

**Joint WDC-NRC Whangarei Public  
Transport Working Party**

**Tuesday 10 June 2025 at 9:00 am**

# **AGENDA**

## Joint WDC-NRC Whangarei Public Transport Working Party Agenda

Meeting to be held in the Council Chamber, 35 Walton Street, Whangarei  
on Tuesday 10 June 2025, commencing at 9:00 am

**Please note: working parties and working groups carry NO formal decision-making delegations from council. The purpose of the working party/group is to carry out preparatory work and discussions prior to taking matters to the full council for formal consideration and decision-making. Working party/group meetings are open to the public to attend (unless there are specific grounds under LGOIMA for the public to be excluded).**

### MEMBERSHIP OF THE JOINT WDC-NRC WHANGAREI PUBLIC TRANSPORT WORKING PARTY

Chairperson, Councillor Rick Stolwerk

NRC Councillor, Jack Craw

WDC Councillor, Scott  
McKenzie

WDC Councillor, Simon Reid

WDC Councillor, Carol Peters

NRC Councillor, Joe Carr

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**TITLE:** Confirmation of Minutes - 11 February 2025

**From:** Haylee Labelle, Personal Assistant Community Resilience

**Authorised by** Louisa Gritt, Group Manager - Community Resilience, on 21 May 2025  
**Group Manager/s:**

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### Ngā mahi tūtohutia / Recommendation

That the minutes of the Joint WDC-NRC Whangarei Public Transport Working Party meeting held on 11 February 2025, be confirmed as a true and correct record and that these be duly authenticated by the Chair.

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### Attachments/Ngā tapirihanga

Attachment 1: Minutes - 11 Feb 2025 [↓](#) 

Joint WDC-NRC Whangarei Public Transport Working Party  
11 February 2025

## Joint WDC-NRC Whangarei Public Transport Working Party Minutes

Meeting held in the NRC Council Chambers  
36 Water Street, Whangarei  
on Tuesday 11 February 2025, commencing at 9:00 am

### Present:

Chairperson, Councillor Rick Stolwerk  
NRC Councillor Jack Craw  
WDC Councillor, Scott McKenzie (online)  
WDC Councillor, Simon Reid  
WDC Councillor, Carol Peters (online – joined at 9.08am)  
NRC Councillor, Joe Carr

### In Attendance:

**Full Meeting**  
NRC Transport Manager, Chris Powell  
NRC Regional Transport Coordinator, Kayla Gunson  
NRC Secretariat, Haylee Labelle

The Chair declared the meeting open at 0900am. Karakia by Cr Craw

### Housekeeping (Item 1.0)

### Apologies (Item 2.0)

There were no apologies.

### Confirmation of Minutes - 1 October 2024 (Item 4.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

#### Moved (Stolwerk/Craw)

That the minutes of the Joint WDC-NRC Whangarei Public Transport Working Party meeting held on 1 October 2024 be confirmed as a true and correct record and that these be duly authenticated by the Chair.

Carried

### Receipt of Action Sheet (Item 5.1)

Report from Haylee Labelle, Personal Assistant Community Resilience

#### Moved (Stolwerk/Craw)

That the action sheet be received.

Carried

*Secretarial notes: Following the meeting, NRC secretariat forwarded the email from action 2 1/10/24 to Cr Craw, Cr Carr, Cr Peters, Cr McKenzie.*

Joint WDC-NRC Whangarei Public Transport Working Party  
11 February 2025

## Operational Report (Item 6.1)

**Report from Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator**

### Moved (Stolwerk/Reid)

That the report 'Operational Report' by Chris Powell, Transport Manager - Northland Regional Council and Kayla Gunson, Regional Transport Coordinator and dated 13 December 2024, be received.

### Carried

#### Secretarial notes:

- *Whangarei Boys and Girls high requested an additional bus service at 3:30 PM due to high demand, with 34 names collected for the new service. This request is under consideration.*
- *The temporary terminal at Vine Street - expected to be in place until June. The setup includes a Portacom office, three toilets, and sourcing seating for elderly people.*
- *There have been complaints from two shops about buses loading and unloading outside their premises (in the temporary location), causing inconvenience due to people milling around and occupying car parks.*
- *Matapouri and Waipu proved to be a good choice for the Beach Bus Service*

**T2 Lanes Update:** Now expected to be completed by the 26 May. They will only operate between the hours of 0700-0900 weekdays.

