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BAY OF PLENTY REGIONAL LAND TRANSPORT STRATEGY

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PROPOSED AMENDMENTS TO THE TEN YEAR PLAN 2006-2016 – STATEMENT OF PROPOSAL

PROJECT HQ PROPOSAL TO MOVE ENVIRONMENT BAY OF PLENTY'S HEADQUARTERS TO TAURANGA

ADOPTED FOR PUBLIC CONSULTATION ON 15 MARCH 2007

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A special thanks to all of those who submitted on the RLTS or took an interest in the development of the Strategy.

Preface

Environment Bay of Plenty through its Regional Land Transport Committee has again risen to the challenges and responsibilities of the Land Transport Management Act 2003, by developing its second Regional Land Transport Strategy.

Our first Strategy (also the first in New Zealand under the new legislation) was prepared in response to the rate of growth in the Bay of Plenty. It was one of the pivotal pieces of work enabling us to engage with central government. As a consequence the Ministry of Transport and the region established a Joint Officials' Group (JOG) in April 2005. The JOG's objective was to advise on the need for additional funding over the next ten years to improve land transport outcomes in the region.



The JOG process culminated in the Crown agreeing to contribute an additional \$150 million to the region to address congestion and improve access and safety. These objectives are to be achieved through investment in strategic roading, passenger transport, transport demand management (TDM), and walking and cycling. This allocation is outside the normal priority allocation process of Land Transport New Zealand and Transit.

The additional Crown investment required Environment Bay of Plenty, and the Tauranga City, Western Bay of Plenty and Rotorua District Councils to agree to match the Crown's contribution with \$150 million from local sources. They did so through their Long Term Council Community Plans (LTCCPs).

However, there is still a degree of uncertainty surrounding the level of nationally-distributed Crown funding that might be available to the region over the next ten years.

This poses a challenge in terms of aligning Crown funds allocated on an annual basis with the 10-year funding requirements of LTCCPs and Regional Land Transport Strategies under the Local Government Act 2002 and Land Transport Act 1998.

The region also needs to have a greater say in decisions with implications for our land transport system. We believe that the allocation of regionally distributed funds should be made on the basis of the region's recommendations. Similarly, I believe that local government should have a right of appeal with regard to Transit New Zealand's decision-making on its 10-year State Highway Forecast.

We look forward to the results of a planned and innovative response to the future transportation needs of the Bay of Plenty region and the economic, social and environmental returns they will bring.

Athole Herbert
Chairman
Regional Land Transport Committee
Environment Bay of Plenty
June 2007

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Figure 1 *Map of region indicating transport networks*

Executive Summary

Introduction

This 2007 Bay of Plenty Regional Land Transport Strategy (RLTS) updates the previous RLTS from 2004. A review was necessary to take into account changes in the transport sector since 2004, in particular: the development of new transport policy, the allocation of a Crown Grant to the Bay of Plenty, and the detailed implementation work that has since been undertaken. The 2007 RLTS will help the region meet the requirements of the Land Transport Management Act and determine and secure funding for implementing transportation infrastructure.

The region

In 2001 the regional population was 240,000, with 80% of the people living in urban areas. Most of the population is concentrated in Tauranga, the western Bay of Plenty and Rotorua. The region's population is projected to increase by 30% from 2001 to 2026 to around 320,000 people. Much of the growth is predicted to be in the west of the region.

There are 4,460 kilometres of road in the region, and the car is the most popular way to travel. Traffic volumes in the western Bay of Plenty have increased significantly with the high growth rate. The region also has the highest intensity of heavy vehicles on roads in New Zealand.

The use of public passenger transport in the region is low at present. Cycling and pedestrian travel are, at present, primarily urban travel modes for short trips. There is still a significant amount of work to be done for the region to meet its 2010 road safety goals.

The main regional rail line runs through Hamilton and Tauranga to Kawerau. Rail plays a significant freightage role in the region, with the principal focus on the Port of Tauranga. The Port is now New Zealand's largest export port by volume, and second largest container port.

Integrating land use and transport

Growth has had a major impact on transport networks in the Bay of Plenty. The Eastern Bay of Plenty generally has sufficient capacity and services to manage any growth in the shorter term. Growth in traffic demand in Rotorua is generally not expected to cause significant problems on the local network. Significant growth in the western Bay of Plenty has placed a strain on the existing infrastructure. There are also social and environmental issues caused by large volumes of heavy vehicles traversing the regional network.

The physical setting of the Bay of Plenty is such that a corridor pattern of development has emerged. The key regional corridors are:

- Western Bay of Plenty
 - Central (central Tauranga)
 - Eastern (from Mount Maunganui towards Paengaroa)
 - Northern (north towards Katikati)
 - Southern / Western (Pyes Pa, Tauriko)
- Rotorua
 - Tauranga Direct Twin City (through Ngongotaha; Pyes Pa)
 - Eastern Lakes (includes Rotoiti and Tarawera)
 - Southern (towards Taupo)
- Eastern Bay of Plenty
 - Opotiki to Whakatane (via Ohope)
 - Whakatane to the western Bay of Plenty

Infrastructure investment needs

The region has the following infrastructure investment needs:

- improved and affordable access to facilities and services, including employment
- increased passing opportunities across the roading network
- improved route security (e.g. East Cape (Gisborne) - Opotiki and Whakatane; Te Puke - Whakatane / Rotorua)
- an upgraded rural network with enhanced facilities particularly seal extensions
- continued implementation of Smart Transport Corridors in the western Bay of Plenty sub-region
- implementation of strategic transport projects in Rotorua
- improvements to public transport
- improved safety for road users
- strategic roading, passenger transport, transport demand management, and walking and cycling to address congestion and improve access and safety as discussed in the report of the Joint Officials Group.

Vision

Our vision is an integrated, safe, sustainable land transport system that meets the current and developing needs of the people of a vibrant and growing region.

Strategic outcomes

1. Integration

- 1.1 Land use and transportation planning are closely linked.
- 1.2 The land transport system provides opportunities and integrated linkages for all major modes.
- 1.3 Demand management is considered in planning, design and transport investment decisions.
- 1.4 Existing and future transport corridors are defined and protected.
- 1.5 Integrated transport packages for funding are developed.

2. Safety and Personal Security

- 2.1 Continual improvement of the safety and personal security performance of all modes will result in a land transport system that is safe to use.
- 2.2 Safety and personal security is improved through engineering, enforcement and education.
- 2.3 The community is encouraged to play a greater role in transport safety.
- 2.4 A safety culture is established throughout organisations involved in land transport.

3. Responsiveness

- 3.1 Transport planning processes are effective, engage those affected by transport decisions, and recognise diverse (including both urban and rural) needs within the region.
- 3.2 Public participation in land transport management is encouraged.
- 3.3 The transport implications of growth are anticipated, recognised and sustainably managed.
- 3.4 A sustainable funding strategy is developed to meet the region's transportation needs which concentrates on a number of different funding tools.
- 3.5 Strategic alignment between the RLTS and both regional and local Long Term Council Community Plans is achieved.

4. Sustainability

- 4.1 The development and operation of the land transport system recognises the value of the environment and avoids, remedies and mitigates its adverse effects.
- 4.2 Real efforts are made to manage travel and transport demand, optimise existing networks and improve alternative modes.
- 4.3 People are made aware of the transport options available and the consequences of using each mode.
- 4.4 The land transport system is consistent with live, work and play principles.

5. Economic Development

- 5.1 The land transport system supports the continued growth and economic development of the region, and provides for the efficient, affordable movement of people and goods.
- 5.2 Inter and intra regional links are encouraged in order to improve access and connect settlements.
- 5.3 The life of all transport projects is extended through demand management initiatives.

6. Energy Efficiency

- 6.1 Development and operation of the land transport system recognises and provides for opportunities to improve energy efficiency and fuel efficiency and make more use of modes that use renewable resources.
- 6.2 Innovative and alternative methods are used to promote a shift to more energy efficient modes.
- 6.3 The region participates in the development of National energy efficiency policies and these policies are actively implemented within the region.

7. Access and mobility

- 7.1 The people in the region, including the transport disadvantaged, enjoy ready access to health, education, employment and leisure activities.
- 7.2 Access is improved by providing linkages within and between settlements.
- 7.3 Route security is well managed, particularly in vulnerable areas.

8. Public Health

- 8.1 The land transport system provides opportunities for modes that contribute to improved public health and seeks to reduce the negative health effects of transport-related emissions.
- 8.2 Land use patterns and urban design promote safety and public health.
- 8.3 Health facilities are accessible for all communities.

Demand management strategy

A demand management strategy has been developed for the Bay of Plenty region. The strategy contains the following mode share stretch targets:

Sub-Region / Time	Public Transport	Cycling	Walking	Total Non-Car Based
Rotorua 2001	0.9%	3.5%	5.7%	10.1%
Rotorua 2011	5.0%	4.0%	6.2%	15.2%
Rotorua 2021	6.0%	5.5%	6.5%	18.0%
Tauranga 2001	0.5%	3.3%	4.6%	8.4%
Tauranga 2011	5.5%	4.0%	5.0%	14.5%
Tauranga 2021	10.5%	5.0%	5.5%	21.0%

The following packages have been developed to implement the demand management strategy:

- Tauranga CBD SmartTransport package;
- Western Bay of Plenty growth area linkage package;

- Rotorua CBD access package;
- Eastern Bay of Plenty package;
- Rotorua – Tauranga linkage package; and
- Strategic regional cycling and pedestrian package.

Policies and Actions

A set of policies and actions have been developed to guide the actions of agencies in implementing the strategy.

1. Integration

- *Policy principles:* manage travel demand through land use planning; integrate modes in new strategies; provide for all modes in new developments; consider reverse sensitivity issues in planning; promote collaboration between agencies.
- *Actions:* review strategic documents to ensure consistency; develop land transport packages; implement growth strategies; consider land use effects on transport networks; implement local transport strategies.

2. Safety and personal security

- *Policy principles:* work towards road safety targets; consider engineering, education and enforcement options; work systematically on priority issues; integrate safety and security into planning, design and construction; consider rail safety improvements.
- *Actions:* operate safety management systems; develop national safety benchmarks; reduce truck volumes in inappropriate areas; provide road safety education; implement safety initiatives for pedestrians and cyclists; implement rail safety action.

3. Responsiveness

- *Policy principles:* provide opportunities for public participation in planning processes; engage with Tangata Whenua; maintain contact with central government; promote flexibility in planning to accommodate diverse needs.
- *Actions:* work with central government and Tangata Whenua on transport issues.

4. Sustainability

- *Policy principles:* locate live, work and play opportunities in close proximity; integrate modes in new strategies; identify opportunities for alternative modes; avoid, remedy or mitigate adverse effects; optimise existing networks; future proof projects; fund stock truck effluent programmes.
- *Actions:* apply the live, work and play concept; monitor transportation effects; improve provision of passenger transport; develop adverse effects checklist; continue stock truck effluent programme; develop pedestrian and cycling strategies.

5. Economic development

- *Policy principles:* maintain and develop an efficient and effective transport system; identify new infrastructure to support growth; plan the transport system as a network; assess the network against live, work and play principles; recognise the role of rail; consider rail and coastal shipping opportunities.
- *Actions:* align economic development strategies; take tourism impacts into account; investigate greater use of existing networks and alternatives to roading; implement rail strategy; quantify the impact of sub-standard transport networks; establish a stakeholder group; develop a regional freight study.

6. Energy efficiency

- *Policy principles:* work to improve fuel efficiency; promote energy efficient modes; encourage energy efficiency through land use planning; ensure consistency with national policy.
- *Actions:* co-ordinate transport opportunities for educational institutions; promote renewable fuels.

7. Access and mobility

- *Policy principles:* take 'live, work and play' into account; consider access and mobility in all planning processes; enhance existing infrastructure to ensure access and mobility; tailor transport solutions to meet diverse needs.
- *Actions:* review the total mobility programme; provide accessible transport links to remote areas; provide parking for mobility impaired drivers; consider the needs of an ageing population.

8. Public health

- *Policy principles:* provide for recreational walking and cycling; reduce the adverse effects of the transport system; ensure access to health services.
- *Actions:* understand the existing emissions profile; undertake seal extensions; identify options to reduce noise and vibrations; determine levels of access to health services; encourage recreational walking and cycling.

Inter and intra-regional corridors

- *Policy principles:* address concerns about heavy traffic volumes; improve network safety; provide capacity where necessary; provide reliable and safe routes; improve inter-regional connections; manage land use along corridors.
- *Actions:* understand the impact of demand management on state highways; investigate opportunities to bypass provincial centres; investigate future transportation corridors; establish a priority road route between the Bay of Plenty and the Waikato; develop strategic corridor studies; protect rail corridors.

Demand Management

- *Actions:* implement the demand management strategy; determine the investment required to meet mode share targets; regional co-ordination of social marketing, activities to encourage alternative modes, and plan change and resource consent initiatives.

Roles of the different modes

- *Freight transportation:* plays an important role given the agricultural, horticultural and forestry industries in the region and the significance of the Port of Tauranga. Work will focus on ensuring that rail continues to perform a significant freight transportation role. The efficiency of road and rail transport links for freight transportation needs to be looked at in an integrated manner.
- *Public passenger transport's:* role is to improve access and mobility, provide transport options, contribute to sustainability and manage demand. A greater role for public transport should develop in the region, particularly in Tauranga and Rotorua, and particularly for commuter trips. It will take time to grow the passenger transport mode to the point envisaged in this strategy.
- *Cycling:* is primarily an urban travel mode for shorter trips, but is playing an increasingly important role in terms of tourism in the region. The role of cycling in the region as defined in this strategy is to improve access and mobility and promote public health. In the longer

term it is envisaged that cycling could play a much more significant role in terms of modal shift and encouraging more sustainable and energy efficient transportation.

- *Pedestrian travel*: is at present mainly an urban travel mode for shorter trips. The role of pedestrian activity in the region is to actively promote public health and to improve access and mobility. Like cycling, this strategy envisages pedestrian trips making an increasingly significant contribution in the future.
- *Cars / private transport*: the car is likely to be the dominant individual travel mode into the foreseeable future. The private car enables the efficient movement of people and goods and ensures that all communities in the region have access to services and facilities. Demand management initiatives may have an impact on the frequency and timing of car use.

Investment

The indicative investment programme covers smaller projects / business as usual activities, inter and intra-regional corridors, passenger transport, rail, and strategic packages.

The strategic packages comprise large transport investments seen as critical to achieving the vision and strategic outcomes. The strategic packages are based on the key regional corridors identified in the strategy and include roading projects, passenger transport, safety improvements, cycling and pedestrian activities, and demand management initiatives.

Funding

The region has worked together to develop a sustainable funding package. This has been assisted by the Crown Grant allocated to the Bay of Plenty, increased local funding from development contributions, vested assets and investments.

There is currently funding to cover estimated transport expenditure. Increasing costs may change this, for example, work on costing the Tauranga Eastern Corridor package was still in progress when this strategy was adopted. The Tauranga Eastern Corridor is one of the region's priorities and is anticipated to be the largest item of expenditure over the next ten years. The region has adopted the following principle to guide allocation of funds to projects and across the ten year period:

- the construction of the Tauranga Eastern Corridor (of which the Tauranga Eastern Motorway is the most significant project) should not be at the expense of all other projects across the region, except that a functional product to service the western Bay of Plenty sub region must still be able to be delivered.

Monitoring

Performance indicators have been developed for the RLTS. These will allow measurable targets to be set, and progress towards these targets assessed on an annual basis.

Chapter 1: Introduction

This section introduces the Bay of Plenty Regional Land Transport Strategy 2007 ('the Strategy' or RLTS). It discusses why the Strategy has been developed, provides an overview of the Land Transport Management Act 2003, and considers the regional and national policy context.

1.1 Why we've developed the strategy

Under Section 175(1) of the Land Transport Act 1998 it states that 'every regional council must prepare a land transport strategy for its region'. Environment Bay of Plenty has the following target in its Ten Year Plan 2006 – 2016 (LTCCP):

'Regional land transport planning contributes to achieving an integrated, safe, responsive and sustainable regional land transport system.'

This 2007 RLTS updates Environment Bay of Plenty's Regional Land Transport Strategy (2004). The review was necessary for the following reasons:

- the requirements of the Land Transport Management Act 2003 (LTMA or 'the Act') at the national level
- ongoing changes in the New Zealand transportation statutory and policy framework
- significant changes to the funding of land transport, including the Crown Grant allocated to the Bay of Plenty region for transport
- all strategies and transport activities need to be aligned to legislation as well as national and regional policies and strategies
- the growing importance of integrating transport and land use
- more detailed information is now available to the region in relation to transport, particularly in the areas of demand management and funding
- the need for the region to produce a fundable transport strategy
- in order to continue to respond to growth-related issues in the Bay of Plenty
- to fulfil social, economic, cultural and environmental needs.

The strategy will help the region meet the objectives of the LTMA and determine and secure funding for implementing transportation infrastructure.

1.2 What we've already done

The following key implementation actions¹ have been completed since the first RLTS was adopted in September 2004. This work has been an important component of this revised strategy.

- Demand Management Strategy for the Bay of Plenty
- adoption of the Bay of Plenty Rail Strategy
- inter-regional transportation corridor investigations
- land use and transportation planning workshops for the Eastern Bay of Plenty and Rotorua
- report of the Bay of Plenty Joint Officials Group on a transport funding package for the region
- update of the Regional Passenger Transport Plan
- proposed increased levels of service for bus transportation in Tauranga
- funding and project prioritisation workshops / development of a funding plan
- Proposed Change No. 2 to the Bay of Plenty Regional Policy Statement to incorporate the western Bay of Plenty SmartGrowth Strategy
- continued implementation of the SmartGrowth Strategy in the western Bay of Plenty sub-region
- completion of the Tauranga Eastern Corridor Study (integrated land use and transport study)
- development of a growth model and the Rotorua Transport Strategy (2006) in Rotorua
- local pedestrian and cycling strategies
- central government briefings on transport matters in the Bay of Plenty
- Tauranga *Strategic Investigation of Harbour Crossing Issues*
- Integrated Transport Strategy for Tauranga.

1.3 The Land Transport Management Act 2003

The Land Transport Management Act 2003 governs the way New Zealand's land transport system is managed and funded. The LTMA has involved a major overhaul of transport funding and policy, and as a result has brought about a significant change in the funding and management of land transport.

¹ Note that this list is a summary of key actions only. Other actions contained in the 2004 RLTS either have been, or are in the process of being, completed. Work will continue in order to implement the revised RLTS.

Central to the LTMA are the five transport objectives set out in the New Zealand Transport Strategy, December 2002. The five objectives are to:

- (a) assist economic development
- (b) assist safety and personal security
- (c) improve access and mobility
- (d) protect and promote public health
- (e) ensure environmental sustainability.

The Act sets out new requirements for the development of regional land transport strategies (by amending the Land Transport Act 1998), including that each strategy must contribute to the overall aim of achieving an integrated, safe, responsive, and sustainable land transport system (see Appendix 1).

1.4 **Regional policy statement and regional plans**

The Land Transport Act 1998 states that this Strategy may not be inconsistent with Environment Bay of Plenty's Regional Policy Statement or regional plans². This Strategy has considered those planning documents in its development process.

The Operative Regional Policy Statement 1999 (RPS), sets out objectives, policies and methods for the sustainable management of physical and natural resources within the region. The policies outlined in the RPS that relate to transport include promoting an efficient and safe land transport network and reducing fossil fuel use through the promotion of effective public transport.

Proposed Change No. 2 to the RPS (Growth Management) (Change 2) implements key aspects of the SmartGrowth Strategy. The proposal incorporates into the policy statement two new chapters: Chapter 17 called 'Growth Management' and Chapter 17A, 'Growth Management in the Western Bay of Plenty'. Chapter 17A includes policies and associated maps that establish urban limits for the western Bay of Plenty sub-region. Submissions on Change 2 were heard in May and June 2006. Change 2 will then be subject to the decision of the hearings panel and any further appeals.

Appendix 3 summarises various RLTS strategic outcomes, policies and actions and how they link with the RPS. This Strategy is considered to be consistent with Environment Bay of Plenty's regional planning documents and its RPS.

The main regional plans are³:

- Proposed Regional Water and Land Plan 2004
- Operative Regional Coastal Environment Plan 2003
- Operative Regional Air Plan 2003
- Operative Regional Land Management Plan 2002

² As per section 175(3) of the Land Transport Act 1998

³ Note also that the SmartGrowth Strategy in the Western Bay sub-region is another key guide for development, as set out in this strategy in a number of places.

- Operative Transitional Regional Plan 2001.

There are also a number of other regional plans which relate to specific resources such as the Tarawera River and the geothermal resource in Rotorua.

1.5 Government transport policy

The Government's position in relation to both transport planning and service delivery is subject to ongoing review. In 2004, significant structural changes were made to the government transport sector as a result of the Government Transport Sector Review. The Review resulted in the restructuring of government agencies and the allocation of new roles and responsibilities:

- Ministry of Transport – a new focus on strategic leadership of the sector; co-ordination and collaboration in planning; policy development and delivery
- Land Transport New Zealand (formerly Transfund New Zealand and the Land Transport Safety Authority) – focus on the integrated management of land transport planning; funding and delivery.

Land Transport NZ has subsequently made changes to its allocation process in response to the LTMA. The requirements of the allocation process influence how local authorities prepare Regional Land Transport Strategies.

The following central government policy documents are also relevant to this RLTS:

- Surface Transport Costs and Charges⁴
- The National Rail Strategy to 2015 (2005)
- Transport Sector Strategic Directions Document 2006/07
- Transit Planning Policy Manual Supplement
- Transit Toll Systems Projects (released in late 2004)
- Land Transport New Zealand: Participation in Land Use and Transport Planning Process
- Auckland Road Pricing Evaluation Study 2006

Transit was close to completing the National State Highway Strategy at the time this RLTS was being reviewed. The Transit Planning Policy Manual was also undergoing a comprehensive review.

The Government had also released the Draft New Zealand Energy Strategy to 2050 and Draft New Zealand Energy Efficiency and Conservation Strategy for public consultation. Once finalised, these documents will have implications for the transport sector.

While recognising that there may be changes in the future, this RLTS reflects the legislative and policy framework current at the time of the most recent review.

⁴ Ministry of Transport, March 2005

1.6 **Consultation**

Early and full consultation on the RLTS has occurred through:

- The Regional Land Transport Committee and its Technical Sub-Committee (both committees have wide representation)
- Public comment invited on the development of the revised RLTS (through regional and local papers and Environment Bay of Plenty's website)
- Regular updates on the RLTS for the western Bay of Plenty SmartGrowth Implementation Management Group and Implementation Committee

This is in addition to the formal consultation that occurs on the draft RLTS document. The formal consultation involves public submissions and hearings.

