middlemore (a)	5.27pm Middlemore (b)
8.37am Papakura (a)	5.11pm Papakura (b)
8.52am Pukekohe (a)	4.55pm Pukekohe (b)
9.37am Huntly	4.11pm Huntly
10.09am Hamilton	3.45pm Hamilton
10.35am Morrinsville	3.17pm Morrinsville
11.01am Matamata	2.51pm Matamata
11.27am Putaruru	2.25pm Putaruru
Arrives 12.17pm Rotorua	Departs 1.30pm Rotorua

(a) stops only to pick up passengers
(b) stops only to set down passengers

Note: The train may depart intermediate stations earlier if all booked passengers are onboard. Passengers are advised to be at all stations at least 20 minutes before the time shown.

For Reservations and Enquiries
CALL FREE on 0800 802 802

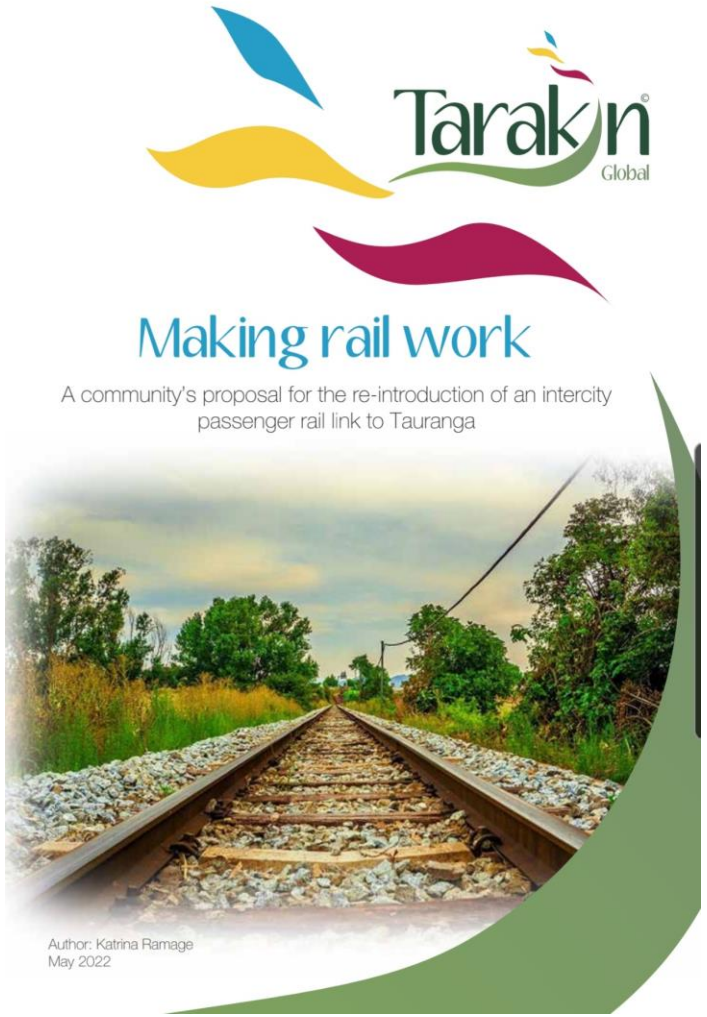
15

Sensitivity: General

The Case For National Integrated Public Transport Planning - Rail Perspective

- NZ at a junction when comes to inter-regional public transport and passenger rail.
- Will it continue its rail focus of almost entirely focusing investment on urban passenger rail in Auckland and Wellington regions ?
- Or can it expand planning to include passenger rail reconnecting regions to main urban areas and extend back into the Heartland as a national network?
- What sort of country we want NZ to be? At stake is social equity, national connectivity, transport accessibility, meeting climate change commitments, improved transport safety, regional rejuvenation, affordable housing access and **even patriotic national pride as one joined up nation.**
- Few things give the perception of a united nation like quality national rail networks.
- Need national consensus to correctly identify viable opportunities and problems trying to solve to fulfill potential to help deliver a more sustainable future that helps NZ fully realise it's potential. Linking opportunities to spatial planning also important

Bringing the Passenger Railway Back From The Brink



"There is no reason to believe that bureaucrats and politicians, no matter how well meaning, are better at solving problems than the people on the spot, who have the strongest incentive to get the right solution."

Elinor Ostrom

The policy for inter-city and community rail networks should never have been abandoned in New Zealand without a proper inter-generational and cross societal discussion.

Networks like rail make everyone in society feel connected.
The longer we avoid the conversation, the more expensive it gets to fix the oversights of the past.
It is time to start a new conversation!

See www.heriot-edievale.com for this document

Inter-Regional Passenger Rail Funding - Process

- The MoT working on guidance for local councils to assist planning, costing, funding and other considerations for new regional passenger rail service development framework.
- *Waka Kotahi,* responsible for funding Government's contribution services, and KiwiRail (operator) both involved.
- Currently regional councils and *Waka Kotahi* contribute funding to the current inter-regional trains *Te Huia* and *The Capital Connection*.
- Process to consider viability / establishment of further inter-regional passenger trains in NZ spelt out on Kiwi Rails website.
- Up to Regions to prioritise new service in Regional Land Transport Plan (RLTP), used by *Waka Kotahi* to determine regional transport initiative funding.
- Including a regional rail proposal in RLTP signals a new passenger rail service ready for funding. Only then does Government consider if to be prioritised in NZ Rail Plan – a 10-year vision for rail in NZ to guide future investment decisions.

Inter-Regional Passenger Rail Funding - Process

- Approach highlights a significant deficiency in current process. Everything has to be instigated by regions but **inter-regional and national public transport a national issue**. Makes inter-regional rail very challenging.
- **Where is the national vision?** Who is responsible for that? Central Government agency leadership required with regional partnerships for inter-regional PT and rail to develop. The current PT planning process heavily biased to intra-regional which worked well for Auckland and Wellington Rail but not so much elsewhere.
- **Establishment of a stronger National Public Transport function with a mandate to plan/develop national and regional integrated PT networks (Buses, Rail and Ferries) across all NZ** would be a start. Would help alignment with national development priorities and ensure business cases are **funded, not just a regional activities, but as national development ones**. Not a replacement for regional council transport functions rather a **framework & resource with national joined up PT planning function** something lacking in NZ today.
- Overhaul of Public Transport Operating Model (PTOM) required – This is underway

Why Inter-Regional Passenger Rail?

- In deciding what a future inter-regional rail network may look like it is important to establish what some of the key success factors may be.
- Key criteria include identifying where rail has a strategic advantage over other Public Transport modes or private motor car use.
- Some of these include potential journey time advantages due to superior rail alignments over road such as tunnelling or serving larger intermediate towns on route where large passenger flows can be generated.
- As an example the route between Wellington and Wairarapa through the Remutaka tunnel offers a key advantage over road avoiding the trip over the hills. Whilst strictly not inter-regional, as both the Hutt and the Wairarapa are part of the broader Greater Wellington region, it does demonstrate how such advantages has seen rail flourish.
- Analysing transport demand - current, latent, induced – how does rail affect PT Transport demand
- Spatial planning to ensure growth strategies are integrated with transport priorities with regional and inter-regional rail investment

Key Success Factors In Passenger Rail

- Provide critical community links to New Zealand between Cities, Towns and Country – **Connecting Communities**
- Support Economic Growth
- Promote modal shift by encouraging public transport by increasing its attractiveness
- Improve transport corridors capacity and resilience across society as a whole
- Enable Value for money
- Improve safety and reducing road congestion
- Reduce greenhouse gas emissions – supporting climate change initiatives
- Funding by Value Capture through Transit Hubs / TOD's / Development concessions
- Corridor / Housing / Land Use intensification right economics – Spatial Planning
- Getting / Estimate services demand right in post Covid-19 uncertain World

Golden Triangle Sub Network (2020's - 2040's)

Description: Fast frequent pass rail connections Auckland - Hamilton - Tauranga with up to 160kph speed using possible Tri-Mode rolling stock – 50% of NZs population lives north of about Te Awamutu

Current Status: *Te Huia* Hamilton to Auckland launched April 2021 using refurbished ex BR rolling stock (DFB hauled) – top speed 100 kph. Infrequent service and no service to Tauranga. Hamilton - Auckland Intercity Project (Faster Rail) underway for MoT as client, Making Rail Work political discussion paper (Tarakin Global) – see www.heriot-edievale.com for public documents

Selected Challenges: Auckland Metro rail network congestion north of Pukekohe for fast frequent train pathing, broken electrification, Congested freight only ECMT, Kaimai Tunnel, lack of Tauranga passenger infrastructure, Level crossings, Track condition and alignment, non commercial funding required

Interventions required: Auckland Rail PBC, Auckland third and partial fourth mains, Central Auckland station location, enhanced signalling (Infill/ETCS), partial track duplication ECMT, Kaimai tunnel upgrade, new stations, Level crossing upgrades, alignment deviations, network speed upgrades to 130kph targeting 160kph, new Tri-Mode rolling stock, possible electrification extension, funding/delivery model

Key Barriers/Challenges Investments - Summary

- Auckland Network congestion post CRL – solution infill signalling, ETCS Level 2, Level Crossing eliminations, Third and Fourth Mains, New Auckland Terminus or run via alternative routes through Auckland to NIMT – Auckland Rail PBC addressing this
- Wellington network Congestion – move to ETCS / CBTC
- East Coast Main Trunk Congestion eg Kaimai Tunnel, single track, Tauranga entry
- Current focus On Freight network standards rather than passenger in regions
- Lack of integrated National Public Transport Planning
- Getting the numbers right for forecasting demand for Transport – current, latent, induced, managed
- Funding sources and delivery timeframes – international partners?
- Non partisan political support / consensus building to avoid political football of rail from the past
- Rail and PT industry delivery / reform / accountability / value for money
- Rail industry delivery / knowledge capability - Academy of Rail / PT in NZ?
- Other public transport integration / connections like Buses (InterCity) for connecting to non rail served regions to build true National Public Transport network

Sensitivity: General

Summary

- National Public Transport Functions at a national level need improving and integrating
- Staged improvements over 10 to 30 years but with eye on Vision of continuous build up – **Golden Triangle** first followed by Lower North Island
- Regional Involvement critical to keep planning attuned to local needs but with nationwide lens that is needed to **Connect Communities nationwide**
- A compelling case for all stakeholders for approval of funding and delivery is required. Whilst this maybe a 10 – 30 year plus vision there is no better time to start than now.
- Funding regime e.g. Value Capture, TOD's, NZLTF, overseas funding partners, population growth, capital release from less private car ownership model, Community based partnerships (Co Ops)
- Passenger Rail isn't needed on all lines – public buses for many routes – Demand forecasting
- Rails key advantages should be leveraged off e.g. More direct routes, faster corridors, key population corridors flows, average speed more important than top speed
- Various delivery models incl. franchising, concessions, national operator like VLIne
- Not just Here & Now – to think outside box – Ambitions and new thinking

Heriot-Edievale.com

Fast Tracking To Our Future

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RPTP0041

Column1	Column2	Column3
Submission ID		RPTP0041
Participate Contribution ID		3403
Date Submitted		Jul 29, 2022, 03:02 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Achieve climate goals, health benefits (less air pollution, more active transport. Money spent more effectively (public money on health - air pollution, obesity, traffic incidents, public money on roads - wide roads just for rush hour, private money spent on private motor vehicles that sit stationary most of the time - fuel, insurance, maintenance etc.
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Omokoroa Tauranga Mt Maunganui ferry would be good. Would like to see an investigation into a rail service to Omokoroa from Tauranga.
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Reducing environmental impact is very important
How much do you agree with the proposed objectives?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		I would like to see more specific objectives around cycle infrastructure - connected network from Pyes Pa to Papamoa and out to Te Puke and Omokoroa.
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		I would like to see full time dedicated bus lanes along Cameron Road. Ngatai Road protected cycle way should be continued right into the city center. Omokoroa needs a dedicated cycle way into Bethlehem.
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

RPTP0042

Column1	Column2	Column3
Submission ID		RPTP0042
Participate Contribution ID		3404
Date Submitted		Jul 29, 2022, 04:00 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		The vision should also explicitly include low carbon transport outcomes.
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/750
Tick if you wish to make a presentation of your submission to the hearings committee.		
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	
	New Zealand Sign Language	

[redacted]

Submission by [redacted] to 2022 BOP Regional Public Transport Plan

This plan provides a good framework to develop better public transport services across the BoP region. We think it outlines the three main challenges and the seven opportunities and seven objectives that the plan highlights capture the scope of what needs to be addressed.

The Bay of Plenty region needs a step-change in its approach to public transport, which recognises the urgency of climate action and the right to equitable access to transport for all citizens. Tangible, measurable action is required, starting this year.

The NZ Government has committed to significant emissions reductions over the next 14 years, and transport needs to play a key role in emissions reduction. Tauranga especially needs to achieve a significant public transport mode share target by 2032 and we do not think this plan goes far enough in that regard.

Gaps to Address

I. Funding

Our key concern is that BOP Regional Council and TAs grasp the underfunding of public transport in the BOP region, when compared to larger metro cities. The Draft Waikato PT Plan provides comparative analysis on page 45 (labelled p.46) of their document:

> By way of context, the following outlines current public transport expenditure on a per capita basis:
>
> - Wellington: $734 per capita
> - Auckland: $313 per capita
> - Christchurch: $140 per capita
> - Otago: $121 per capita
> - Waikato: $71 per capita
> - Bay of Plenty: TBC.

Please also see Appendix for our analysis from last year.

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

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

[redacted]

[redacted]

II. Lack of Financial Information and Data

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

III. Lack of an Action Plan

The biggest gap in this plan according to most of the people we have discussed this with is a failure to explicitly show how the RPTP will deliver on its seven objectives. We do not believe it shines a clear enough light on the mechanisms that need to be enabled and the relative prioritisation between other relevant plans.

We have real concerns about the potential for ongoing misalignment between the various transport plans and their goals, especially in the Tauranga-WBOP sub-region. For example:

- The RLTP has a target of minimum 25% reduction in carbon emissions from all forms of transport by 2030, from a 2020 baseline.
- The RLTP also had a target to "increase mode share for public transport and active modes by 20% by 2030", on a 2020 baseline. That relates to improving accessibility, but as we pointed out in our submission to last year's RLTP, it does not support the overarching 25% reduction in carbon emissions, as it would only result in < 2% PT mode share by 2030.
- The Western BOP PT Blueprint didn't mention a carbon target, and had a PT mode share target of < 2% by 2028 (based on a patronage increase of about 40% on top of 2018 PT patronage). We are told that the Blueprint has been superseded, so if that is true, we urge Council to explicitly change the patronage and mode share targets that are driving public transport in the sub-region through to 2028.
- UFTI had no carbon target apart from NZ's net zero by 2050 goal, and only mode share target for 2048.
- The TSP had/has a goal to reduce transport emissions by about 23% by 2030 (seemingly updated to "up to 50% reduction in tailpipe emissions"), along with a target to increase peak AM PT mode share to > 5% by 2030.

We strongly submit that the Regional Public Transport Plan carbon emissions target should align with the RLTP and drive all the other targets for both carbon emissions and PT mode share in regional and sub-regional PT plans and business cases, rather than the other way around.

To be specific, while we did not support the 25% carbon reduction target for transport emissions in the Regional Land Transport Plan (we wanted a science-based target that aligns with international targets, along the lines of Auckland Council's 64% reduction target for 2030), it currently provides the overarching goal for all transport emission in the region. That is critically important, keeping in mind that 68% of the region's CO2 emissions come from transport.

In other words, you have to be able to add up the emissions targets in every other BOP transport plan, which all lie underneath the RLTP, and they need to add up to a 25% overall reduction in transport emissions. We submit that is currently not the case, especially when you add in the likely emissions reductions from UFTI-TSP, the three sub-regional mode shift plans, the ongoing Western BOP PT Blueprint, and new highway projects such as TNL and Tauriko enabling works.

[redacted]

Below, we make some specific comments on key points in this plan.

1. **2.2 - Putea**
   As mentioned above, this should include full financial information about current services and projected costs.

   The lack of financial data is ironic because the message we have received from Regional and Tauranga City governance and senior management has always been that funding is the barrier. There are not really technical limitations or marketing barriers or a lack of transport planning expertise. Poor PT infrastructure is a specific barrier, but lack of investment is, in our view, a key reason for that and an even bigger barrier in its own right.

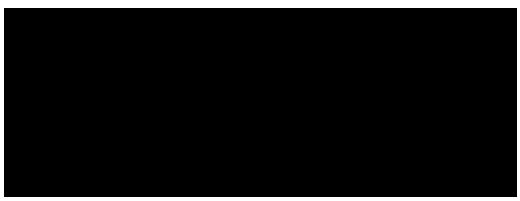
   We therefore contend that everyone (planners, governance, partners and the public) need to be very clear about the current spend, the projected spend, and the cost-benefit analysis compared to other options for low carbon outcomes and modal shift.

2. **2.3.2 - Challenge 1 - Achieving mode shift**
   There needs to be a clear target with a clear baseline for modal shift from motor vehicles to public transport, which supports a stronger target for overall modal shift to low emissions transport (public transport, active transport, electric vehicles, micro-mobility, and rideshare)

3. **2.3.3 Challenge 2: Meeting the access needs of smaller urban centres and rural communities**
   This is a key challenge. How can our region offer people in smaller urban centres and even rural locations a cost-effective but attractive PT service? It is particularly important because people living in these locations often drive longer distances than ‘city slickers’. From a climate perspective, it is the total emissions that count, and the biggest impacts are distance travelled (hence the government’s VKT targets) and changing speed (due to congestion, traffic lights phasing, etc).

   We don’t have any magic solution to offer you, but suggest that your offering needs to include cheaper fares, accessible park and rides, on-demand services, bus priority measures, and parking policy in urban destinations.

4. **2.3.4 - Challenge 3 - Climate change and reducing emissions**
   It is critically important to incorporate the two different ways that public transport can reduce emissions:
   a) Through conversion of bus (and ferry) fleets to low emission vehicles



b) Through increased patronage, which produces modal shift from motor vehicles and a reduction in overall emissions

Both are important, but the bigger reduction in emissions will come from increased patronage, so that always needs to be a top priority.

5. **2.3.6 - Opportunity 2 - Integrated delivery of public transport services and infrastructure in support of urban land use transformation**
   This is a fundamental shift that has to happen NOW. From the basics (bus shelters) to good urban design to “Premium” shelters (see Waikato RPTP) for key locations.

6. **2.3.7 - Opportunity 3 - Delivering interventions to create a competitive advantage over private vehicles**
   This is probably the biggest challenge. How to offer a service that makes it more attractive for Tauranga or Rotorua or other residents to choose a bus rather than a car?

   We believe there is no silver bullet solution, but rather a combination of all the things that have been discussed as possible means to increase patronage. These include:
   - Shorter travel times
   - More frequent buses
   - More reliable services
   - More comfortable buses (i.e. different design for future e-buses)
   - Wider coverage (e.g. Whakatane suburbs, Katikati, Ohauiti, etc.)
   - Parking policy

   These are all important, but if pressed, we’d target reliability as the highest priority. The unreliable service offering in recent years, partly due to Covid impacts and driver shortages, has meant that the public has not been able to rely on scheduled bus timings. Buses will never have travel with Swiss clockwork precision, but the goal should be no buses leaving earlier than the schedule and 95%+ arriving no later than five minutes after the scheduled departure time. It’s been achieved elsewhere, so the Bay should aim to replicate that.

   That would clearly place an increased emphasis on:
   a) Bus priority measures
   b) Realistic timetabling
   c) Addressing school traffic congestion – through free bus fares and improved active transport infrastructure

[redacted]

7. **Parking Policy**

That all said, parking policy is vitally important. It is obviously a contentious issue that is outside Regional Council control, but it can make a huge difference to bus patronage. Increased patronage is certainly possible with current Tauranga and Rotorua parking policies (after all, we've had significantly higher patronage in the past), but the more aspirational targets we propose to help achieve a 25% to 50% cut in transport emissions by 2030 will certainly require a very different and integrated approach to parking, especially in Tauranga City.

We are not just referring to higher prices in CBDs. Parking policy needs to be comprehensively reviewed, including the following levers:

- increased charges for longer-term CBD parking
- reinstated charges for short-term CBD parking in Tauranga
- increased number of mobility parking spaces
- charges for medium-long term parking introduced in some other centres
- targeted rates per parking space for shopping malls (especially for Tauranga, and ideally a joint approach at a sub-regional or regional level, so that perverse incentives are not created)
- tightly policed time limits to disincentivise travel to school by car by senior school students (this is not happening right now even where there are time limits)
- investigate potential for discounted parking for T3 rideshare (not sure about how)
- remove some parking or install clearways to allow bus priority at peak / congested times of day

We have not seen any willingness by councils to fully confront this issue, so that needs to change. Councils need to ensure the outcomes are both equitable and supportive of significant modal shift to PT.

That highlights the importance of carrots and sticks. We strongly urge you to put in place some attractive, juicy carrots before or ideally concurrently with applying the big sticks. Practically, that means wider, faster and more reliable services along with attractive weekly/monthly adult fares and CSC discounts at the same time as changing parking policies.

That should not signal a desire by our Trust to delay action. To the contrary, those should be the top priorities in the RLTP and TSP, as without a step-change in bus usage and parking policy, we will get more of the same: lots of high-carbon single or double occupancy vehicles.

[redacted]

8. **2.4.2 Tauranga-WBOP** and **2.4.3 Rotorua**
   We support standardised frequency on all Tauranga and Rotorua routes and most WBOP routes. For Tauranga services, we support 20 minute frequency or less on all routes, as it gets very confusing when some routes are every 15 minutes, some every 20 minutes, and yet others every half hour.