- *The five signal crossings will have traffic lights that trigger when pedestrians are present*
- *Enforcement will be carried out using cameras and staff monitoring traffic flow. The lanes are designated for buses, coaches, taxis, emergency vehicles, and cars with two or more people.*
- *Concerns raised about the T2 lane on Bank Street being too narrow for buses. The inside lane appears very thin, resembling a wide bike lane, while the outside lane is extremely wide.*
- *There have been complaints about the poor coverage of old lane markings, which are confusing for drivers. The current solution involves using dark grey paint, but a better solution is being sought, possibly involving adding chip to the paint.*
- *A parking bay will be installed by the Rail Crossing on Kamo Road which will ensure the safety of freight/trucks unloading at the shops*

**National Ticketing System:** Known as the Motu Move card, will allow travel on any council-contracted service nationwide, excluding commercially operated services like Intercity buses, trains, and ferries.

- *The implementation of the national ticketing system has been delayed from the proposed September 2025 go live date by three to four months due to difficulties in meeting the diverse needs of regional councils*
- *The system is currently being trialled in Christchurch, where back-office issues are being identified and resolved. These trials are crucial to ensure the system works smoothly before wider implementation.*
- *There was a discussion about the refund policy for the current B card balances. It was noted that during the transition from Snapper card to B card, only a small number of refunds were issued, and a similar approach may be taken for the new system.*

**Hikurangi Link Service:** Recommended providing a three-month notice for the withdrawal of the Tuesday link service due to low patronage

- *Discussed the possibility of passengers using the community-based van service operated by the Hikurangi Business Association. This service is already subsidized and could serve as an alternative for affected passengers.*

**Total Mobility Scheme:** The present system is not financially sustainable

Joint WDC-NRC Whangarei Public Transport Working Party  
11 February 2025

- *The Ministry of Transport is conducting a national review of the total mobility scheme, focusing on eligibility criteria.*
- *Discussed the need to review the eligibility criteria to ensure that only those who genuinely need it are enrolled. This could help control costs and ensure the scheme's sustainability. Noted this is outside WPTWP sphere of influence, we can only influence % of subsidy*
- *Discussed possibility of reverting the subsidy back to 50% to better manage the financial impact.*
- *Encourage staff to raise concerns of eligibility ahead of subsidy*

**Actions:**

2. **NRC Transport Manager to confirm the locations of the five signal crossings and circulate this information to WPTWP members**
3. **NRC Transport Manager to communicate with Laura at WDC regarding the narrow markings on Bank Street and confusing lane coverings**
4. **NRC Transport Manager to obtain and circulate plans of roundabout portion of T2 lanes**
5. **Take paper to Council meeting in March with the recommendation to withdraw the Tuesday Hikurangi Link Service service**
6. **The team to engage with the Hikurangi Business Association Group to discuss the transition and support for the existing community van service.**

## **NZTA Required Targets for Private Share Revenue (Item 6.2)**

**Report from Chris Powell, Transport Manager - Northland Regional Council**

**Moved (Stolwerk/Craw)**

That the report 'NZTA Required Targets for Private Share Revenue' by Chris Powell, Transport Manager - Northland Regional Council and dated 16 December 2024, be received.

**Carried**

*Secretarial notes: The Minister wants to see an increase in private share funding and have left councils to decide. Discussed proposal to revert bus fares to their 2018 levels due to increased operational costs and the need to meet government funding requirements. Adult fares will increase from \$2 to \$3 and child fares from \$1 to \$2.*

- *Discussed the impact on passengers and emphasized the need for public consultation to explain the fare increase and gather feedback. Effective communication strategies, including community meetings and surveys, will be employed to ensure transparency and public understanding.*
- *The fare increase is expected to impact passengers, particularly school children and low-income individuals. Measures such as maintaining half-price fares for community service cardholders will be considered to mitigate the impact.*
- *Alternative revenue strategies, such as advertising on buses, were discussed but deemed insufficient to cover the funding gap. The fare increase is seen as the most viable solution to ensure the financial sustainability of the bus services.*
- *WPTWP supports the fare increase*

**Actions:**

- **NRC Transport Manager to obtain data on the impact of school bus services reducing congestion on roads (the measure of term time vs non term time)**
- **Comms about consultation for fare increases to include the chair of WPTWP**

## **Conclusion**

**The meeting concluded at 09.59am**

**TITLE:**                    **Receipt of Action Sheet**

**From:**                    Haylee Labelle, Personal Assistant Community Resilience

**Authorised by**            Louisa Gritt, Group Manager - Community Resilience, on 21 May 2025  
**Group Manager/s:**

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### **Whakarāpopototanga / Executive summary**

The purpose of this report is to enable the meeting to receive the current action sheet.

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### **Nga mahi tutohutia / Recommendation**

That the action sheet be received.