Chapter 2: Current transport situation in the Bay of Plenty

This section describes the current transport situation in the Bay of Plenty, which provides the context for the strategy's development. The section provides a description of:

- the region – its make-up, population, demographics and land use patterns
- the transport networks currently operating in the region
- travel patterns and trends
- regional documents.

2.1 The region

The Bay of Plenty region is located on the East Coast of the North Island. It is New Zealand's fifth most populated area. The region is made up of Tauranga City, Western Bay of Plenty District, the north east of Rotorua District (including the urban area of Rotorua), Whakatane District, Opotiki District, Kawerau District and a small part of Taupo District. The major population settlements lie in three areas which can be described as sub-regions. These sub-regions are the western Bay of Plenty, Rotorua, and the eastern Bay of Plenty.

In 2001 the regional population was 240,000 with 80% of the people living in urban areas. Most of the population is concentrated in the Tauranga, western Bay of Plenty and Rotorua areas. The region's population is projected to increase by 30% from 2001 to 2026 to around 320,000 people⁵. Much of the growth is predicted to be in the west of the region.

The region as a whole has a higher percentage of youth (0-14 years) and people in the older age groups (over 45) than New Zealand as a whole. Increases in the 65 years plus age group are occurring. In the 2001 Census 25% of the resident population identified as being Maori, 75% as New Zealand European and 5% with an ethnic group other than NZ European.⁶ The Bay of Plenty has a population density of over 19 people per square kilometre making it the fourth most densely populated region.

⁵ Source: Statistics New Zealand (medium projections)

⁶ The Statistics New Zealand figures for ethnicity do not add to 100% as a person can include themselves in more than one ethnic group when they fill out the Census form.

The Bay of Plenty region has a high percentage of youth and increasing numbers in older age groups



The Bay of Plenty is the third most deprived region in New Zealand.⁷ Opotiki, Kawerau and Whakatane are among the most deprived districts in New Zealand.

In terms of land area the Bay of Plenty region is predominantly rural. Approximately 22% of the land area in the region is farm land⁸. 38% of the land area is reserve land (Department of Conservation, Maori and Local Authority reserve land). Less than 4% of the land in the region is urban, with 96% of the land being rural (refer to the map contained in Figure 1). This poses a unique set of challenges for land transport management.

The region is diverse and there are different growth patterns and land uses throughout the area. There has been intense growth in the western Bay of Plenty sub-region since the 1950's. The sub-region has and continues to experience high population growth with a projected increase from 130,000 people in 2001 to approximately 198,000 in 2021 and 284,000 in 2051. The sub-region is a recognised sunbelt destination.⁹

Growth in the western Bay of Plenty sub-region, with Tauranga at its centre, also forms part of a wider growth pattern. A significant proportion of national growth is taking place within the 'golden triangle' of Auckland, Hamilton and Tauranga.

The **Western Bay of Plenty District** has a variety of land uses which includes horticulture, grazing, dairying and forestry. Horticulture, floriculture and meat processing are important industries in the district. The demand for rural lifestyle properties in the district has generated significant subdivision and development activities. Te Puke and Katikati are the main rural service towns in the district.

Tauranga City (along with close surrounding portions of the Western Bay of Plenty District) is the Bay of Plenty region's largest residential, commercial and industrial area. The predominant land uses in Tauranga City are urban, horticultural and

⁷ Source: Statistics New Zealand 1996 Census Data

⁸ Includes dairy, beef, goats, cropping, sheep, deer and pigs

⁹ Source: SmartGrowth – The Western Bay of Plenty Sub-Region 50 year Strategy (2004)

grazing. The city has a number of transport links including road, rail, air and sea and most notably the Port of Tauranga.

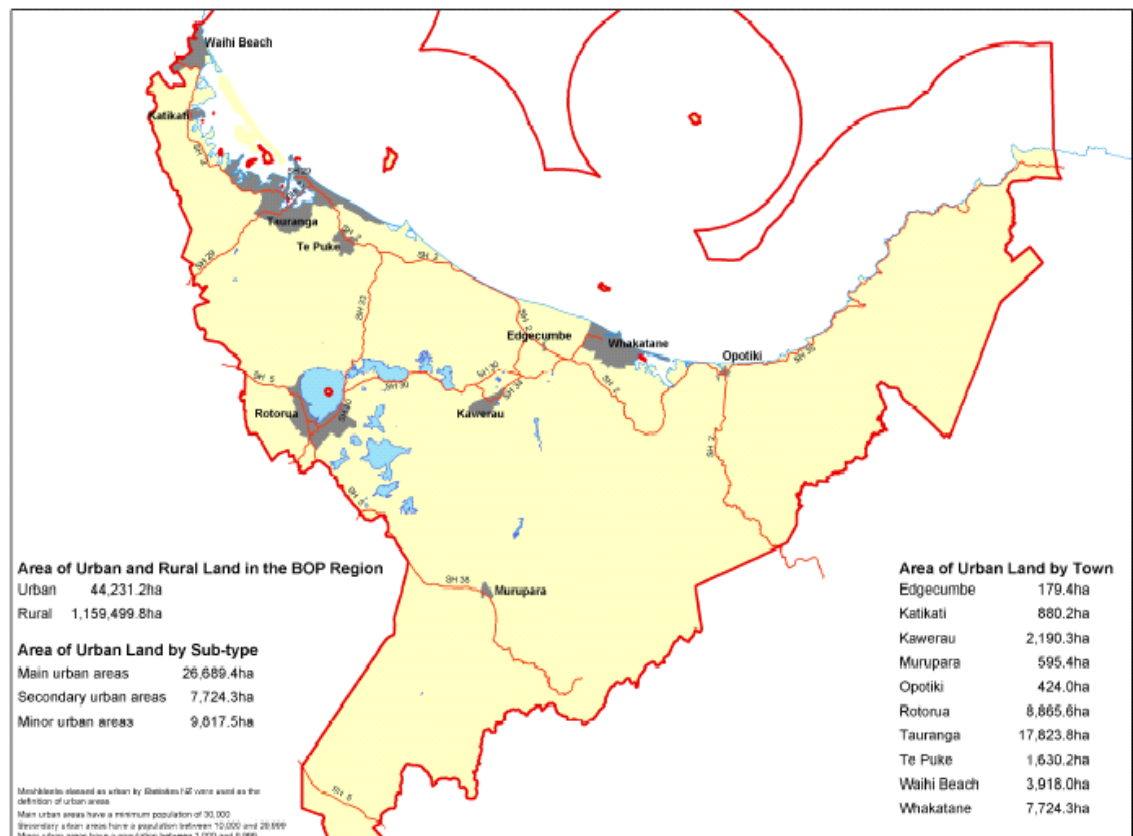
The **Whakatane District** urban and adjacent coastal areas are currently undergoing a surge in development and investment. The district continues to grow as land is developed and subdivided. Predominant land uses in the Whakatane District include forestry, cattle grazing, dairying and horticulture.

The **Opotiki District** was the third fastest growing local authority in the Bay of Plenty region after Tauranga City and the Western Bay of Plenty District. The population is projected to increase by 31% to 12,600 by the year 2021. Land uses in Opotiki include dairying and horticulture.

The Bay of Plenty's growth trends are part of a trend both nationally and internationally, for people to seek a lifestyle near the coast or near any significant areas of water. During the last two years there has been a dramatic increase in coastal related subdivision in New Zealand. The coastal areas of the Bay of Plenty are no exception to this trend.

The **Kawerau District** has a declining population. The district is bordered by forest and there is a substantial timber industry. The area also has a significant geothermal resource.

Figure 2 Map of region showing urban and rural land



The **Rotorua District** has a steady population at around 67,600. It is not experiencing population growth to the extent being experienced in the western Bay of Plenty sub-region. Population growth will mostly occur in the eastern suburbs, northern rural and eastern lakes areas. The Rotorua District is a well-known tourist destination both nationally and internationally. In 2004 Rotorua received 2.97 million international and domestic visitors. The land use in Rotorua includes forestry, dairying and grazing.

It should also be noted that a section of Taupo District falls within the Bay of Plenty region. This section has no urban areas and a population of approximately 186 people. The area is mostly volcanic plateau and the predominant land use is dairy, sheep and cattle farming.

The Bay of Plenty is a major visitor destination, with Rotorua the focus of international travel and Tauranga-Mount Maunganui the main domestic destination within the region, particularly over the summer months. The Whakatane District is also experiencing significant growth in tourist numbers. The Bay of Plenty region¹⁰ received 5.95 million visitors in 2004. By 2011, visits to the Bay of Plenty are expected to increase by 15% to reach 6.84 million.¹¹

2.2 The current transport networks

Commercial airports in the region operate in Rotorua, Tauranga and Whakatane. Based on total annual passengers Rotorua is the region's most significant airport, followed by Tauranga and Whakatane. A regional airport study has been completed which has concluded that it is not financially viable to establish a new airport to service the Bay of Plenty region.

The most important contributor to sea transport in the region is the Port of Tauranga. The Port is now New Zealand's largest export port by volume, and second largest container port. The Port has wharves on both sides of the harbour (one on the Mount Maunganui side of the harbour and the other on the Sulphur Point side).



Port of Tauranga is NZ's largest export port by volume and second largest container port



There is significant freight movement to and from the port by both road and rail

Freight is transported to and from the Port by both road and rail. The operation on the western side (Sulphur Point) serves predominantly container and refined product (approximately 70% of which is delivered and transported to and from the port by rail). The operation on the Mount Maunganui side is predominantly bulk (e.g. logs and other forestry products) of which approximately 75% is transported to and from the port by road.

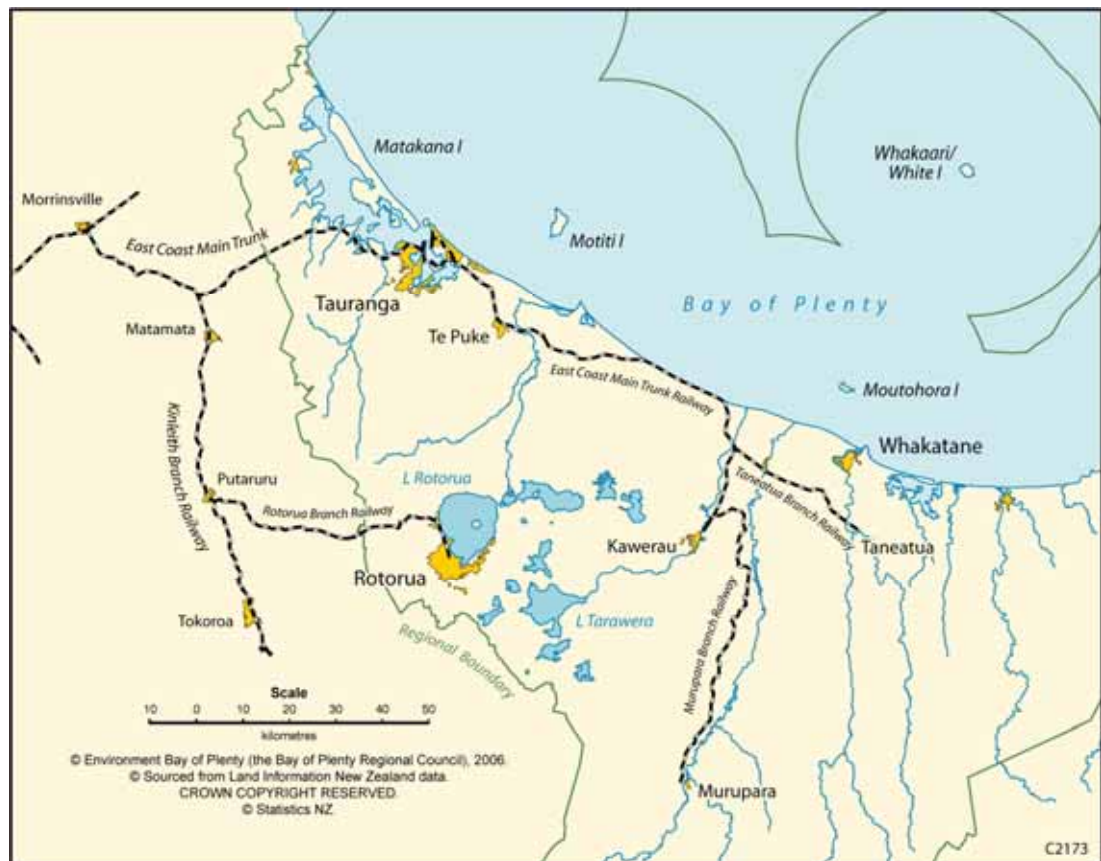
¹⁰ Includes the Bay of Plenty and Rotorua Regional Tourism Organisations

¹¹ Source: Tourism Research Council New Zealand

Overall there is approximately a 40%-60%¹² split between rail and road for cartage to and from the port, with the percentage of rail cartage expected to continue to increase into the future.

There is 229 kilometres of rail network in the Bay of Plenty linking with Hamilton in the Waikato region to the west, and extending to Taneatua and Murupara in the east (figure 3).¹³ The major regional line is the East Coast Main Trunk (181 km) which runs through Hamilton and Tauranga to Kawerau. Rail plays a significant freightage role in the region, with the principal focus on the Port of Tauranga.

Figure 3 Map of Bay of Plenty rail network



There are 4,460 kilometres of road in the Bay of Plenty region. The roading network comprises state highways, local roads and Special Purpose Roads. Most of the region's local roads which are located in urban areas are sealed and about 64% of rural local roads are sealed¹⁴.

In terms of road safety performance, there were 536 reported fatal, serious or minor injury crashes in the Bay of Plenty in 2004, with approximately 43% of these on State highways and 57% on local roads. There is a greater chance of a fatal crash occurring in rural areas than in urban areas due to higher vehicle operating speeds.¹⁵

¹² Source: Toll Rail

¹³ This includes currently unused portions of the rail network: Hawken's - Taneatua Branch (26 km) and a section of the Rotorua Branch (28 km).

¹⁴ Land Transport NZ Roding Statistics 2000 - 2001

¹⁵ Source of information and statistics: Land Transport NZ

2.3 Travel patterns and trends

2.3.1 Mode use

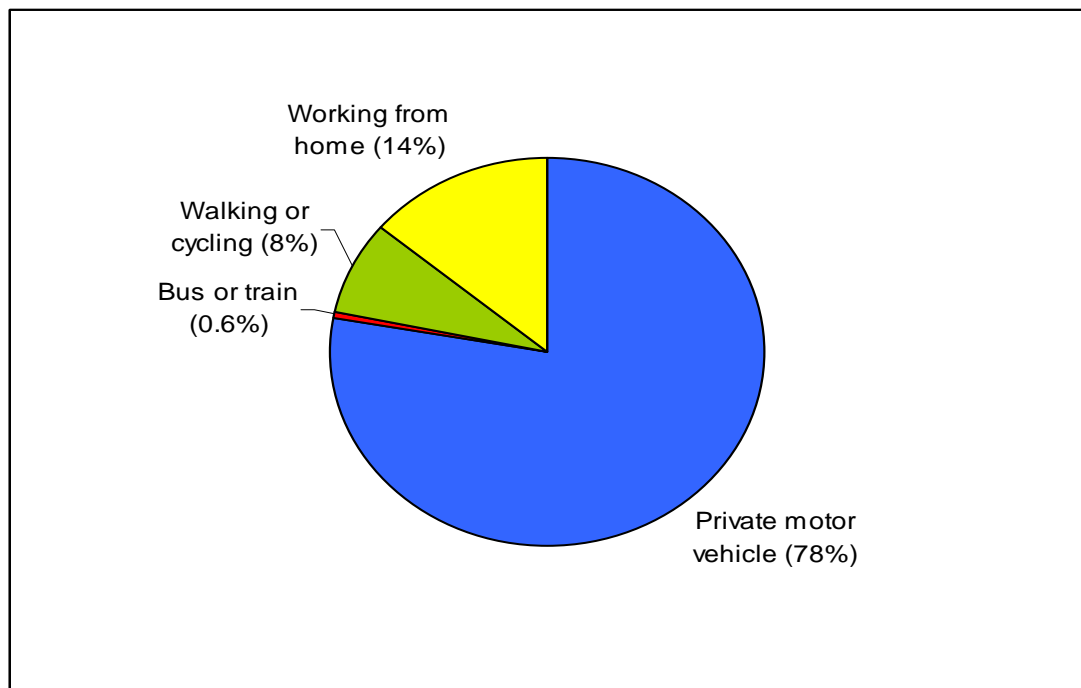
In the Bay of Plenty region the car is the most popular way for people to travel. In 2002 the number of vehicles owned in the region was 189,000 and the number of vehicles per household was 1.51. This last figure is very close to the New Zealand average.¹⁶

Cycling and pedestrian travel are primarily urban travel modes for short trips. This includes travel for social and recreational reasons and work.

The use of public passenger transport in the region is low at present. Rotorua District and Tauranga City have higher use of buses which is indicative of the availability of buses in these centres.

The table below summarises the figures relating to journey to work for the Bay of Plenty region.

Figure 4 Journey to work proportions in 2001 (%)¹⁷





Traffic volumes in the western Bay of Plenty have increased significantly along with the high growth rate. Many of the major arterial routes have record annual increases in traffic volumes. Congestion occurs between Mount Maunganui and Papamoa and from the Tauranga CBD and Cameron Rd. Significant congestion also occurs in Te Puke and Katikati and in particular spots between Bethlehem and Te Puna. Rotorua also has traffic growth and there is morning and afternoon peak congestion on Te Ngae, Fairy Springs and Lake roads.

¹⁶ Sourced from Land Transport NZ and Statistics New Zealand

¹⁷ Sourced from Price Waterhouse Coopers for the Ministry of Economic Development Infrastructure Stocktake: *Infrastructure Audit, January 2004*. Note: Figures in that report were sourced from Statistics New Zealand. The Bay of Plenty RLTC's view is that the terminology should be 'pedestrian activity' not 'walking' to reflect that it is all pedestrians, which includes those in wheelchairs, mobility scooters etc.

2.3.2 Road safety

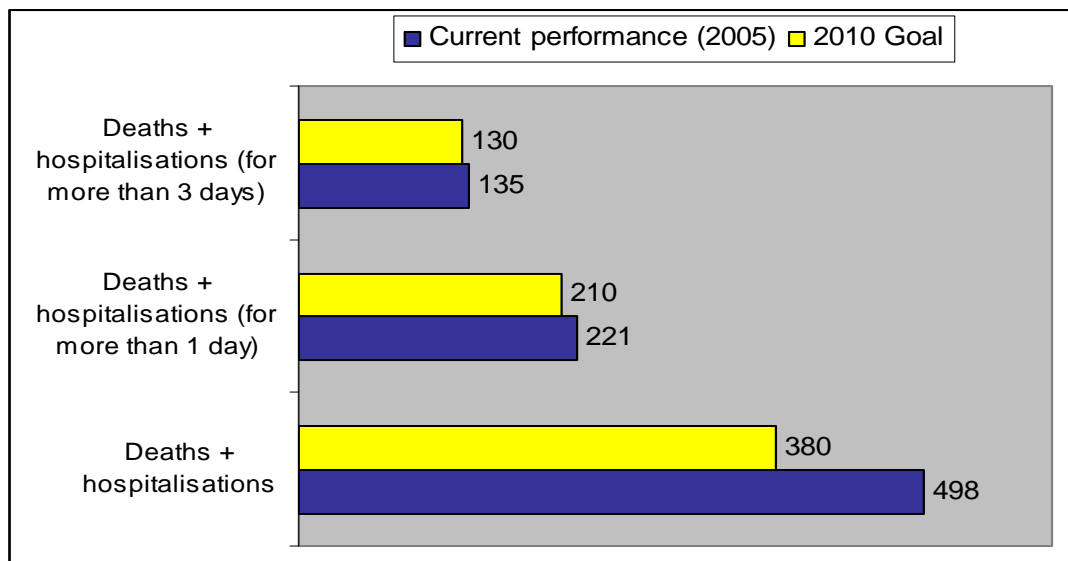
In terms of safety, the Bay of Plenty region had the following reported motor vehicle road trauma statistics for 2005¹⁸:

	Deaths	23
	Serious casualties	151
	Minor casualties	556
	Fatal crashes	22
	Serious injury crashes	122
	Minor injury crashes	362
	Non-injury crashes	1,755

The main contributing factors to crashes in the Bay of Plenty are poor observation, drink driving, failure to give way, restraints (not wearing seatbelts) and helmets. Approximately 78% of fatal¹⁹ crashes and 46% of injury crashes occurred on rural roads during the 2001 – 2005 period.

There are road safety goals that have been set nationally for the Bay of Plenty region to meet. The following table shows the current level of performance for the Bay of Plenty and the level of performance required from the region to achieve the national goal.²⁰

Figure 5 Current performance against road safety goals



There is a significant amount of work to be done in order for the region to move from where it currently is in terms of performance and where it wants and needs to be in terms of the 2010 goal. However, the current performance has improved compared to 2003 (as contained in the RLTS 2004). The number of deaths and hospitalisations has fallen from 561 in 2003 to 498 in 2005.

¹⁸ Source: Land Transport NZ (July 2006)

¹⁹ One or more people killed

²⁰ Source Ministry of Transport (2005). Note that at a national level, the road safety goal for 2010 is for no more than 300 deaths and 4500 hospitalisations per year. The hospitalisations goal can also be expressed as no more than 2200 people hospitalised for more than a day or 1400 hospitalised for more than 3 days.

2.3.3 Heavy vehicles

The Infrastructure Audit²¹ which was released in 2004 found that in terms of heavy vehicle weight intensity on roads, the Bay of Plenty has the highest intensity at 214.8 thousand tonnes per kilometre, compared to the New Zealand average of 106.5 thousand tonnes per kilometre. This poses issues for the roading network throughout the Bay of Plenty as well as public health concerns (e.g. vehicle emissions, noise and vibrations).



There is a high intensity of heavy vehicles on Bay of Plenty roads

The Bay of Plenty is part of the Central North Island wood supply Region. Over half of the wood harvested in New Zealand in 2000 came from the Central North Island. Wood is transported within the region and also into the region from the Coromandel, Waikato, East Cape and Taupo areas. There are land transport management issues that arise from the forestry industry. These include the volume of heavy traffic, pollution, vibration, noise, road safety and road damage. The amount of harvestable wood in the Central North Island wood supply region is expected to grow 15% by 2020.

2.3.4 Rail / Port of Tauranga

Rail in the region is used principally for the transportation of freight with the Port of Tauranga as its central hub. The Port is strategically located at the centre of the country's most important export-earning industries, and is recognised as a major national aggregation and distribution centre. It is the key driver of growth in rail freight. A key factor in the ability of any port to provide good service to exporters, importers, and the shipping lines is the efficiency of road and rail transport links to the port. Both must be considered in an integrated manner. Commonly, ports are located in major population centres and transport links become blocked or semi-blocked through the inability of communities to provide sufficient infrastructure to ensure that commuter traffic does not frustrate port traffic.

