

Sustainable Bay of Plenty

Photo: Sunlive



2 Main Options for Tauranga CBD Bus Interchange

1) Off-street Bus Interchange

- Proper interchange (like Christchurch, Hamilton, etc.)
- Probably not centrally located
- Option for electric shuttle service around CBD

2) On-street Bus Hub

- Best location is central = Willow St or Grey St or near Red Square
- Give optimal access for elderly, disabled and other bus users
- Fits with planned 'through routes' bus service

Tauranga City Centre Public Transport Hub Single Stage Business Case



The report concluded that the most suitable site for this interchange would be Durham Street between Elizabeth Street and Spring Street.

The investigations in 2019 investigated both on- and off-street locations for a long-term interchange. An off-street site on Durham Street (between Wharf Street and Hamilton Street), with a sawtooth arrangement, was selected as the preferred option in this investigation. There were three on-street sites which were also considered feasible:

- Durham Street (between Wharf Street and Hamilton Street)
- Hamilton Street (between Durham Street and Willow Street)
- Harington Street (between Durham Street and Willow Street)

The 2021 investigation into an interim facility investigated on-street locations with preference given to locations which would require minimal enabling works, due to the tight implementation timeline. The scope of the 2021 investigation excluded the red hatched area shown in Figure 2.7 due to consideration of the central active frontages with a high place function.

Figure 2.7 Geographic scope of the 2021 investigation

Shortlisted options at this time included:

- First Avenue (Devonport Rd to Cameron St)
- Durham Street (Elizabeth to Spring St)
- Spring Street (Cameron to Durham St)
- Durham Street (Spring to Wharf St)
- Durham Street (Wharf to Hamilton Street)
- Harington and Willow Streets



Tauranga City Centre Bus Interchange Relocation

Tauranga City Council



Tauranga City

Prepared for:	Tauranga City Council
Job Number:	TCC-J034
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Date issued	Status
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10 November 2021	Issued
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TAURANGA CITY CENTRE BUS STOPS AND ROUTES MULTI- CRITERIA ASSESSMENT

PREPARED FOR TAURANGA CITY COUNCIL | APRIL 2022

We design with community in mind



City Centre Strategy Refresh (TCC)

- TCC process scored Option B “equal” to Option C, contrary to BOPRC views
- Commissioners have determined that Option B is the preferred route
- BOPRC elected members not involved in process

Access: Option C does not have substantial gradients for pedestrians. Grey St closer to key destinations. Higher activity area supports better personal safety.