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### **Attachments/Ngā tapirihanga**

Attachment 1: Action Sheet [!\[\]\(d0262bbe9d2356661a2e89321dfcc781\_img.jpg\)](#) 

Whangarei Public Transport Working Party Action Sheet						
Action	Meeting date	Agenda Item	Action	Person(s) responsible	Status	Notes
1	11/02/2025	6.1 Operational Report	Confirm the locations of the five signal crossings and circulate this information to WPTWP members	NRC Transport Manager	Completed	25/2/25 - Update sent to Elected Representatives
2	11/02/2025	6.1 Operational Report	Communicate with Laura at WDC regarding the narrow markings on Bank Street and confusing lane coverings	NRC Transport Manager	Completed	25/2/25 - Update sent to Elected Representatives
3	11/02/2025	6.1 Operational Report	Obtain and circulate plans of roundabout portion of T2 lanes	NRC Transport Manager	Completed	25/2/25 - Update sent to Elected Representatives
4	11/02/2025	6.1 Operational Report	Take paper to Council meeting in March with the recommendation to withdraw the Tuesday Hikurangi Link Service service	NRC Transport Manager	Completed	Paper compiled to go to June 2025 Council Meeting
5	11/02/2025	6.1 Operational Report	Engage with the Hikurangi Business Association Group to discuss the transition and support for the existing community van service.	NRC Transport Manager	In Progress	21/5/25 Meeting will arranged following approval from Council to reduce services.
6	11/02/2025	6.2 NZTA Required Targets for Private Share Revenue	Obtain data on the impact of school bus services reducing congestion on roads (the measure of term time vs non term time)	NRC Transport Manager	In Progress	21/5/25 - Staff still to collect this information.
7	11/02/2025	6.2 NZTA Required Targets for Private Share Revenue	Comms about consultation for fare increases to include the chair of WPTWP	NRC Transport Manager	In Progress	21/5/25 Comms advised that all public notification pertaining to Whangarei Bus Services be run past the WPTWP Chair.



**TITLE: Operational Report**

**From:** Chris Powell, Transport Manager - Northland Regional Council

**Authorised by** Louisa Gritt, Group Manager - Community Resilience, on 26 May 2025  
**Group Manager/s:**

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**Whakarāpopototanga / Executive summary**

This report provides an update to the Whangarei District Council/Northland Regional Council Public Transport Working Group (WPTWG) on the various Whangarei passenger transport services in operation and projects being undertaken since the last meeting of 11 February 2025.

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**Ngā mahi tūtohutia / Recommendation**

That the report 'Operational Report' by Chris Powell, Transport Manager - Northland Regional Council and dated 15 April 2025, be received.

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**Background/Tuhinga**

CityLink and SchoolLink Services

All services operated with no serious disruptions reported. The number of passengers carried has shown a very gradual increase when compared to the same period last year.

Services along Matai Street in Otangarei are yet to be re-instated. Staff will be meeting with the bus operator during the month of May 2025 to discuss and compile a re-entry plan.

Whilst driver numbers have gradually improved, there has recently been a sudden increase in sick leave which is not uncommon for this time of year. Missed trips are continually being reported through the CityLink Facebook page.

Fares Increase - Update

The Government Policy Statement on Land Transport 2024 (GPS) directs Public Transport Authorities (PTAs) to increase private share revenue on all contracted bus services. This aims to manage rising public transport costs while easing the financial burden on taxpayers and ratepayers.

The NZTA set specific private revenue targets for the financial years 2024/25 to 2026/27. These targets encompass all contracted passenger services in Northland. Staff engaged with NZTA through multiple meetings to discuss these targets which were reduced and set at: -

- 2024/25 – Align with approved budget.
- 2025/26 – 18%
- 2026/27 – 19%

A paper was presented to the Northland Regional Council (NRC) March 2025 meeting detailing events to date and recommending the following fare increase to meet the targets set. This increase to be: -

- CityLink Service: Restore fares to pre-2018 levels to recover revenue lost due to discounted fares introduced during the Bee Card transition.
  - Adult:
    - Present = \$2.00

- New Fare = \$3.00
  - Child:
    - Present = \$1.00
    - New Fare = \$2.00
- Hikurangi and Bream Bay Link Services: Fares have remained unchanged since their inception. It was recommended that these fares be increased by \$0.50c per trip.

The NRC approved the recommended fares increase but requested that staff attempt to find any means to mitigate the fares increase. This was done but no suitable sources of additional income sufficient to offset and/or mitigate a fares increase were found. These were covered in detail at a council workshop on 13 May 2025.

The proposed implementation date for the fares increase is 1 August 2025. (This is the earliest date that ticketing machines can be programmed with the new fares.

#### National Ticketing System (NTS)

Whilst no formal information has been provided, there may well be a further delay in the implementation of the NTS due to programme related issues being encountered during the testing phase. There is a possibility that the rollout in Northland could now move to late 2026/early 2027.

In the interim, INNIT, the company running the Bee Cards will continue to operate as normal.