²¹ Price Waterhouse Coopers for the Ministry of Economic Development Infrastructure Stocktake: *Infrastructure Audit, January 2004*



Efficient rail links are vital for freight transported to and from the Port of Tauranga

With over a third of New Zealand's rail traffic, the region's rail network is the most densely utilised sector of the national rail network. Rail carries 4.7 million tonnes per annum to and from the Port, 40% of its exports, and 25% of its imports. The major freight is forestry products (65% of all logs), import-export goods (38% of all containers), and coal. In 2004 the Port of Tauranga completed handling facilities for the importation of up to 1 million tonnes of coal per annum to the Huntly Power Station via the rail network. This has involved a significant shift from road to rail, increasing import freightage to an anticipated 40%. The Port's successful inland distribution facility MetroPort, located in South Auckland and now the country's third largest container port in its own right, acts as an import-export port for Auckland, and will also continue to increase the volumes of import-export container cargo to the Port of Tauranga into the future.

2.3.5 Scenic routes

The Bay of Plenty scenic and tourist routes include the Pacific Coast Highway from Waihi following State Highway 2 to Matata, then through Whakatane and Opotiki, from where it follows State Highway 35 to Gisborne. The Thermal Explorer Highway extends from the Waikato to Rotorua via State Highway 5 and then on to Napier.

2.4 Impacts of growth

Growth has a major impact on transport networks. The impacts will differ in each sub-region depending on both the rate of growth and the capacity of existing transport infrastructure.

The Eastern Bay of Plenty generally has sufficient capacity and services to manage any growth in the shorter term. In the eastern Bay of Plenty, Whakatane is experiencing significant coastal growth on the northern side of the Whakatane River. There is an increasing amount of large format retailing with a new retail development currently underway on the western side of the Whakatane River. Future transport linkages and changes in travel demand will need to be considered. Opotiki has the fastest rate of growth within the region and will need to be monitored in terms of infrastructure to support the level of growth and managing travel demand. The quality and security of roads in the Eastern Bay of Plenty sub-region and improvements required will be an important focus for the area.

Growth in traffic demand in Rotorua due to population and commercial / industrial development over the next 20 years is generally not expected to cause significant

problems on the local network. However, there is increasing congestion at Te Ngae, Fairy Springs and Lake Roads at the morning and afternoon peaks. Protection of key corridors in Rotorua is important, particularly for significant projects such as the Rotorua Eastern Arterial.

The western Bay of Plenty sub-region has undergone significant growth which has placed a strain on the existing infrastructure. The roading network in the western Bay of Plenty sub-region has become congested. The sub-region has previously had great difficulty in obtaining central government funding in order to complete the roading network within the timeframes that the infrastructure is required, due predominantly to the high costs of construction (including land costs, as well as weak ground conditions which require expensive engineering solutions) which has resulted in the previous benefit to cost ratio funding criteria working against the provision of funding. The sub-region is in a serious lag position owing to a lack of key arterial roads. The resultant traffic congestion is having a negative effect on the region's economy.²²

There are also social/environmental issues of concern as the large volumes of (primarily port-related) traffic traverse the regional network. For instance in Te Puke and Katikati the State Highway dissects the community and causes noise, vibration, health, safety and pollution issues for people shopping in these towns. As particular areas continue to grow the protection of key corridors becomes increasingly important. This means that potential transport corridors will need to be secured and protected to ensure that growth pressures do not encroach upon important corridor links that may be needed in the future.

2.5 Land use and transport planning

All of the Councils within the Bay of Plenty region have specified community outcomes in their Long Term Council Community Plans 2006-2016 (LTCCPs) which relate to land transport management. They each have particular land use patterns emerging and specific strategies and planning documents that deal with these. It is necessary to glean an understanding of the different growth, land use and transport strategies throughout the region. The different land use patterns will influence how transport should be managed within each locality, throughout the region and inter-regionally. Land Transport NZ and Transit have also recently released documents relating to the integration of land use and transport planning. The following tables highlight the key transport related provisions in each of these documents.

²² Refer to *Smart Economy: Western Bay of Plenty Economic Development Strategy* at page 18 'The Importance of Infrastructure'.

Environment Bay of Plenty

- **Regional Policy Statement**
- **Long Term Council Community Plan**

Environment Bay of Plenty's RPS contains specific policies in relation to the interaction between land use and transportation. The RPS states that urban design and form affects transportation patterns. The relevant policies are:

To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.

To discourage uses of land, for example for urban development or settlement growth, which would:

(c) Compromise access to and the efficient operation and use of transport and communication links particularly the strategic routes leading to the Port of Tauranga

To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.

To encourage urban design and form that take into account factors aimed at reducing fossil fuel consumption.

To advocate energy efficiency considerations in urban land form and building design, and improved energy efficiency in the work and domestic environment.

Proposed Change No. 2 to the Bay of Plenty RPS introduces objectives and policies in order to implement key aspects of SmartGrowth. Chapter 17A includes policies and associated maps that establish urban limits for the western Bay of Plenty sub-region.

Environment Bay of Plenty's LTCCP has community outcomes which provide for *a clean and protected environment; healthy and safe communities; quality, affordable infrastructure; a prosperous and sustainable economy; open and inclusive leadership*. Transport activities in the LTCCP include passenger transport services, regional land transport planning, and road safety.

Tauranga City Council and Western Bay of Plenty District Council

- **Long Term Council Community Plans**
- **SmartGrowth (50 year Growth Strategy)**
- **Smart Economy**
- **Integrated Transport Strategy for Tauranga**
- **Tauranga Urban Design Strategy**

Tauranga City Council has a community outcome that Tauranga will be *'easy to move around'* and *'built to fit our hills, harbour and coast'*. Western Bay of Plenty District has the following community outcomes which relate to the management of transport and its interface with land use planning: *we can all enjoy a healthy and safe lifestyle; our environment is clean, green and valued; our economy is thriving*.

The western Bay of Plenty sub-region adopted the reviewed SmartGrowth Strategy in May 2007 which provides direction for transportation in the sub-region. Key principles relating to transport in the SmartGrowth Strategy include:

- Land use and access relationships are managed to achieve an affordable, integrated, safe, responsive, and sustainable land transport system
- The transport network is underpinned by a sustainable management philosophy which leads to an integrated approach to all transport modes

- Opportunities for live work and play are actively promoted
- Inter-regional networks are improved to match the impact of growth
- Urban design and other initiatives such as grid pattern streets, bus way and priority lanes, are developed to achieve stretch targets for public transport corridors
- At a neighbourhood planning level the principles of Universal Design are followed for pram crossings, mobility scooters, sticks, crutches, walkers, wheelchairs etc.

The SmartGrowth Strategy identifies the correlation between growth and transport planning:

*“A key challenge is managing the residential intensification effects on future transport planning especially at the neighbourhood level”.*²³

The SmartGrowth Strategy sets out the following residential land use patterns for the western Bay of Plenty sub-region:

- Consolidation of development within existing urban areas of Waihi Beach, Katikati, Omokoroa, Tauranga, and Te Puke
- Redevelopment through mixed-use Intensification Nodes focussed on business and community centres, and at other preferred locations
- Greenfield development at increased densities in Residential Growth Areas at Waihi Beach, Katikati, Omokoroa, Bethlehem, Pyes Pa, Papamoa, Papamoa East, and Te Puke
- Other small settlements limited to a scale and character which do not detract from rural amenity

The SmartGrowth Strategy and the Smart Economy Strategy also provide for additional employment land at Rangiruru, Tauriko, Omokoroa, Te Puke, Katikati, and Papamoa East. Tauranga City Centre has been identified as the business heart for the sub-region. The city centre will accommodate some residential intensification and apartment-style living. Private vehicle and public transport access to the CBD are to be maintained and enhanced within the capacity of the current corridors. Linkages between the Tauranga City Centre and adjacent residential areas are also envisaged through the further provision of pedestrian access and cycleways. Rural areas are to be managed to retain their primary production and open space values.²⁴

The central focus of the SmartGrowth Strategy is managing growth in the western Bay of Plenty sub-region. The sub-region poses unique land transport management issues associated with its rapid growth rates. The Strategy also has an emphasis on future land use and transportation linkages based on a series of corridors.

Tauranga has also developed an Integrated Transport Strategy which covers integrated planning; demand management; transport network; walking and cycling; passenger transport; and parking.

At the macro level the Tauranga Urban Design Strategy has implications for transport. Two of the principles in the Strategy are to connect people, places and spaces and to promote choice and diversity. Actions have been developed under these principles which focus on sustainable forms of transport and modal choice.

²³ SmartGrowth – The Western Bay of Plenty Sub-Region 50 year Strategy (2007) at page 36

²⁴ All SmartGrowth information sourced from SmartGrowth – The Western Bay of Plenty Sub-Region 50 year Strategy (2007)

Rotorua District Council

- **Long Term Council Community Plan**
- **Strategic Planning and the Rotorua Growth Model**
- **Bright Economy**
- **Draft Rotorua Transport Strategy 2006**

Rotorua District Council has a community outcome which provides for: *'A community with excellent facilities and services'*. Components of this are: good, safe, maintained services and roads, easy to get from place to place, and good quality infrastructure for the future. The community outcomes have also provided for a safe and caring community, a key component of which is fewer road accidents.

Rotorua District has set a general land use pattern which will look toward closer settlement development within the Rotorua Basin area as there is established infrastructure and capacity within the catchment. This will mean that the Rotorua Basin and the Rotorua urban area will be the focus of development and compact growth. The 10 year land pattern for Rotorua can be summarised as follows:

- High density development will be concentrated in the urban area
- Urban villages around the lake
- Medium density housing out to Ngongotaha
- Ngongotaha will feature industrial land use as it is close to rail
- Low density and lifestyle blocks out towards the east of Rotorua.

Rotorua is also developing an Eastern and North Western Structure Plan which will consider land use and infrastructure, including transport.

Rotorua has a growth model which looks at land use patterns and the effect on infrastructure.

Lake water quality in Rotorua is an issue that will have an effect on land use patterns in the district.

Tourism in Rotorua also plays a large role in terms of land use planning. The Rotorua Visitor Industry Draft Strategic Plan 2004 – 2014 has key focus areas which revolve around new infrastructure, the retail sector, growing domestic tourism and increasing international market share. This tourism development needs to be kept in mind as it will influence how land transport is managed.

Rotorua District Council has also completed Bright Economy, an economic development strategy aimed at creating future wealth and prosperity for the Rotorua community. Bright Economy concentrates on developing a strong investment environment, understanding the economic drivers and improving linkages between various economic sectors focussing on wealth creation.

Transport planning is covered by the Rotorua Transport Strategy. This Strategy includes the Rotorua Urban Transportation Study which takes a strategic look at roading in the urban area. The Transport Strategy also includes travel demand management, walking and cycling, and public transport. Rotorua has also produced a Rotorua to Tauranga Corridor Development Strategy which aims at linking the two communities, particularly from an economic development perspective.

Whakatane, Opotiki and Kawerau District Council

- **Long Term Council Community Plans**
- **Proposed Whakatane Transport Study 2006**
- **Economic Development Strategy**

The Whakatane District has the following community outcomes in its Long Term Council Community Plan which relate to transport: *environmentally responsible development; prosperous economy; high quality affordable infrastructure.*

The Whakatane District is facing development pressure, particularly in Ohope, the Coastlands / Piripai area, the Ohiwa Harbour and environs, and in rural areas. High density developments such as apartments are occurring in the Whakatane urban area and at Ohope. There is also subdivision development in and around the Whakatane urban area. There is demand for rural residential lots in the rural areas of the District. Demand exists for larger floor retailers to establish or expand in Whakatane.

Whakatane District is currently in the process of developing a Transport Study in conjunction with Transit. The study will consider all transport modes and will include a walking and cycling strategy.

Kawerau's Long Term Council Community Plan has the following community outcomes relevant to transport: *clean, accessible, respected environment; strong and prosperous economy aligned to community values; reliable and affordable infrastructure.*

Particular land use issues for Kawerau revolve around the forestry industry in the District. One of the objectives of the Forestry Strategy²⁵ is to ensure that the infrastructure needs of the Forestry Industry are met.

Opotiki District has a number of community outcomes which relate to transport and infrastructure in a broader sense:

Development and protection of the natural environment.

Services and facilities meet our needs.

Development supports the community.

The Eastern Bay of Plenty has developed an Economic Development Strategy which contains individual strategies for agriculture, aquaculture, forestry, horticulture and tourism. One of the high level goals of the Economic Development Strategy is that the Eastern Bay of Plenty will have an established and maintained infrastructure that provides a vehicle for economic development. Another goal is to encourage new business and support existing business by recognising agriculture, aquaculture, forestry, horticulture and tourism as its key industries. This Strategy will be reviewed in 2006.

Transit and Land Transport NZ

- **Transit National State Highway Strategy**
- **Transit Planning Policy Manual**
- **Land Transport New Zealand: Participation in Land Use and Transport Planning Process**

Transit was close to completing the National State Highway Strategy at the time this RLTS was being reviewed. The Planning Policy Manual was also undergoing a comprehensive review to reflect Transit's approach to integrating land use and planning.

Land Transport NZ has developed the Participation in Land Use and Transport Planning Process which sets out Land Transport New Zealand's policy for participating in land use and transport planning processes.

²⁵ The Forestry Strategy is part of the *Eastern Bay of Plenty Economic Development Strategy, March 2002*

Chapter 3: Key issues facing the region

3.1 Key economic drivers

The key economic drivers for the Bay of Plenty region are:

- Agriculture
- Exporting
- Forestry
- Horticulture
- Land development / residential construction
- The Port of Tauranga
- Freight transport
- Tourism

In recent years, economic activity for the region has focussed around the Port of Tauranga, forestry, tourism and agriculture. Land development and residential construction is another growth area along with the retirement sector, such as retirement villages in Tauranga, and the education sector.

A key emerging issue, particularly in the Western Bay sub-region, is the lack of quality industrial/commercial land.

The economic drivers listed above are all heavily dependent on efficient transport services to maintain and grow their competitiveness in international and domestic markets. Route security is also very important to them. Secure transport routes are essential to ensure the flow of primary products into Tauranga and the Port. These matters are also reinforced by Smart Economy, the economic development strategy for the western Bay of Plenty sub-region.

3.2 Integrating land use and transport

Land form and land use planning are critical aspects of land transport management. The interactions between spatial planning and management, and the design and operation of transport systems are important. Land use planning provides an opportunity to influence transport networks and assist with the integration of different modes of transport.

The provision of infrastructure will affect land use patterns and vice versa. Infrastructure can influence the timing and pattern of settlements, and development will influence when and where infrastructure will be required.

The physical setting of the Bay of Plenty region is such that a 'corridor'²⁶ pattern of development has emerged. These corridors are developing in a number of key areas, in particular to the east of Tauranga towards Whakatane and to the south of Tauranga focussing on Pyes Pa Road towards Rotorua.²⁷ Figure 6 from the SmartGrowth Strategy illustrates this corridor pattern. This corridor pattern has formed the basis for the packages of transport activities developed in Chapter 8.

3.2.1 Eastern corridor

The SmartGrowth eastern corridor comprises significant further development at both Papamoa and Papamoa East, a major business park at Rangiuru to service the employment needs of the east in order to promote "live work and play" concepts which have the potential to reduce travel demand. Papamoa stages 1 and 2 are a significant part of this corridor. This area will be fully developed by 2050 with approximately 40,000 people, and will incorporate residential and business land.

Te Puke also forms part of this corridor and a plan change is being progressed which includes new residential areas, a new industrial area, a future industrial area, active reserve, walkway / cycleway, and medium density residential development. A major regional business park is planned for Rangiuru, to the east of Te Puke. In addition the Tauranga Airport could be relocated after 2021, pending the outcome of investigations.

The transportation needs of this growth corridor are considerable. They will have to be met through the proposed Eastern Motorway, improvements to the existing rail corridor, and to public transport, as well as cycling and pedestrian opportunities. The potential exists to achieve a shift between modes within the transport corridor (e.g. from cars and trucks to trains and buses). There is also the opportunity to take account of local transport requirements in particular cycling and pedestrian activity at the time detailed development plans are being prepared.

3.2.2 Southern / Western corridor

The SmartGrowth southern / western corridor extends south from the western Bay of Plenty into Rotorua and encompasses Pyes Pa and Tauriko. This corridor promotes a "twin city" settlement model whereby significant future Tauranga growth extends southwards from the Pyes Pa – Tauriko area. At the opposite end of the corridor, in the north-west sector and in the wider Rotorua Basin, land is identified which has the potential for future housing and business.

Given the development pressure on land in the western Bay of Plenty sub-region, providing cost effective opportunities for future Bay of Plenty growth in Rotorua is an important concept underpinning the SmartGrowth Strategy. Successful implementation of this "twin-city" concept will depend on the further development of the southern transport corridor in order to reduce the travel times between Tauranga and Rotorua. The corridor also includes residential development at Pyes Pa (12,000 people by 2031) and a major business park at Tauriko.

²⁶ A geographical area usually defined by a motorway, roadway, or other physical element and its immediate surrounding area, including collector routes, that has similar characteristics. It is also used in this strategy to mean a geographical area associated with a growth node (e.g. the Eastern Corridor as defined in the SmartGrowth Strategy).

²⁷ Source: SmartGrowth – The Western Bay of Plenty Sub-Region 50 year Strategy (2004) at page 20

Transit strategy is to promote the western corridor route as the main link between Tauranga, the Waikato and Auckland, and to focus medium to long term investment on this route²⁸. The Transit strategy will have implications in terms of integrating the transport network with the changing land use patterns projected to occur along the Southern / Western corridor.

3.2.3 Northern corridor

The northern corridor extends towards the Coromandel and includes Omokoroa, Katikati and Waihi. These are all areas of urban expansion as identified in the SmartGrowth Strategy. Omokoroa is expected to expand to 12,750 people by 2025.

3.2.4 Central corridor

The Tauranga Central Corridor covers the Tauranga Central Isthmus and Mount Maunganui. One third of the Tauranga City growth, as allocated in SmartGrowth, will be achieved through higher density redevelopment of two areas of intensification. One is in Mount Maunganui, and the other within the Tauranga isthmus extending from Pyes Pa in the south to Sulphur Point at the Port of Tauranga. This pattern of development will influence transport infrastructure requirements.

It will also be necessary to work with central government to anticipate the future education needs of the region. Given the anticipated growth in the western Bay of Plenty sub-region there will be demand for additional development sites. The need for existing facilities to expand must also be anticipated. Since education related land uses are among the highest traffic generators there must be a good alignment between future land use planning and the identification of key transport corridors.

3.2.5 Rotorua corridors

Three key land use and transport corridors have been identified in Rotorua. One is the Tauranga Direct Twin City corridor which links with the SmartGrowth Southern corridor. There are also the Eastern Lakes and Southern Lakes corridors. Accessibility and links are key components of these corridors. Rural-residential development is growing in Rotorua. There is also a need to identify locations for future industrial land. This will all need to be in line with the development / transport corridors outlined above.

3.2.6 Eastern Bay of Plenty corridors

Future growth patterns in the eastern Bay of Plenty are likely to be concentrated along the coast, in the urban area of Whakatane and in rural / lifestyle blocks. The development occurring in the eastern part of the western Bay of Plenty sub-region (Rangiuru and Papamoa East) will also have an impact on the eastern Bay of Plenty. Commercial and industrial development in the east is likely to occur in Whakatane township and in Kawerau. The following potential growth corridors have been identified:

- Opotiki to Whakatane (via Ohope)
- Whakatane to the western Bay of Plenty (Te Puke, Rangiuru and Papamoa in particular).

Integrating land use and transportation is one of the key challenges facing the Bay of Plenty region.

²⁸ There is considerable work to be completed before this is finalised as a preferred route, including public consultation and research.

Figure 6 Western Bay of Plenty corridor development plan



3.3 Infrastructure investment needs

The region has the following infrastructure investment needs for transportation networks:

- Improved and affordable access to facilities and services, including employment
- Increased passing opportunities across the roading network
- Improved route security (e.g. East Cape (Gisborne) - Opotiki and Whakatane; Te Puke - Whakatane / Rotorua)
- An upgraded rural network with enhanced facilities particularly seal extensions
- Continued implementation of Smart Transport Corridors in the western Bay of Plenty sub-region
- Implementation of strategic transport projects in Rotorua
- Improvements to public transport
- Improved safety for road users
- Strategic roading, passenger transport, transport demand management, and walking and cycling to address congestion and improve access and safety as discussed in the report of the Joint Officials Group.

Each locality within the Bay of Plenty region has particular infrastructure investment needs. There are also regional and inter-regional needs. For the western Bay of Plenty sub-region the critical investment requirement is the continued implementation of Smart Transport Corridors, which revolves around the following transport packages:

- Eastern Corridor (from Mount Maunganui out towards Paengaroa)
- Central Corridor (central Tauranga)
- Northern Corridor (north towards Katikati)
- Southern / Western Corridor (Pyes Pa, Tauriko)

Implementation of these packages will assist with:

- Efficient access to and from the Port of Tauranga.
- Separation of residential traffic from industrial and commercial traffic or infrastructure that will allow residential traffic and industrial / commercial traffic to exist together.
- The development of corridors to accommodate various modes of transport and utility/communications services.
- Routes that meet the long term needs identified in the SmartGrowth Strategy.

Other investment includes promoting and enhancing pedestrian and cycling as alternative transport modes, securing and protecting future transportation corridors and encouraging greater use of rail.

Rotorua District has ongoing transport programmes, driven by the series of strategic transport needs identified by the Rotorua Transport Strategy. Rotorua has developed the following transport packages²⁹ which revolve around land use and transportation corridors:

- Tauranga Direct Twin City (strategic link between Rotorua and Tauranga)
- Rotorua Eastern Lakes
- Rotorua Southern

Flowing out of these packages are a number of programmes including:

- A 10 year programme to seal and widen key arterial roads in rural areas
- Annual programmes for rural and urban street improvements
- Safety improvements
- Strategic roading
- Pedestrian and cycling initiatives
- Public transport improvements.

For the Eastern Bay of Plenty, investment in infrastructure will primarily involve the upgrading and maintenance of existing transport networks. However, areas where development is taking place will need to ensure that infrastructure is well planned for.

The Whakatane district has identified the following issues concerning their roading infrastructure:

- Impact of transporting logs between East Cape forests and the Port of Tauranga, including trips to and from processing plants
- Effect on local roads of heavy vehicle traffic such as log and dairy transportation
- Providing for pedestrian and cycle traffic
- Providing a safer roading network
- Route security and access
- Integrating transport and land use planning to ensure that growth in the area is managed sustainably.