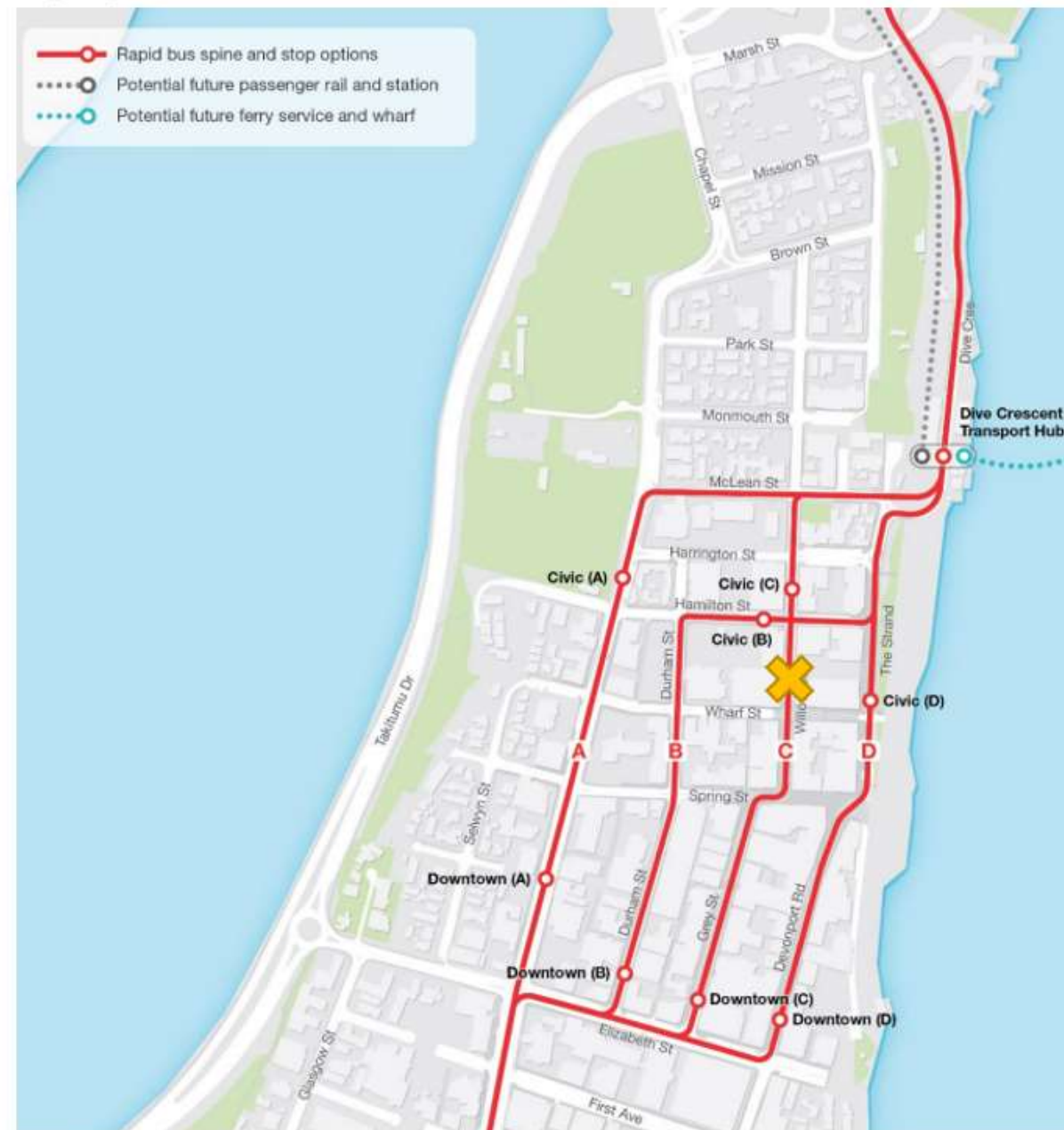
Network Integration: Focus was placed on avoiding conflict between buses/cyclists/pedestrians. Limited consideration for safely integrating modes (e.g Lambton Quay).

Place: Option C presents the opportunity to significantly enhance Grey St (Retail and Office Precinct)

Land Use: Option C will generate higher footfall in Grey/Devonport, providing support to local businesses

PT Quality: Focus was placed on bus journey time, but access to/from stops needs to be carefully considered.

- **UFTI/TSP has a PT mode share target of 20%. This will only be achieved if TP is efficient and convenient**
- **Option C has been “red flagged” due to Civic Precinct Plans**
- **This strategy potentially hinders the ambition of the Future CBD PT Interchange and Public Transport and Infrastructure Business Case**