#### Bike Racks

At the time of compiling this report, Ritchie's have confirmed they have now received all the additional light fittings to ensure the CityLink buses will be compliant. Work has commenced on fitting these. Council is awaiting confirmation of a date when bicycles can be carried safely on all CityLink buses.

#### Rose Street Bus Terminus - Update

The Whangarei District Council have advised that a "soft opening" is scheduled for the start of July 2025. However, there is potential for a delay in receipt of the steel required to complete the project.

To date, the toilet block and widened path from Rose Street Vine Street is almost complete. Tree planting has commenced along the new walkway leading from the terminus to Vine Street.

NRC and WDC staff are in the process of reviewing bus stop signage at Rose Street. It is planned to use the route identity colour coding as utilised in the timetables to further assist passengers in identifying the correct boarding point.

#### Regional Public Transport Plan

The draft Regional Public Transport Plan 2025 (RPTP) has been completed. A copy of the draft has been forwarded to New Zealand Transport Agency Waka Kotahi (NZTA) for their input and to ensure that staff have followed the correct process.

On receipt of feedback from NZTA, a copy of the draft RPTP will be forwarded to the Regional Transport Committee for consideration and approval for release for public consultation.

The timeline for this project can only be finalised when NZTA have completed their review of the document.

As done in the past, permission will be sought to allow members of the WPTWG internet access to the draft RPTP to allow input into the document.

### Total Mobility

The number of clients trips taken since the last meeting has, for the first time since the increase in national subsidies, started to even off. This contrasts with the continuing increase in trips taken and expenditure utilised.

Whitelisting Project: - The new Total Mobility” Whitelisting “process went live on Wednesday 28 May 2025. This new process electrically validates the authenticity of the Total Mobility cards and ensures they are both active and valid. This also means that all TM clients must present their card at the beginning of each trip. Any cards ordered after 28 May 2028 that have been cancelled for any reason will be shown as invalid. The Total Mobility client will have to contact the Transport Team to order a new card. The current service providers technology presently does not have this capability. This new process will assist in eliminating fraud and afford council increased control over the Northland TM scheme and its budgets.

Total Mobility Scheme Review: - The Terms of Reference for the review was developed in consultation with key Total Mobility stakeholders and has four key parts:

1. The purpose of Total Mobility
2. How the Total Mobility Scheme can be more accessible for disabled people
3. How aspects of the Total Mobility Scheme’s operations can be improved
4. Funding mechanisms for the Total Mobility Scheme

This review is led by the Ministry of Transport.

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### **Attachments/Ngā tapirihanga**

Nil

**TITLE:** **Hikurangi Service**

**From:** Chris Powell, Transport Manager - Northland Regional Council

**Authorised by** Louisa Gritt, Group Manager - Community Resilience, on 21 May 2025  
**Group Manager/s:**

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### **Whakarāpopototanga / Executive summary**

Following four years of operation and numerous attempts by staff to promote and enhance the service, the Hikurangi Link Bus Service has failed to attract sufficient passenger numbers to continue operation in its present form.

This paper serves to update the Joint Whangarei District Council/Northland Regional Council Whangarei Public Transport Working Group (WPTWG) on the planned reduction in the Hikurangi Link Bus Service.

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### **Ngā mahi tūtohutia / Recommendation**

That the report 'Hikurangi Service' by Chris Powell, Transport Manager - Northland Regional Council and dated 19 May 2025, be received.

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### **Background/Tuhinga**

#### Original Hikurangi Bus Service

In late 2002/early 2003 the Northland Regional Council (NRC) was approached to operate a service between Hikurangi and Whangarei. Following consultation with the community of Hikurangi, a twice-a-week subsidised service commenced on 3 June 2003.

Despite route extensions and extensive marketing and advertising, patronage remained low, and the service was eventually withdrawn.

#### Re-introduced Hikurangi Bus Service

On 1 November 2020, at the request of the Joint WDC/NRC Whangarei Public Transport Working Group (WPTWG) Elected Representatives, NRC introduced a Thursday-only service operating between Hikurangi and Whangarei.

This service was supported by the Hikurangi community and commercial sectors, wanting to provide transport for financially disadvantaged residents needing to access Whangarei for medical, shopping, and social needs. It was named the Hikurangi Link Service.

Passenger numbers remained below expectations. After further discussions with Hikurangi representatives, NRC added a Tuesday service from 1 July 2023 to encourage greater use of the service. However, there has been no increase in patronage. Passenger numbers per trip to date are: -

- 2020/2021 = 3
- 2021/2022 = 2
- 2022/2023 = 2
- 2023/2024 = 2
- 2024/2025 = 2

At the Joint WDC/NRC Whangarei Public Transport Working Group meeting on 11 February 2025, it was agreed that staff would recommend: -

1. That, after a three-month notice period and no increase in passenger numbers, the service be reduced to once weekly (Thursdays only).
2. If numbers do not increase in the following six months, and after a further three-month notice period, the service be discontinued.