²⁹ 'Transport Packages' refers to the packaging of transport activities for particular areas. This can include roading, passenger transport, pedestrian activity, cycling and safety works, in order to advance a more integrated approach to transport.

The Opotiki district has identified the fact that the district has only one transport link with the rest of the region and the Port of Tauranga. This route is susceptible to flooding. Investment in an alternative or improvements to safeguard against flooding should be investigated.

The Opotiki district has developed the following programmes from studies in both the rural and urban areas. These include:

- A ten year plus programme to seal roads in the rural area
- An annual ten year programme to upgrade streets in the urban area
- Safety improvements
- Investigation of the transportation of timber on local roads and the State Highways
- Providing a safer roading network by development of the Safety Management Systems
- Investigation of the Waioeka Bridge as a flood risk
- Investigation of alternative State Highway routes through and around Opotiki.

Taking these needs into account, the next section sets out the proposed vision and strategic outcomes for the region, aimed at resolving these issues and improving the contribution that the region's transport networks make to the economy, environment and liveability of the Bay of Plenty.



Infrastructure is required to separate commercial and industrial traffic

Chapter 4: Vision for the Bay of Plenty region

One of the early stages of work in developing the RLTS was to identify a vision and supporting desired strategic outcomes for the region. To do this we used the Land Transport Management Act's requirements as a foundation, with work then undertaken with the RLTC and the Technical Committee to develop a vision and outcomes. These both reflected the national imperative, and also the region's unique characteristics, issues and objectives. The outcomes developed for the RLTS in 2004 were re-examined and updated for the review in 2006. These are set out in section 4.2.

The vision and outcomes are critical in terms of driving the direction to be taken in developing and implementing the strategy, in that the strategy development process (discussed in the next chapter) was based around evaluating the best way to achieve this vision and these outcomes over the region. The vision and outcomes thus represent the high level objectives of the strategy.

The LTMA and its consequential amendments to existing legislation provided a framework for the areas in which strategic outcomes might be identified. In particular the amended section 175(2) of the Land Transport Act 1998 sets out the requirements for developing a RLTS, including:

- (a) contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system; and
- (b) take into account how the strategy-
 - (i) assists economic development; and
 - (ii) assists safety and personal security; and
 - (iii) improves access and mobility; and
 - (iv) protects and promotes public health; and
 - (v) ensures environmental sustainability.

The revised section 175(2) also requires, among other things, that the development of a RLTS take into account any National Land Transport Strategy and National Energy Efficiency and Conservation Strategy. These broad aims provided the foundation for the vision and outcomes set out below.

4.1 Vision

Our vision is an integrated, safe, sustainable land transport system that meets the current and developing needs of the people of a vibrant and growing region.

Underpinning this vision are the key principles of integration, safety, sustainability and a focus that is forward looking. These principles appear throughout the strategy, and represent guiding concepts for the way in which the RLTC wishes to see the transport system, and the region, develop.

4.2 Strategic outcomes

To provide more definition to the vision, and set out in further detail the broad aims of the strategy, strategic outcomes were developed. These outcomes, listed below, describe the key aims of the RLTC in developing the strategy. When we can show that the region is achieving the outcomes set out on the next pages we will know that we are on the way to achieving the vision.

1. Integration

1.1 Land use and transportation planning are closely linked

By thinking about land use and transportation management and development together, the agencies charged with implementing the strategy can work to provide communities in which the majority of the local population's needs can be met without having to travel great distances.

The linkage between land use and transportation planning includes the relationship between new subdivision development and the access required by public transport. This means recognising the need for suitable transport corridors and ease of access to these corridors.

Where large scale land use changes are occurring, the effects on the total transport network need to be considered.

1.2 The land transport system provides opportunities and integrated linkages for all major modes

Providing opportunities for all modes will result in a land transport system that better serves all members of society, and provides a real choice for transport users.

1.3 Demand management is considered in planning, design and transport investment decisions

Designed to ensure that demand management measures are included in transport planning, design and investment decisions. Demand management is an increasingly important area and significantly influences the way in which our land transport system is managed.

1.4 Existing and future transport corridors are defined and protected

Emphasises the importance of protecting existing and future transport corridors in order not to compromise future opportunities. This includes protecting strategic transport and land use corridors. It is important that the main settlements of the Bay of Plenty are integrated and connected. This can be achieved by linking the corridors that run both within and between the settlements.

1.5 Integrated transport packages for funding are developed

Recognises the need for integrated transport packages in order to successfully fund the transport needs of the region.

Creating a land transport system that is integrated in these ways will require the implementing agencies to work hand-in-hand to develop linked and complementary packages of measures that work together to achieve the strategy's vision.

2. Safety and Personal Security

2.1 Continual improvement of the safety and personal security performance of all modes will result in a land transport system that is safe to use

The current safety performance of, in particular, the road network in the region was identified in the early stages of the strategy development process by the RLTC as a key issue facing the region. Thus, a general principle pervading the strategy is that it is essential that safety is considered in all plans, programmes and activities undertaken in the region. The Government has set some challenging safety targets in its *Road Safety Strategy to 2010* document, and the region will need to work proactively if it is to achieve these goals.

Personal security is also important, and improvements can be made to both safety and personal security no matter what mode of travel is used.

2.2 Safety and personal security is improved through engineering, enforcement and education

The implementing agencies need to consider all possible options to improve safety and personal security, including education, enforcement, and design and improvement of the transport network.

2.3 The community is encouraged to play a greater role in transport safety

The community should be encouraged to take a more proactive role in transport safety. A number of community-based initiatives are underway and should be encouraged throughout the region (e.g. safer routes, which provides safer travel routes in communities where pedestrians and cyclists of all ages are at risk of injury).

2.4 A safety culture is established throughout organisations involved in land transport

It is important that a safety culture is established within land transport organisations such as Local Authorities and transport operators. Safety considerations should permeate through all decision-making.

3. Responsiveness

3.1 Transport planning processes are effective, engage those affected by transport decisions, and recognise diverse (including both urban and rural) needs within the region

This outcome recognises that there are many perspectives to be considered in planning, developing and managing the transport networks in the region.

A 'one size fits all' approach will not work for transport in the Bay of Plenty. The region features diverse land uses, with highly urbanised settlements, vast tracts of rural and National Park land, and a strong agricultural centre. The transport network enabled and facilitated by this strategy needs to take this diversity into account. While it is important that the region shares a strategic vision, and works collaboratively together to achieve that vision, the document framework and the processes it puts in place must take account of the different needs and wishes of the various communities throughout the region.

There is also a challenge for national agencies to recognise that the Bay of Plenty faces different challenges than some other regions, and for them to respond to these differences. The other side of this is the need for the regional agencies to make it a priority to work with national agencies to ensure that they are fully aware of the region's challenges and efforts.

3.2 Public participation in land transport management is encouraged

It is critical that interested parties are given early and full opportunities to participate in the development of policies and programmes that will affect them. Public participation in the process should be encouraged.

3.3 The transport implications of growth are anticipated, recognised and sustainably managed

Certain areas within the Bay of Plenty have significant growth pressures and other areas will face growth pressures in the future. It is important that growth is anticipated and recognised so that the impact it places on the land transport system can be managed.

3.4 A sustainable funding strategy is developed to meet the region's transportation needs which concentrates on a number of different funding tools

As part of the need to be responsive, different funding tools will need to be considered so that the transport needs of the region can be met.

3.5 Strategic alignment between the RLTS and both regional and local Long Term Council Community Plans is achieved

It is very important that there is a strategic alignment between the RLTS and LTCCPs. Where funding is required to implement the RLTS there needs to be nominated funds in both regional and local LTCCPs so that there is a credible funding base to implement the outcomes of the Strategy.

4. Sustainability

4.1 The development and operation of the land transport system recognises the value of the environment and avoids, remedies and mitigates its adverse effects

All implementing agencies have a responsibility to minimise, and even where possible to eliminate, the negative impacts of the transport system on the environment. The principle here is that the land transport system is vital for economic, social and cultural well-being, but these advances should not be at the expense of social, cultural or environmental outcomes.

4.2 Real efforts are made to manage travel and transport demand, optimise existing networks and improve alternative modes

Simply building infrastructure to meet increasing needs is not a sustainable, or indeed desirable, approach in the long term. Sooner or later land resources become too scarce, and a community will no longer be an attractive place to live or do business. Managing the demand for transport is a key component of this strategy, and perhaps the aspect that will be most challenging to the implementing agencies.

Significant behavioural change will be required by the people within the region to consider, and then accept, the concepts of managing demand (e.g. through increased parking charges) or using alternative modes for those trips that they currently make by car.

The increased use of rail can also provide sustainability benefits, particularly in the movement of freight within the region.

Tied up with managing transport demand is the need to optimise the existing networks. It is important to note that in the Bay of Plenty context there are different levels of activity in different parts of the region and demand management initiatives will need to reflect this.

4.3 People are made aware of the transport options available and the consequences of using each mode

Implementing agencies need to ensure that people are provided with good information concerning the transport modes they select. This will include the costs and benefits of using a particular mode and making people aware of the various travel choices that are available for different trips.

4.4 The land transport system is consistent with live, work and play principles

Sustainability is also about adopting Live, Work and Play principles such as those which have underpinned the SmartGrowth Strategy for the western Bay of Plenty. Such principles include co-ordinated land use and land transport decisions in order to minimise the number of vehicle trips (see the glossary for further information about “live, work and play”).

5. Economic Development

5.1 The land transport system supports the continued growth and economic development of the region, and provides for the efficient, affordable movement of people and goods

The economy of the Bay of Plenty will be enhanced through the maintenance and development of an efficient and effective land transport system. Parts of the Bay of Plenty are featuring strong growth, while in others there are challenges to find ways to stimulate growth and assist in the development of communities. The transport network plays a critical part in both these situations.

5.2 Inter and intra regional links are encouraged in order to improve access and connect settlements

The role of transport is to ensure that the transport task does not provide constraints to the upstream and downstream links in the supply chain. In particular, linkages to ports and airports are critical to enabling efficient movement of people and freight within and through the region. Improving transport links can assist in regional economic development, for example in providing enhanced access to more remote, but productive, areas.

Inter-regional links are very important to the Bay of Plenty region, such as the road and rail connections to the Waikato. These links need to be encouraged in order to ensure that the Bay of Plenty remains well connected to the rest of New Zealand. Intra-regional links are also important in terms of connecting the settlements within the Bay of Plenty.

5.3 The life of all transport projects is extended through demand management initiatives

An efficient transport system is critical to maintaining (and improving) the region’s current attractiveness as a place to live, work and play. This requires critical assessment of the role of all modes in the region, including the place for passenger transport as a more efficient choice for commuters, and the use of rail and coastal shipping where these are more efficient than moving freight by the public road network. Demand management will also play an important role, particularly in terms of reducing capital demand for transport infrastructure over time.

6. Energy Efficiency

6.1 Development and operation of the land transport system recognises and provides for opportunities to improve energy efficiency and fuel efficiency and make more use of modes that use renewable resources

Providing improved opportunities for transport choices that are more fuel efficient (e.g. passenger transport and rail freight) and use renewable resources (e.g. pedestrian and cycling trips), or implementing land use changes that, over time, can reduce the numbers of trips required, should all contribute to a more sustainable transport system and region.

6.2 Innovative and alternative methods are used to promote a shift to more energy efficient modes

Part of providing realistic choices for transport users is developing innovative and alternative methods in order to promote modal shift (for example, real time information / intelligent messaging). Demand management has a significant role to play in terms of reducing the number of vehicle trips.

Both SmartGrowth and the Regional Policy Statement contain principles and actions relating to energy efficiency and greenhouse gas minimisation. This Strategy is committed to implementing and achieving the policies and actions of the SmartGrowth Strategy relating to energy efficiency and conservation, and promoting the use of renewable fuels in regional public transportation.

6.3 The region participates in the development of National energy efficiency policies and these policies are actively implemented within the region

The Strategy also recognises that most of the direction in relation to energy efficiency will need to come from central government. The region aims to play a part in this process through advocating to central government and via the submission process. National level policies will then need to be actively implemented in the region.

7. Access and Mobility

7.1 The people in the region, including the transport disadvantaged, enjoy ready access to health, education, employment and leisure activities

There are real challenges in ensuring that the transport system provides access to health, education, employment and leisure activities to those within the community that either do not have access to a car, or choose to use other modes. In particular, distance to publicly funded health services and facilities are an issue of some importance in the more remote areas in the region. Additionally, there is an identified need to ensure that adequate consideration is given to providing and maintaining safe access to educational facilities.

Some members of communities within the region have specific transport needs, and there is a need to continue to provide and improve the Total Mobility programmes for the transport disadvantaged. This will be a challenge in a strongly rural region such as the Bay of Plenty, but it is important that all the implementing agencies consider the provision of access to all members of the community when undertaking transport and land use planning.

7.2 Access is improved by providing linkages within and between settlements

Connecting the different settlements of the region is very important, particularly in a rural area like the Bay of Plenty. There is a need to ensure that the three main settlements of the region (Rotorua, Tauranga and Whakatane) are well connected, as well as ensuring that key links are in place for travel between other smaller settlements. It is also important to provide links within each settlement to ensure that communities can meet their live, work and play needs.

7.3 Route security is well managed, particularly in vulnerable areas

There are a number of areas in the Bay of Plenty that are vulnerable to access impediments because the land transport network is at risk in certain places (e.g. roads which are susceptible to flooding). It is important that the transport network is well managed and that alternative routes are available where necessary.

8. Public Health

8.1 The land transport system provides opportunities for modes that contribute to improved public health and seeks to reduce the negative health effects of transport-related emissions

The RLTS process, and the policies, programmes and investments made under its auspices, must recognise that, unless carefully managed, the land transport system can have negative public health consequences. Notwithstanding the health impacts of road crashes, there are also issues such as air quality in congested traffic corridors, noise and vibration, and water run-off that need to be taken into account

in transport decision-making processes. Dust nuisance on unsealed roads is a significant public health issue aggravating illnesses such as asthma.

Providing opportunities, and attractive and safe facilities, for pedestrians and cyclists can encourage more people to use those modes, with the demonstrated health benefits that come from increased exercise.

8.2 Land use patterns and urban design promote safety and public health

Both public health and safety can be promoted through land use patterns and urban design, e.g. by providing pedestrian and cycling linkages, ensuring that roads do not cut cross across communities. Demand management also has a role to play here in terms of reducing vehicle trip numbers, encouraging people to use alternative modes and promoting 'live, work, play' principles.

8.3 Health facilities are accessible for all communities

Part of public health is also about ensuring that health facilities are accessible to the community by providing a land transport system that is well linked to those facilities and one that is affordable.

This Strategy will contribute to the LTMA's aim of achieving an integrated, safe, responsive, and sustainable land transport system through its vision, strategic outcomes, demand management strategy and various actions and policies. It will contribute to an integrated transport system through linking land use planning with major transport modes.

This is addressed in the strategic outcome of safety and personal security.

The Strategy also aims to be responsive through its vision of a land transport system that meets the current and developing needs of the people of a vibrant and growing region, and its various policies under the strategic outcome of 'responsiveness'. Sustainability is addressed through actions and policies which avoid, remedy or mitigate adverse effects on the environment to the extent reasonable in the circumstances, and considers ways of managing transport demand.

The strategic outcomes detailed above, combined with the vision, describe the balance of objectives that the region is seeking to achieve in developing the RLTS. Balancing the objectives is a key component of the strategy development process. The RLTC actively pursued a process that did not favour one or two outcomes over the others. Developing a sustainable transport system is seen as being just as important to the region as economic development. With this balance in mind, the next step in the strategy development process was to assess different strategic options for achieving the desired strategic outcomes. That process, which evaluated three different strategic options, is described in the next chapter.

Chapter 5: Developing the strategy

This chapter summarises how the three strategic options were evaluated as foundations for developing the RLTS. Further detail on the process can be made available on request.

This Strategy has used the strategic options outlined for the 2004 RLTS. The purpose of the 2006-07 review was to update the RLTS with work completed since 2004. This work was based on the preferred strategic option identified in 2004. Therefore, the preferred option is still considered to be appropriate for the region and has formed the basis for the 2007 RLTS.

5.1 Strategic options considered

Developing the RLTS involved looking at different options available to meet the LTMA's object.

A key part of the process to develop the RLTS in 2004 was to identify how to represent the different options available to meet the objectives set out in the LTMA. Representatives from the region discussed different options and the common features were developed into three strategic options.

There was discussion on whether a separate option was required that focused on road safety. It was decided that safety was an important focus in all strategic options and hence did not need a separate strategic option.

5.2 Three options considered

Three options were considered in developing the RLTS:

- **Option 1:** "Mainly Rooding Focus" (this typically includes completing existing rooding programmes and accommodating growth through additional rooding).
- **Option 2:** "Managing Traffic Demand" (this typically includes implementing travel demand management tools, enhancing public transport services, providing rooding for remaining traffic growth).
- **Option 3:** "Optimise Existing Networks" (this typically includes implementing travel demand management tools and catering for growth predominantly through public transport).

Through meetings with representatives of each of the sub-regions, the rooding projects, travel demand management (TDM) and passenger transport initiatives that would occur in the next 10 years were identified.

5.3 Evaluation process

The objectives of the LTMA and the likely criteria for Land Transport NZ funding were used to develop a list of indicators for testing how well each strategic option met or contributed to each of the objectives.

The indicators fell into the following broad categories. Some examples of the types of criteria that each option was evaluated against are also provided:

- economic development (e.g. efficiency of freight movement, efficiency for car users, rail)
- safety and personal security (e.g. traffic crashes and costs, safety for non-car mode trips)
- access and mobility (e.g. key facilities, independent car and non-car based mobility)
- public health (e.g. traffic congestion, noise, numbers of trips by pedestrians or cycling)
- sustainability (e.g. non-car based trips, urban amenity, vehicle growth rate)
- energy efficiency (e.g. inefficient routes, fuel usage, use of efficient energy modes)
- integration (e.g. provision for all modes on transport corridors)
- responsiveness, implementation risk, cost effectiveness (e.g. contributions to national objectives, legislative / community constraints, total costs, burden on ratepayers, regional acceptance).

Figure 7 How the strategic options performed

	Option 1 Mainly roading focus	Option 2 Managing traffic demand	Option 3 Optimise existing networks
Economic development	✓	✓	
Safety and personal security	<i>All options performed similarly</i>		
Access and mobility		✓	✓
Public health	✓	✓	
Sustainability	<i>All options contributed in some way</i>		
Energy efficiency	<i>All options contributed in some way</i>		
Integration	<i>All options contributed in some way</i>		
Responsiveness, implementation risk, cost effectiveness	✓	✓	

5.4 Adverse effects on the environment

Section 175(2)(h) of the Land Transport Act 1998 as amended by the LTMA, requires that every regional land transport strategy must give early and full consideration to land transport options and alternatives in a way that avoids, to the extent reasonable in the circumstances, adverse effects on the environment.

The legislation does not contain any definition of 'effects' or 'environment'. However, a body of knowledge has developed on the interpretation of these terms through the Resource Management Act 1991 (RMA). Environment has quite a broad meaning under the RMA, and includes ecosystems, natural and physical resources, amenity values and social, economic, aesthetic, and cultural conditions.

Adverse effects on the environment were considered as part of the option evaluation process in 2004. In particular, the following were used as performance criteria:

- traffic congestion (including impacts on air quality)
- vehicle emissions
- carbon dioxide predictions
- transport noise
- non-car based trips
- vehicle growth rate
- percentage of commuting trips by public transport, cycling and pedestrian modes
- fuel usage
- use of efficient energy modes
- inefficient routes taken by cars
- compatibility with land use growth strategies
- impacts on urban amenity
- extent to which benefits will be sustainable over time.

Adverse effects on the environment operate at two levels within a land transport context:

- the macro level
- the project-related / design level.

The macro level relates to land use relationships and urban form. This has been addressed under the SmartGrowth Strategy for the western Bay of Plenty sub-region. Land use and transportation workshops have been held in Rotorua and the Eastern Bay of Plenty. This work is the beginning of a better large scale spatial picture for these areas.

The region is predominantly rural and it is very difficult to use transport networks to influence urban form. However, the region is already linking land form and transport corridors through SmartGrowth. Under this Strategy development is being shifted away from the coast in order to take the pressure off environmentally sensitive areas. Development is instead being encouraged along key corridors leading to Rotorua and the Eastern Bay of Plenty.

At the project / design level there are various adverse environmental effects that can be generated by individual projects. Projects are evaluated against the application and designation procedures of the RMA. Applications must pass through the Fourth Schedule of the RMA "Assessment of Effects on the Environment", this applies to both plan changes and resource consents. Designations are covered under Part 8 of the RMA. In particular section 171, which is subject to Part 2 of the RMA and a consideration of effects on the environment.

Projects affecting archaeological sites are also subject to the provisions of the Historic Places Act 1993. Any proposal to destroy, damage or modify a recorded or newly discovered archaeological site requires an authority from the Historic Places Trust.

The RLTS is a strategic document, and does not cover project design. For this reason the RLTS can only deal with the macro level in terms of avoiding adverse effects on the environment. The Strategy can however raise awareness of environmental effects which relate to project design and the resource consent stages by compiling a checklist of transport related environmental effects to be applied to all future projects. This is done in action 4.6.

5.5 Preferred option

Based on the initial strategic option evaluation as outlined above, the preferred strategic option for development in the RLTS was Option 2 although with modifications as practical to include:

- The components of Option 3 for Rotorua which provide enhanced access and mobility
- The components of Option 1 for Rotorua and Eastern Bay modified to be compatible with the travel demand management philosophy of Option 2
- Particularly in Tauranga, including stretch targets for passenger transport and pedestrian and cycling mode shares, consistent with the objectives of Option 3, and
- Further examination of the potential contribution of rail.

This strategic option has formed the base for the detailed actions and investment plans set out in subsequent sections.

Chapter 6: Demand management strategy

This chapter sets out the Demand Management Strategy for the Bay of Plenty region which is required by section 175(2)(o) of the Land Transport Act 1998, as amended by the LTMA.

This Demand Management Strategy is based on the Bay of Plenty Demand Management Initiatives Discussion Document (September 2005) and the Demand Management Plan (February 2006), which was adopted by the Regional Land Transport Committee on 17 March 2006.

6.1 What is demand management?

With increasing demands on the transport system, the traditional solution has been to provide more capacity through widening roads, or constructing new roads. Current best-practise transport planning suggests that there will become a point where it is not possible to further increase the capacity of the road network without it becoming unaffordable or creating unacceptable environmental effects. The LTMA requires an alteration to this approach and careful consideration must be given to the sustainability of the transport system.