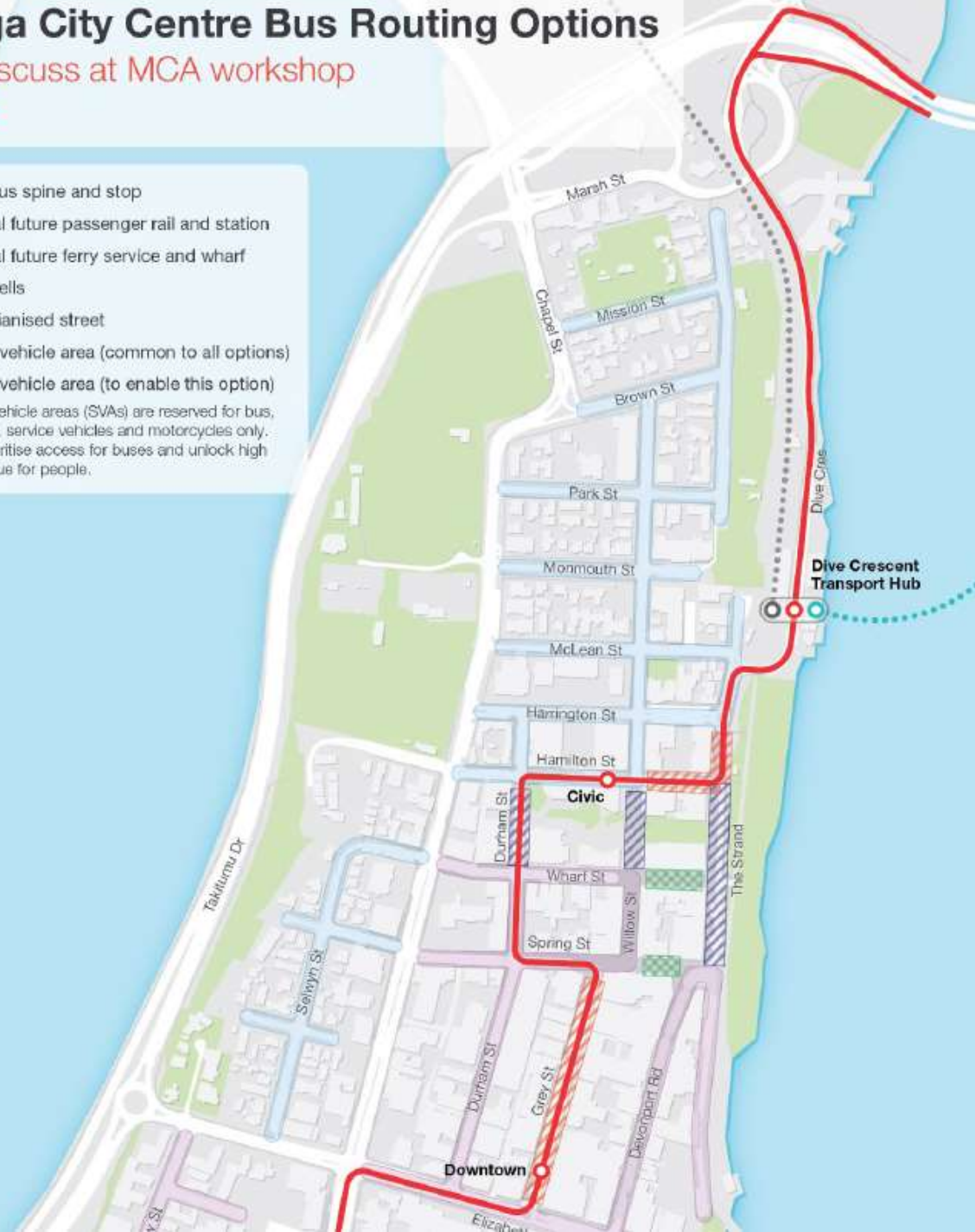


Tauranga City Centre Bus Routing Options

Draft to discuss at MCA workshop

Option E

-  Rapid bus spine and stop
 -  Potential future passenger rail and station
 -  Potential future ferry service and wharf
 -  Traffic cells
 -  Pedestrianised street
 -  Special vehicle area (common to all options)
 -  Special vehicle area (to enable this option)
- Special vehicle areas (SVAs) are reserved for bus, taxi, bike, service vehicles and motorcycles only. They prioritise access for buses and unlock high place value for people.



Talbot said there had been four route options presented at the last committee meeting but staff were asked to create an alternative option in collaboration with stakeholders. This alternative was named Option E.

But Option B was still the preferred option.



Regional councillor Paula Thompson and Commissioner Stephen Selwood. Photo / Talia Parker

Bay of Plenty Regional Council's transport service planning and project delivery team leader, Oliver Haycock, said it was important to get people as close to their destination as possible to make public transport efficient and the "mode of choice".