During the 2023/2024 financial year, The Hikurangi Community Trust, with funding assistance from the NRC, established an on-demand transport service. This service does not overlap with the Hikurangi Link's times or routes. Passengers affected by changes to the Hikurangi Link may use this alternative.

#### Paper to Northland Regional Council Meeting

A paper based on the same lines as this report will be presented to the June 2025 Council meeting with the following recommendations: -

1. That the Northland Regional Council approve that, following a three month notice period with there being no increase in passenger numbers, the present twice-weekly Hikurangi Link Service be reduced to once a week, operating on Thursdays only.
2. That if passenger numbers fail to increase for the six-month period following the reduction in service, the Northland Regional Council approve that, following a three-month notice period with no increase in passenger numbers, the Hikurangi Link service be discontinued.

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#### **Attachments/Ngā tapirihanga**

Nil

**TITLE:** Update on progress on Kamo/Whangarei T2 Lane

**From:** Chris Powell, Transport Manager - Northland Regional Council

**Authorised by** Louisa Gritt, Group Manager - Community Resilience, on 21 May 2025  
**Group Manager/s:**

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### Whakarāpopototanga / Executive summary

This paper updates the Joint Whangarei District Council/Northland Regional Council Whangarei Passenger Transport Working Group on the progress made in regard to the Kamo to Whangarei T2 Lane.

Laura Devcich, representing the Whangarei District Council will be presenting on this paper.

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### Ngā mahi tūtohutia / Recommendation

That the report 'Update on progress on Kamo/Whangarei T2 Lane' by Chris Powell, Transport Manager - Northland Regional Council and dated 13 May 2025, be received.

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### Background/Tuhinga

Regular updates on the progress of the new Rose Street Bus Terminus have been provided to the Joint Whangarei District Council/Northland Regional Council Whangarei Passenger Transport Working Group (WPTWG) since inception of the project.

Laura Devcich, representing the Whangarei District Council, will do a presentation to the WPTWG on progress to date, what is still to be completed and will be available to answer questions on this project.

See [Attachment I](#) for a copy of the "Kamo Priority Lane Update" and [Attachment II](#), the supporting PowerPoint presentation titled "Kamo Priority Lane Briefing" tabled at the Whangarei District Council meeting on Thursday 15 May 2025.

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### Attachments/Ngā tapirihanga

Attachment 1: Kamo Road TZ Lane - Update [↓](#) 

Attachment 2: Kamo T2 Lane Update Presentation [↓](#) 



## Kamo Priority Lane Update

**Meeting:** Infrastructure Committee  
**Date of meeting:** 15 May 2025  
**Reporting officer:** Nick Marshall – Transportation Strategy & Planning Lead  
Laura Devcich – Kamo Road T2 Project Lead

### 1 Purpose / Te Kaupapa

The purpose of this report is to provide Council with an update of the Kamo Road T2 Priority Lane project including an outline of the decision papers that will be brought to Council.

### 2 Recommendation/s / Whakataunga

That the Council notes the Kamo Priority Lane Update paper

### 3 Background / Horopaki

Kamo Road & Bank Street form one of our highest volume arterials on the local road network with over 3,000 vehicles using it in the morning peak. The route is congested with vehicle and bus passengers experiencing variable journey times and delays.

The Kamo catchment is identified as one of the highest population growth areas in the district currently, and that trend is predicted to continue as per the Whangarei District Growth Strategy (Sept 2021). This document identifies “more frequent and comprehensive bus services” as being a part of the Kamo catchments growth strategy plan.

Whangarei District Council recognised that Whangarei City would benefit from developing bus priority lanes in the Whangarei City Transportation Network Strategy (Programme Business Case). To understand which routes and their priority, Council then developed the CityLink Improvement (Programme Single Stage Business Case) which identified four key arterial routes that would benefit from bus priority lanes.

Kamo Priority Lane was the first priority due to the urgent need to increase capacity on this corridor, and the low investment required due to existing generous road widths (kerb to kerb).

The Kamo Priority Lane project is being delivered in close collaboration with Northland Regional Council (NRC) who are responsible for the provision of bus services. The NRC LTP includes funding for an increase in bus frequency which will be introduced later this year as part of the implementation of the priority lane.

The Kamo Priority Lane is expected to improve journey time reliability for bus passengers which removes a major infrastructure obstacle to the success of bus services on the Kamo / Bank arterial. It is recognised that there are other obstacles that remain to attract people to public transport use (including security, park and ride etc). Increasing public transport use (as well as higher vehicle occupancy) increases the productivity of the corridor – i.e. we can get more people into town in the morning peak.