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

Tauranga-Western BOP
In broad terms, we support most of the points in Vision 2032, a 10-point plan focused on Tauranga-WBOP sub-region outlined in the Wednesday Challenge submission, aiming to see a step-change in public transport patronage.

VISION 2032

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

We note that some of those actions have been addressed in the RPTP and others are intended to be dealt with in the Tauranga-WBOP PT business case in the TSP.

We also acknowledge some minor differences in our organisation's specific submissions. For instance, [redacted] is concerned about the high cost of the proposed Omokoroa ferry service, which equates to the same amount of capital and annual operating costs required to fund several new city bus routes, or alternatively to fund the costs of a comprehensive on-demand service across Tauranga.

Therefore, our preference is to ensure the TSP business case clearly highlights the costs and benefits of all interventions, and then to invest in the 'best bang for buck' in terms of patronage, which does not appear to be a frequent ferry service to/from Omokoroa.

That said, we strongly support the overarching goal of Vision 2032:

[redacted]

> The Tauranga and Western Bay subregion needs a step change to the public transport system, that recognises the urgency of climate action and the right to equitable access for all citizens. Real, measurable and tangible action is required, starting in 2023.

We also support the majority of the proposed 10-point plan, including a Mount-CBD ferry service, park & ride facilities at locations such as Omokoroa, Whakamarama and other strategic locations, and fast-tracking a rapid transit style service between the CBD and Papamoa East. We especially support the fast-tracking of cost-effective interventions, such as bus priority lanes and "Community Mobility Service Hubs" (as also outlined in the RPTP), as well as far more city bus shelters and a modern CBD interchange / mobility hub. Finally, we will talk below about our support for "fast and affordable Intra-regional and Inter-regional public transport services".

9. **2.4.5 Regional Services**

Intra-regional services, especially between Tauranga, Rotorua and Whakatane, are completely inadequate. They are the least talked about aspect of the BOP public transport system and yet (potentially) highly important for:

- Work commuters
- Tertiary Students
- Seniors
- Visitors to the region (Tourism BOP strongly supports a better public transport offering between Tauranga-WBOP and the Eastern BOP sub-region)
- People visiting friends

When we last looked, the best offering to travel between Tauranga and Whakatane (e.g. to travel in the morning to do some work or visit a friend or tourist attraction) was about an 8 hour trip via Rotorua (long layover), with no option to return back to Tauranga on the same day. That is a ridiculous offering in the context of 21st century low carbon travel.

Apart from all the other potential users, regular intra-regional services would enable more attractive low carbon travel options for tourists, which would be synergistic with Tourism BOP's goal for a low carbon tourism trail, along the lines of Nelson-Tasman's offering. Carbon emissions are the number one challenge for the visitor sector and the transport comprises the bulk of tourist emissions, so we need to fast-track low carbon options and intra-regional public transport is a critically important component.

BOP Regional Council needs to step up and fill the gap that is not being addressed by the 'free' market. As we know, there are entry barriers that preclude private operators from scaling up to a cost-effective service, which means **Regional Council, with central government co-funding, needs to offer timely, reliable services between the three main BOP centres to enable affordable and accessible same-day travel in each direction.**

[redacted]

10. **3.2.1 Objective 1: Mode shift and carbon reduction**

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

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

The main purpose of the mode shift target for PT is to get people out of polluting cars and onto buses. Morning peak measures are important, especially from a congestion perspective. However the primary measure needs to be **total mode share by distance**, as that is what most closely aligns to reduced carbon emissions.

Total mode share by trip should also be measured, but 10 short trips to the local school may not be as helpful as 2 long trips to work from, say, Papamoa to Tauriko. Hence, we urge caution about condemning buses with "only four people on it" if that bus takes four people off the road for a long distance, and maybe another four on the way back. Far better that than 25 people on a bus for the last 1km leg down Cameron Rd of a 10km trip… from a carbon perspective.

The issue of measurement is critically important, and we have been very disappointed in the lack of reliable data (and often a lack of any data) for many crucial measures. e.g. a lack of almost any useful emissions data.

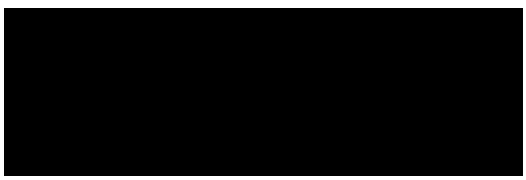
As mentioned at the start of this submission, the Regional Public Transport Plan carbon emissions target should align with the RLTP and drive all the other targets for both carbon emissions and PT mode share in this plan and in other regional and sub-regional PT plans and business cases. That requires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

In terms of what the specific emissions and mode share targets should be, we do not have access to all the data and analysis, so will restrict our comments to three main points:

a) The CO2 emissions from buses are not inconsequential, so we strongly support the fastest possible transition to low-emission buses and other public transport vehicles. We appreciate that central government funding is essential to enable that to happen in an equitable manner, so would support any requests to the government for a greater allocation of ETS funding to councils for that purpose.

b) The CO2 emissions from cars dwarf the emissions from our region's diesel buses, so the highest priority should still be mode shift from single (or double) occupancy vehicles to travel by public transport. The appropriate PT mode share target needs to be one that results in much higher than a 25% overall reduction in CO2 emissions from the light vehicles they predominantly displace.

   That is because it is highly unlikely that emissions from domestic air travel, shipping, road freight and other heavy or utility vehicles will be reduced by anything like 25% by 2030, and because the uptake of electric vehicles by 2030 will not equate to anything like a 25%



reduction. Hence the mode share from light vehicles needs to be much higher than 25% to achieve that overall target.

To spell it out, it is the users of light vehicles in urban environments that comprise the target customer base for public transport patronage, so the mode shift to public transport needs to support an overall emissions reduction of > 25%.

e.g. Let's optimistically assume:
- half of all BOP transport emissions come from light vehicles (57% of transport emissions come from diesel and 40% from petrol, so that could be roughly correct)
- 10% of all light vehicles are electric / low emissions by 2030 (currently < 1%)
- 3% of heavy transport vehicles are low emissions by 2030
- 10% reduction in fuel consumption from all other transport sources (light, freight, air, etc.)

Even if we (falsely) attribute zero emissions to those low emission vehicles, it means the overall reduction in transport emissions is < 16% in 2030. Which means > 9% reduction (to reach the minimum target of 25%) needs to come from modal shift and/or reduced vehicle km travelled (VKT).

What's also critically important is to remember that 25% is from a 2020 baseline.

That all adds up to the **need to drastically increase the urban mode share target** from the proposed 5% AM peak mode share.

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

That has happened before – it would replicate the six-fold increase in Tauranga patronage from 2002-2012 and result in PT mode share of just under 10% minus growth (estimated 8% total PT mode share) by 2030. What's more, there have been significant reductions in patronage in recent years, so this results in a lower baseline than otherwise.

Let's put the intervening decade (2012-22) behind us and pick up the patronage growth rate from 2012. Sure, that's a challenging target. But the alternative is:

- BOP does not achieve our region's 25% reduction in transport emissions target
- We do not pick up the global challenge around climate change
- We see worsening congestion in our urban areas

Tauranga will have to do the heavy lifting, but now is the time to act, as we plan the future for public transport in the city and before even more expensive alternatives are needed to address its transport challenges.

When considering our proposed 6-fold increase in urban PT patronage by 2032, please remember that will only allow the BOP region to meet our 25% emissions reduction target in a fairly optimistic scenario. **Do not think that our proposal is supporting a science-based carbon target to limit warming to 2 degrees** (let alone 1.5 degrees). It is merely accepting the current reality of the RLTP minimum target. We urge BOP councils to acknowledge this point and strive to exceed that 25% target, especially if EV sales exceed projected levels.

In terms of how to resolve any conflicts between the different plans, we submit that:

a) The regional target of minimum 25% overall reduction in carbon emissions should be overarching.

[redacted]

b) This RPT Plan's overall PT mode share target should support and enable that RLTP target (at least) to be achieved.

c) The UFTI-TSP target of reducing transport emissions in Tauranga-WBOP by 2030 and its PT targets need to change, to align with the targets in this plan and the RLTP.

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

Finally on this matter, the targets need to incorporate and align between:

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

Putting it simply, **the goal should be to get people out of single (or double) occupancy light vehicles and onto public transport or active transport, which means a decrease in VKT, an increase in PT patronage, and a corresponding increase in PT mode share, which results in reduced CO2 emissions.** Further VKT reductions from working from home and reduced travel will still be needed, and mode shift to active transport is also crucial. Decarbonising freight is also an essential component overall. However, **modal shift from light vehicles to public transport is the foundation for delivering a low carbon transport system**.

11. **3.2.7 Fares and pricing**

Fare structure is a vitally important issue that needs to be addressed as soon as possible. However, it is critical that the long-awaited fare review is well resourced and delivers an integrated, evidenced-based fare structure that will drive up patronage in Tauranga, Rotorua and smaller centres.

We support the plan's stated goals of equitable fares and a pricing system that attracts new customers and rewards frequent use, and the target of 90% of customer satisfaction in value for money, but urge that target to be brought forward to earlier than 2030.

Overall, we see fares as a key lever that has been pulled for schoolchildren, with stunningly positive results - especially when factoring in Covid. It has not been fully pulled for other groups, so there are potential gains to come.

As always, we caution about 'throwing the baby out with the bathwater' by slashing fares and driving down the quality of bus services. As you know, adult fares is a delicate balancing act, requiring a 'goldilocks' approach: fares that are not too expensive to deter most people from bus travel, but not too cheap to secure the money required to run a top-quality bus service.

[redacted]

In our view, the key is to set an adult fare level that attracts far more passengers, resulting in an overall increase in fare revenue.

[redacted] supports the nationwide Free Fares campaign and also the Vote Climate campaign for:

- More public transport, more often
- More affordable public transport
- Safer and easier walking & cycling
- More inter-city and regional public transport

At a practical level, we support fare free travel for:

- Seniors
- Children
- People with disabilities + 1
- Community Services Card holders

We commend BOP Regional Council for introducing free fares for two of those categories. We also support the Free Fares campaign asking for central government funding for free fares for CSC holders, although we do not actually support their call for fare free travel for all tertiary students and under 25s, preferring to limit free fares to those with a Community Services Card.

To be clear, we also do no support fare free travel for adults, and wish to see the fare review analysis before forming a view about pricing structures. However, we do see lots of opportunities for more attractive adult fare pricing in the form of weekly and/or monthly ‘passes’ (via discounts on Bee card), and better promotion of the savings that can be made from traveling by bus rather than SoV.

[redacted]

Conclusion

The Draft BOP Regional Public Transport Plan provides a good framework to support the much-needed transition of our transport system from a high carbon, car-based model to low carbon, multimodal transport system.

This plan effectively proposes incremental improvements in the current fixed route bus system for the next ten years. We believe a step-change is needed to attract large numbers of new bus users.

Given the ongoing plans for low-density development, we contend this will need to include flexible on-demand services, as well as rapid transit routes and other key bus routes.

We urge you in particular to:

- Increase the portion of transport funding spent on public transport
- Increase the PT mode share target, to support the regional carbon target of -25% by 2030
- Implement parking policies to better support PT patronage
- Implement rapid transit style services between Tauranga CBD and Papamoa East
- Fast-track better intraregional bus services between Tauranga, Rotorua and Whakatane
- Be bold and innovative, including implementing attractive fares and on-demand services

Finally, we'd like to remind (or inform) you of the five goals put forward in the **TTAP (Tauranga Transport Alignment Project)** proposal in 2018 (before UFTI), which was supported by 21 Tauranga community organisations including iwi, DHB, Tourism BOP and Chamber of Commerce.

We contend that these goals align well with our current submission and are still highly relevant in regards to how to apply this RPTP to the Tauranga-Western BOP sub-region.

1. Develop a "Congestion Free" PT Network along key rapid transit corridors or "spines", so that travel by bus between CBD, Otumoetai, Greerton, Tauriko, Hairini, Mount, Arataki, Papamoa, Te Puke and Omokoroa is faster and cheaper than by car at peak times.

2. Free bus fares for children (and elderly) – no charge for school-age children on all buses across Tauranga-Western BOP.

3. Address congestion points in roading network based on a multi-modal approach e.g. Omokoroa interchange, Tauriko, etc.

4. Complete Tauranga City arterial cycleways network by 2030.

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

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

[redacted]

About [redacted]

Our Vision
To be great ancestors.

Our Mission
Shaping sustainable outcomes through awareness, accountability and action.

Our Purpose
To make environmental, social and economic sustainability a key lens through which organisations frame and evaluate their strategic and operational decision-making.

We do this by:

- Raising awareness of sustainability issues
- Connecting sustainability stakeholders, including businesses, councils and communities
- Disseminating evidence-based analysis relating to sustainability issues
- Promoting and delivering sustainability education, discussions and events
- Supporting the development of a low carbon circular economy
- Promoting sustainable urban development and transport systems

We provide evidence, tools and support to encourage, enable and evaluate sustainable decision-making by community groups, businesses, iwi and hapu, local government and central government.

Our People
[redacted] is our Executive Director and together with [redacted], we are an active and engaged group of trustees, each contributing our unique experience and expertise. We have come together because we face an unsustainable and inequitable future.

The need for a strong sustainability organisation in Tauranga and the wider Bay of Plenty is clear. We have a housing crisis, our CO2 emissions have increased more than other NZ regions, there is increasing social deprivation, we have water shortages, many of our region's waterways are polluted, Tauranga has the lowest mode share for public and active transport of any NZ metro, our urban planning has failed to meet the needs of our growing and aging communities, and engagement between Council and local communities is at an all-time low here in Tauranga.

We welcome partnership and collaboration with any other organisations or groups who share our kaupapa. Together with our supporters, we aim to create a more prosperous and sustainable future for Toi Moana | Bay of Plenty.

We are independent, non-partisan, and evidence-based. We advocate for a systemic approach based on the principles of equity and strong sustainability / Te Ao Maori

[redacted]

[redacted]

Appendix: PT Operational Expenditure per capita in NZ Metro Regions

Investment	Auckland ATAP	% of total	Canterbury RLTP	% of total	Wellington RLTP	% of total	Waikato RLTP	% of total	BOP RLTP	% of total	Otago RLTP	% of total
Walk/Cycling capex	$1,466,000,000	4.7%	$183,149,519	3.3%	$336,900,000	5.3%	$212,400,000	3.4%	$192,361,130	6.4%	$54,979,686	6.7%
PT capex	$8,739,000,000	27.8%	$155,641,359	2.8%	$2,222,120,000	34.7%	$98,400,000	1.6%	$139,186,774	4.6%	$98,400,000	12.0%
Subtotal	**$10,205,000,000**	**32.5%**	**$338,790,878**	**6.1%**	**$2,559,020,000**	**40.0%**	**$310,800,000**	**5.0%**	**$331,547,904**	**11.1%**	**$153,379,686**	**18.8%**
PT opex	$7,570,000,000	24.1%	$1,056,508,148	19.1%	$1,150,000,000	18.0%	$313,200,000	5.1%	$133,795,000	4.5%	$73,560,208	9.0%
Total PT & AT	**$17,775,000,000**	**56.6%**	**$1,395,299,026**	**25.3%**	**$3,709,020,000**	**58.0%**	**$624,000,000**	**10.1%**	**$465,342,904**	**15.5%**	**$226,939,894**	**27.8%**
GRAND TOTAL	**$31,400,000,000**		**$5,519,840,687**		**$6,400,000,000**		**$6,191,800,000**		**$2,998,790,630**		**$817,023,470**	
	10 years		10 years		6 years		10 years		6 years		3 years	
Population 2020	1,717,500		628,600		527,800		496,700		337,300		236,200	
PT Opex per capita	$4,407.57		$1,680.73		$2,178.86		$630.56		$396.66		$311.43	
PT Opex per capita pa	$440.76		$280.12		$363.14		$63.06		$66.11		$103.81	

PLEASE NOTE:

- Different timeframes for the various plans for which we could obtain figures (3 years v 6 years v 10 years).
- Different regions have different percentage of population serviced by public transport routes.
- BOP's infrastructure spend is in the context of past underinvestment in cycling and PT infrastructure in Tauranga, when compared to other metro cities.

The figures shown above indicate that the BOP region has the lowest percentage spend of any region on public transport operating expenditure. The BoP RLTP proposed to spend only 4.5% of total expenditure on PT opex, yet services Tauranga, Rotorua and Western BOP, which contain > 84% of the region's population.

Waikato is comparable, but the other regions invest much more, with Auckland, Wellington and Canterbury planning to spend between 18%-24% of their total budget on PT opex ($280 to $440 per capita). Even Otago, which has a slightly smaller percentage of population in areas with bus services compared to BOP (and significant PT funding from tourists in Queenstown), will spend 9% of its total RLTP on PT opex, and over 1.5 times the amount per capita.

[redacted]

RPTP0043

Column1	Column2	Column3
Submission ID		RPTP0043
Participate Contribution ID		3405
Date Submitted		Jul 29, 2022, 04:25 PM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		Add equitable access
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		see attached submsion
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		See submission
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/751
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

[redacted]

Bay of Plenty Regional Public Transport Plan
SUBMISSION



A Public Transport Step Change Legacy investment in Tauranga/Western Bay, Vision 2032

Introduction

[redacted] has over 11,000 participants, who have recorded more than 90,000 transport mode journeys.
We have a team who are working across schools, in community and in businesses on the ground every day.
Our team get feedback daily about the problems people have in accessing the current public transport system.

Our own team are frequently spending hours waiting for busses and connecting busses on Wednesdays through shear will of commitment,
But for many people, this is a daily reality that is affecting their ability to participate equally in society. These people will not be filling out this consultation document.
15 percent of Tauranga/Western Bay live under the poverty line, and another 20 percent are over 65 years old and both percentages are growing, whereas this public transport plan only aspires to serving 5 percent of the entire population.

The problems [redacted] team are hearing about and facing, will not go away with any amount of tweaking to the current fixed route bus system. Roadworks, unexpected congestion points, staff illness, staff shortages, spread out neighborhoods.

This year has been exceptionally challenging for public transport across New Zealand.
In Tauranga, it has clearly shown the incredible vulnerability of relying on one type of service for public transport, with one set of fixed routes.

We need to urgently diversify the public transport offering to create resilience and accessibility,

Real, measurable and tangible action is required, starting in 2023.

Secondly.

The NZ Government has committed to significant emissions reductions over the next 10 years, and much of this will need to come from transport. Tauranga / Western Bay will need to do their fair share, however, the proposed PTP does not list any actions that indicate how this will be achieved.

Therefore, this submission advocates for a clear aspirational vision that is coupled with actions, a timeline, measurable targets and milestones and the integration of On Demand Transport, rapid transit busses, the ferry service and intercity rail within ten years.

Below we set out ten recommended action points which will contribute to a 2032 vision. Please also refer to the timeline for the next three years, which will be crucial for setting in place the foundations for diversifying transport and giving the public transport choices to look forward to.

VISION 2032

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

THE POINTS EXPLAINED:

1. Fifteen percent public transport mode share (by distance)

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

Measuring success

There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data

2. Fully decarbonised bus and minibus system across BOP

Currently, the goal in this public transport plan is to decarbonise the fleet by 2035. This leaves the region vulnerable to fuel prices and increasing pressure to meet regional targets. Investing in smaller electric vehicles (vans) for an on-demand fleet, will provide local resilience against rising fuel prices and lower overhead running costs over the long term. Electrifying this On Demand fleet first gives time for new technology (e.g. hydrogen) or rapid transit options such as light rail to evolve, putting the replacement of large electric buses later in the decade in case they are not the right solution in the medium term.

3. On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.

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

Benefits

- Much broader and far-reaching accessibility for the whole community.
- Flexibility to expand and contract with demand.
- Allows concentration of bus shelter amenity on to rapid transit routes which can then be fitted with public safety measures and comprehensive digital display.
- Allows people to control their timetabling and enables visibility and tracking of the service.
- Much more cost-effective to decarbonise fleet than large busses.
- Provides feeders into the rapid transport routes to support patronage.
- No infrastructure required, could be up and running within a very short timeframe.
- Has the ability to be the change catalyst for the transport network.

4. Tauranga – Rapid transit corridors on dedicated routes with 10 -15 minute frequency.

The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions.

There is not a clear strategy or timeline for these corridors to be fully functional.
We advocate for a first route to be accelerated and developed in conjunction with On Demand, to demonstrate a blueprint for the network. (See point 10 below)

Benefits

Supports urban form density along corridors. Supports mass transport of people to achieve mode shift targets. Offers a faster and more direct option than the private motor vehicle.

5. Rural integration Park n Rides

On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa

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

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

7. Fast and affordable intra-regional and inter-regional public transport services

What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region.

As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route. (Item 10.)

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region

Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty.
This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation. See the "Making Rail Work" report for more information and discussion.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility)

Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals.

Benefits

Foster a sense of community, safety and interaction. Provide and encourage active transport and integration of services. Create space and opportunity for new and evolving MAAS technologies and services. Makes rapid transit more viable by aggregating people along the route while density is not going to develop fast enough for success within ten years

10. Fastrack and Eastern Coastal Integrated transport services and amenity to create a step change and demonstrate success

Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve.
This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities,
Instigate On Demand transport pilot for this area in 2023, and integrate services in order to scale back off peak and fixed route services that are not on the transit route, to enable more frequency and more amenity to be concentrated in to one excellent reliable route.
Build mobility hubs at Papamoa, Arataki, Mount Maunganui and Central City for first mile integrated micro mobilty options,
Establish a park n ride in East Papamoa.
Increase the frequency of intercity busses from Eastern centres, Te Puke, Whakatane, to connect into the park n ride and the rapid transit route.