Demand management is a broad term which encompasses the following:

- **Transport demand management** - a transport system approach which seeks to achieve modal shift (to low impact modes, e.g. cycling).
- **Traffic demand management** – a single network approach which seeks to optimise or reduce traffic flows.
- **Travel demand management** – focuses on the individual traveller and seeks to change travel behaviour through various initiatives (e.g. education and marketing tools).

Demand management involves providing people with options for travel other than simply constructing more roading infrastructure. It involves giving people realistic options for making trips, that do not involve using a car, and/or making best use of the road capacity available, including altering the times of day when people choose to make vehicle trips.

Demand management is a means of planning to balance infrastructure for walkers, public transport users and drivers, and to reduce travel demand. For example, demand management initiatives can include such measures such as improving the level of mode share for public transport, improving network functionality, upgrading pedestrian and cycle facilities, identifying freight corridors, promoting rural taxi services, providing for teleworking and integrating transport and land use planning.

Importantly, demand management does not necessarily remove the need to provide more capacity over time, but works together with new infrastructure provision by providing a more sustainable approach to transport.

While some demand management options may reduce the need to travel, or reduce the distances required to make trips, the focus is on providing people with an increased choice in the ability to make the trips that they need to 'live, work and play'.



Active transport modes play a significant role in improving physical health benefits, reducing the number of private vehicles on roads and reducing vehicle emissions

Demand management is more effective if different initiatives are integrated so that together they provide more benefits than if completed in isolation. For example, success in attracting people onto a new bus service is maximised if all-weather bus stops/shelters are provided, the buses have priority at congested points on the route, and marketing is available to promote the service.

6.2 Crown grant

In August 2005 the Minister of Transport announced a Crown Transportation Grant of \$150 million for the Bay of Plenty region. This grant is to be matched locally by the regional council and territorial local authorities. This will require additional transport funding from the local authorities in order to receive the grant.

Demand management forms part of the Crown Grant transport funding package³⁰. Two of the top investment priorities identified in the package are:

- investment in passenger transport to encourage increased mode share and improve access and mobility (\$39 - \$45 million)
- optimise use of existing network through investment in TDM, walking and cycling (\$10 - \$27 million).

³⁰ Report of the Bay of Plenty Joint Officials Group, July 2005

Funding through the Crown grant is conditional on the region producing a balanced programme for investment in transport infrastructure capacity and in demand management measures. There needs to be a demonstrable ongoing commitment to demand management by the region in order to fulfil the requirements of the funding package.

6.3 Demand management report

As part of the process of implementing the RLTS, Environment Bay of Plenty commissioned a report into demand management within the Bay of Plenty. This report was intended to:

- identify the steps necessary to implement demand management in the Bay of Plenty
- study existing demand management measures
- investigate mode change
- identify demand management initiatives and packages that would contribute to the RLTS aims
- estimate the required investment in demand management over the next 10 years.

This demand management plan is particularly important given that the strategic option for the RLTS (as outlined in Chapter 5) is to manage traffic demand.

The report and financial estimates were developed in consultation with all six territorial authorities, Transit New Zealand, and the Bay of Plenty Regional Council. Liaison with local and regional government established a plan for developing a region wide approach to demand management, and identified just over \$57 million in demand management initiatives over the next 10 years.

The findings of the report were adopted by the Bay of Plenty Regional Land Transport Committee on the 17 March 2006, and the results have been used to inform this RLTS.

6.4 Importance of a package approach

The Demand Management Plan developed for the Bay of Plenty is presented as a series of packages, which combine initiatives that will work together. The initiatives within each package are high level, recognising the flexibility for local authorities to implement initiatives that are relevant to their own area. Detailed implementation of the Plan sits within each authority's LTCCP. However, care needs to be taken if sub-elements of the package are removed, or not implemented in various areas, as this will reduce the overall effectiveness of the strategy and may result in the remaining initiatives being ineffective.

Implementation of the Demand Management Plan will need to give consideration to the efficient operation of emergency vehicles. This is particularly so where certain demand management measures (e.g. traffic calming) could hinder access for emergency vehicles. Local authorities and Transit will need to consult with emergency services if any demand management measures are proposed which will impact on emergency operations.

6.5 Geographic areas

The demand management packages are divided into geographic areas, which are as follows:

- Tauranga CBD SmartTransport package;
- Western Bay of Plenty growth area linkage package;
- Rotorua CBD access package;
- Eastern Bay of Plenty package;
- Rotorua – Tauranga linkage package; and
- Strategic regional cycling and pedestrian package.

The following are indicative packages and programme timetables for each of the geographic packages. A more detailed break down for each geographic package is provided in the Bay of Plenty Demand Management Report.

6.5.1 Tauranga CBD SmartTransport package

Subcomponents include:

- public transport service enhancements (bus, ferry, rail) [Environment Bay of Plenty];
- public transport infrastructure improvements (bus, ferry, rail) [TCC];
- central area parking strategy³¹ [TCC];
- information and education Initiatives (e.g. alternative transport week) [Environment Bay of Plenty, TCC];
- walking and cycling strategy [TCC, Transit];
- data collection and monitoring (modes, long-distance commutes) [Environment Bay of Plenty; TCC; Transit];
- promotion of ride share, and school and workplace travel plans
- maximising long distance freight by rail [Environment Bay of Plenty; ONTRACK]; and
- location of 'destinations' and Living Streets³² [TCC].

³¹ The management of parking supply to reduce demand for car trips and increase walking, cycling and use of public transport.

³² This term is provided as a general phrase to describe a range of urban developments being undertaken in Tauranga. The concept 'living streets' involves a greater emphasis on community needs through the integration of walking, cycling, public transport, and community living space into the design of residential streets. New developments will be encouraged to take into consideration the 'destinations' of residents, i.e. recreational, commercial, and employment destinations, in order to reduce the distances that need to be travelled in every day trips. This will encourage people to consider other forms of transport, such as walking and cycling to these destinations.

Figure 8 Programme for Tauranga CBD Smart Transport Package

0-10 years	Beyond 10 years
Public transport service enhancements	Public transport service enhancements
Public transport infrastructure improvements	Public transport infrastructure improvements
Central area parking strategy *	Data collection and monitoring
Information and education initiatives *	Maximising long distance freight by rail
Integrated Transport Strategy implementation *	Location of 'destinations'
Promotion of ride share and travel plans*	

* has commenced or programmed to be started in the short term.

6.5.2 Western Bay of Plenty growth area linkage package

Subcomponents include:

- public transport interchange (e.g. Arataki bus interchange and Papamoa East park and ride) [Environment Bay of Plenty; TCC];
- corridor protection for public transport [Transit, TCC];
- tolling strategy for Tauranga Eastern Motorway [Transit];
- structure plans / road hierarchy plans to link subdivisions [TCC; WBOPDC];
- provision of direct cycleways and walking links within new subdivisions [TCC; WBOPDC].

Figure 9 Programme for Western Bay of Plenty Growth Area Linkage Package

0 – 10 Years	Beyond 10 years
	Public transport interchange / park & ride
Corridor protection for public transport	Corridor protection for public transport
Tolling strategy for Tauranga Eastern Motorway	Tolling strategy for Tauranga Eastern Motorway
Structure plans / road hierarchy plans to link subdivisions	Structure plans / road hierarchy plans to link subdivisions

6.5.3 Rotorua CBD access package

Subcomponents include:

- local, regional and long distance public transport service enhancement [Environment Bay of Plenty];
- public transport infrastructure improvements, upgraded CBD public transport interchange, bus stop improvements [RDC];
- regional integrated ticketing [Environment Bay of Plenty];
- CBD parking review [RDC];
- information and education strategy (including school and workplace travel plans) [RDC];
- Transport Strategy (pedestrian and cycling components) [RDC]; and

- data collection and monitoring (modes, long-distance commuters) [RDC, Environment Bay of Plenty, Transit)].

Figure 10 Programme for Rotorua CBD Access Package

0 – 10 Years	Beyond 10 years
Local, regional and long distance public transport service enhancement	Public transport infrastructure improvements
Regional integrated ticketing *	Data collection and monitoring
CBD parking review *	
Information and education strategy	Information and education strategy
Transport Strategy (pedestrian and cycling components)	
Public transport centre	

* has commenced or programmed to be started in the short term.

6.5.4 Eastern Bay of Plenty package

Subcomponents include:

- ongoing coordinated publicity of commercial services available [ODC, WDC, KDC, Environment Bay of Plenty];
- taxi services for rural towns [KDC, ODC, Environment Bay of Plenty];
- rural public transport service e.g. flexi/wiggly bus³³, post bus³⁴ [ODC, Environment Bay of Plenty]
- providing flexible scheduled services [Environment Bay of Plenty];
- strategy for providing future central area parking [WDC]; and
- land use implementation strategies for growth areas [WDC/Environment Bay of Plenty].

Figure 11 Programme for Eastern Bay of Plenty Package

0 – 10 Years	Beyond 10 years
Ongoing coordinated publicity of commercial services available	
Taxi service for rural towns	
Providing targeted scheduled services	Rural public transport service
Land use implementation strategies for growth areas	
Strategy for providing future central area parking in Whakatane	

³³ A flexibus/wiggly bus is a rural bus service that has a core circular route but will leave it to drop off passengers at their front gate if requested.

³⁴ A post bus is a post vehicle that runs to a schedule and picks up passengers as well as post.

6.5.5 Rotorua – Tauranga linkage package

Subcomponents include:

- Rotorua Urban
 - local and regional public transport service enhancements/quality improvements (e.g. post buses and wiggly buses) [Environment Bay of Plenty/RDC]; and
 - pedestrian and cycling strategy (as part of Transport Strategy) [RDC].
- Ngongotaha
 - pedestrian and cycling strategy (as part of Transport Strategy) [RDC]; and
 - local and regional public transport service enhancements [Environment Bay of Plenty/RDC].
- Hamurana Road
 - pedestrian and cycling strategy (as part of Transport Strategy) [RDC];
 - regional public transport service enhancements [Environment Bay of Plenty/RDC]; and
 - rural transport strategy (as part of Transport Strategy) [Environment Bay of Plenty].
- Tauranga Direct
 - pedestrian and cycling strategy (as part of Transport Strategy) [RDC];
 - regional public transport service enhancements/quality improvements [Environment Bay of Plenty/RDC]; and
 - rural transport strategy (as part of Transport Strategy) [RDC/Environment Bay of Plenty, TCC].

Figure 12 Programme for Rotorua – Tauranga Linkage Package

0 – 10 Years	Beyond 10 years
Rotorua Urban	
Transport Strategy (pedestrian and cycling components)	Local and regional public transport service enhancements
Ngongotaha	
Transport Strategy (pedestrian and cycling components)	Local and regional public transport service enhancements
Hamurana Road	
Transport Strategy (pedestrian and cycling components)	Regional public transport service enhancements
Rural transport strategy (as part of overall Transport Strategy)	
Tauranga Direct	
Transport Strategy (pedestrian and cycling components)	Regional public transport service enhancements
Rural transport strategy (as part of overall Transport Strategy)	

6.5.6 Regional pedestrian and cycling package

- strategic cycleway network [all];
- inform and educate strategy for identified cycle routes [Environment Bay of Plenty/ all districts];
- cycle facilities on major commuting routes (development of standards and shoulder widening [Transit, TCC, RDC];
- develop regional cycling design standards for commuter routes [Transit/Environment Bay of Plenty];
- narrow bridge assessment and mitigation programme (bridge widening or use of warning technologies e.g. 'cyclist on bridge') [Transit/Environment Bay of Plenty]; and
- develop school travel plans including walking school buses.

Figure 13 Programme for Regional Pedestrian and Cycling Package

0 – 10 Years	Beyond 10 years
Inform and educate strategy for cycle routes	Strategic cycleway network
Narrow bridge assessment and mitigation programme	Narrow bridge assessment and mitigation programme
Develop regional cycling design standards for commuter routes	
Develop school travel plans	Develop school travel plans

6.6 Mode share targets

The following mode share stretch targets have been set for non-car based trips to work for the Rotorua and Tauranga urban areas. A stretch target is a goal to work towards based on ideal outcomes and investment beyond the present levels. Only Tauranga and Rotorua have been included for the stretch target as these are the main urban areas of the Bay of Plenty region and are most likely to be able to achieve modal shift. Note that detailed analysis sits behind the stretch targets below.

Figure 14 Mode share stretch targets (trips to work)

Sub-Region / Time	Public Transport	Cycling	Walking	Total Non-Car Based
Rotorua 2001	0.9%	3.5%	5.7%	10.1%
Rotorua 2011	5.0%	4.0%	6.2%	15.2%
Rotorua 2021	6.0%	5.5%	6.5%	18.0%
Tauranga 2001	0.5%	3.3%	4.6%	8.4%
Tauranga 2011	5.5%	4.0%	5.0%	14.5%
Tauranga 2021	10.5%	5.0%	5.5%	21.0%

6.7 Indicative Investment

The following table provides estimates as to the financial investment required over the next 10-years. It should be noted that much of this investment will come from funds already committed to demand management initiatives.

Figure 15 Summary of costs by organisations 2006/07 – 2015/16

Organisation	Estimate of Funding to 2015/16	Estimated Annual FTE ³⁵	Estimated Proportion of New Funding ³⁶
Environment Bay of Plenty	\$35,890,000	2.2	33%
Western Bay of Plenty District Council	\$1,285,000	1.3	23%
Tauranga City Council	\$11,540,000	2.1	92%
Rotorua District Council	\$2,920,000	0.9	40%
Whakatane District Council	\$415,000	0.3	0%
Opotiki District Council	\$125,000	0.1	0%
Kawerau District Council	\$55,000	0.1	0%
Transit New Zealand	\$4,880,000 ³⁷	1.5	-
Total (rounded to nearest \$10k):	\$57,110,000	8.5	42%

6.8 Dealing with uncertainty surrounding pricing to manage demand

The New Zealand Transport Strategy discusses the concept of ensuring that transport users face the full costs of their road use, and in this context investigating the use of congestion charging to manage congestion and demand for road space in congested conditions. The Ministry of Transport (the Ministry) has recently released the Auckland Road Pricing Evaluation Study (March 2006)³⁸.

³⁵ FTE refers to Full-Time Equivalent staff numbers required to perform the professional services. For example a FTE of 1.0 would mean that on average over the 10-year period, 12 months of work for one person would be required each year. Councils can either resource this using Council staff or consultants.

³⁶ New funding is identified as funding that is in addition to the current levels of funding in the 2005/06 financial year. This new funding is being included in the current round of LTCCPs.

³⁷ The funding shown for Transit New Zealand is taken from the Transit NZ 10-year State Highway Forecast by the Bay of Plenty (2005/06 - 2014/15). This funding may alter when the Transit NZ final draft Forward Works Programme is released in March 2006.

³⁸ The main objective of the study is to evaluate the feasibility and desirability of road pricing/parking levies in Auckland. For the purposes of the study, road pricing is defined as charging for the use of an existing road for demand management, and to provide revenue for investment in land transport.

The study investigates the congestion reduction and revenue potential of four road pricing schemes and one parking levy scheme:

Cordon charges (single and double cordon): This scheme would charge vehicles traveling into Auckland that cross a single, defined cordon essentially the Auckland isthmus. The double cordon involves charging vehicles that cross either of two cordon rings into Auckland.

Area charges: This option encompasses charges for motor vehicles entering or travelling in a defined area (e.g. London's Congestion Charge).

Strategic network charges: This scheme involves charging congested links of the motorways and some limited access arterial roads. Motorists would be charged per kilometre travelled up to a maximum of \$6 per day. Uncongested links would be free of charge.

Parking levy: This scheme would charge for parking on both public and private property (e.g. parking buildings or businesses) within the Auckland/Newmarket, Manukau, Henderson and Takapuna CBDs. The charges modelled were \$10 per day, in addition to any parking charges already in place.

While the Auckland Road Pricing Study has been developed to provide information only in order to help decide if work on road pricing in Auckland should be progressed, there is the potential for this work to be used elsewhere in the future. For this reason the western Bay of Plenty SmartGrowth Implementation Committee has made a submission on the study highlighting the following concerns:

- the effects that such charging would have on land use patterns
- the potential negative impact charging could have on a CBD
- unforeseen behaviours as a result of charging
- road pricing needs to be looked at as part of a suite of tools.

A key point to understand is that this strategy does not recommend the introduction of congestion charging, or tolling existing roads, in spite of the fact that the preferred strategic option is to manage demand. While it has been possible to show through transport modelling undertaken that introducing a charge to manage demand could have an influence on the infrastructure demands in the region, this needs to be considered alongside the positive and negative economic, social and environmental impacts of such a charging regime to determine whether it would in fact be beneficial in the Bay of Plenty. There are also no legal tools currently in place to support congestion charging.

6.9 Monitoring

Performance indicators have been developed for the strategic outcomes in the Strategy. The following indicators will be used to measure progress in implementing demand management initiatives:

- modal share: modal split for travel to work
- vehicle occupancy: proportion of drivers amongst those who travelled to work by car, truck or van
- use of public transport: annual bus trips per person by district / city
- number of cyclists: cycle counts on key routes
- number of pedestrians: pedestrian counts on key routes.

Chapter 7: Implementing the strategy: policies and actions

The vision and outcomes contained in Chapter 4, and the preferred strategic option to achieve those outcomes (Chapter 5), set a new direction for the region. Achieving those goals will require a multi-faceted approach for transport, land use development and management in the region. No single focus will be sufficient, with the safety objectives needing to be balanced with the environmental and public health objectives and so on. Only in balancing the objectives in this way will the overall objective of a safe, integrated, responsive and sustainable land transport system as outlined in the New Zealand Transport Strategy be achieved.

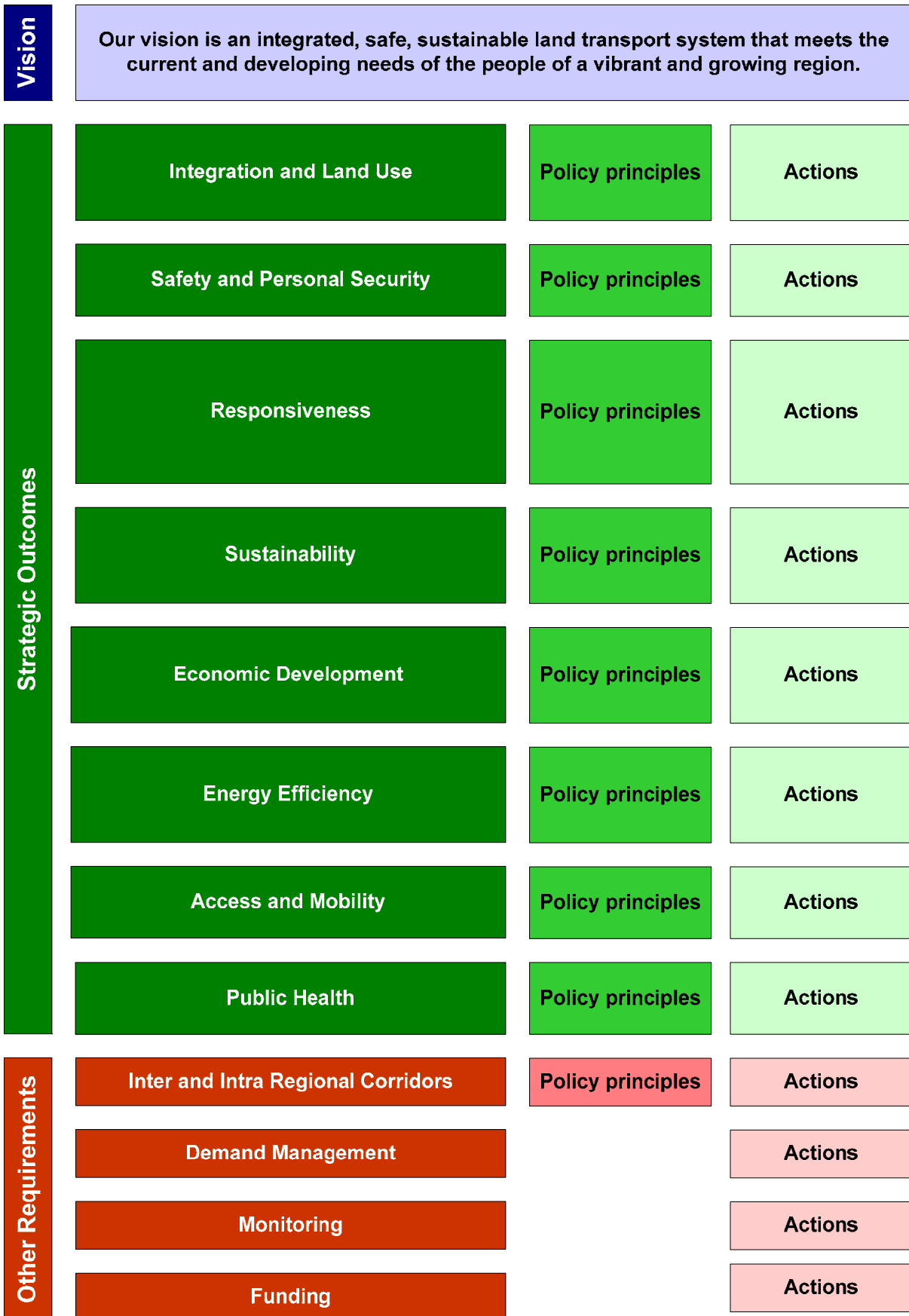
There will need to be a combination of continued investigation and development work, policy development, programme implementation and, of course, significant investment in the transport networks. That combination of activities will require considerable cooperation and coordination between the implementing agencies and their national, regional and local partners. Note that demand management is covered in Chapter 6. These 'step changes' will require a major shift in thinking and behaviour, and strong leadership. In this context two sets of implementation activities have been developed:

- **Policy principles and actions:** The first, set out in this chapter, is a set of policy principles and actions required of agencies to further explore detailed implementation of the strategy, or to change the way that they do things to ensure that they are contributing to the achievement of the vision and outcomes.
- **Transport investments:** The second, set out in the next chapter, is an indicative list of land transport packages which have been assessed as consistent with the preferred strategic option, the implementation of which will contribute to the achievement of the vision and strategic outcomes.

The approach that has been followed in describing the tasks to be undertaken in implementing the strategy is to set out, for each of the strategic outcomes, a description of the policy framework that will apply, and then specific actions for one, some or all of the implementing agencies to undertake within that policy framework, using the following layout.

Action - Description of the action i.e. what is to be done		
Explanation	<i>Detail/rationale for the action</i>	
Secondary Outcome(s)	<i>List any other outcomes that the action will contribute to</i>	
Timing	Responsibility	Funding
<i>Approximate start date (financial year)</i>	<i>Responsible agency/agencies</i>	<i>Indicative Funding Requirements (if any)</i>

The following diagram summarises the relationship between the vision, strategic outcomes, policy principles and actions that are set out in the strategy.