The Kamo Priority Lane is a T2 Transit Lane, this means that any vehicle, including a bus or taxi, that has at least 1 passenger can utilise this additional lane, and enjoy a quicker journey to the City Centre. This is achieved by effectively creating an additional lane during the morning peak, through converting the parking lane into a second southbound lane.

As part of the project additional permanent parking has been created to minimise the impact on local businesses along the route. The project includes a number of signalised pedestrian crossing facilities. Refer Image 1 and 2 below.

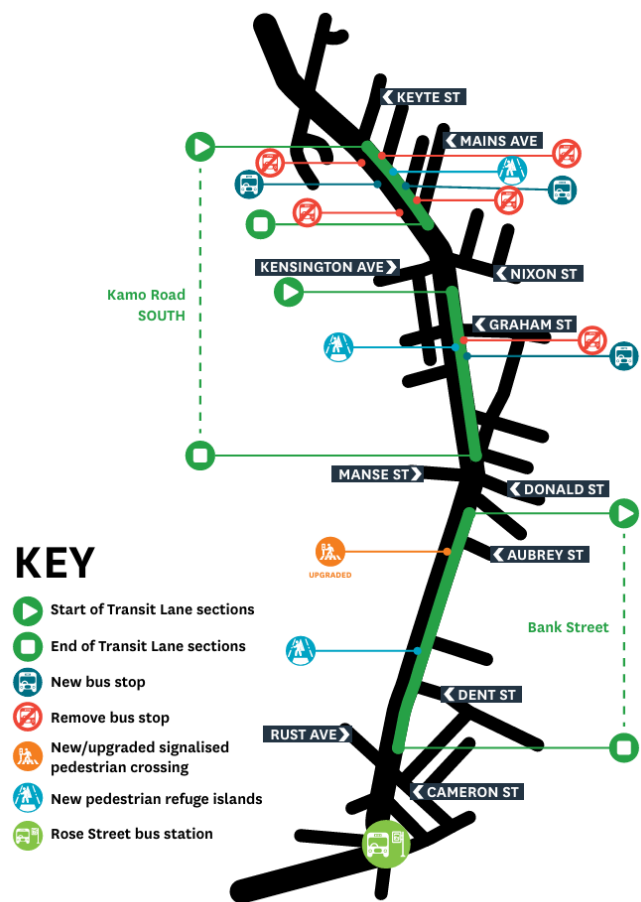


Figure 1: Map Kamo Road T2 Lane



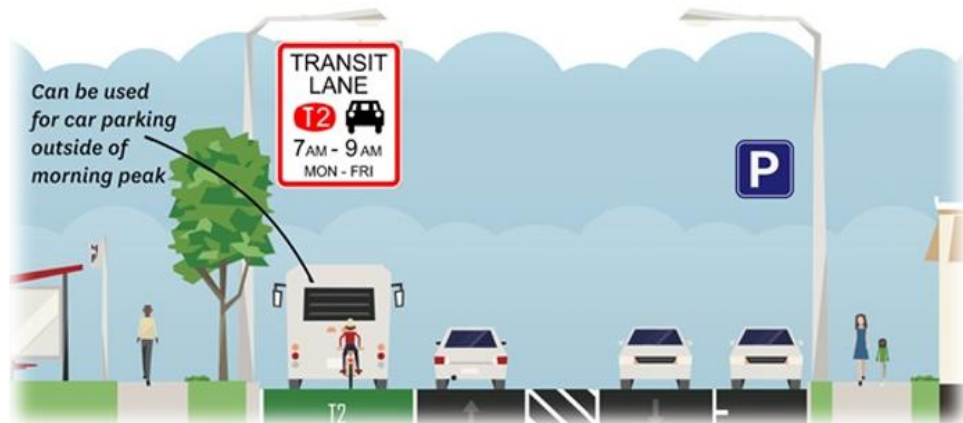


Figure 2: Infographic Kamo Road T2 Lane

## 4 Discussion / Whakawhiti kōrero

### 4.1 Project status

The project is being delivered in two stages;

Stage 1 – Rose Street Bus Hub to Whau Valley

Stage 2 – Kamo Village to Whau Valley

The Kamo T2 Lane is part of the Transport Choices Funding which was 100% funded through NZTA. Council resolved at the 12 December 2024 meeting to provide an additional \$500k funding to enable the project to be completed.

Construction of Stage 1 started in November 2024 and Stage 2 started early 2025. Below is a summary of the status of key components of the project:

- Lane markings – complete
- Additional parking bays – mostly complete, (will include additional parking outside Adriatic Fisheries)
- Signalised pedestrian crossing facilities – first set underway and remaining subject to Council approval to increase contract value.
- Enforcement cameras – ordered and will be operational by August 2025 subject to Council Approval.