2022 – 2025 TIMELINE

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

to occur, will generate political will and investment in future solutions

Complete by 2023

- Support and subsidise local interim ferry service offering between The Mount and City Centre and Omokoroa.
- Do business case for full ferry service as per Priority One recommendation.
- Initiate an On Demand trial in Papamoa/Mount
- Business case Papamoa, Arataki Mount rapid transit bus line
- Begin Business case for Intercity Rail
- Identify and begin to acquire or rezone land required for transit corridors. Park n rides and community hubs, train stations

Complete by 2024

- Implement Omokoroa/Mount/CBD Ferry Service (wharf upgrades required)
- Implement Operational On Demand service Eastern strip To end of Papamoa, Arataki, Matipihi, Mount industrial, Mount
- Implement on Demand service in Omokoroa to service the ferry, interregional bus services and local amenity
- Urgently acquire and/or rezone land required for transit corridors
- Eastern Corridor Park n Ride land purchased

Complete by 2025

- Eastern corridor Rapid Transit fully operational. Mobility Hubs in Papamoa, Arataki, Mount Maunganui. On Demand services staged roll out across Tauranga begins. Park n ride identified, land purchased.

HOW DO WE PAY FOR IT?

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

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

SUBMISSION PRESENTED BY:

[redacted]


PUBLIC TRANSPORT VISION 2032
OMOKOROA
HAMILTON
MOUNT MAUNGANUI
OTUMOETAI
CBD
TAURIKO
PAPAMOA EAST
TE PUKE
RAPID TRANSIT
FERRY
TRAIN
ON DEMAND VANS

RPTP0044

Column1	Column2	Column3
Submission ID		RPTP0044
Participate Contribution ID		3409
Date Submitted		Jul 30, 2022, 09:11 PM
How much do you agree with the challenges that have been identified?	Strongly agree	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	Strongly agree	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	Strongly agree	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	Strongly agree	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	Strongly agree	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		

Column1	Column2	Column3
Submission ID		RPTP0044
Tauranga and the Western Bay of Plenty		The actions outlines need to be far clearer, and with timelines clear outcomes. Much more needs to be done to reduce emissions. The Government's first Emissions Reduction Plan, has a strong focus on housing, transport and urban development – and an expectation that much of the 'heavy lifting' in these reductions will occur in major centres, such as Tauranga. . This ERP is for the first 5-year period only, and sets out an initial range of near-term policies / direction. BOPRC must, however, be aware of and plan for future strengthening of these policies over the next ten years. It is entirely foreseeable that more stringent land-use and transport policies are implemented, and that carbon prices increase significantly (e.g. prices have been predicted by the Productivity Commission to reach $200/tonne). If BOPRC doesn't plan for this eventuality now, and begin to lead and plan for this inevitable transition, then there will be far more pain across the community when transition is forced upon us. Therefore, we need to work deliberately and with pace towards a fit-for-purpose PT system. In addition I make the following recommendations 1. We need an increased target for mode share for PT 2. Deliver On Demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes. 3. Deliver rapid transit corridors on dedicated routes with 10 -15 minute frequency. It baffles me (and everyone in the community) as to why there has not been a dedicated bus lane on the B2B, travelling into the city. BOPRC should be advocating for this, with urgency. 4. Park n Ride facilities on the outskirts of each rapid transit route. 5. Frequent Ferry service between Tauranga, The Mount and Omokoroa. 6. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region. .
Rotorua		
Eastern Bay of Plenty		
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		see above
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	
		1

RPTP0045

RPTP0045

[redacted]

29 July 2022

Bay of Plenty Regional Council

By email: **rptp@boprc.govt.nz**

Dear Sir/Madam

[redacted]**submission on the Bay of Plenty draft Regional Passenger Transport Plan 2022-2032**

Thank you for the opportunity to submit on the Bay of Plenty Regional Public Transport Plan 2022-2032. [redacted] has a particular interest in the RPTP as a planning partner and co-investor.

[redacted] has appreciated our ongoing discussions with Bay of Plenty Regional Council staff on general public transport matters and the development of the draft Bay of Plenty Regional Passenger Transport Plan (RPTP). Specific comments on the draft RPTP are in the table attached.

[redacted]does not wish to speak at the hearings.

If you have any questions regarding the contents of this submission, please do not hesitate to contact [redacted]

Yours sincerely

[redacted]

[redacted]

Submission	Sections	Draft RPTP reference
Good plan, easy to read and follow. Really useful introduction sections providing strategic/regional/local context, challenges/ opportunities, and the current services. Sets the scene nicely.	Context	Part 2
There is good detail on fare policy in the plan but not on funding generally. S124 of the LTMA requires a council to consider the public transport funding likely to be available within a region. Recommendation – funding information and costs should be incorporated into the plan outlining as much as possible a 10-year programme for service costs.	Funding	Section 2.2, P. 14
Great to see patronage graphs. Is it possible to include data from the last 6 months to June 2022?	Section 2.3	P. 16
On-Demand trials. The Rotorua and Eastern Bay sections refer to On-Demand trials that will be developed after taking the learnings from the On-Demand Trial for Tauranga South (pages 40 and 43), but there is nothing in the Tauranga section about the trial other than a statement that there is provision for a trial on p36. Is it possible to expand on what the proposed trial in Tauranga South is (timing, size, location etc.)?	Part 4	P. 36
The Waka Kotahi funding for the Tertiary service trials is not a grant. Suggest change 'grant' to 'funding contribution'	Regional Services	P.45
It is great to see the regional council's intent to undertake work to develop a plan to transition to a zero emission public transport fleet. Waka Kotahi are keen to support the Regional Council with this process.	Policies and Actions	P. 46
Linked to Policy 4.6 on implementing rapid transit across the four UFTI corridors – would the express services not be subject to a higher patronage expectation than primary services?	Policy 2.3	P. 50
Is there more information in the plan to renew or refresh the school services model in Tauranga? Linked to this, in the table on page 52, there is no end date for the contracts for these school services. Will the end dates be included in the final plan, and will the plan be clear on what's happening beyond the end of the current contract? It is also unclear what school units 3-6 are on page 53?	Policy 2.8	P. 51
Regarding the integration between land use and transport mentioned throughout the document, given the history of dispersed land use and the need for intensification in some areas, the plan could explain what is needed to make mass transit work in the region.	Policy 4.6	Page 57
It's great to see the Plan has a clear set of actions, and we understand the challenge in having a more detailed action plan, as some of the changes are dependent on other partners. However, it would be useful to understand the expected staging over the next 1-3 years, 3-6 years, 6-10 years. This would help to inform an NLTP investment signal for Waka Kotahi and other partners, as well as a public perspective on when change might be expected.	Policies and actions /Monitoring and Review	Section 4.2, pp. 46-62 Section 5, p. 63

[redacted] encourages the regional council to develop detailed service monitoring plan with baseline measures and SMART targets. While not specifically mentioned in the draft plan, we note the current driver shortage is both a regional and national issue. If service levels are required to increase in the future as part of the proposed actions, there should be a plan to address any driver shortages and support the building of a sustainable workforce. We acknowledge this needs to be led both nationally and locally.		
There does not appear to be a section in the draft plan for what role other partners need to play to achieve the visions and objectives, and the costs associated. The previous RPTP included a table outlining the PT infrastructure (e.g., Park and ride facilities, interchanges, bus stops) required to be delivered by Territorial Authorities and Waka Kotahi partners, including timing and costs.		
Other Central Government documents that could be referenced: • Hīkina te Kohupara – Kia mauri ora ai te iwi Transport Emissions: Pathways to Net Zero by 2050 • Ināia tonu nei: a low emissions future for Aotearoa • Toitū Te Taiao - Our Sustainability Action Plan	Appendix A	P. 67
[redacted] note below a link to the current RPTP guidelines for Passenger Transport continuous programmes. https://www.nzta.govt.nz/assets/planning-and-investment/docs/iaf/RPTP-guidelines-update-for-public-transport-continuous-programmes.pdf We note over the life of the RPTP it's likely these guidelines will be updated periodically. [redacted] will endeavour to keep Regional Council abreast of any changes.	Appendix A	P. 69

RPTP0046

[redacted] [redacted]
Sent: Friday, 29 July 2022 3:53 pm
To: Regional Public Transport Plan
Subject: RPTP submission

Regional Public Transport Plan Submission
(Mostly covering Tauranga/ Western Bay area)

Points and Suggestions
1) Personal and staff Safety - Installation of driver protection screens on buses/ fog cannons
- Improved roadside bus shelters that offer shade/ shelter.(add small number each year) - Air quality systems on new/ upgraded buses as best practice.

2) Trains - A short term goal of consensus by Regional Council Public Transport administrators to have a future common low/ zero emissions regional passenger train specification so the trains can have common training for operation and maintenance, and shareable replacement parts. In my opinion the preferred regional passenger train configuration mooted for the Lower North Island, is very likely to be suboptimal for other regions of the nation including the BOP.

Future Bay of Plenty rail - In my opinion, the Tauranga area rail lines should be double tracked (primarily to improve freight efficiency) before there is any introduction of passenger rail services. Short Branch lines should be investigated.

Investigate the conversion of used AT AM-emus to battery/ rapid charge operation for urban rail.

3) Driverless shuttles - Investigate (as the technology) the use of driverless shuttles to be used as zero emission short route feeders to main bus route stops. Taxi car/ vans should be considered how they can integrate better with public transport as Waymo-type services potentially become available.

from

[redacted]

RPTP0047

RPTP0047

[redacted]

29 July 2022

Transport and Urban Planning Team
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Submission via email: rptp@boprc.govt.nz

[redacted] FEEDBACK ON BAY OF PLENTY REGIONAL COUNCIL'S DRAFT REGIONAL PUBLIC TRANSPORT PLAN 2022-2032

[redacted] thanks Bay of Plenty Regional Council ("**the Council**") for the opportunity to provide feedback on the Council's Draft Regional Public Transport Plan 2022-2032 ("**Transport Plan**").

The review of the Transport Plan by [redacted] has been broad and has focussed on the strategic direction and matters of future urban development across the Bay of Plenty Region.

Background

1. [redacted] formed in 2019, established under the Kāinga Ora-Homes and Communities Act 2019 ("**Kāinga Ora Act**" or "**KOHC Act**"), and is the Government's delivery agency for housing and urban development. [redacted] therefore works across the entire housing spectrum to build complete, diverse communities that enable New Zealanders from all backgrounds to have similar opportunities in life. As a result, [redacted] has two core roles:

    a) Being a world class public housing landlord; and

    b) Leading and co-ordinating urban development projects.

2. [redacted] statutory objectives under section 12 of the KOHC Act requires it to contribute to sustainable, inclusive and thriving communities that:

    a) provide people with good quality, affordable housing choices that meet diverse needs;

    b) support good access to jobs, amenities and services; and

[redacted]

c) otherwise sustain or enhance the overall economic, social, environmental and cultural well-being of current and future generations.

3. [redacted] statutory functions in relation to urban development also extend beyond the development of housing in relation to the development and renewal of urban environments. It now also includes enabling or providing related commercial, industrial, community, or other amenities, infrastructure, facilities, services or works within its development areas.

4. Therefore, in reviewing policy documents around the country, [redacted] also has an interest in how regional authorities guide design and delivery of public transport services that connect and service communities and ensure that they contribute to well-functioning urban environments.

Feedback on the Transport Plan

5. [redacted] is generally supportive of the overall direction of the Transport Plan in that it:

a) Seeks to meet the access needs of smaller urban centres and rural communities;

b) Integrates the delivery of public transport services and infrastructure in support of urban land use transformation;

c) Promotes easy to use public transport that is accessible to existing and potential customers; and

d) Recognises that the future strategies for each sub-region within the Bay of Plenty region focusses on the delivery of the Connected Centres programme as described in the Western Bay of Plenty Urban Form and Transport Initiative ("**UFTI**").

6. [redacted] is generally supportive of the direction of integrating land use and transport planning in the Transport Plan, as this will help to discourage private vehicle dependency, and encourage multi modal transport and use of public/active transport for a means of travel, which is consistent with the direction of the National Policy Statement on Urban Development 2020 ("**NPS-UD**"). This will not only have a positive

[redacted]

impact on the form, design, and function of the Bay of Plenty region, but will also contribute to the region's net-zero emissions target.

7. [redacted] recognises the challenges outlined within the Transport Plan and supports measures which can provide smaller urban and rural communities with access to public transport. This is imperative for areas such as Te Puke, Omokoroa, Tauranga, and Rotorua, which are subject to the Medium Density Residential Standards ("**MDRS**") set out in Resource Management Act - Enabling Housing Supply Amendment Act ("**the Enabling Housing Supply Act**").

8. The Enabling Housing Supply Act identifies Councils that need to provide for and enable medium density residential development by 20 August 2022, which Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and Rotorua Lakes District Council have been identified. The MDRS will result in increased residential growth in these regions and thereby demand for public transport will likely increase. Frequent and accessible public transport will be required for these areas to support growth in housing density.

9. [redacted] seeks that specific and targeted public transport services and infrastructure is delivered to support the areas where Councils propose to introduce and implement the MDRS (to support medium and high density residential living areas). This includes (but not limited to) areas listed below:

Area	***Sub Parts***
Te Papa Spatial Plan Area	• City Centre Zone • Along Cameron Road • Fraser Cove • Gate Pa • Greerton
Otumoetai Spatial Plan Area	• Cherrywood; • Brookfield; • Southern side of Bureta • Along Ngatai Road and Otumoetai Road
Rotorua	City Centre
Town Centres	• Mount Maunganui • Bayfair/Arataki • Bethlehem • Papamoa Plaza/ Fashion Island

[redacted]

Area	***Sub Parts***
	• Wairakei • Te Puke • Omokoroa • Ngongotahā • Katikati • Utuhina • Glenholme • Ngapuna
Local Centres	• Tweed Street • Golden Sands • Pyes Pa • Pāpāmoa – The Boulevard/ Te Okuroa Dr • Kawaha • The Heights – Rotorua • Sunnybrook • Owhata • Waihi Beach

10. [redacted] seeks that the public transport infrastructure is provided within a reasonable walking distance of services and facilities including centres, community facilities, employment opportunities and open space. This specific and targeted public transport infrastructure should include bus priorities, bus stops, shelters, and facilities including accessible footpaths and crossings, bike parking, park and ride.

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

12. [redacted] also seeks that this infrastructure is planned in conjunction with and aligned with proposed growth areas as part of the plan changes that give effect to the MDRS

[redacted]

and NPS-UD, which are being notified by Councils in August 2022 and to be completed and operative by August 2023. A commitment to this 2023 operative date should be reflected and included in the Transport Plan (Targeted Infrastructure).

13. [redacted] seeks that consideration is made for inclusive and equality of access to public transport for all. This is important as demand for public transport will likely increase or be required (i.e., new network connections) due to the anticipated residential growth and development that will occur across the region. [redacted] seeks that the Transport Plan includes a policy to recognise the importance of social equity when planning public transport routes and improve all people's access to well supported infrastructure and amenities to build supportive and inclusionary communities.

Conclusion

14. [redacted] is generally supportive of the overall direction of the Transport Plan and seeks amendments are made as described above. [redacted] provides this feedback as a means of strengthening the Transport Plan which will contribute to sustainable, inclusive, and thriving communities.

15. [redacted] welcomes the opportunity to discuss the feedback provided and engage and provide input into further development of the Transport Plan.

16. Should you have any questions in relation to the matters outlined above, please do not hesitate to contact the Development Planning team within [redacted]

Kind regards,

[redacted]

RPTP0048

RPTP0048

Letter of Submission to The draft regional -public- transport plan.

INTRODUCING MYSELF

I am [redacted] resident of over 40 years from Otautu Bay part of the Rotomā Rotoehu /Rotoiti community, semi retired, with my husband and adult son.
I am writing this in support of our community.

WHAT IS MY CONCERN

At present there is no way for people to travel along state highway 30 from Rotorua highway 33/ highway 30 junction and Kawerau/ Whakatane other than independent travel.

A public transport service for those communities living between highway 33 / highway 30 junction and along state highway 30 to Whakatane either rural or the lakeside communities of Rotoma/Rotoehu/Rotoiti) to travel between Rotorua and Whakatane would provide accessible to essential services and amenities ,and affordable travel, for those who need it, and which could reduce single use car travel and benefit our environment.

<u>And how does it this concern connect to the DRAFT Bay of Plenty Regional Public Transport Plan</u>

It is centred in connection with the following areas of the plan

CHALLENGE 2

Meeting the access needs of smaller urban centres and rural communities .

CHALLEGE 3 Climate change and reducing emissions

CHALLEGE 1 achieving mode shift - this will also be of relevance

- *and we in our community can support this.*

OPPORTUNITIES

3. Delivering interventions to create a competitive advantage over private vehicles
4. Exploring new public transport delivery models for smaller urban centres and rural communities

WHY IS THIS A CONCERN NOW.

I am becoming more aware that with the change in community demographics since STATS NZ census 2018, rising petrol costs and impact on environment of singe use cars that for our non urban lakeside and rural communities here to thrive and survive there is a growing need for accessible public transport get to town for essential services and to contribute to for our environmental wellbeing.

In preliminary research regarding this issue I have checked out

1. **STATS NZ census 2018, to look at demographics**

2. Began talking with others in community about this issue (since talking with Matt on Tuesday have shared with others in local exercise class who supportive of this submission see attached pdf emails of support.

3. Other transports options EBOP provide already to support public transport between centres, which assist those living in non urban areas (with discounts to support gold card users too)
Eg Whakatane to Tauranga /Whakatane to east coast /Whakatane and Kawerau /Rotorua to Tauranga

4. EXISITING WAYS OF TRANSPORT SERVING THIS AREA AT PRESENT other than own independent vehicles within this route.
in particular for transport for those people needing to get into town & back the same day.

•**Intercity** via the bus which travels enroute from & to Gisborne
(with scheduled stops if booked)
•**Intercity (from Gisborne) Daily** Leaves Whakatane@ 11.20am arriving Kawerau 12.04 ./Rotoma12.19 pm / Rotoiti 12.34pm / Rotorua 1pm
•**Intercity(to Gisborne) Daily.** LeavesRotorua @ 2pm arriving @Rotoiti 2.15pm /Rotoma 2.24pm/ Kawerau 2.50pm / Whakatane 3.30pm
Unfortunately these times don't assist in providing adequate useful public transport& cost may impact on access .
Eg Travelling this service home-rotorua return there is only 60 mins between arrival and departure time via east bound Gisborne bus.
Travelling this service from home - Kawerau or Whakatane return same day this transport will not work.

• Toi Ohomai provides for its students
Daily bus morning & afternoon between Rotorua and Whakatane (see attached timetable)
The scheduled daily timetable could certainly work well for travel into rotorua and back for people in this area if a partnership could operate between
regional council & toi ohomai allowing access on this bus for non students ?
Travel via school buses travelling on route
Again if this was allowable is there opportunity to better utilise these buses to allow public to travel on them .

Other possibilities
share ride systems which are safe and accessible that Regional council could assist community in getting up and running
Eg https://www.stuff.co.nz/environment/climate-news/126988309/new-rideshare-site-links-commuters-and-drivers-with-seats-to-spare

I look forward to seeing these suggestions put in place.

I attach other communities emails of support (see pdf attached)

Ngā mihi [redacted] 29/7/2022

RPTP0048

Additional information

Bus Timetable

TOI-OHOMAI
Institute of Technology

Whakatāne to Rotorua

A Whakatāne to Rotorua bus service will be available from 15 February 2021 to 26 November 2021 for students with a valid student ID card. The service will be available Monday to Friday excluding public holidays, on the following schedule.

Morning

From Rotorua to Whakatāne	**5.45am** Rotorua, Mokoia Campus	**5.50am** Cnr. Basley & Te Ngae Rd, Lynmore	**6.35am** Kawerau Info Centre	**6.45am** Te Teko Police Station	**6.55am** Awakeri Junction	**7.15am** Whakatāne Campus	arrival time may vary due to fog in winter months
From Whakatāne to Rotorua	**7.15am** Whakatāne Campus	**7.25am** Awakeri Junction	**7.35am** Te Teko Police Station	**7.45am** Kawerau Info Centre	**8.00am** Rotoma Store	**8.10am** Emery Store Rotoiti	**8.50am** Rotorua, Mokoia Campus

Afternoon

From Rotorua to Whakatāne	**4.10pm** Rotorua, Mokoia Campus	**4.40pm** Emery Store Rotoiti	**4.50pm** Rotoma Store	**5.00pm** Kawerau Info Centre	**5.10pm** Te Teko Police Station	**5.20pm** Awakeri Junction	**5.30pm** Whakatāne Campus
From Whakatāne to Rotorua	**5.40pm** Whakatāne Campus	**5.50pm** Awakeri Junction	**6.00pm** Te Teko Police Station	**6.10pm** Kawerau Info Centre	**6.55pm** Cnr. Basley & Te Ngae Rd, Lynmore	**7.00pm** Rotorua, Mokoia Campus	

For assistance with bus cards please contact the Information Centre staff at the Mokoia Campus or 07 346 8999.

For assistance with scheduling please contact Ritchies Buses on 07 347 0098 or after hours 021 444 871.