The strategy does not attempt to create a rigid or prescriptive policy framework. This strategy will be an enabling document, and it is critical to the ongoing achievement of the region's aims that the implementing agencies, while understanding and committing to the broad policy objectives and outcomes set out in the strategy, have the flexibility and ability to respond to changing needs and provide their contributions to the broad strategic direction of the strategy accordingly.

7.1 Strategic outcomes

Outcome 1: Integration and land use

- 1.1 Land use and transportation planning are closely linked**
- 1.2 The land transport system provides opportunities and integrated linkages for all major modes**
- 1.3 Demand management is considered in planning, design and transport investment decisions**
- 1.4 Existing and future transport corridors are defined and protected**
- 1.5 Integrated transport packages for funding are developed**

This outcome covers:

- the integration of land use and transportation planning (e.g. ensuring that new developments provide cycling and pedestrian facilities, or that employment areas are located close to residential areas)
- the integration of land transport modes (e.g. by ensuring that there are effective connections between school and public bus services, or that options like Park-n-Ride facilities are available to enable easy transfer from car to bus/rail transport)
- the integration of policy and planning processes between the different agencies within the region that are tasked with implementing the strategy (e.g. to ensure that passenger transport service improvements are coordinated with infrastructure improvements such as bus stops and turn-in bays for buses)
- access management on arterial roads
- maintenance of existing networks to ensure that integration continues.

In this context, success in achieving integration will rely heavily on cooperation between the different agencies in the region. All of the agencies in the region will need to work with others to integrate their efforts to achieve the vision (in some cases on development, and in some cases on applying already-developed frameworks, such as SmartGrowth in the western Bay of Plenty sub-region).

Policy principles

Policy principles to guide actions of the agencies in this area include:

- land use planning processes should be conducted with a view to managing demand for travel, by locating work, living and recreational activities in close proximity in suitable urban areas (i.e. the "live, work, play" concept)

- transport planning processes should consider the appropriate roles for all modes, and strategies for integrating those modes to provide real choices for transport users in the region
- transport infrastructure requirements for all modes need to be provided for in the early stage of planning for new developments
- careful consideration needs to be given to the way in which the districts, cities and the region will grow, with particular attention given to the potential to increase densities for housing and other methods that could either reduce the number or distance of trips made
- reverse sensitivity issues need to be carefully considered when planning land use patterns and transport networks
- implementing agencies should work closely together and in a collaborative manner to ensure that initiatives are integrated across the region.

Performance indicators

The following performance indicators will be used for this outcome:

- integration of land use and transport: average length of journey to work by district/city
- integration between modes: number of transport interchanges by district/city
- integration of public transport services: percentage of integrated tickets sold.

Actions

1.1 Review Long Term Council Community Plans³⁹ and other statutory documents to ensure consistency with the RLTS		
Explanation	<i>Individual agencies will need to ensure that their statutory planning documents (including district plans if appropriate) are consistent with the RLTS's goals to manage transport demand, and contribute to the vision and outcomes sought.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>By 2008 / 2009</i>	<i>All⁴⁰</i>	<i>Individual agencies to fund from annual budget process</i>

³⁹ Includes Annual Plan.

⁴⁰ Reference to "All" under 'Responsibility' in this Strategy means: Environment Bay of Plenty, all city and district councils within the region, Land Transport NZ, Transit.

1.2 Develop 'Packages' of land transport activities that integrate modes

Explanation	<i>Particularly in urban areas, delivering the vision and desired outcomes will require an integrated approach to development, investment and management with passenger transport, pedestrian and cycling facilities needing to be integrated with roads. In some cases two or more organisations will need to work together. Packages of activities for certain areas in the Bay of Plenty have already been developed (see chapter 8). These packages can be used to support funding applications. They will also need refinement during subsequent years.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>All</i>	<i>\$200,000 per package (application to Land Transport NZ)</i>

1.3 For the eastern Bay of Plenty: Implement growth strategy work undertaken with a view to achieving alignment between land use patterns and transport needs

Explanation	<i>The eastern BOP, in particular Whakatane and Opotiki because of their coastal locations are experiencing considerable growth. A clear relationship between the location, volume and timing of future growth on the transport infrastructure, including a clear identification of the transportation projects which have to be undertaken in the future to sustainably manage this growth, is required.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, economic development, access and mobility</i>	
Timing	Responsibility	Funding
<i>2006/07 - 2008/09</i>	<i>Environment BOP, WDC, ODC, KDC</i>	<i>Environment BOP LTCCP⁴¹ with contributions from local authorities' LTCCPs</i>

1.4 For Rotorua: Continue to implement growth model and strategic transportation studies

Explanation	<i>Rotorua has an existing Basin Development Strategy and work is underway to reinforce the strategy through the extension of services. The Rotorua Growth Model underpins land use patterns for the District. In addition both the Rotorua and western Bay of Plenty councils are collaborating on growth management through the "twin city" growth corridor between Tauranga and Rotorua. There are land use changes in employment and housing opportunities which need to be investigated especially in the north western sector of Rotorua. The Rotorua Transport Strategy was released in 2006. The focus is now on implementing this Strategy.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, economic development, access and mobility</i>	
Timing	Responsibility	Funding
<i>2006/07 - 2008/09</i>	<i>Environment BOP, RDC</i>	<i>Environment BOP and RDC LTCCPs</i>

⁴¹ Any reference to funding from an LTCCP also includes funding from the Annual Plan

1.5 For the western Bay of Plenty sub-region: Support the Regional Policy Statement changes arising from SmartGrowth at the district plan level

Explanation	<i>Successful transportation planning needs to support a sustainable land use pattern. Because this pattern transcends local authority boundaries the most efficient means of anchoring a broadly based land use framework is through the Bay of Plenty RPS. Changes have been made to the RPS in order to implement the SmartGrowth Strategy. In particular urban limits have now been put in place for the western Bay of Plenty. It is now necessary to support these changes at the local level in district plans.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, economic development, access and mobility</i>	
Timing	Responsibility	Funding
<i>2006/07 - 2008/09</i>	<i>TCC, WBOPDC with input from Environment BOP</i>	<i>TCC, WBOPDC LTCCPs</i>

1.6 Ensure consistency between the RLTS and the SmartGrowth Strategy

Explanation	<i>Each Strategy is highly interdependent. The actions and data contained in each need to be consistent. This needs to be borne in mind during any review or update of either Strategy.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, economic development, access and mobility, sustainability</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, TCC, WBOPDC, Smart Growth Implementation Committee, RLTC</i>	<i>Environment BOP, WBOPDC, TCC LTCCPs</i>

1.7 Take steps to ensure that the effects of land use on existing transport networks are considered in the context of reverse sensitivity

Explanation	<i>Land use, particularly residential, should not be encouraged to locate in close proximity to existing transport networks where the effects cannot be adequately avoided, remedied or mitigated. Work needs to be done to ensure that all TLA's are acknowledging this reverse sensitivity issue, particularly through their district plans. Consideration should also be given to transport impacts on land uses, particularly in residential areas, where they are already located close to transport networks.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Territorial authorities</i>	<i>Local authority LTCCPs</i>

1.8 Implement the actions contained in the SmartGrowth / Smart Transport Tauranga Eastern Corridor Study		
Explanation	<p>The integrated land use and transport study for the Tauranga Eastern Corridor contains the following further actions which need to be completed for this corridor:</p> <ul style="list-style-type: none"> Regulatory actions: Change 2 to the RPS; Plan Change (Wairakei and Rangiuru) Agree the most appropriate town centre design for Wairakei Funding plan for the Eastern Corridor Roading network layout Effects of proposed land use on the existing and future network Investigations into alternative modes for the Eastern Corridor. 	
Secondary Outcome(s)	Will contribute to responsiveness, sustainability	
Timing	Responsibility	Funding
2006/07	Smart Transport, SmartGrowth IMG, TCC, WBOPDC, Transit, Land Transport NZ, Environment BOP, key stakeholders	Individual agencies to fund from annual budget process

1.9 Implement the Integrated Transport Strategy for Tauranga		
Explanation	<p>Tauranga's integrated transport strategy contains a number of actions to integrate land use and transport planning, implement TDM, improve public transport, increase walking and cycling, educate and inform people on transport issues and manage parking as part of the overall transport planning process.</p>	
Secondary Outcome(s)	Will contribute to safety and personal security, sustainability, energy efficiency, access and mobility, public health	
Timing	Responsibility	Funding
Ongoing	TCC, Environment BOP	TCC, Environment BOP LTCCPs

Outcome 2: Safety and personal security

- 2.1 Continual improvement of the safety and personal security performance of all modes will result in a land transport system that is safe to use**
- 2.2 Safety and personal security is improved through engineering, enforcement and education**
- 2.3 The community is encouraged to play a greater role in transport safety**
- 2.4 A safety culture is established throughout organisations involved in land transport**

This outcome covers:

- operation of existing networks to ensure that they are safe to use
- safety performance
- personal security
- safety and security for all mode users
- safety and personal security for tourists to the region.

The safety performance of the roading network has been identified as a key issue for the region. Road safety is the responsibility of the community as a whole and is not solely the responsibility of the Ministry of Transport, Land Transport NZ or the Police. Inclusion of this section in the Strategy demonstrates the region's ownership of the issue and provides direction on future actions, with a balanced focus on engineering, enforcement and education (the 3 Es).

The main national document guiding road safety development and initiatives is the *Road Safety Strategy to 2010*. This strategy provides a direction for road safety in New Zealand and describes the results the government wants to achieve by 2010. It sets out:

- the government's balanced approach to road safety using initiatives built around the three Es
- the co-ordination, funding and other mechanisms that will be involved in implementing the strategy
- the priority areas that will be a focus for the government's road safety activity up to 2010.

The National Rail Strategy to 2015 has identified safety and security on the rail network as an issue. Improved safety at rail crossings and within the rail corridor is one of the strategic directions set out in this document.

Policy principles

Policy principles to guide the actions of implementing agencies in this area include:

- work towards achieving the road safety targets for the Bay of Plenty region
- consider all possible options to improve safety and personal security, including engineering, education, enforcement
- work in a systematic manner to identify safety and personal security issues and resolve them in a priority order
- integrate safety and security policies, actions and targets into planning, design and construction processes
- consider rail safety improvements, including infrastructural improvements and safety at level crossings, consistent with the National Rail Strategy's priority to improve rail safety.

Performance indicators

The following performance indicators will be used for this outcome:

- crashes: number of road crashes per year
- casualties: number of casualties per year (fatalities, serious injuries, minor injuries).



Safety and personal security needs to be considered for all mode users

Actions

2.1 All road controlling authorities to implement and operate Safety Management Systems		
Explanation	<i>The adoption of Safety Management Systems by RCA's helps to ensure that decisions about construction, maintenance, management and operation of road networks consider safety, and help achieve targets and goals identified in national and local road safety strategies and achieve a consistent road network environment for the road user. Each road controlling authority will need to initiate implementation of Safety Management Systems for their locality.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, public health, integration and land use</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Territorial authorities, Transit (Land Transport NZ and ACC to assist)</i>	<i>Individual agencies to fund from annual budget process</i>

2.2 Work with Land Transport NZ to develop national performance monitoring and benchmarking processes		
Explanation	<i>The Regional Council needs to work with Land Transport NZ in order to monitor and benchmark safety processes within the region.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness</i>	
Timing	Responsibility	Funding
<i>2006/07 - 2007/08</i>	<i>Environment BOP, Land Transport NZ, Ministry of Transport, ACC</i>	<i>Environment BOP LTCCP Individual agencies to fund from annual budget process</i>

2.3 Reduce truck volumes in residential, pedestrian and any other inappropriate areas		
Explanation	<i>The Regional Council and the local authorities of the region need to consider and implement options to reduce truck volumes in pedestrian areas, school zones, slow traffic environments and any other inappropriate areas. Such alternatives could include a bypass for heavy vehicles such as trucks, and an increased role for rail, recognising the need to look at the efficiency of road and rail transport links for freight transportation in an integrated manner.</i>	
Secondary Outcome(s)	<i>Will contribute to sustainability, access and mobility, public health</i>	
Timing	Responsibility	Funding
<i>Consider options 2006/07 Implementation (ongoing)</i>	<i>All (Environment BOP to coordinate; NZ Police, Toll Rail, ONTRACK, Port of Tauranga to contribute)</i>	<i>Environment BOP LTCCP Annual budget processes</i>

2.4 Regional Council to continue to work with Land Transport NZ on road safety education initiatives for the region

Explanation	<i>The Regional Council and Land Transport NZ need to work together, supported by the territorial authorities, Transit and ACC, to develop road safety education programmes for the region. This will involve the continued development by Environment Bay of Plenty of a 'Regional Road Safety Action Plan' which will include region-wide community road safety programmes. Road Safety Coordinators and relevant community organisations should be involved in this process.</i>	
Secondary Outcome(s)	<i>Will contribute to access and mobility, public health</i>	
Timing	Responsibility	Funding
<i>Ongoing (start in 2006/07)</i>	<i>Environment BOP, Land Transport NZ, with territorial authorities, Transit and ACC</i>	<i>Environment BOP LTCCP, Land Transport NZ</i>

2.5 Investigate and implement various road safety initiatives, particularly to enable cyclists and pedestrians to have safe access along and across roading networks

Explanation	<i>Various safety measures need to be looked at by the Regional Council, territorial authorities and Transit to make the roading network safer for its users. Such initiatives may include safety areas for cyclists and pedestrian and cycle access across major roads.</i>	
Secondary Outcome(s)	<i>Will contribute to sustainability, responsiveness, access and mobility, public health</i>	
Timing	Responsibility	Funding
<i>Ongoing (start in 2006/2007)</i>	<i>Environment BOP, Land Transport NZ, with territorial authorities, Transit and ACC</i>	<i>Environment BOP LTCCP Individual agencies to fund from annual budget process</i>

2.6 Implement the rail safety action contained in the Bay of Plenty Rail Strategy

Explanation	<i>The Bay of Plenty Rail Strategy contains the following rail safety action which needs to be implemented: Consider potential rail safety infrastructural improvements. There will be a need to align their work with the Ministry of Transport's Key Performance Indicators which are yet to be developed. The work should result in various operational improvements that can be made to the rail network, for example:</i> <ul style="list-style-type: none"> <i>• Level crossings – identify locations where there is, or is likely to be in the future, conflict between rail and road traffic. Opportunities for grade separation of the rail and road networks should be identified and considered for future implementation.</i> <i>• Preventing trespassing on rail corridors (this is a particular problem in built up areas).</i> 	
Secondary Outcome(s)	<i>Will contribute to public health, access and mobility, responsiveness</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>ONTRACK to lead, with input from Transit, territorial authorities and Environment BOP</i>	<i>Individual agencies to fund from annual budget process</i>

Note that there are also actions associated with the annual Safety Administration Programme funding and delivery identified in Chapter 8.

Outcome 3: Responsiveness

- 3.1 Transport planning processes are effective, engage those affected by transport decisions, and recognise diverse (including both urban and rural) needs within the region**
- 3.2 Public participation in land transport management is encouraged**
- 3.3 The transport implications of growth are anticipated, recognised and sustainably managed**
- 3.4 A sustainable funding strategy is developed to meet the region's transportation needs which concentrates on a number of different funding tools**
- 3.5 Strategic alignment between the RLTS and both regional and local Long Term Council Community Plans is achieved**

Responsiveness is about having transport planning processes which are effective. The processes need to recognise the inherent diversity of the region and the need to engage those affected by transport decisions. Responsiveness also includes interaction with central government to ensure that the region keeps abreast of changes to land transport management.

Policy principles

Policy principles to guide actions of the agencies in this area include:

- continue to provide early and full opportunities for the community and organisations to contribute to transport planning processes
- engage tangata whenua of the region
- maintain regular contact with central government in order to anticipate and participate in national transport policy, this will also involve advancing the profile of the region
- the needs of each sub-region are unique and there should be flexibility in the approach to cater for the diversity of the region.

Performance Indicators

The following performance indicators will be used for this outcome:

- perceptions of public transport services: percentage of residents that agree with statements that public transport is:
 - affordable
 - convenient.

Actions

3.1 Maintain regular contact with central government in order to anticipate and make a contribution to national transport policy		
Explanation	<i>The regional council needs to be in a position to contribute to new government policy in relation to land transport. It is important to anticipate significant changes to land transport policy so that the region as a whole can prepare for its implications.</i>	
Secondary Outcome(s)	<i>Will contribute to economic development</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP to lead, all agencies to be involved</i>	<i>Individual agencies to fund from annual budget process</i>

3.2 Work with tangata whenua to ensure that their needs are addressed throughout the RLTS implementation phases		
Explanation	<i>The regional council and territorial authorities need to work with tangata whenua to ensure that they are involved in the RLTS process and that any concerns that they have can be addressed. It is acknowledged that various works and projects may impact on tangata whenua – full consultation will occur at the project level on those issues.</i>	
Secondary Outcome(s)	<i>Will contribute to sustainability</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

Outcome 4: Sustainability

- 4.1 The development and operation of the land transport system recognises the value of the environment and avoids, remedies and mitigates its adverse effects
- 4.2 Real efforts are made to manage travel and transport demand, optimise existing networks and improve alternative modes
- 4.3 People are made aware of the transport options available and the consequences of using each mode
- 4.4 The land transport system is consistent with live, work and play principles

This outcome covers:

- creating future land use patterns which seek to optimise relationships between land use activities and travel demand
- optimising the existing transport networks
- focussing on alternative transport modes
- managing travel and transport demand
- avoiding adverse effects on the environment to the extent reasonable in the circumstances.

Sustainability is closely related to outcome 6: energy efficiency and other environmental policies contained within this Strategy. Sustainability is achieved by

taking a number of specific actions in an integrated fashion, both in relation to the environment and the transport network.

Policy principles

Policy principles to guide actions of the agencies in this area include:

- land use planning processes should be conducted with a view to managing demand for travel, by locating work, living and recreational activities in close proximity
- transport planning processes should consider the appropriate roles for all modes, and strategies for integrating those modes to provide real choices for transport users in the region
- opportunities for the use of alternative modes, including passenger and freight transport, need to be provided for in the early stages of new developments
- when developing and operating the transport system, there is a need to take into account the value of the environment and to avoid, remedy or mitigate adverse effects, to the extent reasonable in the circumstances
- careful consideration needs to be given to the ways in which the districts, cities and the region will grow, with particular attention given to the potential to increase densities for housing and other methods that could either reduce the number or distance of trips made
- the existing transport networks need to be optimised
- all major projects should be designated in a way that allows for 'future proofing'⁴²
- apply the following policies to stock effluent programmes:
 - Environment Bay of Plenty will fund the local share cost of the construction of stock truck effluent disposal facilities in the Bay of Plenty that are in accordance with Transit New Zealand's North Island Stock Effluent Disposal Strategy Study; and
 - Environment Bay of Plenty will fund the local share cost to maintain those facilities.

Performance indicators

The following performance indicators will be used for this outcome:

- modal share: modal split for travel to work; modal split for freight loaded at the Port of Tauranga
- vehicle occupancy: proportion of drivers amongst those who travelled to work by car, truck or van
- use of public transport: annual bus trips per person by district / city
- number of cyclists: cycle counts on key routes
- number of pedestrians: pedestrian counts on key routes.

⁴² E.g. allowing for the expansion or improvement of transport networks in the future.