### 4.2 Parking

The project has effectively created an additional southbound lane that will increase the capacity of the corridor in the morning peak.

A consequence of this is that there has been a loss of some on street parking

Through the implementation of the project, we have responded to business concerns and where possible, worked with them to find solutions

Specifically parking outcomes are as follows:

Bank Street in front of Nectar Café: 3 x P180 carparks are being lost in front of Nectar to make way for a dedicated bus stop. 5 x P180 carparks remain on this side of the road.

Whangarei Primary: 6 x P60 carparks on either side of the road outside Whangarei Primary are replaced by 7 new P180 carparks at the beginning of Aubrey Street.

Between Manse Street and Kensington Ave: North of Regent lights there is some midblock loss of carparks in the northbound direction, but parking is retained on the southbound side. An additional carpark is being provided on the northbound side of the road at the Kensington shops.

Narnia Café: Loss of 3 clearway parks (between 7-9am) in front of Narnia café have been replaced by installation of 5 x P180 permanent carparks at the beginning of Mains Ave.

Charlies Bakery: Loss of on street parking in front of Charlies Bakery has been replaced with indented carparks immediately in front of their business.

North of Whau Valley lights up to Radius Health: no stopping lines have been installed on the northbound, but removed on the southbound. There have also been a few parking spaces removed around intersections to allow for sightlines.

#### **4.3 Enforcement**

Enforcement will be critical to the success of this infrastructure. The bus priority and T2 lane will be the first of its kind in the Whangārei District and will take some getting used to by residents and ratepayers. While the project has no wish whatsoever to generate income and/or frustration for drivers, enforcement must be able to be carried out in order to clear the lane and ensure it can deliver on its promise to provide efficiency in the morning peak. Enforceability will hinge on detailed Council resolutions made under the Local Government Act 1974 and Council's Parking and Traffic Bylaw based on accurate and comprehensive as-built drawings of the traffic control devices (lane markings, bus stops, car parks). At the time of writing, these drawings are still being developed.

Staff will therefore present a decision report for Council to give legal effect to the various components of the priority lane (Clearway, T2 Lane, bus stops, NSAAT) and thus ensure its enforceability.

The enforcement will be made up of two elements. The first is clearway enforcement. This will be an activity primarily to clear vehicles before 7am in the morning, to ensure the infrastructure is clear and available for buses and T2 vehicles. The T2 Lane is only active between 7 and 9am, after which it reverts to parking.

This enforcement activity will be carried out manually by Armourguard staff in the period up to and immediately after 7am each morning. This paper will make provision for contracted staff to carry out this activity (they will require the support of Council's towing contractor to complete their task in some instances).

The second enforcement activity is ensuring that only vehicles that are permitted to use the lane are doing so during the lane's operation hours of 7-9am. This activity will be carried out by way of special enforcement lane cameras that are to be purchased from CSL

Infrastructure, who have developed the technology on the Auckland Transport (AT) network. AT will process the evidence packages generated by the cameras and infringement packages will be provided to Armourguard, as our warranted officers to issue.

#### 4.4 Next Steps

The next steps for this project are –

1. **Finalise construction** including
  - a. the replacement of zebra crossings with signalised crossings to improve safety and improve traffic flow
  - b. Procure and install enforcement cameras
  - c. Additional Parking facilities
2. **Soft Opening Event** – A soft opening event will be held in June, as a requirement of the funding agreement with NZTA for Stage 1.
3. **Implement Enforcement** – This includes clearway enforcement through the Armourguard as well as Enforcement Cameras.
4. **Increased bus frequency** – NRC will increase the bus frequency on the Kamo 3 and 3a buses when the Priority Lane is fully operational.

There are a number of approval steps required from Council to enable implementation of the project

1. **ITS & Signals Maintenance Contract Value Increase** – 15 May Infrastructure Committee. Paper requesting an increase in the value of this contract (which was competitively tendered and includes the provision of new ITS/Signals) to include the purchase and installation of enforcement cameras and implementing signalised pedestrian crossing facilities. Fully funded through NZTA subsidy
2. **Parking Enforcement Contract extension** – 22 May Council meeting. Paper requesting an increase of the value of this contract to cover enforcement of the T2 Lane and associated Clear Ways. The revenue from infringement notices will cover the additional enforcement costs
3. **Traffic and Parking Bylaw amendments** – June 26<sup>th</sup> Council Meeting. This paper will amend the bylaw to legalise the T2 Priority Lane, Clear Ways and No Stopping At All Time (NSAAT) markings. This is in June as it requires the As Built Drawings to be completed.