Updated Jan 2021

EMAILS OF SUPPORT FOR [redacted] submission to DRAFT EBOP TRANSPORT Plan

27/7/22

We would love public transport between Rotorua and Whakatane.
We pay very high rates and feel we miss out on some public services.
As petrol prices continue to rise we are gradually being isolated. If we had a bus service this would not be the case.
Please look after your rural rate payers

Hilary and Rob, [redacted].
[redacted]

Email [redacted]

[redacted] 27/07/2022, at 12:53 PM, [redacted] > wrote:
From:
[redacted]

I am in support of a public bus service between Whakatane and Rotorua.
This would be a far more economical way to travel, given that for myself I may be just the one person in the car travelling 88klms return to and from Rotorua.
Especially good for those with no transport.
Also, you could take the whanau on the bus. Lots of possibilities.

Nga mihi nui
[redacted]

From: [redacted]
Subject: support local bus service
Date: 27 July 2022 at 1:58:44 PM NZST
To: [redacted]

[redacted]

To Whom It May concern
I am in support of public transport being available to the Rotoma area.

Thank you.
[redacted]

From: [redacted]
Date: 27 July 2022 at 1:35:15 PM NZST
To: "[redacted] <the[redacted]

Hello my names [redacted] from lake Rotoma,Rotorua
I am interested in the bus service ive heard from an aunt of mine and i thought this would really be useful to use your service as i dont drive or have a licence
My contact information is

[redacted]

Thankyou for your time

From: [redacted]
Subject: Transport
Date: 27 July 2022 at 12:50:28 PM NZST
To: [redacted]

Hi [redacted]

I would be very keen to see a better and more regular link between Whakatane & Rotorua. We live at Lake Rotoehu, just off SH30.
We went down to one car because my husband's work declined during Covid and has been working from home. Now though, his work is picking up again and he will have to travel & stay away a lot more. The only options open to me then are to stay home, go out when he is home or buy another car.
I would definitely go into town more often if there was a bus service from here.
I do go to classes in Rotoma and Rotorua and am lucky to be able to car share but my neighbour had an accident and is unable to drive so I have no option but to take the car.
Also, with the petrol prices being so high, we have been restricting visits into town to save on fuel.
The Intercity bus goes past us but doesn't stop here.

Contact information:
[redacted]

[redacted]

RPTP0049

RPTP0049

[redacted]

29 July 2022

Freepost 122076
Regional Public Transport Plan submission
Attn: Transport and Urban Planning Team
Bay of Plenty Regional Council
PO Box 364
Whakatane 3158 by e-mail: rptp@boprc.govt.nz

To whom it concerns

BAY OF PLENTY REGIONAL PUBLIC TRANSPORT PLAN 2022-2032
SUBMISSION BY [redacted]

Please find as follows [redacted] submission to the Bay of Plenty Regional Public Transport Plan 2022-2032.

The Port of Tauranga (Port) is a strategic asset to the Bay of Plenty region, providing employment, import/export access for commodities and contributing significantly to the region's Gross Domestic Product (GDP). As noted in the foreword to the Regional Land Transport Plan:

> *In the Port of Tauranga, we have a world class asset which makes a huge contribution to the country's economic performance. Improving and protecting multi-modal links between the port and its customers will become an increasingly important challenge.*

Port efficiency relies heavily on the current and future efficiency of the region's road-based transport network in order to maintain its competitiveness in an ever increasingly competitive world.

In recent years there has been sound land-based transport strategy and delivery for the region that has enabled the Port to continue to provide the kind of support the region's industries need in order to grow and prosper.

While there has been investment in the road network, there has also been wider regional growth demands that have placed additional stress and consumed additional transport network capacity. It is evident to the Port, that the strategic urban network it is heavily dependent upon, has seen a level of growth that has outstripped investment in its capacity. The consequence of this is that access to and egress from the Port is severely compromised for long periods on both weekdays and weekends, not intermittently, but now regularly and for extended periods. Currently, a significant proportion of land transport costs are seen to be incurred on the local strategic urban network. This impacts key intra-Port movements as well as those longer journey connections.

In recent years, government policy has shifted away from provision of network capacity towards a policy emphasising public transport, cycling and walking – a policy shift that is embodied in the Urban Form and Transport Initiative (UFTI) and in the Transport System Plan (TSP) which gives effect to the first 30 years of UFTI. The Draft Regional Public Transport Plan builds upon both of these documents but is concerned only with the ten years from 2022 to 2032.

Currently, less than 0.8% of all trips are made by public transport in the Bay of Plenty Region[1], although in the urban area of Tauranga that figure rises to just on 1%. More than 90% of trips are made by car – one of the higher 'in vehicle' percentages in the country[2]. Cycle and walk trips make up 8.3%. The RLTP's target for increased walk and cycle is for this combined 9.1% to increase by 20% to just under 11%. Given that there are some three quarters of a million trips made per day in the Bay of Plenty region, this would increase public transport, walk and cycle trips from 72,000 trips per day to 86,000 trips per day. This change will have almost no effect on the vehicle flows on the main arterial routes which are the roads used for freight movements.

Accordingly, [redacted] submissions are three-fold:

- General endorsement of the thrust of the RLTP;
- An increased focus and investment on immediate resolution of the strategic and localised urban network critical to ensure the Port can provide reliable and efficient access to and for the region's growing freight industry; and
- A need to keep public transport, walk and cycle trips away from the roads immediately serving the Port, and in particular Totara Street and Hull Road.

The specific matters of submission are set out below.

Port Generated Traffic

By way of background, throughput of freight in and out of the Port has grown by 38% over the last ten years, however, there has been a corresponding growth in port vehicle movements of 14%. Port cargo volumes do not directly correlate to vehicle movements for the following reasons:

- **Rail Freight** – 40% of total port volume; and
- **Transhipment** – that is containers are offloaded and then loaded onto another ship. This tonnage does not leave the Port by road. Coastal transhipment accounts for 30% of container volume and has grown 237% over the last 10 years.

Endorsement of the Strategic Network Initiatives

[redacted] supports the initiatives to increase the mode share by public transport as a means of reducing demands on the road network, as well as the initiatives for active modes as these are likely to have a cumulatively positive effect on vehicle traffic. In these same regards, the [redacted] the Council on whether the identified targets are aspirational enough, when consideration is had for long-term future capacity challenges facing the region's strategic transport network.

In recent years there has been sound land-based transport strategy and delivery for the region that has enabled the Port to continue to provide the kind of support the region's industries need in order to grow and prosper. In these regards, [redacted] is broadly supportive of the strategic freight and land transport objectives set out in the Infrastructure Strategy 2021-2051 and in the Western Bay of Plenty TSP, with both of these documents underpinning the Transport components of the RPTP.

The Local Network

While there has been investment in the roading infrastructure, there has also been wider regional growth demands that have placed additional stress and consumed additional transport network

[1] *Extracted from the MOT Household travel Survey Data*
[2] *The Waikato Region is similar at 89.6% of trips by car*



[redacted]

capacity and which are competing with critical freight movement demands. It is evident to [redacted] that the strategic urban network is heavily dependent upon and has seen a level of growth that has outstripped investment in its capacity. The consequence of this is that access to and egress from the Port is severely compromised for long periods on both weekdays and weekends, not intermittently, but now regularly and for extended periods. Currently, a significant proportion of land transport costs are seen to be incurred on the local strategic urban network. This impacts key intra-Port movements as well as those longer journey connections.

In particular, [redacted] supports the Priority One activities in the TSP, namely the Hewletts Road Sub-Area package, but would argue that the roading components of that package should be brought forward as soon as funding can be committed, and preferably before or integrated with significant investment in public transport. Hewletts Road is a problem now and needs urgent attention. Public transport initiatives are likely to have more of a long-term effect as the success of these requires a behavioural change that will not be immediate. [redacted] does not wish to see, and is strongly opposed to, any initiative that has an effect of reducing the capacity of the transport network for freight movement. Any local public transport initiative should be considered together with and support freight movement capacity enhancement outcomes as a priority over the needs for individual passenger car movements.

Local Road Safety

[redacted] is supportive of the TSP Transport Medium Scenario described at page 36 of the RPTP. In particular, Figure 15: *TSP primary and secondary public transport routes* clearly identifies that Totara Street is not intended to be relied on for either primary or secondary public transport movement going forward. It is noted that this Future Strategy is a shift from the current servicing model described at section 2.4.2 and shown on Figure 9: *Tauranga and western Bay of Plenty public transport network.*

Both Totara Street and Hull Road are critical to the continuing efficient freight-based functioning of the Port. The introduction of public transport as a primary service also introduces secondary trips involving increased walk and cycle movements in the road corridor that are incompatible with the safe and effective functioning of the Port. These alternate movements involve a vulnerable road user group who are susceptible to more serious and adverse personal injury outcomes where they come into conflict with larger vehicles.

While it is accepted by [redacted] that some form of local (tertiary) servicing may be necessary over time to support business accessibility by public transport in these areas, it is the wish of [redacted] that these be planned and located so as to minimise the potential for adverse local road safety outcomes involving the mixing of vulnerable road users with the primary freight movement function of these corridors.

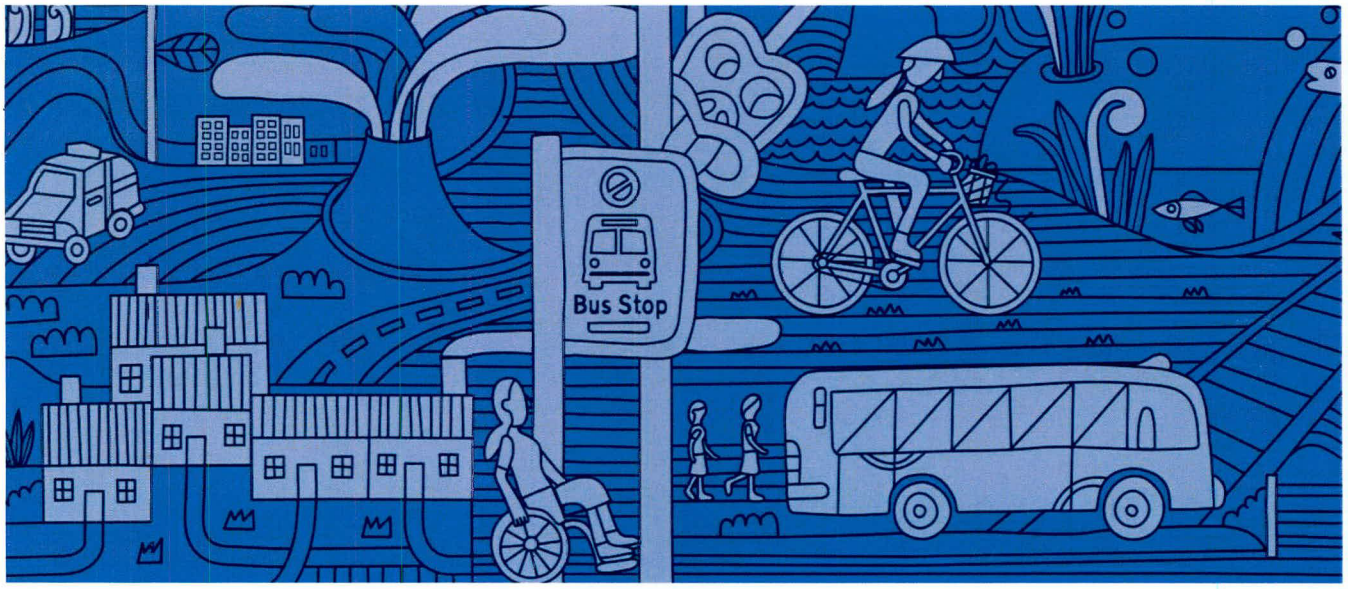
[redacted] wishes to be heard in relation to its submission.

Yours sincerely

[redacted]

RPTP0050

RPTP0050



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

[redacted]

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

- Challenge 1: Achieving mode shift
- Challenge 2: Meeting the access needs of smaller urban centres and rural communities
- Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	I don't know
of course	☑	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

① of course Electric & Smaller.
Rural services have been removed — Hospitals, Banks P.O. schools, etc..
— of course cars and busses are going to be used more to deliver us to the services →

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

	Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree	I don't know
of course	☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

opportunities — Sure — Action would be more interesting
5 - should be 1. and 4. should be 2.

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

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

Our vision is:
More people using high quality public transport that enhances their lives, supports urban transformation and reduces our collective impact on the environment of course

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

More urgent than just being a "Vision"

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- ✓ Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- ✓ Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- ✓ Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- ✓ Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Mostly

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Industrial ventures – mandatory – that they provide transport for workers
If service is good it will advertise itself...
– what Partnerships –

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- ✓ Customer centred — of course
- Delivering a seamless journey
- ✓ Changing perceptions and attitudes to public transport
- ✓ Accessibility for all user groups
- ✓ Transition to low impact public transport — of course
- Collaborative — ???

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

You'll only change attitudes with a good service... not words.

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☐ Tauranga and the Western Bay of Plenty

☐ Rotorua

☑ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

Whakatane — doesn't get a mention — we are refered to as a Sub-region and we'll be lucky if we get the same developmental monies let alone the increases we need. — We are the ones who now have to travel to services

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- ✓ Mode shift and carbon reduction
- ? Service planning and design
- ? Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- ✓ Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

Electric
Fares - Free -

Other

Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.

attached.

Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions.

☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.

☑ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee.

If presenting, would you prefer to present using:

☐ Te Reo Māori ☑ English ☐ New Zealand Sign Language

[redacted] Date 27th July. 2022

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

All submitters should be issued copies of all submissions up for discussion – 'Collaboration' could save a great deal of repetition and confusion! AND TIMEWASTING →

RPTP0050

[redacted]

27th July 2022

1 of

* Regional Public Transport plan – 'Submission.'
– Per..

[redacted]

(1) The most frequent criticism of current services has been about Bus Size. (Empty)
– In a small town, rural area like ours, small electric vehicles would be more appropriate..

(2) Frequency would be more affordable with smaller Vans/Buses – Stable timetables are essential to good patronage...
Regularity – 1–2 hourly town circuits, will be used more.. – and encourage less use of cars.
– To Rural settlements – Taneatua – Awakeri – Onope – Teteko – Edgecumbe.. 'A there and back' run, morning and afternoon for workers, every working day.. (and shoppers)
Opotiki – Murupara could try daily but twice a week may be enough for visitors –

(3) Routes The town is small, it is generally felt a circuit including the "Hub," and 'Coastlands' that went down James St., around Awatapu via Kowhai St., up Bridge St. or Churchil St onto King St, a turn around at hospital back to Kopeopeo and into town on Domain Rd or similar would service most needs.
(Needs more carefull consideration)

Continue pg. 2. →

2 of 3

Pg. 2 Eastern B.O.P. Regional Public Transport Plan

[redacted]

(4) Fares Generally it was felt services should be free to encourage regular use.

— at the very least Free during off peak hours...

— It was indicated that free can encourage 'hoodlums,' and bad behaviour so policing may need to be a consideration or a small fee to discourage the louts from boarding.

Raewyn — Personally - I like the idea of a conductor to help elderly, Protect Driver, and moniter behaviour - while greeting folk and making them feel safe - →

(5) Medical trips to Tauranga & General mobility, Coordinate with 'Eastern Bay Villages - EASTERN BAY ACCESSIBLE TRANSPORT CHARITABLE TRUST

[redacted]

Since services to Rural areas have been cut back, (Hospitals, Banks, Post Offices, specialist visits, schools etc)

— 'Centralisation' means the population has to move to get those services constantly..

→ one of our submitters calls for a bus from Whakatane to Tauranga via Mt Maunganui and Park St. Eye Clinic...

every hour every working day —

Might be cheaper to set up a clinic in Whakatane →

RPTP0050 [redacted]

[redacted]

Pg 3 3 of 3

Regional Public Transport Plan - submission

[redacted] l 14, 2022 at 6:50 PM

~~Hi Victor~~ This from our secretary [redacted]

I will forward this to the committee with my notes as my contribution to Raewyns submission:

1) Smaller van would be useful if it was convenient. A rostered bus service works well in high volume congested cities. It does not apply to a small town. What would work is an Uber style pick-up and drop-off service. The software on the phone app would manage which electric van (not a large empty diesel bus at present) and which route to take to be as efficient as possible. Uber has a share feature which optimises slight route changes to pick up more folk and alter the delivery route to suit. Smart and automated.
2) Free and it will be used - too convenient not to.
3) Runs as often as required to all areas of the district. It will not be long before smart software calls for extra vehicles if the wait times get too long. Again Uber software has this feature.

~~Committee, please send replies to me and I will deliver to Raewyn.~~ Good input

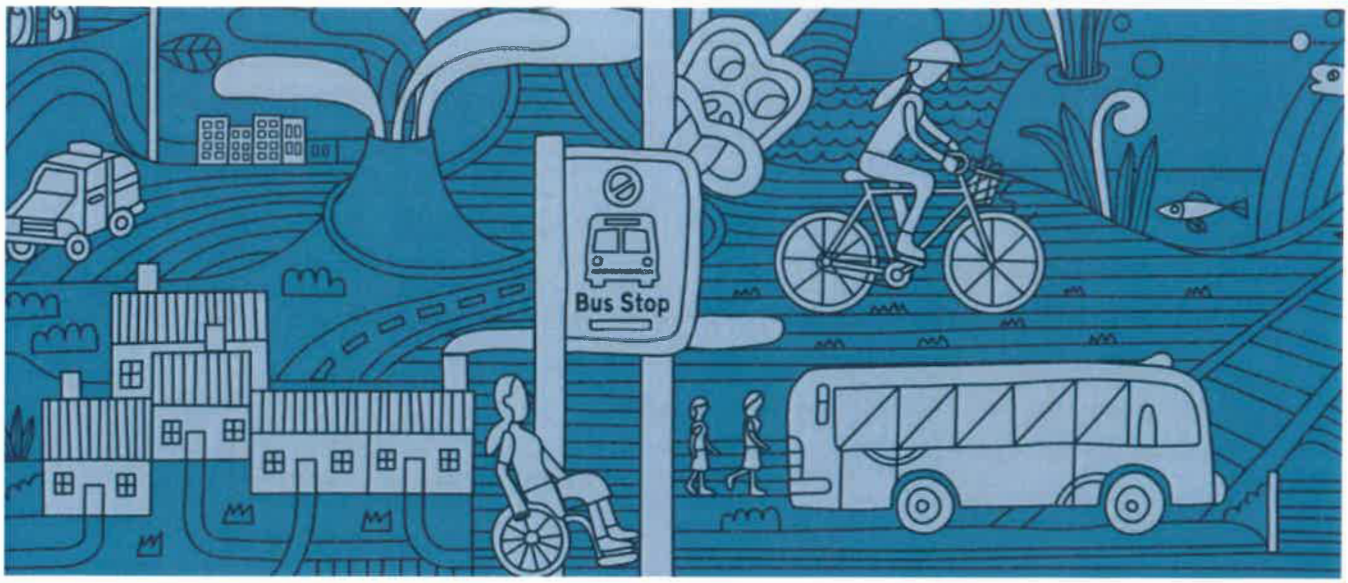
Regards

[redacted]

[Quoted text hidden]

RPTP0051

RPTP0051



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

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Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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Regional Public Transport Plan submission
Attn: Transport and Urban Planning Team
Bay of Plenty Regional Council
PO Box 364
Whakatane 3158

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

Name	[redacted]
Organisation (if applicable)	
Address	
Daytime phone number	
Email address	

RPTP0051

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

The needs for Welcome Bay must remain a priority

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

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

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

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- Customer centred
- Delivering a seamless journey
- Changing perceptions and attitudes to public transport
- Accessibility for all user groups
- Transition to low impact public transport
- Collaborative

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☑	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☑ Tauranga and the Western Bay of Plenty

☐ Rotorua

☐ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- Mode shift and carbon reduction
- Service planning and design
- Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

Service and infrastructure delivery.

RPTP0051

Other

Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.

I use buses every day as I don't drive. Please ensure that future buses are built with almost exclusively [redacted] facing - Forward seats as the recent electric buses have [redacted] not enough foward - facing seating. I know, with my daily experience, that all users agree.

Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions.

☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.

☐ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee.

If presenting, would you prefer to present using:

☐ Te Reo Māori ☐ English ☐ New Zealand Sign Language

[redacted] Date 26/07/22

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

RPTP0052

RPTP0052

From: [redacted]
To: Regional Public Transport Plan
Subject: [redacted] submission
Date: Thursday, 28 July 2022 11:43:57 am

In order to reduce our carbon emissions, we need to get serious about our public transport system. As it stands, patronage of buses is miniscule compared to car use. It simply won't work if we just add on a few extra busses and hope that people start using them. Our Public transport needs a complete overhaul. It needs to be a legacy system that we are proud to create, it needs to be accessible to all, frequent, fast and desirable to use. I was fortunate to spend time brainstorming with some experts to develop a strategy for the Bay of Plenty to take us to 2032. Here's our Legacy vision:

[redacted] summary points. Points listed again below this with details.

1. Fifteen percent public transport mode share (by distance)

2. Fully decarbonised bus and minibus system across BOP by 2032 3. On Demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes.

4. Tauranga - Rapid transit corridors on dedicated routes with 10 -15 minute frequency. 5. Park n Ride facilities on the outskirts of each rapid transit route.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa.

7. Fast and affordable Intra-regional and Inter-regional public transport services.

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup, charging, shared mobility.

10. Fastrack the Eastern Coastal Integrated transport services and amenities to create a step change and demonstrate success.