Actions

4.1 Apply the concept of live work and play in the western Bay of Plenty sub-region		
Explanation	<i>The western Bay of Plenty Regional Settlement Strategy, urban growth limits and district plan zoning need to reinforce the close relationships that should exist between live, work and play. Given the anticipated future growth rates of the western Bay of Plenty, it is important for employment, retailing and recreation opportunities to be evenly spread between the east, central and western parts of the sub-region.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, economic development, access and mobility</i>	
Timing	Responsibility	Funding
<i>As per SmartGrowth Strategy</i>	<i>TCC, WBOPDC assisted by Environment BOP</i>	<i>TCC, WBOPDC, Environment BOP LTCCPs</i>

4.2 Undertake transportation effects monitoring as part of the Region's state of the environment monitoring		
Explanation	<i>Input from the health sector indicates that very little knowledge exists which relates to the environmental effects of transportation. For example, emission levels, dust generation, noise and vibration.</i>	
Secondary Outcome(s)	<i>Will contribute to public health, energy efficiency</i>	
Timing	Responsibility	Funding
<i>2006/07 and ongoing</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

4.3 Implement the revised Regional Passenger Transport Plan and progress a full review of the plan in 2006/2007		
Explanation	<p><i>The future emphasis of the Plan needs to:</i></p> <ul style="list-style-type: none"> <i>• Define and agree the role of public transport, especially in Rotorua and Tauranga on corridors where a significant mode shift appears possible (this should include a role for Taxi services)</i> <i>• Anticipate future passenger transport needs</i> <i>• Identify both capital and operating costs and clarify the funding mechanisms</i> <i>• Match the Demand Management Strategy</i> <i>• Provide opportunities for passenger transport in the early stages of a development.</i> 	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP, with input from Environment Waikato</i>	<i>Environment BOP LTCCP</i>

4.4 Establish a joint TCC, Environment BOP and Land Transport NZ working group in order to progress and align public transport in Tauranga		
Explanation	<p><i>In their 2006 – 2016 LTCCP, TCC have committed to increasing parking fees in order to achieve an increased level of service for public transport. There will need to be collaboration between TCC, Environment BOP and Land Transport NZ in order to implement this initiative.</i></p> <p><i>A particular focus for this group should be public transport services for the Eastern Corridor. Note that some of this will be addressed as part of the Smart Transport Eastern Corridor Study.</i></p>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>2005/06</i>	<i>TCC, Environment BOP, Land Transport NZ</i>	<i>No immediate cost implications.</i>

4.5 Establish a Joint Officials Group to progress the Ministry of Education's proposal in relation to school buses in Tauranga

Explanation	<i>The Ministry of Education (MoE) is currently reviewing the school bus services it funds within Tauranga. A transition from MoE funded school buses to public transport services is likely. A Joint Officials Group comprising of representatives from MoE, Environment BOP, TCC, WBOPDC and Land Transport NZ should be established to progress this transition.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Set up 2005/06 Report recommending outcomes 2006/07</i>	<i>Environment BOP, MoE, TCC, WBOPDC, Land Transport NZ</i>	<i>No immediate cost implications</i>

4.6 Develop and apply a checklist to ensure adverse effects on the environment are avoided to the extent reasonable in the circumstances during the investigation, design and construction phases of projects

Explanation	<i>There is a need to ensure that decisions made and processes that are in place for the investigation, design and construction of projects avoid adverse effects on the environment. This includes considering any adverse effects of construction projects on historic heritage, especially archaeological sites. Toi Te Ora Public Health should also be consulted as part of this process.</i>	
Secondary Outcome(s)	<i>Will contribute to public health, integration, responsiveness, energy efficiency, safety and personal security</i>	
Timing	Responsibility	Funding
<i>Checklist 2006/07 and ongoing</i>	<i>Environment BOP, territorial authorities, Transit</i>	<i>Individual agencies to fund from annual budget process</i>

4.7 Continue with stock truck effluent programmes

Explanation	<i>There is a need to ensure that there are adequate disposal sites for stock effluent. Programmes should be established and implemented.</i>	
Secondary Outcome(s)	<i>Will contribute to public health</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, territorial authorities, Transit</i>	<i>Individual agencies to fund from annual budget process</i>

4.8 Investigate and implement a regional pedestrian and cycling strategy initiative

Explanation	<i>This action carries forward from the current RLTS. The territorial authorities in the region and Transit are working individually to develop and implement pedestrian and cycling strategies, but there is a need to ensure that all opportunities are coordinated. The best way to do this is through a regional pedestrian and cycling strategy.</i>	
Secondary Outcome(s)	<i>Will contribute to safety and personal security, energy efficiency, access and mobility, public health</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP to lead, all implementing agencies to contribute</i>	<i>Environment BOP LTCCP</i>

4.9 Implement local pedestrian and cycling strategies		
Explanation	<p>Implement the following Strategies:</p> <ul style="list-style-type: none"> • Integrated Transport Strategy for Tauranga (walking and cycling component) • Rotorua Cycleways and the Rotorua Transport Strategy • Western Bay of Plenty Cycling and Walking Strategy (being developed) • Whakatane Walking and Cycling Strategy (being developed) • Opotiki pedestrian and cycling strategy (being developed). <p>Building from a regionally-coordinated base, each individual territorial authority should develop and/or implement pedestrian and cycling strategies, in consultation with Transit. These should translate the regional strategy to a more local perspective, and provide the base for a detailed implementation plan.</p>	
Secondary Outcome(s)	Will contribute to integration, safety and personal security, responsiveness, energy efficiency, access and mobility, public health	
Timing	Responsibility	Funding
2007/08	Territorial authorities, Transit	Individual agencies to fund from annual budget process

4.10 Develop procedures to ensure new development incorporates pedestrian, cycling and public transport facilities		
Explanation	<p>This will involve ensuring that developments such as new subdivisions incorporate pedestrian and cycling facilities and facilitate the provision of public transport, where appropriate, as part of the design of the project. This may involve changes to district plans and codes of practice.</p>	
Secondary Outcome(s)	Will contribute to safety and personal security, responsiveness, energy efficiency, access and mobility, public health	
Timing	Responsibility	Funding
2006/07 - 2008/09	Territorial authorities	Territorial authorities' LTCCPs

Outcome 5: Economic development

- 5.1 The land transport system supports the continued growth and economic development of the region, and provides for the efficient, affordable movement of people and goods**
- 5.2 Inter and intra regional links are encouraged in order to improve access and connect settlements**
- 5.3 The life of all transport projects is extended through demand management initiatives**

Policy principles

Policy principles to guide actions of the agencies in this area include:

- maintenance and development of an efficient and effective land transport system
- for slow growth areas identify specific transport infrastructure which will assist future growth
- plan the transport system as a network which services high generating land uses such as the Port of Tauranga, airports, and business land
- assess the transport network against live, work, play principles

- recognising the significant role of rail in the transportation of freight to and from the region via the Port of Tauranga and the need to look at the efficiency of road and rail transport links for freight transportation in an integrated manner
- consider the use of alternative modes such as rail and coastal shipping where these are more efficient than moving freight via the public road or rail network.

Performance indicators

The following performance indicators will be used for this outcome:

- traffic volumes: morning and evening peak traffic flows on key congested routes
- travel times: travel times on key congested routes (mins delay/km)
- freight movements: overseas cargo loaded at Port of Tauranga (tonnage).

Actions

5.1 Work towards achieving alignment between economic development strategies and transport in the eastern Bay of Plenty, western Bay of Plenty and Rotorua sub-regions		
Explanation	<i>The key economic development strategy documents are: Bright Economy (Rotorua), Smart Economy (western Bay of Plenty), and the Eastern Bay of Plenty Economic Development Strategy. There is a need to clearly identify which components of the transport system have been noted as priorities for economic development and to weight these in a manner which assists in achieving the outcomes of the LTMA 2003. The NZ Transport Strategy could be used as a reference document in this process.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>Initial scoping 2007/08 and ongoing</i>	<i>Environment BOP to coordinate, all economic development implementing agencies to contribute</i>	<i>Environment BOP LTCCP</i>

5.2 Ensure that transport activities take account of potential tourism impacts		
Explanation	<i>Tourism is continuing to play an important role in the region's economy. To maintain this contribution it is important that all agencies ensure that their activities consider opportunities to improve facilities for tourists. Existing tourism strategies in the region should be taken into account in these processes.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>All, plus regional tourism boards, Environment Waikato</i>	<i>Individual agencies to fund from annual budget process</i>

5.3 Investigate the increased use of the existing network of forestry roads		
Explanation	<i>The regions existing network of forestry roads is used by both the forestry sector and other transport operators e.g. dairy tankers. Considerable potential exists to make greater use of the current infrastructure by other transport operators. A study brief for this has been prepared. It should be noted that there are complications due to the change in ownership of the forestry areas.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP, Road Transport Forum, Environment Waikato</i>	<i>Environment BOP LTCCP</i>

5.4 Implement the Bay of Plenty Rail Strategy		
Explanation	<i>The Bay of Plenty Rail Strategy was developed in order to set up a short term and long term vision for rail in the Bay of Plenty region. The Strategy contains several key actions which need to be undertaken at various stages in order to achieve the vision and take advantage of current and future opportunities for rail.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability, energy efficiency</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, Toll Rail, ONTRACK, Land Transport NZ, Port of Tauranga, SmartGrowth Implementation Committee, Environment Waikato</i>	<i>Environment BOP LTCCP Individual agencies to fund from annual budget process</i>

5.5 Continue with investigation into alternatives such as coastal shipping and barging		
Explanation	<i>There are potential initiatives relating to coastal shipping, log barging and limited rail extensions to the east to assist with forestry harvesting, and these should be explored. Key stakeholders such as Carter Holt Harvey will need to be consulted with as part of this work.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

5.6 Quantify the impact of sub-standard transport networks on the region		
Explanation	<i>There is a need to better understand the economic impact which the sub-standard aspects of the network are having on the region. This will include identification of problems with regard to integration between different modes of transport. In Tauranga and Rotorua transportation models will be used to assess these impacts following the results of the 2006 Census.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>2007/08</i>	<i>Environment BOP, territorial authorities, Transit</i>	<i>Individual agencies to fund from annual budget process as appropriate</i>

5.7 Establish a regional business-based transportation stakeholder group		
Explanation	<i>There is a need to achieve an integrated business perspective on the region's transportation issues as part of RLTS implementation. The group should have representation from: regional economic development agencies; chambers of commerce; forestry, agriculture and horticulture sectors; Port of Tauranga; transport operators; developers</i>	
Secondary Outcome(s)	<i>Will contribute to integration, responsiveness, sustainability</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

5.8 Identify projects which may be eligible for project investigation funding from Land Transport NZ

Explanation	Road controlling authorities (RCAs) need to utilise project investigation funding available from Land Transport NZ in order to: <ul style="list-style-type: none"> Determine early commitments to projects by RCAs Determine at the earliest possible date through preliminary design work more accurate cost estimates for appropriate projects. 	
Secondary Outcome(s)	Will contribute to integration, responsiveness, sustainability	
Timing	Responsibility	Funding
Ongoing	Territorial authorities, Transit, Land Transport NZ, Environment BOP	Land Transport NZ

5.9 Develop a regional freight study

Explanation	A study which looks at freight movements in the Bay of Plenty region needs to be developed. This should tie in with the Bay of Plenty Rail Strategy. The study will need to cover the key industries in the region, industry location, transport generation, transport origins, routes and destinations, volume and transport modes, identification of current and future industry transport needs. This work needs to link with the Waikato Regional Freight Study. Key stakeholders will need to be included such as the Port of Tauranga, Carter Holt Harvey, Toll, ONTRACK and the Road Transport Association.	
Secondary Outcome(s)	Will contribute to integration, responsiveness, sustainability	
Timing	Responsibility	Funding
2007/08	Environment BOP with territorial authorities, Transit	Land Transport NZ

Outcome 6: Energy efficiency

- 6.1 Development and operation of the land transport system recognises and provides for opportunities to improve energy efficiency and fuel efficiency and make more use of modes that use renewable resources**
- 6.2 Innovative and alternative methods are used to promote a shift to more energy efficient modes**
- 6.3 The region participates in the development of national energy efficiency policies and these policies are actively implemented within the region**

This outcome covers:

- fuel efficiency
- promoting and actively providing for the use of renewable fuels
- alternative modes of transport that use renewable resources
- reducing air emissions
- land use changes that can reduce the number of trips that people are required to make.

Energy efficiency is essentially a national imperative that needs to be driven at the regional and local level. An energy efficient transport network will contribute to a more sustainable transport system and region.

Policy principles

Policy principles to guide actions of the agencies in this area include:

- recognising and providing for opportunities to improve fuel efficiency
- consideration and promotion of alternative modes of transport that are energy efficient
- land use planning options that can assist in improving and encouraging energy efficient transport options, less car-based trips and more multi-modal trips
- consistency with the National Energy Efficiency and Conservation Strategy 2001 and any replacement strategy.

Performance indicators

The following performance indicators will be used for this outcome:

- fuel consumption: quantity of fuel (petrol, diesel) sold in the Bay of Plenty.

Actions

6.1 Develop a regional approach to coordinating transport opportunities for educational institutions, such as safe pedestrian routes and cycling		
Explanation	<p>A key issue in the region is the development of approaches to dealing with the trips generated by educational institutions. This is an area in which a coordinated focus from the partners to the strategy could produce a real difference in the numbers of car trips, and the safety issues, associated with education-related travel. Key issues to cover will include:</p> <ul style="list-style-type: none"> • work with schools to develop travel plans and other options to reduce car travel • integrating land use and transport planning (e.g. providing off-road pedestrian and cyclist facilities) • integrating delivery and funding of public passenger transport and school bus services • providing safe pick-up and drop-off points at schools • developing proposals such as "walking school buses"⁴³ • working with taxi services to consider ways in which the needs of the transport disadvantaged can be met. 	
Secondary Outcome(s)	Will contribute to sustainability, integration, safety, access and mobility, public health	
Timing	Responsibility	Funding
2006/07	Environment BOP, territorial authorities, Transit, Land Transport NZ, Police, Ministry of Education, ACC, EECA	Environment BOP LTCCP

⁴³ A walking school bus is a group of parents rostered to take a group of children to and from school. Children are 'picked up' and 'dropped off' at specific stops on a designated route by parent volunteers who act as 'drivers'. The reference to 'walking' is the terminology used by schools involved in this programme. It is intended to include all pedestrian activity.

6.2 Promote the use of renewable fuels		
Explanation	<i>The Regional Council and other organisations need to promote the use of renewable fuels in public transport. Low emission vehicles should also be promoted for use as fleet vehicles for local and regional government and other significant employers in the Bay of Plenty region to set an example to the regional community.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, public health</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

Outcome 7: Access and mobility

- 7.1 The people in the region, including the transport disadvantaged, enjoy ready access to health, education, employment and leisure activities**
- 7.2 Access is improved by providing linkages within and between settlements**
- 7.3 Route security is well managed, particularly in vulnerable areas**

This outcome covers:

- ensuring access to health, education, employment and leisure activities
- catering for the needs of the transport disadvantaged.

In order to ensure that access and mobility is provided for within the region various actions need to be undertaken. These actions recognise the different needs of each sub-region. It should be noted that action 4.3 under the sustainability outcome has already made provision for the Regional Passenger Transport Plan to be revised.

Policy principles

Policy principles to guide actions of the agencies in this area include:

- taking into account the concept of 'live, work, play', which recognises the interrelationships of residents, employment, businesses, rural production, community activities and recreation
- transport planning processes should consider how to best achieve access and mobility for all transport users
- enhancing, in line with national policy in this area, existing infrastructure (including public transport infrastructure) to ensure ongoing access and mobility for people
- in urban areas, passenger transport, pedestrian and cycling trips can play increasing roles in increasing mobility options, but in the more remote rural areas, while consideration must be given to these modes, access using the car may be more appropriate.

Mobility Parking

A key issue in the area of Access and Mobility is the level of access people in the region with mobility parking permits actually experience. In the Bay of Plenty Region 8233 permits had been issued (as at 2004). However, there is a much smaller number of mobility parks made available at key venues throughout the region. Analysis has shown that there are perhaps only 200 mobility parks throughout the region, so at any one time less than 3% of those with permits can actually use the parks. With growing numbers of elderly, this is an issue that the region will need to work through.

Performance indicators

The following performance indicators will be used for this outcome:

- public transport coverage: accessibility map for bus and ferry services (coverage and level of service)
- accessible buses: percentage of accessible buses in public transport network
- supported bus services: bus patronage on supported services
- total mobility scheme: number of registered users.

Actions

7.1 Review the Total Mobility Programme as an input to the revised Regional Passenger Transport Plan		
Explanation	<i>Total Mobility is a nation-wide scheme designed to increase the mobility of people with disabilities. The Regional Council will need to incorporate the Total Mobility Programme into its revised Regional Passenger Transport Plan which will be reviewed in 2006. It should be recognised that Total Mobility is a complementary transport service to other modes of travel, including public transport. Discussions between the Regional Council and Total Mobility Providers (i.e. taxis) need to take place to address various issues and develop a more efficient service.</i>	
Secondary Outcome(s)	<i>Will contribute to public health, safety and personal security</i>	
Timing	Responsibility	Funding
<i>2006/07</i>	<i>Environment BOP, Land Transport NZ</i>	<i>Environment BOP LTCCP</i>

7.2 Maintain and enhance accessible transport links to and from rural or isolated areas		
Explanation	<i>It is essential that links are provided between rural areas and other parts of the region. There needs to be easy routes between essential services in towns and other urban areas, and rural or isolated parts of the Bay of Plenty. This will involve maintaining the roading network and enhancing access.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, economic development, safety and personal security</i>	
Timing	Responsibility	Funding
<i>2007/08</i>	<i>Environment BOP, with input from Environment Waikato</i>	<i>Environment BOP LTCCP</i>

7.3 Investigate any impediments to major access routes for remote areas		
Explanation	<i>A risk assessment of major access routes to be undertaken by the Regional Council. This will involve investigating the vulnerability of major access routes to closure e.g. damage from natural events such as flooding. Consideration then needs to be given as to how the risk can be avoided or minimised. The possibility of alternative routes may need to be looked at, including specific detour requirements.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, safety and personal security</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP to coordinate, all implementing agencies to contribute</i>	<i>Environment BOP LTCCP</i>

7.4 Work with mobility groups to ensure adequate parking facilities at key locations are provided for mobility impaired drivers		
Explanation	<i>There are a number of mobility impaired transport users in the Bay of Plenty Region. Given that the percentage of people in the region in the 65+age group is increasing, this will become more of an issue over time. Adequate provision for parking needs to be made to ensure people have access to essential services, town centres, employment, community services and recreational facilities. Parking provisions will need to be re-assessed on a regular basis to provide for any increase in requirements.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, safety and personal security, public health</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP to coordinate, all implementing agencies to contribute</i>	<i>Environment BOP and local authority LTCCPs</i>

7.5 Consider the transport needs of an ageing population		
Explanation	<i>Isolation can become a problem as people age, and access and mobility becomes increasingly important. For older people affordable and reliable transportation options are essential. Consideration needs to be given to the transport needs of older people and greater provision needs to be made for options which will ensure that people have ongoing access to facilities and services.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, safety and personal security, public health</i>	
Timing	Responsibility	Funding
<i>Initial study 2006/ 07</i>	<i>Environment BOP to coordinate, all implementing agencies to contribute</i>	<i>Environment BOP and local authority LTCCPs</i>

Outcome 8: Public health

- 8.1 The land transport system provides opportunities for modes that contribute to improved public health and seeks to reduce the negative health effects of transport-related emissions**
- 8.2 Land use patterns and urban design promote safety and public health**
- 8.3 Health facilities are accessible for all communities**

In the context of the Strategy, this outcome covers:

- improving public health
- reducing the negative health effects of transport related emissions which affect air quality
- providing access to publicly funded health services and facilities
- promoting transport modes which offer greater gains for public health (e.g. walking and cycling).

The land transport system has the potential to impact negatively on all aspects of public health. Issues arise such as air quality, safety risks, noise and vibration. Access to health services is another issue for the region (while this issue could arguably be treated as a subset of the access and mobility outcome, it has been included in this section to ensure its priority). Isolated rural areas are particularly vulnerable if access to and by public health services is constrained by the limitations of the land transport network. The land transport system also has the opportunity to

improve public health by encouraging pedestrian and cycling activities for both commuting and recreational purposes.

Policy principles

Policy principles to guide actions of the agencies in this area include:

- providing opportunities for modes that improve public health (e.g. recreational walking and cycling)
- transport planning processes should consider how to reduce the negative effects of the transport system, such as pollution, safety risks, noise and vibration
- ensuring equitable access to publicly funded health services and facilities.

Performance indicators

The following performance indicators will be used for this outcome:

- transport emissions: levels of particulate matter (PM10) and carbon monoxide (CO) recorded at fixed sites (residential)
- length of unsealed roads: percentage annual reduction in the length of unsealed roads by district
- traffic on unsealed roads: amount of traffic on unsealed roads per km per day by district / city.

Actions

8.1 Understand the existing emissions profile		
Explanation	<i>Regional ambient monitoring and emission inventories will be used to better understand emission levels in the Bay of Plenty and the affect on air quality.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, safety and personal security</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP</i>	<i>Environment BOP LTCCP</i>

8.2 Undertake seal extensions to reduce dust		
Explanation	<i>Territorial authorities are to undertake necessary seal extensions in order to reduce the levels of dust. The seal may be required along roads that have residential or commercial premises nearby, or necessary for other reasons including improving safety and / or reducing maintenance and vehicle operating costs. This will improve air quality in those areas, improve rural community quality of life and have a positive social implication.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, safety and personal security</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Territorial authorities</i>	<i>Local authorities' LTCCPs</i>

8.3 Investigate options to reduce noise and vibrations

Explanation	<i>The regional council, with assistance from road controlling authorities, needs to investigate the options available to reduce traffic noise and vibrations from heavier vehicles and rail. This will also include enforcement for excessively noisy vehicles. Options to reduce noise may include the planning of improvements to transport links and services and the way in which adverse effects of land transport are monitored and mitigated. Road surfaces should also be looked at in terms of the noise generated by rough and uneven surfaces.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, safety and personal security</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, all implementing agencies to contribute including NZ Police and Toi Te Ora Public Health</i>	<i>Environment BOP LTCCP, contributions from relevant local authorities</i>

8.4 Ensure that people have access to publicly funded health services and facilities

Explanation	<i>Work needs to be done to determine the level of access to and by public health services in the region. This will be particularly important for the isolated rural areas. The outcomes from this work will need to be incorporated into RCA's road improvement and seal extension programmes.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, sustainability, safety and personal security</i>	
Timing	Responsibility	Funding
<i>2006/07 - 2008/09</i>	<i>Environment BOP to coordinate, all implementing agencies to contribute</i>	<i>Environment BOP LTCCP</i>

8.5 Actively encourage recreational walking and cycling

Explanation	<i>Local authorities need to actively promote walking and cycling as transport activities with public health benefits. Some of this work will be picked up through various transport strategies. An active marketing campaign will need to be introduced in order to encourage recreational walking and cycling.</i>	
Secondary Outcome(s)	<i>Will contribute to responsiveness, access and mobility, sustainability, energy efficiency</i>	
Timing	Responsibility	Funding
<i>Start 2006/07</i>	<i>Territorial authorities, Environment BOP, Transit</i>	<i>Individual agencies to fund from annual budget process</i>

7.2 Inter and intra regional corridors

The major rural arterial roads in the Bay of Plenty (those corridors that connect the sub-regions, and that connect the Bay of Plenty with other regions to the north, west and south) are generally State highways. For this reason we have worked closely during the Strategy's development with Transit New Zealand, to ensure that their strategic needs (associated with developing a national network of State highways), can be met in concert with the region's aims, as expressed in this strategy.

While beyond the strategic planning timeframe of the RLTS, we recognise the importance, into the long-term, of investigating the securing and protection of future transportation corridors. The rail network provides important inter and intra regional corridors, having a significant role in freight transportation to and from the region via the Port of Tauranga.

State highways in the Bay of Plenty form an integrated rural arterial road network⁴⁴:

- connecting the Western Bay and Eastern Bay sub regions via SH2
- connecting Tauranga and Rotorua via SH2/33 and SH36
- connecting the Eastern Bay and Rotorua sub regions via SH30
- connecting the western Bay sub region with Auckland and the Waikato via SH29 and SH2
- connecting Rotorua with Taupo and the lower North Island via SH5
- connecting Rotorua with the central North Island via SH30 and with the Waikato via SH5
- connecting with Urewera National Park via SH38 and Waikaremoana Road (through Murupara)
- connecting with Gisborne via SH2
- connecting with East Cape and Gisborne via SH35.

These road corridors complement two major rail lines which connect the Waikato and Kawerau to the Port of Tauranga. Transit strategy is to promote SH1 and SH29 over the Kaimais as the main route between Auckland and Tauranga, and to focus and target any medium to long term investment towards this strategy. Transit expects that SH29 will increasingly become the primary route into the Bay of Plenty from Auckland⁴⁵, as well as the Waikato, while SH2 north of Tauranga will become primarily a commuter route connecting to Coromandel and East Waikato.

Transit's primary reasons for this strategy are the difficulties with the Karangahake Gorge and the intensity of existing and future land uses adjacent to SH2 and the effect that access will have on the route e.g. from Omokoroa. Transit anticipates that SH2/SH33/SH30 will remain the primary route between Tauranga and Rotorua, particularly for heavy vehicles. SH36 (which links Tauranga and Rotorua via Tauranga Direct Rd and Pyes Pa Rd) will become an increasingly important secondary route between these sub regions particularly for light vehicles including tourists, and potentially commuters.

The major issues which need to be addressed in the inter and intra regional corridors are:

- high crash rates on some of the rural state highways
- efficient access to other regions including Auckland and the Waikato
- efficient access to the Port of Tauranga
- capacity constraints of the existing network
- lack of passing opportunities

⁴⁴ Note also that there are local roads that provide important links (e.g. Broadlands Road in Rotorua, which is an important link between Rotorua and Taupo / the forestry plateau.