Therefore, he said the regional council supported Option B on the provision of a laneway connection between Durham St and Grey St "to enable the benefits" of easy access.

According to the agenda, the city council's approved Long-Term Plan included a budget and actions identified to deliver a laneway connection, which was under way.

Regional councillor Paula Thompson asked what the laneway would look like but Talbot said it was still being developed, with the location and design yet to be confirmed.

Thompson said she wanted to congratulate the commissioners and staff on the "truly inspirational" action plan.

"I have got the speed wobbles with the number of plans you are getting signed off."

Fellow regional councillor Andrew von Dadelnszen called the action plan "a milestone achievement".

City Commission chairwoman Anne Tolley said creating a laneway might involve a lot of discussion with private property owners but it would help link up the city centre.

Future of public transport in Tauranga's CBD put under microscope

By [Talia Parker](#)

23 Aug, 2022 09:00 AM © 4 mins to read

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Minutes from the [22 August 2022 TPTJC meeting](#) outline the agreed resolutions, which in essence agree to the route that is proposed in the CCAIP (Option B, Durham Street).

The minutes include, in the 'key points', that it is *'noted that the delivery of laneway connections between Durham and Grey Streets was important to provide access for bus users to enable the benefits of public transport to be delivered.'*

The laneway was seen as an important part of making the connection to Grey Street, to support the preferred option. The resolutions do not go as far as requiring a laneway, but there was an understanding that this was part of the overall solution to maximise outcomes of option B.

Since this decision and direction, Council has worked to support a laneway in this location, including finalising the purchase of 79 Grey Street in April 2023.

On the Durham Street side, Council has discussed options with the landowner of 134 Durham St. Council was not able to finalise the purchase of Durham Street by the end of 2023 and the budgets set aside for a future purchase have been moved to FY 2024/25.

The existing accessway is privately owned by the owner of 134 Durham Street (but developed alongside the former Trustpower, now Mercury development). Council is restarting the project to demolish the building at 79 Grey Street due to its poor seismic strength. We are in the process of deciding how we can best utilise the demolished site, and early options include provision for carparking, an accessway connecting Grey Street with the service lane, and improved amenity (ideally more greenery and public and/or street art).

While noting the existing accessibility challenges, it is Council's preference that the existing accessway (between the service lane and Durham Street) be opened for public use by the owner of the site until the more permanent laneway solution can be achieved.

So why is TCC now proceeding with a sprawled-out Durham St hub without any solid plan to provide a laneway?

This is yet another compromise, along

2024 Update: “Tauranga City Centre Movement Pilot”



April 2024: Option 2 chosen by Commissioners





Six bus stops will be spread along Durham St south. Photo: John Borren/SunLive.