THE POINTS EXPLAINED:

1. Fifteen percent public transport mode share (by distance) The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty. If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population. Measuring success There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful data

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

3. On demand (flexible route) transport within 200 metres pickup in residential suburbs, within 15 minutes. Flexible, On-Demand transport is the key to rapidly unlocking accessibility and connectivity in our large and spread-out neighbourhoods. A fixed route big bus service will never be able to have the frequency, reliability and coverage that will enable people to have a reasonable option to owning a car. Virtual bus stops within 200 metres of pickup location, or to the door for people with mobility issues. Connecting to and integrating with rapid transit routes across Tauranga, park n rides for the wider region, and transport connectors across the sub-region. Benefits ▪ Much broader and far-reaching accessibility for the whole community. ▪ Flexibility to expand and contract with demand. ▪ Allows concentration of bus shelter amenity on to rapid transit routes which can then be fitted with public safety measures and comprehensive digital display. ▪ Allows people to control their timetabling and enables visibility and tracking of the service. ▪ Much more cost-effective to decarbonise fleet than large busses. ▪ Provides feeders into the rapid transport routes to support patronage. ▪ No infrastructure required, could be up and running within a very short timeframe. ▪ Has the ability to be the change catalyst for the transport network.

4. Tauranga – Rapid transit corridors on dedicated routes with 10 -15 minute frequency. The Tauranga Transport Plan has identified rapid transit corridors through Tauranga. These corridors can provide frequent bus services on increasingly dedicated lanes and should attract density along their spine to provide opportunities for future innovations and rapid transit solutions. There is not a clear strategy or timeline for these corridors. We advocate for a first route to be accelerated and develop in conjunction with On Demand, to demonstrate a blueprint for the network. See Item 10 below. Benefits Supports urban form density along corridors. Supports mass transport of people to achieve mode shift targets. Offers a faster and more direct option than the private motor vehicle.

5. Rural integration Park n Rides On the outskirts of each rapid transit route. To cater for people who live in scattered rural locations. There are currently no efficient options for rurally located people to switch out of their car and take public transport. Should a congestion charge be introduced, it will be necessary to provide options for people living rurally so they are penalised by a lack of any alternative option.

6. Frequent Ferry service between Tauranga, The Mount and Omokoroa Fast track the Priority One proposed fast and frequent service connecting the three centres. This service provides tourism opportunities, transport options for

network resilience. The Omokoroa connection will also provide an option for people during the extended period of road works. The ferry service can start without any infrastructure costs, by subsidising local ferry providers, as part of the transport fare box. Initially this begins with small available 20 seater boats that can use the existing wharfs, and progress to full-scale operation once the wharfs are upgraded.

7. Fast and affordable intra-regional and inter-regional public transport services What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region. As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route.

8. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty. This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation.

9. Community Mobility Service Hubs in all key suburban locations (shelter, safety, toilets, lockup. Charging, shared mobility) Located in community hubs across the subregion. Featuring micro mobility infrastructure – Public safety design, charging, bike lock up, share bike/scooter/car hubs, shelter, toilets on demand van charging stations, community activations and refreshment amenity. Located alongside rapid transit, ferry or train terminals. Benefits Foster a sense of community, safety and interaction. Provide and encourage active transport and integration of services. Foster and create space and opportunity for new and evolving technologies, services and programmes. Makes rapid transit more viable by aggregating people along the route while density is not going to develop fast enough to support success in the medium term.

10. Fastrack and Eastern Coastal Integrated transport services and amenity to create a step change and demonstrate success Fast track and complete one section of the network to demonstrate and achieve success. We advocate for the eastern coastal area (Papamoa – Mount – CBD) as the first cab off the rank. Given that this corridor does not have the major bottleneck issues of other corridors, is a long straight narrow corridor, and already has a bus lane down Hewlett's road which is under-utilised, has a hub already planned for Arataki and the city centre, it would be the easiest to achieve. This would entail progressing from clearways to dedicated rapid transit lanes, bus shelter amenities, Instigate On Demand transport and scale back any other off peak and fixed route services not on the transit line. Build mobility hubs at Papamoa, Arataki, Mount Maunganui and Central City, Establish a park n ride in East Papamoa. Increase the frequency of intercity busses from Eastern centres, Te Puke, Whakatane, to connect into the park n ride and the rapid transit route.

2022 – 2025 TIMELINE The next three years are critical and need to be focussed on actions that can deliver tangible change without lengthy infrastructure disruption. Focussing first on rolling out on Demand services which do not require infrastructure, and the ferry service which does not disrupt traffic. Complete one transit route well, and all of the amenity and services required for a step change to occur, will generate political will and investment in future solutions.

HOW DO WE PAY FOR IT? Alongside existing local and national government mechanisms, advocate for a Tauranga road user charge that recognises the significant role and benefit to the Port and freight heavy industry attracted to the region, to the congestion, carbon emissions and pressure on crucial arterial routes. Ensure this is ring fenced to deliver the public transport and active transport plan, so that residents are not trapped by a congestion charge, without affordable and high quality transport options to choose as an alternative.

RPTP0053

RPTP0053



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

[redacted]

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

2.3.3 The key challenge for many of our smaller urban and rural communities is having a flexible and reliable public transport option that provides them with affordable access to essential goods and services.

It is important the elements that will make a rural public transport service successful are included. Being simply affordable does not guarantee a service will be used, as demonstrated by the decline in urban public transport journeys.

2.3.4 Successful delivery of mode shift objectives alongside public transport fleet emission improvements will go a long way to reducing transport emissions and mitigating our impact on the climate. However a broad range of success factors will need to be considered to achieve not only the outcome sought but to ensure equitable transition occurs across communities within the rohe.

Reducing emissions requires a multi-pronged approach and should not rely simply on mode-shift, noting transitioning to zero emission public transport is identified as an opportunity. Also the actions and priorities should not solely rely on the size of emissions reductions as this may disadvantage smaller, poorer or less accessible communities.

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

No comment

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

> **Tō mātou whakakitenga**:
> Ka tokomaha ake ngā tāngata e whakamahi ana i te waka tūmata nui pai e whakapai ake i ō rātou oranga, ka tautoko i te whakaahutanga hou, ka whakaiti hoki i tō tātou pānga ki te taiao
>
> **Our vision is**:
> More people using high quality public transport that enhances their lives, supports urban transformation and reduces our collective impact on the environment

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

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

Given the challenges and opportunities cited in the report it is unclear why the vision statement would be limited to "urban" transformation only, as opposed to recognizing transformation needs to across the district's communities.

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

3.2.1 Target: Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030

This target appears to be incremental (having been set against an existing baseline) rather than transformational (inline with the vision). For example, for a similar population density as Rotorua/Tauranga what is currently the highest public transport mode share achieved globally and look to achieve that?

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- Customer centred
- Delivering a seamless journey
- Changing perceptions and attitudes to public transport
- Accessibility for all user groups
- Transition to low impact public transport
- Collaborative

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

No comment

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☐ Tauranga and the Western Bay of Plenty

☐ Rotorua

☐ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

The Eastern Bay Bus Refresh appear to largely focus on the existing service and contract renewal, and while we agree the Whakatāne and Ōhope service does not meet the needs of the community a strategy should look more broadly at the EBOP transport context. For example, where are people currently commuting from and to and how could those journeys be replaced with public transport/mode shift or greater occupancy. How would a smaller vehicle with higher frequency and greater occupancy compare on a cost per customer/journey basis to the current service provision.

The above may be envisaged however it is not clear from the Summary or the text the accompanies Eastern Bay Bus Network Refresh. We suggest the strategy for the region is articulated more clearly with less emphasis placed on the existing service provision and operational actions. Rotorua for example includes a Longer Term Strategy section. For the EBOP we suggest this would link to providing a greater range of quality public transport options that match the communities needs than currently exist.

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- Mode shift and carbon reduction
- Service planning and design
- Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

RPTP0053

No comment

Other
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.
No comment
Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions. ☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.
☐ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee. If presenting, would you prefer to present using: ☐ Te Reo Māori ☐ English ☐ New Zealand Sign Language

Signed	Date

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Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

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Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

RPTP0054

RPTP0054

[redacted]

28 July 2022

Bay of Plenty Regional Council Toi Moana
Attn: Transport Planning Team
PO Box 364
Wkakatāne 3158

Via email: *rptp@boprc.govt.nz*

Dear Sir/Madam,

[redacted] Submission to the draft Regional Public Transport Plan 2022-2032

Thank you for the opportunity to submit on the draft Bay of Plenty Regional Public Transport Plan 2022 – 2032 (the draft RPTP).

[redacted] would like to acknowledge the significant amount of work lead and undertaken by the Bay of Plenty Regional Council (BoPRC) to develop the draft RPTP. We have appreciated and supported the collaborative approach that has been applied to the development of the draft RPTP at the Project team and Regional Public Transport Committee levels. This approach has led to the draft RPTP already reflecting many of the key topics of interest and relevance to [redacted].

Overall, [redacted] considers that the draft RPTP reasonably clearly sets out the Challenges, Vision, Objectives, Focus areas, Future strategy, Policies, Actions, Monitoring and Review for public transport at a broader regional and then more focussed sub-regional western Bay of Plenty and Tauranga city level. This is achieved through the inclusion and alignment of content from the Urban Form and Transport Initiative (UFTI) and the Western Bay of Plenty Transport System Plan (TSP) in the draft RPTP.

There are however parts of the draft RPTP which [redacted] considers require further development and amendment to reflect how public transport can support quality urban development, and improved accessibility, mode shift and environmental outcomes for Tauranga City. The following sets out those parts of the draft RPTP and the changes requested.

Section 2.2: Pūtea Funding & Section 2.3 Ngā wero me ngā kōwhiringa Challenges and Opportunities

The draft RPTP identifies key ‘Challenges’ facing public transport and describes how these apply across the region. For the western Bay of Plenty and Tauranga City the draft RPTP includes a description of the contextual factors identified by UFTI facing a successful public transport system. These include the dispersed land use pattern, traffic growth, reliability and

[redacted]

convenience of the service, ongoing roadworks / corridor improvements and the disruption this causes, and safety and security of passengers and drivers.

[redacted] agrees with the Challenges already identified in the draft RPTP. However, [redacted] considers that an additional Challenge that acknowledges the issue of affordability of public transport (both services and infrastructure) is included in the RPTP. It is noted that *'Section 2: Funding*' and '*Section 2.3.1 Covid 19*' discuss key matters (e.g. sources of funding; patronage) that relate to affordability. However, these sections and the Challenge section generally lacks discussion of the significant funding that will be required to deliver the objectives of the RPTP and its affordability for those who are responsible for its funding (i.e. Central Government, Regional and Local Councils, Public transport users through fares).

In addition, the central government direction and aspiration and the local intent (including agreed through UFTI and TSP) for public transport is high. However, at this time the full extent of funding required and the sources of this are still to be confirmed. While there are workstreams underway (e.g. Waka Kotahi business case development; investigation of new and alternative funding sources with government) they are still to be fully confirmed.

On the basis of the above, [redacted] considers that it is appropriate for the RPTP to include an additional Challenge which discussed the issue of the affordability of public transport for the region and for places like Tauranga City.

Section 2.2: Ngā whāinga Objectives

The draft RPTP identifies seven key objectives with targets to guide delivery of public transport over the 10-year life of the RPTP. It is unclear how the targets identified in the draft RPTP align to and are consistent with those already agreed through existing sub-regional planning processes like UFTI and the TSP. It is noted that footnotes for the targets refer to 'baselines' but the source of the baseline isn't recorded. If these are from UFTI, the TSP or some other planning process or document then it would be helpful to record this. If the draft RPTP targets vary from those agreed through UFTI or the TSP then the RPTP should acknowledge this and explain the rationale and implications of this.

It is noted that the draft RPTP acknowledges the recent release of New Zealand's first Emissions Reduction Plan (ERP) and that the Regional Council and its partners are undertaking work to understand its implications to public transport provision in the region. [redacted] support a collaborative and evidenced-based approach to considering the implications of the ERP and look forward to continuing to work with BoPRC and other partners on the response to the ERP.

Part 5: Te aroturukitanga me te arotakenga Monitoring and review

Section 5 identifies that BoPRC will gather performance measurement information including related to service utilisation, reliability, the cost and revenue of services, customer feedback and experience, emissions, and service access and coverage.

[redacted] is supportive of the BoPRC implementing a robust monitoring approach to support the RPTP. [redacted] is keen to continue to work with BoPRC and the wider SmartGrowth, UFTI and TSP partners to understand how the RPTP monitoring framework is able to integrate with other performance measurement frameworks in place at a local / sub-regional level. This will help to ensure that the information that is gathered can be used to also support other processes like Waka Kotahi business case development, local level spatial or structure planning, or network operational decisions.

[redacted]

[redacted]

[redacted]



[redacted]

RPTP0055

[redacted]

[redacted]

Submission to BOPRC: Regional Public Transport Plan 2022

28 July 2022

[redacted]

1 Preamble

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

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

2 Background

[redacted] exists to support and champion people in business by connecting and enabling our local business community, and speaking the voice of business where it matters. [redacted] engages with more than 200 businesses each month on average. This includes through our networking events, one-on-one meetings, surveying our 7000+ database, as well as encouraging businesses to share their feedback through email and other digital channels. [redacted] representatives also engage with our stakeholders through various external forums, such as other business associations, industry/sector groups and the NZ Chambers of Commerce network.

3 Issue 1: Leadership for public transport

As we submitted to BOPRC in May 2022, transport congestion will only worsen as the Western Bay of Plenty's population grows. The sub-region's ability to manage peak commuter congestion will be dependent on a mix of future land use planning, better corridor planning, technology, and other demand-

management tools. There needs to be greater coordination between Tauranga City Council, Western Bay of Plenty District Council, BOPRC, and Waka Kotahi NZ Transport Agency in the immediate future.

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

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

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

Issue 1 - Decision sought:

Re-assess which entity is the right organisation to deliver/lead passenger transport services, to address peak hour traffic congestion in a seamless, integrated manner with infrastructure delivery.

Issue 2: Local plans needed for different sub-regional needs

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

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

Issue 2 - Decision Sought:

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

Issue 3: The compounding costs of passenger transport overtime for negligible returns

The main focus of this submission is to provide balance to the current transport dialogue, primarily led by the Government Policy Statement. The Plan should focus on achieving the best return on investment and

recognising the opportunity cost of spending hundreds of millions to achieve little progress towards the objectives of modal shift and carbon emissions.

We want to stress we are not against public transport, in this case buses, as a solution. It is the cost per benefit argument to achieve the aspirational targets in the draft plan where this point is focussed.

Many people want public transport to be successful so others will choose to take it. Psychologically, commuters do not choose transport options that are less convenient, less comfortable, less fun, less predictable, and slower than the private vehicle option.

As Auckland has experienced, its public transport users are primarily the transport disadvantaged, early-adopters doing it for altruistic reasons, and commuters making simple A>B>A trips with limited parking options (e.g. CBDs). For example, commuters are not willingly, and rationally, choosing to take a bus over a private vehicle to travel from Papamoa to Tauriko, unless they are one of those stated bus users.

In the current employee market, anecdotal evidence suggests commuters would rather combat increased fuel prices and traffic congestion by finding a new job closer to home, or choose to negotiate working-from-home options with their employer, than take public transport. This is a major barrier for public transport services to overcome; that people would rather choose better flexible working arrangements or change jobs, than take public transport to commute to their current job.

We support local councils lobbying Central Government to make it easy for innovative technology to be trialled locally, including alternative fuels, autonomous vehicles, and efficient fleet management.

Issue 3 - Decision sought:

Consider the opportunity cost of the hundreds of millions of rates and taxpayer funds spent on public transport that is unlikely to achieve this Plan's objectives, because commuters would rather change their transport destination than change their transport mode.

Continue to provide appropriate public transport services across the region that primarily target transport disadvantaged users.

Lobby Central Government to make it easier for innovative transport technology to be trialled locally, including alternative fuels, autonomous vehicles, and efficient fleet management.

Issue 4: Inter-regional transport with Waikato Regional Council

Do not compete with the private sector already providing inter-regional services e.g. Waikato region. Instead, provide services that connect and complement the services provided by the private sector. Ratepayers should not be subsiding public transport services that compete with existing services. At best, find alternative ways to subsidise those transport disadvantaged passengers to better access the private sector services.

Issue 4 - Decision sought:

Do not investigate providing publicly-subsidised services that compete with existing services provided by private sector companies.

RPTP0056

Bay of Plenty Regional Public Transport Plan Review

Submission from

[redacted]

Overview

The plan Review document, is I would suggest not a Plan Review at all, there appears to be no underlying plan to review, just a list of 'nice to's' and good objectives. Virtually no indication of what WILL happen and WHEN!

If the plan and the review is t have any value, it must actively propose a PLAN, not a series of options. It is after all some 5 years since UFTI, and that established, at significant cost, that it was vital to:

- Densify our urban centres
- Improve public transport within and between these centres
- Develop new and varied public transport systems to provide system resilience.

Since then I am not sure we have made any progress in the right direction, inevitably the system has become more congested, climate change is clearly visible and the need to reduce carbo emission even more evident and urgent that it was then.

I Would like to note, that I entirely support the submission filed by Wednesdays Challenge. I will just focus on a few points that I view as being urgent, not all included in the WC submission.

I would also note that my submission focusses largely on the Western Bay A rea where have some knowledge and experience, however the general principles apply to the whole BoP region.

Rail

I do not believe that we will solve the transport problem in the Bay of Plenty, particularly in the Western Bay area, without a significant contribution from both heavy and light rail.
We already have a heavy rail line running through the region which was in the past used for passenger transport. Running from Paengaroa to Otumoetai, it should be a key element of the Transport Plan with extension to Whakatane in the east– the rail corridor still exists, and Katikati in the west built into the longer plan. It also provides an additional existing link into the Tauranga CBD which could significantly reduce the amount of traffic clogging the other access points to Tauranga.
The long-term plan should also include dualling of the rail line to Auckland to allow for regular passenger service to and from the largest urban conurbation in NZ and a key hub for international visitors.

Light Rail

A light rail line running from the Tauranga CBD to Greerton along Cameron Road is to my mind a no-brainer. There is also a common-sense option of light rail from Golden Sands to

Mount Maunganui. If Te Tumu is ever developed, then it is essential that there is a rail link that is quick, easy to access, and inexpensive.

New Transport Modes

Given the unusual topography of the Tauranga area, I believe that we need to be mno0re imaginative and look at additional public transport options. The two I most favour are *harbour ferries* and *overhead gondolas*. The case for ferries is clear and obvious, but little has been said about the possible use of overhead gondolas.

One of the big problems in any urban area is the lack of space, this is especially true of Tauranga. I can see an obvious benefit in the use of gondolas as they occupy far less space than road or rail and do not cause any disruption when they cross road or rail routes. I believe strongly that they need to be part of the mix.

Speed and accessibility

Any successful public transport system needs to be both quick and easily accessible. The current system is neither, so I would fully support the concept of main arterial or express routes using buses, heavy and light rail, these routes being fed by a fleet of small 10-20 seat minibuses. These might be supplemented by scooters, e-bikes or self-drive e-cars.

Economics

Much is made of the need for a clear 'business case' for a specific public transport project. I do not believe that in itself, and public transport projects needs to be in any way 'profitable' except in its contribution to the community through:

- Reduced congestion.
- lower CO2 emission.
- Improved economic/business outcomes
- Improved health and social issues.

Cultural Resistance

It is quite clear, that simply by providing better public transport options, many kiwis will be unconvinced and will stick to CO2 producing vehicles, or even think that by driving an EV to work, they have done their bit. I would suggest that a traffic jam of EVs is just as bad as one of CO2 emitting vehicles, in fact those EVs will help worsen any jam and so ensure that remaining CO2 emitters, emit yet more Co2. I believe there should be fewer and more expensive car parking places in the CBD and that congestion charging or tolls should be brought into the equation, so providing a stick to add to the carrot.

Power Sources

Council needs to open minded in its use of alternatively powered vehicles. While EVs with Lithium batteries are very much n favour at present, it is quite clear that these batteries are not the answer and raise a number of ethical and environmental issues. It is also clear that the Government is very much in favour of Hydrogen as a power source for heavier vehicles and possible light and heavy rail. There should also be a consideration of developing charging hubs and new sources of power in the region, tidal power is an obvious possibility, with alternative battery storage systems such as the vanadium flow technology.

Conclusion

If we are to be serious about making any contribution to the tackling of climate change, and we already know what is likely to happen if we are unsuccessful in that field, then this is an area where we can make a contribution but it needs a very clear plan by Council. You already have UFTI, there is no excuse for not developing, very rapidly, a clear and rational plan to develop a serious, very efficient, ground-breaking public transport system throughout the Bay of Plenty. Certainly, it will take time, and it is likely to initially focus on the largest urban area in the region, but the plan needs to be longer term and imaginative. We do not have much longer to deal with the CO2 problem, the region is currently set for a 25% increase in CO2 emissions over the next decade, it is imperative that we cut that, and a good public transport plan is a key element of any plan to help us do better.



28 July 2022

RPTP0057

RPTP0057

[redacted]

To: Regional Public Transport Plan
Subject: Sunmission to the Bay of Plenty Regional Council Transport Plan
Date: Friday, 29 July 2022 7:51:22 am

Kia ora,

Please see the points below for my submission on the Plan:

In general, I reccommend aiming higher - greater patronage, greater reduction in carbon emissions and greater community benefit. Willing to pay for better outcomes.

1. Fifteen percent public transport mode share (by distance)
The mode share target in this public transport plan is under 5 percent by 2032. That is 3 times less than the total number of people living below the poverty line in the Bay of Plenty.
If there is to be equitable access to employment and essential services, combat congestion and meet our Paris agreement obligations, there must be a commitment to cost out and design a public transport system for at least 15 percent of the population.
Measuring success
There needs to be a clear matrix of measurements for success. Current measurements are not giving a true picture of the public transport story. For example: PT patronage, PT overall
mode share by distance, PT peak mode share by number of trips, CO2 emissions from PT vehicles, CO2 emissions from transport need to be added to reflect relevant and meaningful
data.