There will be regular monitoring of the effectiveness of the T2 Lane including journey time reliability, bus patronage and vehicle occupancy. This will be reported through the Monthly Transportation Operations Report.

Potential improvements to the Priority Lane will be identified and implemented over time subject to availability of funds and approval.

## 5 Significance and engagement / Te Hira me te Arawhiti

The decisions or matters of this Agenda do not trigger the significance criteria outlined in Council's Significance and Engagement Policy, and the public will be informed via agenda

publication on the website or Council News or Facebook or any other channel you currently use to inform customers – please also advise Communications

## **6 Attachments / Ngā Tāpiritanga**

No attachments.

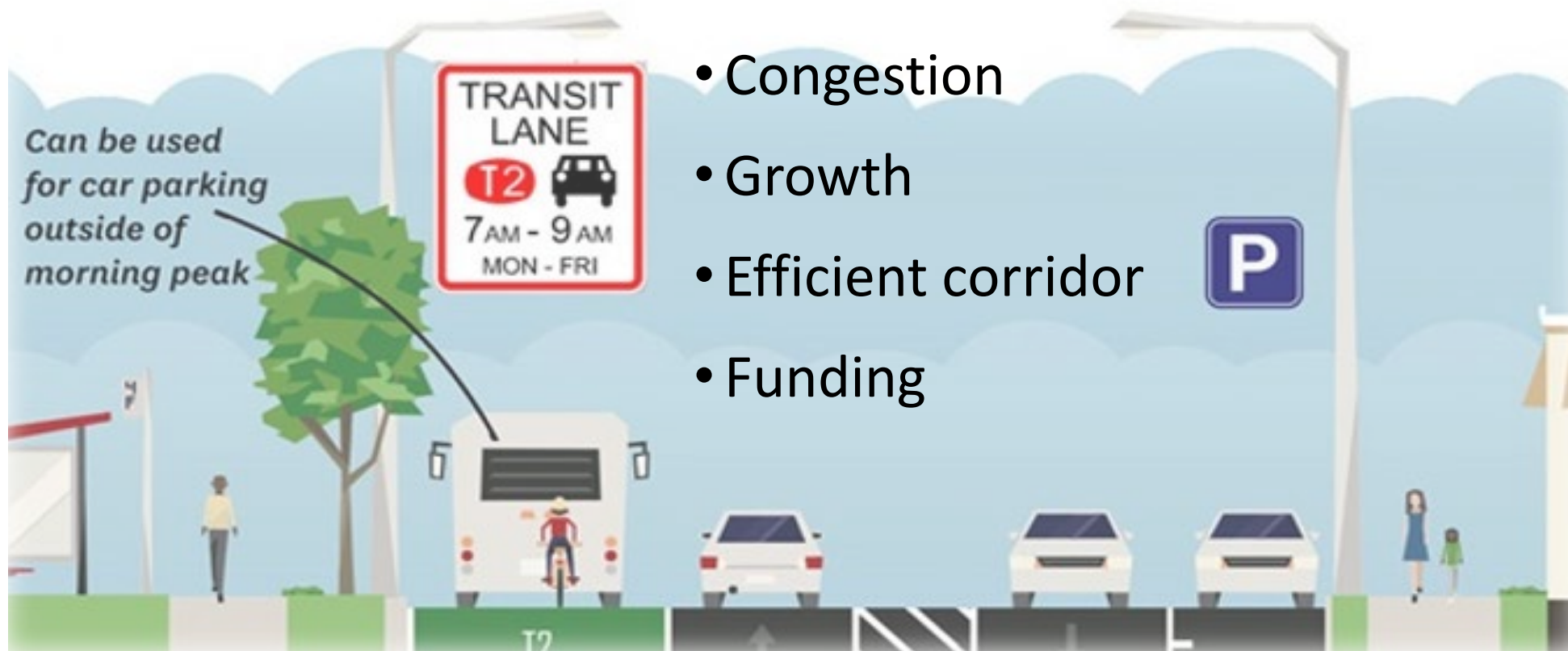


## Kamo Priority Lane Briefing

Infrastructure Committee

15 May 2025

# Why



# What



- Extra southbound lane (7-9am)
- Signalised crossings
- Bus stop locations
- Partnership with NRC



## *Timeline*

November 2022	Project start up funding
November 2023	Consultation
December 2023	Construction funding
2024	Design & Procurement
November 2024	Construction start
Mid June 2025	Soft opening





## ***Enforcement***

- Cameras
- Technology – Auckland Transport
- Support – Auckland Transport
- Clearway enforcement – Armourguard



## *Looking forward*

- Goal - efficiency of corridor
- Barriers
- Monitoring and evaluation
- Future corridors



Thank you