Back to the Bigger Picture: Now 3 Better Options

1. Off-street Bus Interchange

- Option for electric shuttle service around CBD

2. On-street Bus Hub - on the flat, close to city centre (Red Square)

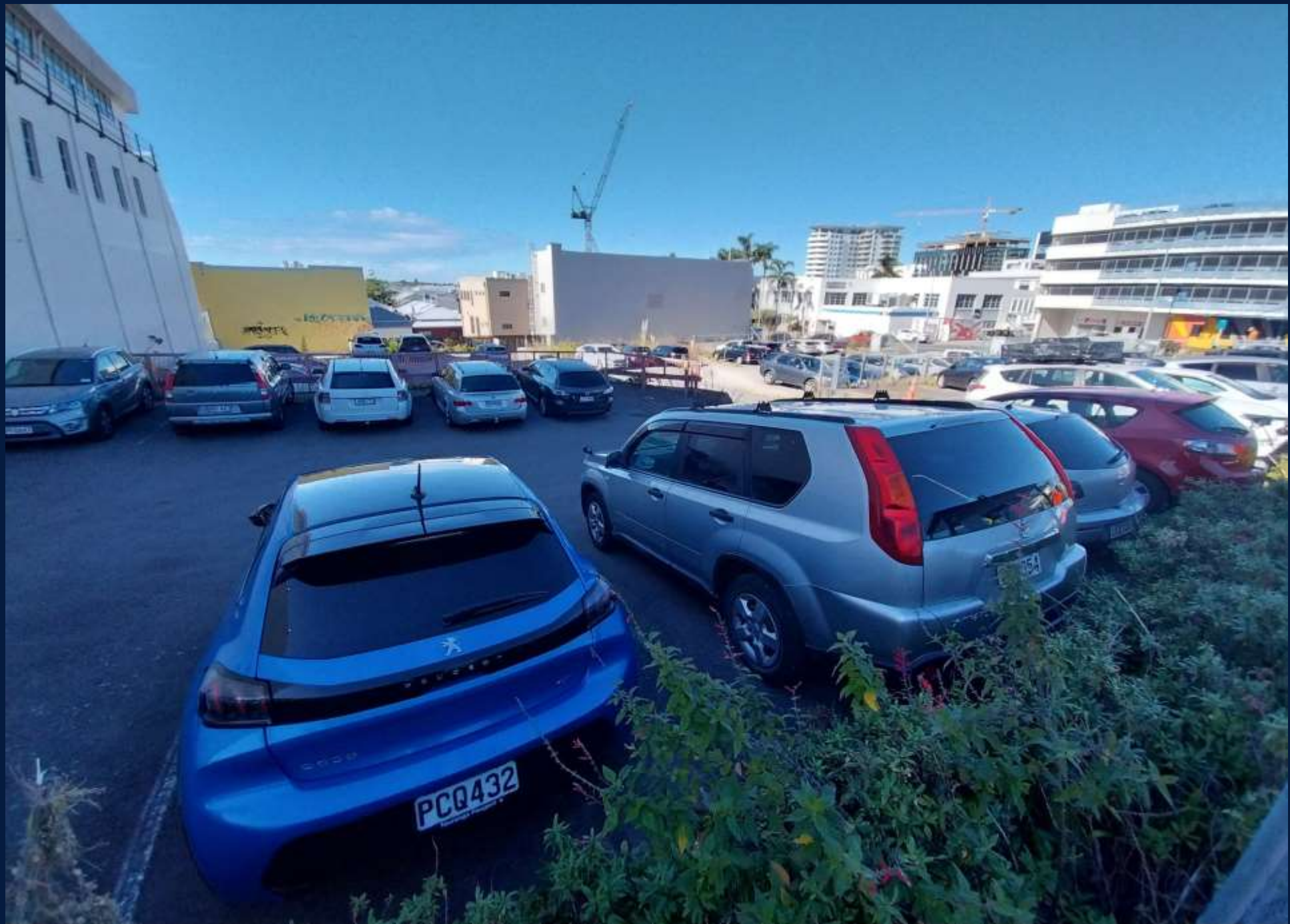
- Either Willow St or Grey St, giving good access for elderly, disabled & others.

3. TCC's Durham St South hub - Improved version (Option 1.5) including:

- Accessible laneway between Durham & Grey Streets
(via TCC owned 79 Grey St and alleyway next to Mercury building)
- Toilets
- Protection from weather
- All bus stops located close together (in front of Mercury, not parking building)

What About This Site? Corner Spring St & Durham St





MEETING OUTCOME:

Council's View v Community's View

1. TCC's View

- Have looked at all the options in the past
- There are pros and cons for them all
- Some people want off-street, others on-street; some central, others Durham St
- In the end, just need to choose one – they're all a compromise

2. Community View (from meeting and feedback received)

- We've never been asked our thoughts on the wider options
- Need to understand proposed new bus system to make an informed choice
- Interchange needs to make it easy to transfer buses (whether on- or off-street)
- TCC's Durham St Interchange Plan is the worst of all worlds – sprawls length of block, poor facilities, and makes it hard to access and transfer buses
- Also look at hybrid off-street / on-street solution corner Spring St & Durham St (catering for Intercity buses as well as Baybus services)

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