2. Electrify busses by 2035 is ok, preferrable if it could be brought forward at all.
We could also explore options to retrofit current busses. For example, install solar panels on existing diesel busses to reduce their emissions. For more info search up Sono motors, cool company from Europe that has a product, solar panels, that fit on top of busses and they run the accessiories like AC, instead of the diesel motor running them.

3. Fast and affordable intra-regional and inter-regional public transport services
What does good connectivity between regional cities and towns look like? There has not been investment in regional connectivity that offers good regular alternatives to taking a car. This creates transport poverty for people who are not able to afford car ownership or the cost of petrol. The ability for people to move around the region to access employment and services is crucial to the success of the region.
As a first step, implementing faster, direct and more frequent buses between Tauranga, Te Puke and Whakatane would enable integration with the Papamoa/Mount/City rapid transit route.

4. Intercity rail from Hamilton to Tauranga operational by 2030 and progressing further into the region
Advocate and plan for regional passenger rail to connect Auckland and Hamilton to The Bay of Plenty.
This passenger rail service could be up and running in eight years, creating pivotal, mass intercity public transport to supercharge the Tauranga CBD, regional economy, local tourism and transport choice. Paving the way for metro rail options, further regional connections in the Bay of Plenty, and future rail technology and decarbonisation.

5. Paying for this with a fuel tax would be ideal to reduce the incentive to travel by car, or

through rates.

Some points are adapted from the wednesday challenge submission.





RPTP0058

Column1	Column2	Column3
Submission ID		RPTP0058
Participate Contribution ID		3412
Date Submitted		Aug 01, 2022, 09:00 AM
How much do you agree with the challenges that have been identified?	**Strongly agree**	
	Agree	1
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the opportunities that have been identified?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the vision statement?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed objectives?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
How much do you agree with the proposed focus areas?	**Strongly agree**	1
	Agree	
	Neutral	
	Disagree	
	Strongly disagree	
	I don't know	
Please give your reasons why and note any amendments that you are seeking.		
Tauranga and the Western Bay of Plenty		Please see attached
Rotorua		
Eastern Bay of Plenty		Please see attached
We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.		
Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.		All of the above
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.		
Upload further supporting material here		https://www.participate.boprc.govt.nz/download_file/753
Tick if you wish to make a presentation of your submission to the hearings committee.		Yes
If presenting, would you prefer to present using:	**Te Reo Māori**	
	English	1
	New Zealand Sign Language	

20th July 2022

Bay of Plenty Regional Council
5 Quay Street
WHAKATANE 3158

Dear Sir/Madam

SUBMISSION TO BAY OF PLENTY REGIONAL COUNCIL ON THE DRAFT REGIONAL LAND TRANSPORT PLAN 2022-2032

The [redacted] is devoted to providing an accessible support service for people with disabilities and the elderly. We empower over 1000 clients to exercise their right to live with dignity and independence in the community of their choice.

We achieve this by providing the following services:

- Information and Advisory Services
- Home Care Services
- Community Services

Thank you for the opportunity to make this submission and we would like to opportunity to speak in support of this submission to the Bay of Plenty Regional Council.

Yours faithfully

[redacted]
CHIEF EXECUTIVE OFFICER

The [redacted] would like to thank the Bay of Plenty Regional Council for the opportunity of commenting on the Draft Bay of Plenty Regional Public Transport Plan (RPTP) 2022-2032. We would like to comment as follows:

Bus Services

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

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

Increased Services

We would like to see the Whakatane-Ohope route increased in size to include the hub to be able to support as many local retailers, as well as giving customers more choices of where to shop.

Another idea is to provide shuttles for large events in town for example Jazz in the Park, this would solve parking issues for neighbouring houses. And promote road safety in regards to potential drink drivers.

Accessible Transport

It is really important that all of the Urban fleet are kneeling buses, this makes it easier for wheelchairs, walking frames and walking stick users to access the bus with no stairs.

Whilst on the bus, there is a place for wheelchairs to be locked in so there is no danger of them becoming unstable or moving while the bus is in motion.

Likewise there needs to be a safe area to store mobility items such as walkers.

Not only do the buses need to be easily accessible but the footpaths and bus shelters also need to be user friendly. Ensuring the gradients of footpaths are correct and drop offs where wheelchairs & prams can cross the road need to line up from both sides of the road. There needs to be a link between BOPRC and local Council's in regards to footpaths and shelters, and ensure consistency across the Bay of Plenty not just the Western Bay/Tauranga area.

Any Information that is produced for users, such as brochures and time tables need to be accessible. Plain language, pictorial information and sign language is important.

Open Day

Older people and people with disabilities are sometimes reluctant to take public transport not only because of changes in their health, but also because of the challenges that public transport poses to them.

People who have used public transport throughout their lives are usually more open to considering different transport options than people who have always used the car as their main mode of transport, and may see public transport as inconvenient and complicated due to their lack of experience with it. An open day with free travel doing the circuit of the Whakatane and Ohope, as well as the Tauranga and Mt Maunganui route may see people more open minded as well as promote the bus service to all locals.

We are happy to assist in facilitating this open day.

Total Mobility Scheme

As an assessing agency for the Total Mobility Scheme, we see first-hand the positive impact that the scheme has for the elderly and those with disabilities in our community. For those who benefit from the scheme, it goes a long way to maintaining their independence. We would like to acknowledge the Regional Council's ongoing commitment to the Total Mobility Scheme and look forward to continuing to facilitate the scheme in our community.

Carbon emissions

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

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

Partnerships

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

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

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

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

RPTP0059



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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

Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

[redacted]

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Vision | Whakakitenga

We have stated our public transport vision for the region (pg 28).

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

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

How much do you agree with the vision statement?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Objectives | Ngā whāinga

We have proposed seven key objectives and associated targets to guide our delivery of public transport over the next ten years (pg 28).

- Objective 1: Mode shift and carbon reduction | Te neke aratau me te whakaitinga waro
- Objective 2: Service planning and design | Te whakamahere ratonga me te whakaahua
- Objective 3: Service and infrastructure delivery | Te tukunga o te ratonga me te tūāhanga
- Objective 4: Public transport and land use integration | Te whakakotahinga o te waka tūmatanui me te whakamahi whenua
- Objective 5: Customer experience and information | Te wheako o te kiritaki me ngā mōhiohio
- Objective 6: Partnerships | Ngā rangapū
- Objective 7: Fares and pricing | Ngā utu

How much do you agree with the proposed objectives?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Focus Areas | Ngā wāhi aro

We have identified six focus areas which define how we will work to deliver our objectives, policies and actions (pg 31).

- Customer centred
- Delivering a seamless journey
- Changing perceptions and attitudes to public transport
- Accessibility for all user groups
- Transition to low impact public transport
- Collaborative

How much do you agree with the proposed focus areas?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Future Strategy | Te rautaki o anamata

We have outlined our future public transport strategy for each sub-region in the Bay of Plenty (pg 32). Please select the sub-region(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why:

☐ Tauranga and the Western Bay of Plenty

☐ Rotorua

☐ Eastern Bay of Plenty

Regional Services | Ngā ratonga ā-rohe

We have outlined our future strategy for regional services. Please note any amendments you are seeking and the reasons why.

Policies and Actions | Ngā kaupapa here me ngā mahi

We have proposed 50 policies and associated actions under the following objective headings (pg 46):

- Mode shift and carbon reduction
- Service planning and design
- Service and infrastructure delivery
- Public transport and land use integration
- Customer experience and information
- Partnerships
- Fares and pricing

Please reference the policy(s) or action(s) you are interested in submitting on, and note any amendments you are seeking and the reasons why.

Other
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.
POLICY 2.9 (p 51) FARES - PLEASE SEE ATTACHMENTS (2 PAGES) ATTACHED CV DATED 28 JULY 2022
Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions. ☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.
☐ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee. If presenting, would you prefer to present using: ☐ Te Reo Māori ☐ English ☐ New Zealand Sign Language
[redacted] Date 28-7-2022

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

SUBMISSION TO –

BAY OF PLENTY REGIONAL COUNCIL –

BOPRC PUBLIC TRANSPORT PLAN 2022-23

POLICY 2.9 (p.51) FERRIES

SUBMISSION FROM –

[redacted]

28 July 2022

PROPOSED OMOKOROA, TAURANGA CBD, MOUNT MAUNGANUI FERRY SERVICE

Interesting, but as a NZ Master Mariner with wide overseas fast ferry experience in many capacities (sea-going command, senior management) & as a Tauranga ratepayer I need convincing that this project would be commercially viable & without operational subsidy. This does not mean to say that it can't be done.

This project can only be established on the *aegis* of a proper business case. In similar, history had not been kind. The romance of water travel & the apparent illusion of escaping traffic has certainly charmed some into pursuing the ferry idea. But the ferry journey is just the line-haul portion of the trip; since almost no-one lives or works right at these stops, they'll have to walk (or drive/cycle, or take a bus) to & onwards from the ferry dock to their destination.

Realistic scheduling is a must to allow for tidal influences, manoeuvering, loading & unloading. Port of Tauranga shipping movement delays & unkind weather a challenge.

For commuters, cost-effective, reliable & on-time scheduling reigns. Ferry operational success begins with an understanding of the customer's expectations & points of view, not an ideological impetus. At each location, is there a ferry terminal with facilities (car parking/covered shelter/handicap access/bike access/operator staff/customer information/toilets/refreshments, etc?)

The proposal (Omokoroa/Tauranga CBD/Mount Maunganui) replicates the (USA) 3 fast ferry services - New Jersey (Atlantic Highlands area) to downtown New York city (Manhattan - Pier 11/Wall St.) the author has operationally audited. It is simply influenced by the market - 'out in the morning, back at night' Monday to Friday. Weekend services? From a pure financial point of view this is a nightmare – under-utilization of capital investment (ferries) & resources (staff).

From the marine & mariner perspective – is this route achievable given the shallow draught constrictions (tidal influenced)(e.g., LLWS) of the route in the context of what ferries (the market) are available by way of lease contract to pursue the proposed Omokoroa to Tauranga CBD/ Mount Maunganui service? And suitable, local marine-qualified staff? (a weakness in the Western Bay of Plenty Ferries Feasibility Study)

Have the historical lessons of similar projects been properly identified? These include the realities of operational service cancellations –

- Weather cancellations. Fast ferries have weather limitations. Adverse weather involves delay or cancellation of services for passengers. Passenger notification (how), visual & electronic? Bus-to-destination back-up, or is it 'you are on your own'?.
- Strong public relations & trust is a must. Brand, reputational damage, especially in this age of social media, is a No.
- Ferry, jetty damage, or technical delay/cancellations? Short term?/longer term?/permanent? Contingency plans?

Environmental, e.g., river-bank & foreshore erosion (wake-wash issues) can arise with possible exposure to regulatory, retrospectively imposed en-route or terminal speed restrictions to bedevil the operation.
History has not been kind on this account, on many other routes domestically (NZ) & internationally.
Note also Maritime NZ's close-inshore speed limits.

Shallow water ferry operations where silt is prevalent, water-jet & propeller leading edge blade erosion & cavitation occurs incurring additional costs.

In many similar marine projects, prospective business cases are often driven by a political &/or an ideological impetus (e.g., Canada's 1990s BC Ferries debacle); nautical naivety in making marine-related decisions just languishing in the background.

The focus of this submission has been on the nautical, nautical knowledge & experience aspects of a (fast) ferry operations across 25 years leaving base supported infrastructure (e.g., maintenance) aspects aside.

Primarily, the *raison d'etre* of this ferry proposal is to get people out of their cars & use a ferry to help alleviate the daily morning road congestion on SH2 on the commuter route Omokoroa to Tauranga CBD; *de facto,* a direct contribution to directly reduce greenhouse gas emissions from the associated motor vehicles.

For Omokoroa commuters, cost-effective, reliable, & on-time scheduling reigns, otherwise the proposal makes no economic or transportation sense.

This is a one-off opportunity to get it right. Simply, no 'teething troubles' or excuses. No reputational damage otherwise Mr. Omokoroa commuter will just simply get back into his car & revert to 'business-as-usual' via the Wairoa River bridge.

[redacted]

28 July 2022
E&OE.

RPTP0060
(Late Submission)

RPTP0060 (Late Submission)

[redacted]

29 July, 2022

Fiona McTavish
Chief Executive
Bay of plenty Regional Council

Dear Fiona,

RE: [redacted] Submission to the 2022-32 Regional Public Transport Plan

Thank you for providing the opportunity for [redacted] to provide a submission to the Draft Regional Public Transport Plan (the Plan).

I would firstly like to thank the Public Transport Committee and Regional Council staff for providing opportunity to input into the development of the Plan at both a governance and staff level. The process has been exemplary, and all should be congratulated for the hard work that has ensured that the Plan encapsulates the different needs and views of each of our Regions diverse districts.

Council supports the direction of the draft Plan and we will look forward to seeing the policies flow through to delivery of services in Whakatane and the eastern bay communities. We are conscious that the eastern bay is not overlooked when it comes to improving bus services, particularly for our isolated communities and those with limited transport choices such as the elderly, young and mobility impaired for which public transport provides a vital means for participating within society.

Through the development of the Whakatane and Kawerau Spatial plan we expect to continue working with Regional Council to identify areas where public transport will support the ongoing population and economic growth of the area. The Plan acknowledges this work and provides policies that will encourage a joined-up approach to delivering growth through the Region that can be supported by public transport.

The table appended to this letter details comments from staff recommending changes in wording and to highlight further the role of accessibility of public transport within the Plan for consideration by the Public Transport Committee. If you would like further clarification about any points raised in this submission please contact [redacted]

[redacted]

Yours Sincerely,

[redacted]

RPTP Vision: More people using high quality public transport that enhances their lives, supports urban transformation, and reduces our collective impact on the environment	Support in General. The vision and objectives do not currently reference accessibility. Providing accessibility for those with limited transport choices should be one of the key objectives of the Plan and while it is referenced in the challenges and some policies we believe it is important that it is clearly acknowledged within the vision and key objectives as well.
Opportunity 4: Exploring new public transport delivery models for small urban centres and rural communities PG20	Support, however, we would like to see the wording strengthened from "Exploring" to "delivering". Our aging populations in smaller towns and rural communities require solutions that address access to essential services (in particular health and employment) and low carbon travel choices. There are many models for delivering public transport to small communities in operation throughout New Zealand and with similar geographies that can be used as models if necessary. There needs to be a firm commitment to delivering solutions in these areas.
Objective 1: Mode Shift and Carbon Reduction	Strongly supports the objective, however, we believe there is a need for a target that represents areas outside of Rotorua and Tauranga for mode share or patronage growth. Without such a target there will be no impetus in the plan to encourage passenger uptake in areas outside of main centres. Every trip that is shifted to public transport will reduce carbon emissions regardless of the district in which the trip is made.
Objective 2: Service planning and Design	Strongly support the objective, however, the targets do not capture meaningful measures of accessibility for smaller communities. Rather than measuring distance to seldom frequented bus stops, a more relevant measure of accessibility could be utilised that considers the frequency or availability of bus services. For instance, "% of residents able to attend weekday hospital appointments via public transport" may better capture the accessibility needs of our communities

[redacted]

	while also allowing for the impact of community led services to be captured.
"Our urban public transport networks are well developed" Pg19	Suggest a change in wording to "Our MAIN urban networks are well developed." Acknowledging that networks in the eastern bay urban areas are not well developed. This is consistent with usage of the term Main Urban Centres in other parts of the document.
"Public transport in our urban centres must be time and cost competitive with the private car" PG19	Suggest a change in wording to "Public transport in our MAIN urban centres must be time and cost competitive with the private car". Recognising that the factors later discussed "bus priority" and "parking prices" may not be appropriate in smaller urban areas.
4.1.3 Eastern Bay of Plenty PG43	[redacted] supports the direction provided for the Refresh of the Eastern Bay of Plenty bus services and supports the time frame that this is implemented by the end of 2023. A review of the network was scheduled for 2018 in the current RPTP and is well overdue. The time frames presented on Page 43 indicate that "a recommended service delivery model" will de developed prior to consultation. We would suggest that public consultation is undertaken prior to developing a model so that the needs and priorities of the community can be better reflected. Ideally, this would be delivered in line with policy 6.4 which identifies partnering with community groups and social service providers. Early public engagement would also provide an understanding of the public appetite to invest in more services through rate funding.
Police 2.5 Community Services Work with rural communities and community service providers to explore targeted, innovative services	Support the policy however stronger wording is required. Suggest a change from "explore" to "deliver" within the policy wording
Policy 2.8 School services	Do not support the policy. Limiting school services to Tauranga eliminates the opportunity to provide school services in other areas where this may provide significant benefits in terms of modeshift and reduced carbon emissions. We would favour a more inclusive policy that is based on outcomes rather than arbitrary past decisions made by the Ministry of Education. Shifting more school trips to public transport would reduce pressure on key transport infrastructure, reduce carbon emissions and reduce the safety risks at the school gates created by drop-off congestion.
Policy 7.1 Fare Principles	Strongly support the policy.

[redacted]

	Commend the move away from a farebox recovery target to which may not always align with regional or national policy for emission reductions or modeshift. We would also recommend and addition to the policy to provide price stability for users. The current half price fares promotion being subsidised by central government has likely attracted new users to the network and removal of this scheme may see these users move back to private vehicles once the promotion has ended. For people making choices about where to live and whether or not to buy a car (or second car) the fluctuations in price does not provide them with the certainty that allow them to make these significant life choices in favour of using public transport. We also see the half price fare scheme as a critical incentive to encourage more uptake of public transport and reduction of emissions. We would support the continuation of this scheme should the central government subsidy be lost. It is critical that price signals remain to encourage greater uptake of public transport and further emission reductions.
Extension of SuperGold Concession Trials	Support the continuation of the SuperGold trial for extended hours. This supports our aging population in accessing services across the district and allows for eligible residents to remain connected and involved with society will providing access to essential services.
Policy 1.3 Travel Demand Management	Supports in principle Council supports the use of travel demand management to encourage modeshift however the focus within this policy remains on planning rather than implementation. Across New Zealand and within Tauranga there are proven travel demand management techniques and programmes that achieve significant results and which can be delivered as a regional function. In particular, we would support programmes that support increased active and public transport use by students and children with initiatives like walking school buses and through implementing school travel plans. Suggested wording change to include “in partnership with TAs” Suggested wording change “Develop and implement ~~strategies~~ programmes”

[redacted]

RPTP0061

RPTP0061





submission to

Bay of Plenty Regional Council

on

Te Mahere Waka Tūmatanui o te Rohe o Te Moana a Toi, the Bay of Plenty Regional Public Transport Plan (RPTP)

rptp@boprc.govt.nz



July 2022

[redacted] submission to Bay of Plenty Regional Council on Te Mahere Waka Tūmatanui o te Rohe o Te Moana a Toi, the Bay of Plenty Regional Public Transport Plan (RPTP)

1. Representation

1.1 [redacted] is made up of several regional trucking associations for which [redacted] provides unified national representation. It is the peak body and authoritative voice of New Zealand's road freight transport industry which employs 33,000 people (1.2% of the workforce), and has a gross annual turnover in the order of $6 billion. This is part of a wider transport sector that employs 108,000 people, or 4 percent of the country's workforce and contributes 4.8 percent of New Zealand's GDP[1].

1.2 [redacted] members are predominately involved in the operation of commercial freight transport services, both urban and inter-regional. These services are entirely based on the deployment of trucks both as single units for urban delivery and as multi-unit combinations that may have one or more trailers supporting rural or inter-regional transport.

1.3 According to Ministry of Transport (MOT) research (National Freight Demands Study 2018) road freight transport accounts for 93% of the total tonnage of freight moved in New Zealand.

2. Introduction

2.1 [redacted] provides sector leadership and believes we all need to operate in an environment where the following must be managed and co-exist:

- The safety and wellbeing of our drivers and other road users, our drivers are our most valuable asset
- The impacts of transport on our environment
- The transport of goods by road is economically feasible and viable and it contributes the best way it can to benefit our economy.

2.2 [redacted] welcomes the opportunity to comment on the Te Mahere Waka Tūmatanui o te Rohe o Te Moana a Toi, the Bay of Plenty Regional Public Transport Plan (RPTP).

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

[1] Transport factsheet (mbie.govt.nz)

2.4 [redacted] will shortly officially launch the Green Compact, its roadmap for decarbonising commercial road transport by 2050. In April 2022 it adopted the International Roading Union's (IRU) "Green Compact" on emission reduction.

2.5 The Compact establishes five decarbonisation pillars: alternative fuels, efficient logistics, collective mobility, vehicle technologies and driver training. To reflect New Zealand's unique operating environment, [redacted] has added a sixth pillar: designing infrastructure to lessen emissions.

2.6 The Compact's third pillar is collective mobility and the stated objective of this pillar is: Moving people from their private cars to collective means of transport, including public bus transport and private coach and taxi services, coupled with a clear enabling legal framework in support of collective mobility, will help the transport industry reduce CO_2 emissions.

2.7 Given the above context [redacted] broadly support the promotion and encouragement of public transport and welcome Bay of Plenty Regional Council's efforts to improve this area.

2.8 It is important that the buses are well patronised otherwise, there are adverse risks to freight movements and environment, and as a consequence it will have been poor investment of public money.

2.9 [redacted] preference in regard to bus lanes is that outside peak hours freight trucks have shared access rights to the bus lanes.

3. Specific comments on the Regional Public Transport Plan (RPTP)

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

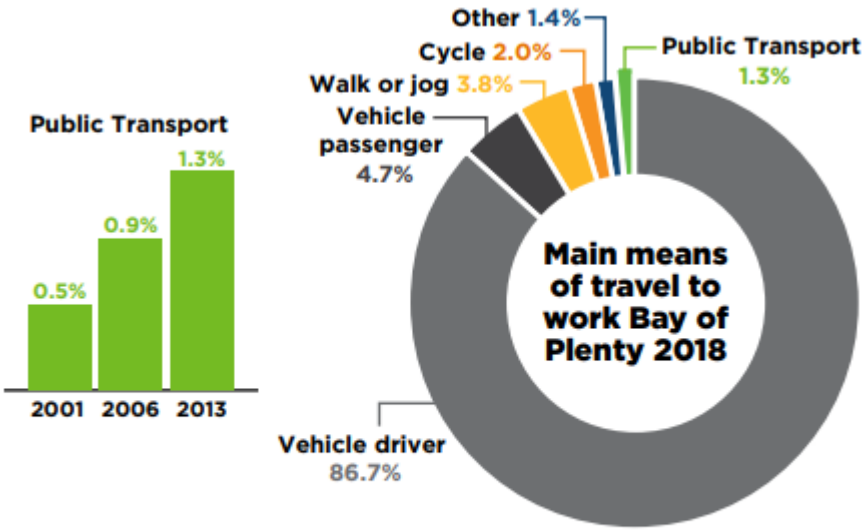
3.2 We have concern that the target in 3.1 above refers to "maintain or improve" whereas the Government policy statement on Land transport 2021 – 2031 is to "improve freight connections". We see travel time predictability as an important contributor to improving freight connections therefore we would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

3.3 Page 28 of the RPTP refers to its vision being supported by seven key objectives with associated targets which will guide the delivery of public transport over the next ten year. Generally speaking we agree that the approach of focussing in the respective areas of these objectives is a sound approach.

3.4 The diagram overpage is copied from page 18 of the RPTP. From this we understand that public transport as a mode share has increased from 0.5% to 1.3% in 2018.

3.5 Further to 3.4, Objective 1, Mode shift and carbon reduction, has the following target: Increase public transport mode share in Tauranga and Rotorua urban areas (morning peak) to >5% by 2030. This is from a baseline of Tauranga 3%. Our concern is whether a 2 percentage point increase, is sufficiently ambitious given the earlier progress between 2001 and 2013 which delivered a near three-fold increase and the increasingly significant levels of investment in public transport. We would like a rigorous opportunity cost analysis to be undertaken to ensure the plan makes good financial sense.

Figure 1: Main means of travel to work in the Bay of Plenty (2018)
(reproduced from the RPTP)



4 Western Bay of Plenty Transport System Plan: Report 3 – Option Evaluation and Recommendations (2020).
5 Bay of Plenty Regional Land Transport Plan 2021-31.

3.6 Pages 19 and 20 of RPTP refer to seven opportunity areas being identified. Generally speaking we agree with the proposed focus in these seven areas.

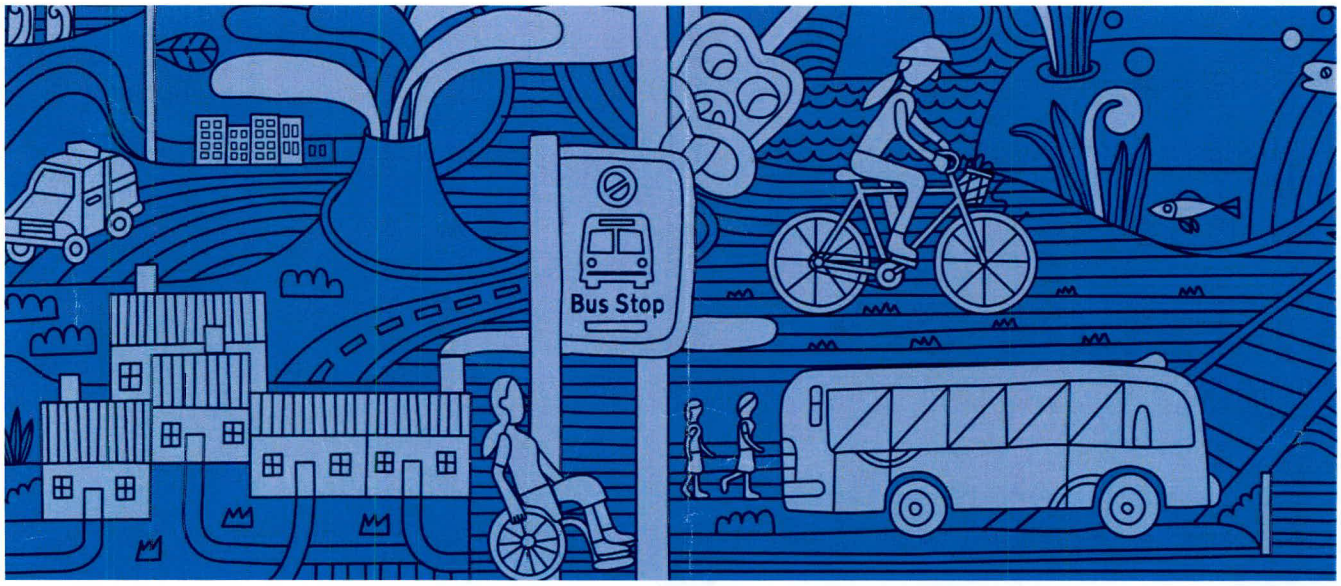
3.7 Of the seven opportunity areas identified we believe a key area will be urban land use transformation. Our rationale for this is that urban housing intensification and a good public transport network are key to good access and increased uptake of public transport. For [redacted] this highlights the importance of an integrated and cohesive strategy across all councils and we urge all councils to align on this and implement urban intensification policies at pace.

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

END

RPTP0062

RPTP0062



Te Mahere Waka Tūmatanui o te rohe o Te Moana a Toi Whakarāpopotonga
DRAFT Bay of Plenty Regional Public Transport Plan 2022-32
Submission Form

A copy of the draft Bay of Plenty Regional Public Transport Plan 2022-32 can be viewed online at https://www.participate.boprc.govt.nz/regional-public-transport-plan or at Bay of Plenty Regional Council offices.

Please send your submission to reach us by **4 pm on Friday 29 July 2022:**

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



Email: rptp@boprc.govt.nz

If you have any questions relating to the Plan please email rptp@boprc.govt.nz or phone 0800 884 880 stating that you have a question about the Regional Public Transport Plan.

[redacted]

PAGE 1.

[redacted]

You are welcome to submit on any aspect of the draft Plan. However, the Public Transport Committee is particularly interested in your views on the following (you may submit on any or all of the following matters). Page references have been included to assist submitters.

Challenges | Ngā wero

We have highlighted three priority public transport challenges facing the region (pg 15).

Challenge 1: Achieving mode shift

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

Challenge 3: Climate change and reducing emissions

How much do you agree with the challenges that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

Opportunities | Ngā kōwhiringa

We have identified seven important public transport opportunities for the region (pg 19).

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

How much do you agree with the opportunities that have been identified?

Strongly Agree	*Agree*	*Neutral*	*Disagree*	*Strongly Disagree*	*I don't know*
☐	☐	☐	☐	☐	☐

Please give your reasons why and note any amendments that you are seeking.

[redacted]

Other
Please use this section to submit on matters in the draft Plan not covered in the preceding sections. Please indicate the section number if you are referring to a particular section of the document. You may email or attach additional documents.
Please read the Privacy and Information Statement below. Tick the box if you wish to have your name withheld in the publication of submissions and decisions on submissions. ☐ Yes, please withhold my name/organisation's name in the publication of submissions and decisions on those submissions.
☐ Hearings are scheduled for 17, 19 & 22 August. Tick if you wish to make a verbal presentation of your submission to the hearings committee. If presenting, would you prefer to present using: ☐ Te Reo Māori ☐ English ☐ New Zealand Sign Language

Signed	Date

Privacy and Information statement

This privacy and information notice applies to all information collected through consultation on the Draft Bay of Plenty Regional Public Transport Plan 2022-2032.

Your submission is public information and we will publish a summary of submissions and decisions on submissions. We are collecting the names and contact details of submitters for the purposes of this consultation only. Please indicate on the submission form if you wish to have your name withheld in the publication of submissions and decisions on those submissions.

If you are submitting on behalf of an organisation and do not want us to use the organisation's name or include any identifying information in anything we publish (including because you believe your comments are commercially sensitive) please indicate this clearly in your submission.

Please note your submission is also subject to the Official Information Act 1982 (OIA). This means that other people will be able to obtain copies of submissions by making a request under the OIA. If you think there are grounds for your information to be withheld under the OIA, please note this in your submission. We will take your reasons into account and may consult with you when responding to requests under the OIA if you have provided us with your contact details.

[redacted]

ON FOCUS GROUP 6-7 YRS AGO
CR. THURSTON —

SUDDENLY DISBANDED - WE HAD GOOD IDEAS THEN.

MADE COMMENTS IN A PREVIOUS SUBMISSION THAT THINGS WERE BADLY MANAGED.
NEVER HEARD BACK.

X THE NEW ROUTES GOOD IDEA.

X I WISH TO MAKE A VERBAL SUBMISSION.

X MOST DRIVERS VERY GOOD
SOME DO NOT. ACKNOWLEDGE

X MAIN STOP IN ROTORUA - ARAWA.
A SHOCKER — RAIN - VANDALS
OPEN FOOTPATH.

X ODD SAFETY ISSUES ON:
BUSES - ONE HANDED DRIVING ETC.

I DO NOT DRIVE - 83 YRS OLD

BUS AND WALK
BEST CUSTOMER?

PAGE-2.

[redacted]

RPTP0062

RPTP0063

Regional Public Transport Plan: Submission

Submitter: [redacted]

Date: 29 July 2022

Submission:

Context:

In the course of preparing this submission, documents I have read and considered include:

1. BOPRC Draft Regional Public Transport Plan 2022: Summary
2. BOPRC Draft Regional Public Transport Plan 2022: Full
3. BOPRC Regional Public Transport Plan 2019: Operative
4. Waikato Draft Regional Public Transport Plan 2022-2032
5. Te Mahere Turoa – BOPRC Long Term Plan 2021-2031
6. TCC Long-term Plan 2021-2031

Comment:

The draft plan does not give me confidence that the Regional Council and its various partners will deliver the public transport system needed by the Bay of Plenty, and in particular, the city of Tauranga.

The statement in the foreword (p7) that "The Bay of Plenty currently benefits from a well developed public transport system" seems to be at odds with the reality experienced by the residents of Tauranga, and fly in the face of their declining patronage.

In short, the claim of a "well developed public transport system" is delusional.

In section 2.2 Putea/Funding (p14), there are no actual 'financials', and even the 'percentages' have no nominal financial reference point.

Further, there are no benchmarks.

The majority of the remainder of the document comprises various lists, including:

- Challenges
- Opportunities
- Developments (i.e. past or current actions)
- Objectives
- Focus Areas
- Policies
- Actions
- Performance Measures

Critique:

While good intentions are evident in the many lists (as they will also be in the wish-lists that will be in many of the submissions), the plan lacks a number of key elements that any plan requires.

IMHO, the biggest 'miss' is the lack of any associated costs.

I would encourage the 'authors' of the plan to look at the plan of their colleagues in the Waikato as an example of how to include at least some key 'financials'.

Without financials, it is difficult for submitters to evaluate the relative merits of the many proposals, and indicate their preferred trade-offs.

This is s.o.p. for annual plans and long-term plans – why would it not be done for a public transport plan?

A second miss is the failure to link the key opportunities and ensure they align.

In particular, I would encourage the 'authors' of the plan to ensure that their **mode share** aspirations reflect the required **emissions targets**.

This is the most egregious, but not the only example of where there appears to be a lack of 'integration' in the plan, and, without said integration a plan simply isn't… and, worse, there is the risk of unintended conflict, with all that implies in terms of waste.

Third, I am concerned that the various performance measures are either not already in place, or, if they are, they are not being reported.

My experience of local government is that too much is not measured, particularly in terms of 'outcomes'.

Indeed, I would go as far as to say, that the public transport plan should invest much more in the measurement of the various outcomes it is seeking.

Close:

I would like to speak to my submission.

RPTP0064
(Late Submission)

RPTP0064 (Late Submission)



[redacted] are spokespeople for Hearing Dogs for Deaf People NZ for Civil Defence Emergency Management groups (CDEM) throughout New Zealand, advocating for Disability/Service Dogs and their owners and what will be needed in a CD emergency. It has been great to see CDEM groups taking us seriously for what we might need in an emergency and incorporating this into their plans.

Submission Draft The Bay of Plenty Regional Public Transport Plan project team

- Do you wish to be heard at the Hearings? *

  (•) Yes ( ) No

My Name is [redacted] I am Hard of hearing and I have a Hearing Dog For Deaf & Impaired People NZ.
On line form needs to be looked at for the Deaf, Impaired & people who can't talk on the Phone.

Last year 2018 I was in Hamilton went to get on a bus with my Disability Dog the bus driver closed the door on me and he sat for 10 mints before he left he open the door to allowed other people to get on the bus so I tried again when the door was open the bus driver Go Bus told me to piss of ***. So I started to walked, then a man who saw what happen took me back where I need to go.
I went to Go Bus and told them what has happen she said "so what NO DOG are not allowed to go on the bus". Well I told her you are breaking the GOVT Law and The HRC Law she didn't realise that Disability dog are coved under the GOVT Act. Then she spotted my Disability Dog.

There are 8 organisations has Disability/Service assistance Dogs in NZ under GOVT Dog Control Act 1996
under section 2. Work Safe Act 2015. Humans Right Act 1993, Bill Of Rights Act 1990, Heath Act 1956. No
council can't exclude D/S dogs from any of the organisations listed under section 2 of the GOVT act. 34 Dogs
register (2) (da) 35A National dog control information data base
Disability assist dog means a dog certified by one of the following organisations as being a dog trained to assist
(or as being a dog in training to assist) a person with a disability:
(a) Hearing Dogs for Deaf People New Zealand:
(b) Mobility Assistance Dogs Trust:
(c) New Zealand Epilepsy Assist Dogs Trust:
(d) Royal New Zealand Foundation of the Blind:
(e) Assistance Dogs NZ:
(f) K9 MDNZ:
(g) Prefect Partners Assistance Dogs Trust:
(h) K9 Search Medical Detection Dogs NZ
(i) An organisation specified in an Order in Council made under section 78D
Safety needs to come FIRST for both us and our Disability/Service Assistance Dog.
Within New Zealand that can certify dogs for legal public access which means the dog can go with the owner into areas where most dogs can't. These laws mean that with our companion we can go into areas most dogs can't so you may see these dogs in places such as: This is a priviledge to have a Service Dog.



[redacted] are spokespeople for Hearing Dogs for Deaf People NZ for Civil Defence Emergency Management groups (CDEM) throughout New Zealand, advocating for Disability/Service Dogs and their owners and what will be needed in a CD emergency. It has been great to see CDEM groups taking us seriously for what we might need in an emergency and incorporating this into their plans.

Shops, Doctors, Hospital, library, court house, or cafes and restaurants, movie theatres, supermarkets, Council just to name a few.

We all have to think about the **safety of all** Disability, Service Dogs in NZ Under the Act 2 & Public place (A) (B), 75 (1) just to name a few.

Disability dogs are covered under the Government Law - Dog Control Amendment Act 2006, protected against discrimination under the Human Rights Act 1993, we are also covered under the Health Act 1956 section 120, ACC Act 1994, Bill of Right Act 1990, Health and Safety Act 2015. We know what Government Laws we are covered under and it seems that from time to time some people in the council doesn't like us knowing this in NZ.

NZ Government Laws (that apply to all of New Zealand) cannot contradicted by council Bylaws. For a dog to be a certified Disability assist dog, they have had to meet some incredibly high standards and must complete an annual test to remain certified. That is why they have some special access rights.

All Disability dogs are registered under the GOVT Dog Control principal Act 1996. They will show ID Card which organisation they are from, it is also easy to see the Civil Defense Disability Dog tag that is given to all disability assist dogs & service dogs from the certified organisation they are from. This is not public knowledge.

All Council in NZ has to apply to the entire Principal Act. This is a Serious Offense.

What has happen in Auckland with Disability Dog/s trying to get on the bus, the bus driver close the door on them, where people and Disability Dog was injured because the driver was told NO DOGS at all by the boss of the bus company. That went on the News. Public Transport, Taxi Hamilton, Auckland, Wellington, Central lakes Taxi Taupo

1. I haven't seen anything about Disability Dog in your Draft. If I Missed it can you show it to me please?

2. Is there any charge for Disability Dog to go on Public transport? I hope not.

NZ Bus apologises after assistance dog Moose is challenged by driver

Brad Flahive and Damian George19:21, Jun 02 2017

[redacted]

[redacted] are spokespeople for Hearing Dogs for Deaf People NZ for Civil Defence Emergency Management groups (CDEM) throughout New Zealand, advocating for Disability/Service Dogs and their owners and what will be needed in a CD emergency. It has been great to see CDEM groups taking us seriously for what we might need in an emergency and incorporating this into their plans.



ROSS GIBLIN/ FAIRFAX NZ

Morgan Edgecombe has received an apology after she was challenged by a Go Wellington bus driver while trying to board with her assistance dog Moose.

NZ Bus has apologised after a woman with an assistance dog was told she could not board a bus because only blind people were allowed to travel with dogs.

Massey University student Morgan Edgecombe suffers from panic attacks, and has a german shepherd called Moose who is trained to alert her when he detects chemical changes in her body suggesting an attack is coming.

The fashion design students travels to university by train and bus, accompanied by Moose. She has not been questioned on the train, but on Thursday was challenged for the second time as she tried to board a Go Wellington bus.



ROSS GIBLIN/ FAIRFAX NZ

Moose is trained to detect the early signs of Edgecombe having a panic attack.

"She [the driver] asked what was wrong with me, and said because I wasn't blind I couldn't take Moose on the bus because only guide dogs were allowed," Edgecombe said.

Blind Wellington man kicked off bus for his poodle guide dog

November 19, 2020Source: 1News

RPTP0064 (Late Submission)



[redacted] are spokespeople for Hearing Dogs for Deaf People NZ for Civil Defence Emergency Management groups (CDEM) throughout New Zealand, advocating for Disability/Service Dogs and their owners and what will be needed in a CD emergency. It has been great to see CDEM groups taking us seriously for what we might need in an emergency and incorporating this into their plans.

A blind Wellington man was denied access when trying to board a bus with his guide dog, despite showing the dog's passport and identification.
Guide dogs, trained by Blind-Low Vision NZ, are legally allowed on public transport, as well as public places including hospitals, shops and restaurants.
But when George Taggart tried to board a bus with his poodle Gus, he was refused.
He even showed the bus driver Gus' guide dog passport and identification, but was still denied access.
Blind-Low Vision NZ chief executive John Mulka says the case highlights accessibility issues for blind and low vision Kiwis.
"It's important we use these opportunities to raise awareness about the access rights of people who use guide dogs, to travel independently and confidently, and to get where they need to go," he says.
While most of the organisation's trained dogs are labradors, they also breed standard poodles, Mulka says.
The poodles are more suitable for handlers or family members who are allergic to dog hair.
"While it might be unusual for the public to see a poodle as a guide dog, when George showed his ID card it should have cleared up the confusion," Mulka says.
"Blind Low Vision NZ guide dog breeds are chosen for their intelligence and steady, friendly nature."
Mulka says he's reached out to Metlink, which operates buses in Wellington, and the Wellington City Council to "offer support and advise on best practice".
"Blind Low Vision NZ works directly with transport providers and others in the private and public sector to train and educate on how to best serve blind, deafblind and low vision travellers, customers and staff," he says.
Blind Low Vision NZ breeds and trains guide dogs, who have legal access to accompany their handlers under the Humans Rights Act and Dog Control Act.
The trained dogs are recognisable by their working harness, with their own ID card and an identification medallion.
If people are refused despite showing their ID, Blind Low Vision NZ says handlers are within their rights to call the police. People are recommended to make a formal complaint if the issue persists.

Metlink has been contacted by 1 NEWS for comment.

Guide dogs and assistance animals

You can bring dogs and some other animals with you on public transport under certain conditions.

Guide dogs, hearing dogs, guide or hearing dogs in training and Assistance Animals identified by an Assistance Animal Pass or interstate assistance animal accreditation, can travel for free on all public transport services.

You can travel with an Assistance Animal Pass if you need a trained assistance animal to help you use public transport. To receive a pass, you'll need to apply and show that your assistance animal is trained to

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help alleviate the effect of your disability, along with meeting hygiene and behaviour standards appropriate for a public place.

Travelling on the new Metlink buses



Genevieve McLachlan

26 September 2018 – Genevieve McLachlan is a member of the Life Unlimited Disabled Leadership Group. She and her assistance dog, Pedro, are regular users of public transport in the Wellington region. Genevieve is positive about the changes Metlink have made to ensure buses in the region are fully accessible.

Over the last 20 years, I have been a regular user of Wellington's accessible buses and have observed many changes, both in the design of the buses themselves and in driver attitudes towards people with disabilities and impairments.

While it has become easier for people with disabilities and impairments, and other access needs, to travel by bus it has taken considerable planning as not all buses or routes have been accessible. This has caused considerable stress and often resulted in arriving at my destination late or very early, until now.



Genevieve McLachlan with her guide dog on an accessible Metlink bus

Since taking over management of the buses, and ensuring all buses are fully accessible, Metlink has made travelling by bus a lot easier for people with access needs. It is now possible to catch any bus in the Hutt Valley without having to think about such things as; will the bus be wheelchair accessible and if so, will the ramp be at the front or back door; where is the location of the accessible space inside the bus; how difficult will it be to get my wheelchair into the accessible space; will I be able to reach the Snapper machine from my wheelchair; where is the Snapper machine located?

I am in the unusual position of using a power wheelchair for mobility and having a guide dog due to low vision, so for me this is huge. I can now catch any bus, just like anyone else



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and not have to think about it. This is hugely important as I run my own business and rely on public transport to get around.

Being a standard design, with clearly marked accessible and pram spaces, and Snapper machines at a consistent height makes getting on and off the new buses much easier. There is also room in front of my wheelchair for my guide dog to sit so he is not in the aisle, as has sometimes been necessary in the past.

Driver attitudes have also improved and while there will sometimes be issues, these can be reported directly to Metlink so there is one point of contact.

Planning journeys using the website is much easier and the introduction of the accessible concession for Total Mobility card holders opens up the discount for more than just Blind Foundation members.

Well done on making public transport more accessible to everyone.

Animals

Disability assistance dogs

Disability assist dogs can travel for free on all Metlink trains, buses, harbour ferries and taxis at any time of the day, when accompanied by their disabled handler or someone involved with their training. This is specified under the Dog Control Act 1996.

Customers are expected to offer passengers with assistance dogs priority seats and are expected to give up priority seats if asked. Assistance dogs must sit on the floor beside you or under your seat, not on a seat or on your lap. Assistance dogs are not required to be in pet carriers like domestic pets.

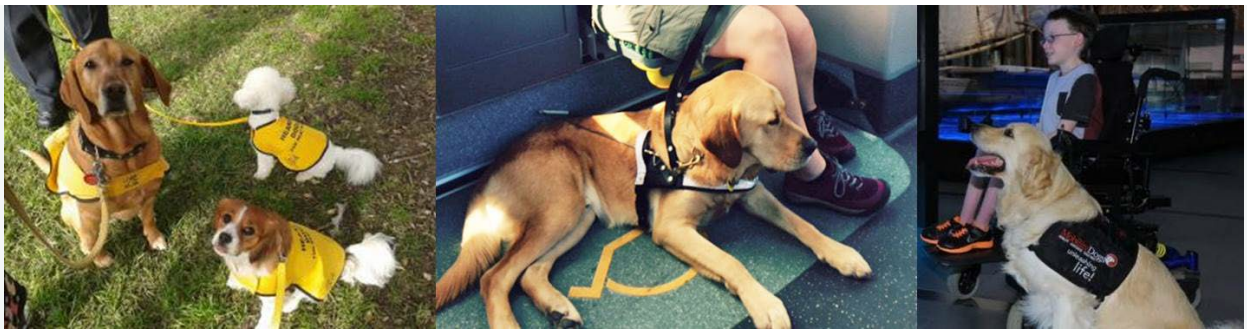
A disability assist dog is a dog certified by a recognised organisation as a dog trained or being trained to assist a person with a disability. Handlers must be able to provide a form of identification to Metlink staff from one of the registered organisations below:

- Blind Foundation
- Hearing Dogs for Deaf People New Zealand

[redacted]

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- Mobility Assistance Dogs Trust
- New Zealand Epilepsy Assist Dogs Trust
- Top Dog Companion Trust
- Assistance Dogs New Zealand
- Perfect Partners Assistance Dogs Trust



Guide Dogs on Buses - Shona's Story

The number of people using public transport has increased dramatically over recent years. Unfortunately this has been at the detriment of guide dogs and their handlers. There are signs on many of the buses asking people to give up the designated disability seating if required but this is frequently ignored.

Shona is a new guide dog handler and still lacks some confidence when out and about with her dog. She recently took a bus to town and found that the disability seating which provides extra room for guide and assistance dogs to lie comfortably on the floor was full of pushchairs. She politely asked one woman if she could please fold up her pushchair so she could sit and keep her dog out of the aisle. The woman refused. When Shona asked the driver he was very curt and said ‘there are plenty of other seats.’ Feeling admonished and shocked at their attitude Shona sat further down the bus and as taught put her dog under the seat. Unfortunately when it was time for her to get off her dog’s harness was stuck under the seat which distressed both her and the dog.

Shona is reluctant to travel on the bus as frequently now, even though she has been given other techniques to use when on public transport with her guide dog. She believes accessibility legislation would require bus drivers and passengers to ensure that disabled people have priority to the designated disability seating areas.

RPTP0064 (Late Submission)



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This is my access story, it is one of many. I'm sharing it because I want a law that puts accessibility at the heart of an inclusive Aotearoa New Zealand.

Taking animals on NZ public transport:

Service dogs and disability assist dogs are allowed to travel on trains or Buses at all times.

Passengers are able to bring service dog enclosed in suitable carriers or dogs that are leashed and muzzled on board.

Domestic pets must be enclosed in a suitable pet carrier. The carrier must be small enough to be held on the passenger's lap or stored securely under the seat. Pets aren't allowed in the aisles or on seats.

Service dogs and Pet dogs must be leashed and wearing an approved muzzle that prevents biting. Head halters are not permitted.

Priority seating areas

All buses have priority seating areas near the front of the bus for passengers with mobility aids, service animals and for parents with pushchairs. For safety reasons, it may be necessary for pushchairs to be folded down before boarding. Please cooperate with the driver if they request that your pushchair is folded down to make space for a passenger with a mobility aid.

Service animals

All bus services welcome passengers accompanied by service dogs or disability assist dogs.

Mobility aids/devices

Most buses in Canterbury can cater for passengers with access challenges. All Christchurch and Timaru buses have:

- super-low floors and the ability to kneel to meet the kerb. Please ask the driver if you need the bus to kneel
- wheelchair
- ramps fitted to allow easy access for most mobility device users. The driver will manually fold these out.

While many buses can fit two mobility devices, some older buses only have space for one. Some larger mobility equipment may protrude into the aisle. This is acceptable as long as it does not make it difficult for other passengers to move down the aisle.

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Powered mobility scooters and segways are not classed as a wheelchair and are not able to be carried due to their dimensions and restricted manoeuvrability.

Accessibility will be improved as new buses replace older vehicles. Newer buses have wider aisles and larger priority seating areas, making it easier to accommodate mobility devices.

For guidance only: Multi-use/wheelchair spaces allow for use of devices with the following dimensions:

- maximum length: 1200mm (including footplates/feet)
- maximum width: 700mm
- maximum height: 1100mm (plus its user)
- maximum weight: 300kg (combined weight of wheelchair and user)

Please note the mobility device must be stable, i.e. must not fall over if not supported.

Being able to operate within these dimensions and weights is necessary to enable safe negotiation of the loading ramp and manoeuvring into the priority seating area.

Large format bus timetables

Large format timetables are available from Metroinfo for passengers with low vision. To request copies of large-format timetables, please contact metro@ecan.govt.nz or download a copy for your route from the Maps and timetables section.

COMMUNITY LAW MANUAL ONLINE

ACCESS TO SHOPS, TRANSPORT AND OTHER SERVICES

Assistance dogs (“disability assist dogs”)

Dog Control Act 1996, s 75; Human Rights Act 1993, s 21

You can bring your assistance dog into any public place, including buses, trains and other public transport, and places owned by private businesses like supermarkets, restaurants and other food outlets, shopping malls, cinemas, and motels or hotels.

This right is specifically protected by the Dog Control Act, but it’s also protected by the anti-discrimination laws in the Human Rights Act. Under the HRA, if you’re treated differently because you’ve got an assistance dog, this is discrimination on the ground of disability.
However, the dog has to be one that’s been certified as a “disability assist dog” by an approved organisation like the Blind Foundation, Assistance Dogs NZ or Hearing Dogs for Deaf People NZ.

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Auckland Bus refuse service dog after a pet dog on the bus rushed at service dog in Auckland trying to get on the bus. Bus staff said pet dog was on the bus first and you are not coming on the bus. Staff didn't waited to know and left service dog behind. 12 December 2020.

Hamilton Bus In 2018 I was in Hamilton went to get on a bus with my Disability Dog the bus driver closed the door on me and he sat for 10 mints before he left he open the door to allowed other people to get on the bus so I tried again when the door was open the bus driver Go Bus told me to piss of ***. So I started to walked, then a man who saw what happen took me back where I need to go.
I went to Go Bus and told them what has happen she said “so what NO DOG are not allowed to go on the bus”. Well I told her you are breaking the GOVT Law and The HRC Law she didn’t realise that Disability dog are coved under the GOVT Act. Then she spotted my Disability Dog.

BUS IT NZ Hamilton. Your feedback ID is: "EQ20002767" 02/12/2020

Hi there to you and your team. I was talking to Sarah Gibb has given me this website. My Name is Roger I am hard of hearing I have a Hearing Dog For Deaf People NZ. I live out of town I live in Tokoroa. When I came to Hamilton me and My Disability/Service Dog tried to get on the bus 2020, but the driver did not want dog on the bus at all. I told the drive this is a Disability/service dog drive said I don't care you are not coming on. This is the second time this has happen to me first time was in 2018 and now in 2020. There is lack of understanding about Disability/Service Dog. To keep our Disability/service dog up in high level when we are out. There are seven organisations in New Zealand that can certify dogs for legal public access which means the Disability/Service dog can go with the owner into areas where most Pet/family dogs can't. These laws mean that with our companion Disability/Service Dogs we can go into areas, most Pet/family dogs can’t. So you may see these Disability dogs in places such as:
Shops, Doctors, Hospital, library, court house, or cafes and restaurants, movie theatres, supermarkets just to name a few.
We can go on any public vehicle including buses, ferries, taxis, planes, ships and trains. Denying us is a serious offence. Within NZ Disability/Service Dogs have special privileges and right of access under the Government Dog Control Amendment Act 2006. They are also protected from discrimination under the Human right Act 1993. Health Act 1956 section 120. Work Safety Act 2015. ACC Act 1994.
I can do a presentation and training About all Disability/Service Dogs to help you and your team.
Many thanks be safe. Roger

8/12/2020 email Hi Roger.

Thank you very much for your correspondence.

I am so sorry that our driver did not take care of your needs.

RPTP0064 (Late Submission)

[redacted]

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As a company we are aware of your right to have a disability/service dog on any and all of our services and we have let you down on this occasion.

I will identify the driver and speak to them personally. I have also posted a message on our internal system which every driver has to read before they can sign on their shift.

This hopefully will remove any misunderstanding about this type of occurrence.

I sincerely apologise for this happening and I hope it never does again.

If you have any further issues please do not hesitate to contact me.

Kindest regards

Geraint E Go Bus

Me with a service dog I am saying NO to pet dogs on public transport

I have copy this from your web site. 2018
Transport choices are limited, particularly in rural areas For people who do not have access to a car in rural areas, transport choices to access services in larger centres are often non-existent, inaccessible, inconvenient or expensive. Most people living in rural Waikato, including small towns, do not have access to any transport services. All-day services are only provided in Hamilton and Taupo, and between major urban centres and Hamilton. Peak-only public transport, and intercity services (not part of the public transport network) have limited locations and departures around the region. Education services are not available to the general public and health shuttles are only provided for specific needs. Some communities have community-run transport options, with limited locations, varying structures and availability often based on volunteers. Taxis are only in very limited locations where they can be commercially viable. In absence of available or conveniently timed services, people either have to rely on neighbours or friends in a community for transport, or forego travel (with negative consequences). The region's population is also ageing. As people get older, they are less likely to drive themselves or to have a spouse or family member who can drive them. Although the region as a whole is ageing as it grows, many rural areas are facing the combined issue of ageing within local population decline. In South Waikato, the 2013 population of 23,200 is projected to decrease to 19,750 by 2043. This change will include an increase of 2,500 people aged over 65 years, who will make up 31% of that population. A lack of suitable access to essential services can also cause people to move out of rural communities, further exacerbating population decline. Ageing populations also result in an increased proportion of people with disability, which is strongly correlated with age. In 2013, 25% of people in the Waikato Region identified as being disabled, including 14% with mobility impairment.



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Higher costs for people who live rurally Centralised services in urban areas carry additional financial costs for people who live rurally to use these services. When these costs are too high, individuals and communities accrue broader social costs due to missed opportunities for participation in education, employment and social activities. A consequence of these missed opportunities is increased health costs, which only increase as peoples' ability to participate reduces. For people who do have access to a car, there are vehicle-related costs of driving to main urban centres. There are also financial and opportunity costs, including reduced levels of participation when multiple appointments cannot be conveniently clustered. Having access to one car within a household does not mean that all members of that household can access all opportunities that contribute to their wellbeing. Also, those who drive without a licence because of difficulty accessing licencing services only in urban centres also risk encounters with law enforcement, further exacerbating barriers to essential services and employment. The Total Mobility scheme for people with disabilities is available in Hamilton, Taupo and Tokoroa and their immediate areas, but not elsewhere, and only to the individuals that qualify. It is expensive for users, even with the 50% taxi fare subsidy, particularly for longer journeys that breach the fare cap (where the extra distance is unsubsidised).

f) Provide for transport disadvantaged We need to ensure that public transport is able to be used by everyone. This means exploring initiatives for specific groups to ensure inclusive and equitable access to public transport. This strategic response entails supporting transport initiatives that target the transport disadvantaged, that is, people in rural areas, those with no drivers licence where no other transport option exists, and people with disabilities. While a substantial amount of this objective will be covered by the implementation of demand responsive services as outlined in strategic response (b), some specific additional initiatives are required. One such initiative is the promotion and expansion of the Total Mobility scheme for people with disabilities throughout the Waikato region. Because Total Mobility is funded by Territorial Authorities, this option involves these authorities reviewing and considering the availability of Total Mobility in their districts. Since many people who qualify for subsidies through the Total Mobility scheme also rely on footpaths for local participation, the strategic response also includes targeted improvements to connections between the places people live, and public transport services (ie bus stops). The response requires coordination between regional and local councils where public transport services are provided, so that improvements can be prioritised and their impact monitored and valued. This strategic response also links to strategic response (c) in terms of monitoring of diversity of users to ensure representative numbers of transport disadvantaged are using public transport, and to investigate the reasons why when this is not the case. The objective of this option is that public transport is planned and implemented with transport disadvantaged at the forefront.

Appendix E - Current service delivery The Waikato region has the fourth largest contracted bus service in New Zealand behind Auckland, Christchurch and Wellington. Waikato Regional Council contracts out the provision of public transport in the region. In Hamilton city, Waikato Regional Council rates residents to provide public transport services. In the rest of the region, funding is provided from Territorial Authorities for public transport services in their districts. Bus patronage in the region rose from 1.7 million trips in 2002/03 to over 4 million trips in 2016/17. The past two years have seen a decline in patronage, which is consistent with other regions across New Zealand. The existing public transport bus network in the Waikato region can be broadly classified into three

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categories – Hamilton urban, satellite commuter and rural services. Services within Hamilton account for over 90% of the region's public transport services, comprises 27 routes with most operating Monday to Saturday. There are 14 key routes that operate on Sundays and public holidays. All public buses within the Region are wheelchair accessible. Bus services are provided between Hamilton and a number of towns within the Waikato, including: Huntly, Ngaruawahia, Raglan, Te Awamutu, Cambridge, Morrinsville, Te Aroha and Paeroa. Outside of Hamilton and surrounding towns, services also provide connections for Taupo, Tokoroa, Mangakino, Meremere, Te Kauwhata, Mercer and Tuakau. Limited bus services are also provided between Tuakau/Port Waikato and Pukekohe, managed by Auckland Transport. Waikato Regional Council also manages the Total Mobility Scheme within the Waikato region. The scheme currently operates in Hamilton, Taupo and Tokoroa. The scheme provides subsidised taxi travel for people with disabilities. The Waikato region is similar to most cities around the world where passenger fares do not cover the full cost of providing public transport services. Subsidies are required to ensure the ongoing operation of public transport. The total gross cost of public transport contracts in the region is approximately $20 million per annum and is funded through: - Bus fares from users - Government financial assistance from the National Land Transport Fund as administered by NZTA - Local share collected through rates.

Within **NZ** Person/s attack, rushed at or injury threatening or scaring Disability/Service Dog total **29** Rushed at or attacked a Disability/Service Dog. In the **CDB** by a Pet/Family dog going to the shop.

The Very Real Danger of Fake Service Dogs

By Jason Bottlinger on January 16, 2018





Service dogs provide an amazing and crucial service for people living with disabilities. Unfortunately, some people have used these dogs' recent popularity as an opportunity to break the rules. Fake service dogs, which are really just pets in fancy vests, do not provide critical services or help save lives. These animals present a danger to actual service dogs, as well as to children, since they are not trained the way service dogs are.
And if you're bitten, it still hurts.

What Is a Service Dog?



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A service dog is specially trained, often over the course of several years, to behave in a particular way that helps someone with some type of physical disability or mental illness (No, it doesn't have to be a dog—several animals take on these duties.) Service dogs are often indicated by vests they wear so people can tell they are service animals. Because of their training, anyone other than the owner should not pet or directly interact with the dog, as it can interfere with its special tasks.

There are many different ways service dogs help their owners, depending on the disability or condition a person has. A service dog can guide a vision-impaired person on city streets and public transportation, or listen for doorbells and phones for someone who is hearing-impaired. People in wheelchairs often have service dogs to help them reach and retrieve items that would otherwise be difficult to grab. Individuals with medical conditions that cause seizures have service dogs that can actually sense when their owners are about to have a seizure and warn them, so the seizure can be prevented with medication or happen in a safe area to prevent injury. Some service dogs are specially trained to assist people with mental illness, and can fetch medication, or perform deep pressure therapy to help ease the effects of their handler's anxiety attack.

If the animal's purpose is to provide emotional support, it is referred to as an Emotional Support Animal (ESA). These animals are not specially trained to assist people or mitigate the handler's disability, but instead offer unconditional love and companionship to their owners.

Laws Protecting Service Dogs

Real service dogs are covered under the Americans with Disabilities Act, or ADA, which was written to protect people with disabilities from harassment and prejudice. Under this law, police officers and people in businesses cannot ask anything of a person with a service animal other than:

1. Whether the animal is a service dog, and
2. What service the animal has been trained to perform.

No one is allowed to demand the dog perform a service or ask about any kind of license or registration, since there is no national registry of service dogs. Because of this, it's fairly easy to abuse the system. Many (unscrupulous) people take their pet dogs wherever they want, pretending they are service dogs when confronted.

Unlike service animals, ESAs do not have these federal protections, and are not permitted in establishments that do not allow pets. However, under the Fair Housing Act, they can reside with their owners in housing that has a "no pets" policy.

The Downside of Fake Service Dogs

Fake service dogs don't have special training, or even necessarily any training, to behave appropriately in public. Fake service dogs are allowed onto airplanes and into businesses, where they have no right to be. Real service dogs are painstakingly trained to be docile and *never* become aggressive. Untrained dogs can instinctively bark at and attack service dogs, but the service dogs will not bark or fight back. This has led to quite a few attacks against children, adults, and actual service dogs.

Dog Bite Law in Nebraska



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In general, the owner of a dog that attacks a person, other animal, or object is liable for damages and injuries caused by the dog—unless the victim was trespassing. This includes bites, scratches, and injuries from being knocked down if a dog jumps onto a person. Under Nebraska law, this is **strict liability**, and the dog's owner is responsible for all damages. There is one major exception to this law: injuries from a dog acting "playful or mischievous" are not considered an attack and the owner is not liable for them. This is a pretty huge exception with a lot of room for interpretation regarding "playful behavior" from a dog. Since the owner can argue that his dog didn't *attack* anyone, he can argue that he's not liable for the results.

If a Dog Bites You, Here's What to Do

First of all, seek medical attention. Do not, under any circumstance, sign or agree to anything from any insurance company before you talk to a lawyer, especially the dog owner's insurer. Call law enforcement and report the attack and provide as much detail as you can about how the attack occurred. Even if the dog's owner claims the animal is a service dog, you should still contact law enforcement.

You might consider bringing a civil lawsuit against the dog's owner to pay for your expenses, if the insurer or owner denies your claims. An experienced attorney can advise you on whether you have a strong case or not. At Bottlinger Law L.L.C., our Omaha dog bite attorney has handled cases involving all kinds of dogs. When a "service" dog attacks, don't be cowed—or fooled. Contact our legal team at (402) 403-6752 for a free consultation to explore your options.



People taking their dogs into shop



New Zealand with (**label signs** Service Dog, POLICE, Search & Rescue, In Training, Security, Emotional support, Therapy Dog) on it was **sold illegally** as it is not legal to sell them in NZ. You need to tell all your suppliers. Reflective Service Dog Vest Harness Adjustable Chest Plate Collar. People can NOT use the name POLICE, Search & Rescue, In Training, Security, Emotional support, Therapy Dog and Service Dog on and pet/family dog this also come under the **NZ serious offence by law** this is the same as Service Dog we are all under the NZ GOVT Act. They, you are Misleading people has bought the harness and **label sign** saying "Service Dog" from a shop or tredeme or wish and on Face book. People is making up this sign Service Dog to go on pet/family dog is not right, they are breaking the NZ GOVT law. This has gone to NZ Police & GOVT. Please remove the **label signs** from you site. Or shops :) this is all Velcro Labels.

RPTP0064 (Late Submission)



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Under GOVT Dog Control Act 1996 (**2 Interpretation service dog**, (a) specified agency, warranted officer**, (40) proof of class of dog**, (41) Penalty for false statement relating to application for registration. They are Registered under DC GOVT) work safe Act 2015, Humans Right Act 1993, Health Act 1956, Bill of rights Act 1990 All Disability/Service Dogs and GOVT Dogs are been put at risk with pet/family dogs this label on their pets are NOT Registered this is breaking the law.

Do more to help to Stop this within NZ Protect our Service Dog.

I Like to speak on this matter and would like receipt of this submission to be acknowledged in writing please.

Thank you for your time.

[redacted]. & Harper (Hearing Dog for Deaf People)