⁴⁵ There is considerable work to be completed before this is finalised as a preferred route, including public consultation and research.

- access to tourist areas
- safe and efficient access between the sub regions, especially Tauranga, Rotorua and Whakatane
- high traffic growth, especially in the western Bay of Plenty sub region
- growth in forestry traffic
- growth in commuter traffic, particularly on the approaches in Tauranga
- support for economic development, especially in the eastern Bay of Plenty
- conflicts between road user groups, including pedestrians and cyclists
- management/control of access, including private, onto the major corridors and strategic networks
- conflicts in rural townships, especially in the 'main streets' of Katikati and Te Puke
- ensuring that important inter regional corridors are kept open in times of emergency (e.g. flooding and earthquakes)
- increasing conflict between road and rail traffic, particularly on the major corridors in and around Tauranga.

Work has been completed as part of implementing the 2004 RLTS on inter and intra regional corridors in the Bay of Plenty. A preliminary report 'Bay of Plenty Inter-Regional Corridors' has been written which covers the various options and issues associated with the range of connections both within the Bay of Plenty region and between adjoining regions. This report will provide a good foundation for any further work in this area.

Policy principles

Policy principles to guide actions for inter and intra regional corridors include:

- responding to community concerns with regards to heavy traffic volumes
- improving the safety of the network (both road and rail)
- providing capacity on the network where necessary
- providing reliable and safe access routes
- maintaining and improving inter and intra regional connections in order to provide efficient and effective links
- managing land use along inter and intra regional road and rail corridors in order to sustain the transport capacity of these corridors.

The existing two-lane highways in the wider Bay of Plenty are generally sufficient to sustain an adequate level of service to cater for current and future traffic volumes subject to the provision of additional passing lanes and safety improvements. There are, however, some portions within the western Bay of Plenty sub region and Rotorua where capacity / level of service is an issue.

The importance of inter and intra regional connections to the achievement of the region's aims set out in this strategy are reflected in the following general policies for maintaining and improving these highways (all of which need to be considered in some detail alongside the travel demand management objectives of this strategy):

Community issues

- bypass impacted communities, including
 - SH2: Katikati
 - SH2: Te Puna and Bethlehem
 - SH2: Te Puke

Safety issues

- reduce the number of crashes on sections of highway which are listed as black routes by undertaking low cost engineering, education and enforcement as well as other improvements where justified (with this list to be amended from time to time as further analysis is undertaken):
 - SH2: Katikati to Tauranga (50km)
 - SH2: Paengaroa to Tauranga (30km)
 - SH2: Waioeka Gorge (45km)
 - SH5: Ngongataha to Tapapa (35km; inter-regional)
 - SH5: Rotorua to Rainbow Mountain (25km)
 - SH33: Te Ngae to Paengaroa (50km)
 - SH29: Te Maunga to Kaimai Summit (50km)
 - SH36: Tauranga Direct Route (50km; between Rotorua and Tauranga)
- widen carriageways and bridges where necessary to improve safety and cater for pedestrians and cyclists
- upgrade bridges with poor approaches (i.e. one-lane and some two-lane bridges)
- identify and treat areas and routes with high crash incidences, including locations where pedestrians and cyclists are particularly at risk (e.g. vehicle separation, passing lanes, barriers, allowing room for pedestrians and cyclists).

Capacity issues

- where practicable provide passing lanes at 5km intervals on highways carrying more than 4,000 vpd:
 - SH2: Katikati to Tauranga
 - SH2: Paengaroa to Tauranga
 - SH5: Mamaku to Rainbow Mountain
 - SH29: Kaimai Summit to Tauranga
 - SH30: Awakeri to Whakatane
 - SH33: Te Ngae to Paengaroa

- on other sections of highway where there is inadequate sight distance to give regular passing opportunities, especially on
- SH2: Athenree to Katikati
- SH2: Ohinepanea to Matata
- SH2: Waioeka Gorge
- SH30: Te Ngae to Awakeri
- SH35: Opotiki to Whangaparoa.

To support the ongoing growth of the region, some major improvements will be required on the key approaches to the larger urban areas:

- The Northern Corridor (western Bay of Plenty) – including SH2: north of Katikati to Te Puna four laning; SH2: Tauranga Northern Arterial
- The Eastern Corridor (western Bay of Plenty) – including SH2: Tauranga Eastern Arterial
- The Southern / Western Corridor (western Bay of Plenty) – including SH29: Tauranga to Kaimai
- Rotorua Eastern Lakes – including SH30: Rotorua Eastern Arterial
- Tauranga Direct Twin City (Rotorua) – including SH5/SH36: north west of Rotorua.

Regional travel demand management measures could affect future traffic volumes and hence the need and timing of these improvements. For example, with more freight carried by rail, heavy vehicle volumes are likely to be affected. On the other hand, growth of Rotorua and the Eastern Bay of Plenty could increase traffic volumes on rural state highways connecting Tauranga, Rotorua and Whakatane. While the basic strategy is to maintain and improve the existing network of two-lane highways, the timing of improvements will be affected by the increased role of rail for freight movements and emerging regional growth patterns.

Actions

9.1 Undertake work to understand the impact of regional travel demand management options on the timing and scope of rural state highway improvements		
Explanation	<i>Efforts will be required to ensure that the programme for upgrading the inter and intra regional road corridors is consistent with RLTS, and to ensure that the development programme and its timing is planned in the context of efforts to manage demand for travel, and to make greater use of the region's rail network.</i>	
Secondary Outcome(s)	<i>Will contribute to safety, access and mobility, economic development</i>	
Timing	Responsibility	Funding
<i>Ongoing (start initial work 2007/08)</i>	<i>Transit to lead, with territorial authorities and Environment BOP</i>	<i>Individual agencies to fund from annual budget process</i>

9.2 Undertake work to investigate the opportunities for bypassing growing provincial centres		
Explanation	<i>In several places on the region's network, there are potential safety and travel delay issues associated with high volume state highways effectively severing towns.</i>	
Secondary Outcome(s)	<i>Will contribute to safety, access and mobility, economic development, public health</i>	
Timing	Responsibility	Funding
2007/08 – 2008/09	<i>Transit to lead, with territorial authorities contributing</i>	<i>Individual agencies to fund from annual budget process</i>

9.3 Undertake work to investigate the securing and protecting of future transportation corridors in the long-term by designation, purchase or other proactive means		
Explanation	<i>Transportation corridors are of critical importance in implementing the integrated transportation and land-use planning as well as SmartGrowth Strategy actions. There is a need to ensure that adequate transport corridors are protected for the future. This can include creating buffers around rail and road corridors.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, safety, access and mobility, sustainability, economic development</i>	
Timing	Responsibility	Funding
<i>Ongoing (start 2006/07)</i>	<i>Environment BOP to lead, with territorial authorities, Transit, Toll Rail, ONTRACK, Port of Tauranga, SmartGrowth Implementation Committee, and relevant developers</i>	<i>Ongoing programmes</i>

9.4 Establish a priority road route between the western Bay of Plenty sub-region and the Waikato, and into Auckland		
Explanation	<i>The main road routes that connect the western Bay of Plenty sub-region and the Waikato are State Highways 2 and 29. There is a need to determine which route will be given priority in terms of an inter-regional connection between the western Bay of Plenty and the Waikato, and into Auckland. Implementation of this action will require an investigation into various options. These may include:</i> <ul style="list-style-type: none"> <i>• A four-laned tunnel through the Kaimais</i> <i>• The four-laning of SH2</i> <i>• A four-laned highway over Thompson's track</i> <i>• Other routes as appropriate.</i> 	
Secondary Outcome(s)	<i>Will contribute to integration, safety, access and mobility, sustainability, economic development</i>	
Timing	Responsibility	Funding
2006/07	<i>SmartGrowth Implementation Committee, Environment BOP, in conjunction with Transit, TCC, WBOPDC (also consult with Environment Waikato, Auckland regional authorities)</i>	<i>Costs to be carried by each group</i>

9.5 Develop strategic studies for key regional corridors

Explanation	<i>Optimising the performance of existing corridors, sustaining the ability of those corridors to meet the needs of inter and intra regional traffic by limiting access, and preserving future corridors, all require the coordination of a number of agencies through robust plans. Transit will lead the development of Strategic Studies, with a multi-mode focus wherever possible, to ensure that these actions are coordinated. Note that this action links with the strategic studies set out in chapter 8.</i>	
Secondary Outcome(s)	<i>Will contribute to safety, access and mobility, economic development</i>	
Timing	Responsibility	Funding
<i>Ongoing (start 2007/08)</i>	<i>Transit to lead, with territorial authorities, Environment Waikato contributing</i>	<i>Individual agencies to fund from annual budget process</i>

9.6 Investigate the designation of a rail corridor between Rotorua and Tauranga for passenger and freight

Explanation	<i>The SmartGrowth growth management model envisages strong links between Rotorua and the western Bay of Plenty sub-region through the "Twin City" concept. A key part of this is the corridor that will develop between the two. Investigation needs to be undertaken to determine whether there would ever be justification for linking Rotorua and Tauranga via rail in the future. This will be in terms of both freight and passenger transport. Part of this investigation will include examining existing rail linkages and other options.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, safety, responsiveness, sustainability, regional corridors</i>	
Timing	Responsibility	Funding
<i>2007/08</i>	<i>Environment BOP, SmartGrowth Implementation Committee, Toll Rail, ONTRACK, Land Transport NZ</i>	<i>Environment BOP LTCCP</i>

9.7 Undertake work to ensure that the existing rail corridor between the Bay of Plenty, Waikato and Auckland has the necessary protection and capacity to allow increased use and movement of freight in the long-term

Explanation	<i>Work undertaken to implement the Bay of Plenty Rail Strategy has identified the rail corridor (Port of Tauranga - Kaimai Tunnel in particular, but also Port of Tauranga-Kawerau) as being a key linkage for rail freight. More detailed work needs to be undertaken on the following:</i> <ul style="list-style-type: none"> • <i>identification of any areas of encroachment on the nominal width of the rail corridor</i> • <i>identification of key areas for increasing rail capacity</i> • <i>review of district plan provisions to ensure that they provide the necessary protection of the rail corridor in the long-term and address potential reverse sensitivity issues.</i> <i>This action will also require interregional information sharing and co-operation to ensure that the entire corridor from the Bay of Plenty to Auckland has the necessary protection and capacity in the long-term.</i>	
Secondary Outcome(s)	<i>Will contribute to integration, sustainability, economic development, energy efficiency</i>	
Timing	Responsibility	Funding
<i>2007/08</i>	<i>Environment BOP to lead, input from ONTRACK, Toll, Port of Tauranga, territorial authorities, Environment Waikato</i>	<i>Environment BOP LTCCP</i>

Specific actions relating to safety are contained under Outcome 2: Safety and Personal Security. These cover the safety issues outlined under the policies of this outcome. In particular actions 2.1, 2.3, 2.4 and 2.5 address those issues.

7.3 Demand Management

The new legislative framework requires the development of a demand management strategy as part of the development of a Regional Land Transport Strategy. The Demand Management Strategy for the Bay of Plenty region is set out in chapter 6. Travel Demand Management (TDM) is a general term for strategies that result in more efficient use of transportation resources. There are many ways to manage transport demand. They range from coordinating land use and transportation development (to reduce the numbers of trips required, or shorten those trips, e.g. by situating shopping and residential facilities in close proximity), to encouraging the use of alternative modes such as passenger transport or cycling, to innovative ideas such as tele-working or car pooling, or by using monetary disincentives such as increased parking charges, or congestion charging.

The development and implementation of a robust and long term strategy for demand management is critical to achieving this strategy's aims.

The Demand Management Strategy has been developed in order to:

- comply with section 175(2)(o) of the Land Transport Act 1998 (as amended by the LTMA)
- meet the requirements of the Joint Officials Group report and associated Crown Grant (demand management is one of the top priorities for investment as outlined in the JOG report)
- align with Land Transport NZ's direction and emphasis on demand management (see *Participation in Land Use and Transport Planning Processes*, Land Transport NZ, January 2006)
- meet the region's aim of enhancing alternative modes and achieving modal shift.

In the current legislative and policy environment all significant transport projects will need to be supported by some form of demand management.

The Demand Management Strategy is based on the Bay of Plenty Demand Management Initiatives Discussion Document (September 2005) and the Demand Management Plan (February 2006), which was adopted by the Regional Land Transport Committee on 17 March 2006. The important points to note about the Demand Management Strategy are as follows:

- the Demand Management Plan identifies packages of initiatives that are available to Environment Bay of Plenty, territorial authorities, and Transit New Zealand, but the choice of development and implementation of those initiatives

Individualised Marketing of Transport Alternatives

There are many ways to manage demand. One option beginning to show gains internationally is a concept called 'individualised marketing'. The concept is simple. Households are contacted and offered advice about the journeys they make. If they are interested, they can get information and personalised timetables by post or a telephone hotline, or a home visit from a consultant who analyses the trips they make and suggests alternatives to the car.

An initial trial in Perth in 1997 of more than 800 households showed a 10% drop in car journeys and vehicle miles, with a significant shift to public transport and cycling. Surveys a year later, and again 18 months after that, showed those gains were sustained.

In 2003, Western Australia's Department for Planning and Infrastructure extended the project to 8,000 households in South Perth, with even better results. Car journeys and mileage fell 14 per cent and pedestrian activity, cycling and use of public transport rose again. Use of local shops and services increased, air pollution fell and bus companies collected enough extra fares to recoup the cost within three years.

are the responsibility of the individual authorities. Note that these initiatives are set out in chapter 6

- from data received from Environment Bay of Plenty, Transit and territorial authorities, the region is expected to spend around \$60 million related to demand management in the next 10 years
- of this around \$20 million will be new funding from Environment Bay of Plenty and the territorial authorities, above their level of current expenditure
- when combined with Land Transport NZ's potential contribution, over \$100 million is likely to be spent in the next 10 years in the Bay of Plenty
- around half of the expenditure is on passenger transport in Tauranga and Rotorua (including introducing a half hour service in Tauranga)
- there are limited opportunities for demand management in the eastern Bay of Plenty, but they are focused on improving access to civic, health facilities and employment, and no new funding from the territorial authorities for demand management has been identified in the 10 year period
- a monitoring programme is included that will be able to measure progress towards targets areas that are identified in the Plan
- where monitoring shows that demand management initiatives are not working as planned, the Plan can be altered, although it is expected that committed funding levels for demand management would remain
- some of the demand management initiatives can be started in the short-term, particularly in the western Bay of Plenty sub-region, and these are noted in the Plan
- the funding identified in the plan is proposed for LTCCPs.



Half hourly bus services are being introduced in Tauranga

Actions

10.1 Implement the Demand Management Strategy (see chapter 6)		
Explanation	<p>The new legislative framework requires the development of a demand management strategy as part of the development of the RLTS. Given the choice of preferred strategic option that has driven this strategy's development (i.e. to manage demand), the development of a robust and long term strategy for demand management will be critical to achieving this strategy's aims.</p> <p>The regional council and the territorial authorities of the region have responsibilities under the Demand Management Strategy as set out in chapter 6. There is a need to ensure that there is consistent implementation of the strategy due to the integrated nature of TDM.</p>	
Secondary Outcome(s)	Will contribute to all outcomes	
Timing	Responsibility	Funding
Ongoing	Environment BOP to lead, territorial authorities and Transit	Individual agencies to fund from annual budget process

10.2 Undertake work to determine what will be required to achieve the modal shift targets set for Tauranga and Rotorua in the Demand Management Strategy (see chapter 6)		
Explanation	<p>The Demand Management Strategy set out in Chapter 6 contains the following modal shift targets for Tauranga and Rotorua:</p> <p>Non-car trips to work by 2021</p> <ul style="list-style-type: none"> • Tauranga 21% • Rotorua 18% <p>Work will need to be done in order to determine what needs to be done, particularly in terms of level of investment, to reach the targets. Monitoring will also need to form part of this.</p>	
Secondary Outcome(s)	Will contribute to all outcomes	
Timing	Responsibility	Funding
2007/08	Environment BOP to lead, TCC, WBOPDC, RDC, Transit and Land Transport NZ	Individual agencies to fund from annual budget process

10.3 Take a regionally co-ordinated approach to social marketing activities that are initiated during implementation of the Demand Management Strategy		
Explanation	<p>The Demand Management Strategy for the Bay of Plenty comprises a series of packages divided into geographic areas. There is likely to be a number of social marketing activities implemented as new initiatives are developed in each area. Taking a co-ordinated approach at the regional level will assist with information sharing, encourage the efficient use of resources, and allow lessons learned in one area to be applied elsewhere in the region.</p>	
Secondary Outcome(s)	Will contribute to all outcomes	
Timing	Responsibility	Funding
Start 2007/08	Environment BOP to lead, territorial authorities, district health boards	Existing budgets. Individual agencies to fund from future annual budget processes as appropriate

10.4 Take a regionally co-ordinated approach to encouraging use of alternative modes of travel to the car		
Explanation	<i>Environment Bay of Plenty, in partnership with territorial authorities, Transit and transport providers, will identify opportunities for improvements to the transport network which help to deliver greater mode share for public transport, walking and cycling. These may include bus and cycle lanes, bus based park and ride, travel planning, pedestrian crossing facilities, freight/tourist management plans.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, territorial authorities, Transit, transport providers</i>	<i>Existing budgets. Individual agencies to fund from future annual budget processes as appropriate</i>

10.5 Take a regionally co-ordinated approach to travel demand initiatives in plan change and resource consent processes		
Explanation	<i>Environment Bay of Plenty, in partnership with territorial authorities, Transit and transport providers, will encourage the development of active travel demand initiatives as an integral part of plan changes and resource consents which have significant transportation effects.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP, territorial authorities, Transit, transport providers</i>	<i>Existing budgets. Individual agencies to fund from future annual budget processes as appropriate</i>

7.4 Roles of the different modes

Preferred roles for the different modes, and issues/constraints on those roles, are set out below, based on contributing to the preferred strategic option and the vision of an integrated, safe, sustainable land transport system that meets the current and developing needs of the people of a vibrant and growing region.

7.4.1 Freight traffic – road and rail

Freight is moved throughout the Bay of Plenty region by both road and rail. The region's economy is dependent on the efficient movement of freight. Rail has a significant freight transportation role to and from the Port of Tauranga which will continue to grow into the future – virtually all rail traffic in the region currently goes to and from the Port.

The Bay of Plenty is part of the Central North Island Wood Supply Region. Logs and other forestry products are transported inter and intra-regionally. The amount of harvestable wood is expected to grow 15% by 2020. Trucks and other commercial vehicles use local roads, state highways and private roads (such as forestry roads). As a result they are affected by congestion and experience delays. This is most evident in the western Bay of Plenty sub-region. This Strategy has set an action for the region to quantify the impact of sub-standard transport networks. This information will assist in determining the impact of delays on freight traffic.

The volumes of freight traffic, particularly when it moves through urban and residential areas, create problems such as vibration, noise, pollution, road safety, road damage, and can affect the amenity of local areas. To try and alleviate some of these problems this Strategy has set actions for investigating whether greater use can be made of the existing rail and forestry road network, investigating alternatives

to roads for freight, determining the future role of rail and investigating by-pass routes.

Given the importance of the agricultural, horticultural and forestry industries to the region and the significance of the Port of Tauranga, freight traffic plays an important role in terms of land transport within the region. In this context the role of freight traffic is one of great significance to the region currently, and as it develops. In general this strategy sets out a direction of:

- continuing to work with those involved in the rail industry to ensure that rail continues to perform a significant freight transport role for the region to and from the Port of Tauranga
- continuing to work with those involved in the rail industry in an attempt to identify opportunities for the re-utilisation of currently unused portions of the network in the eastern Bay of Plenty and Rotorua
- recognising that there will still be a number of necessary improvements which need to be made to the road network (particularly inter and intra regional corridors, and where the rail network lacks penetration), so that freight traffic can play its vital role in the region's development
- recognising the need to look at the efficiency of road and rail transport links for freight transportation in an integrated manner.

In 2005, the Government released the National Rail Strategy to 2015 which sets the broader scope for rail in the region. This will need to be considered in detail as it provides a framework for strategic planning across the government rail sectors. The focus of the National Rail Strategy is on increasing the amount of freight and passengers using rail. The strategy's priorities include:

- improving safety
- upgrading the network
- improving rail's contribution to regional economic development
- optimising the use of rail within the wider transport network, and
- improving access to rail for users.

7.4.2 Public passenger transport

The use of public passenger transport in the region is low. Public transport is unlikely to replace the private car as the dominant mode of travel to and from rural areas because of the difficulties in covering dispersed origins and destinations. However, a higher proportion of public transport trips within and between urban areas is envisaged in the future. At present public transport is concentrated in Rotorua and Tauranga, therefore these areas have the highest use.

The role of bus based public passenger transport in the region as defined in this strategy is to improve access and mobility, provide transport options, including for commuter travel, contribute to sustainability and manage demand.

As a result of the level of public submissions to the 2004 RLTS as well as changes to Environment Bay of Plenty policy, an improved level of service for bus based public transport has occurred. The level of service will be most improved for

Tauranga City given TCC's proposals to support and help fund an improved bus service for Tauranga through an increase in parking fees.

These additional changes, which involve considerable cost as well as the need for ongoing government subsidy to help reduce the financial cost to ratepayers, will not be an overnight transformation. It will take some time to grow the passenger transport mode to the point envisaged in this strategy.

The current Regional Passenger Transport Plan (2006), which sets out the passenger transport services that Environment Bay of Plenty will support, has been updated to include improved levels of service for bus based passenger transport. This plan will be further revised in 2007. This will assist in further defining and agreeing the role of public transport, setting targets for service delivery, and identifying costs and funding mechanisms. The provision of public transport infrastructure will also be investigated as a part of this process, along with an exercise to coordinate public passenger transport and school services.



Public transport use is increasing in Rotorua and Tauranga

There are no passenger rail services in the Bay of Plenty. The Geyslerland Express (Auckland-Rotorua) and the Kaimai Express (Auckland-Tauranga) were in operation for passenger rail until 2001. These passenger services were withdrawn because they were not commercially successful.

The region's population is insufficient to justify the large investment required for rail based passenger transport. However, it is important that the option of passenger rail is not foreclosed as it may be a potential passenger transport option in the future.

The congestion issues for Tauranga City mean that alternative modes such as rail or a guided bus way may need to be considered in the future (note that this is likely to be 20 – 50 years away). It is important that some of these options are looked at now as new developments are being planned which will need to be integrated with

passenger transport services. Long distance passenger rail may also be possible in the future, particularly given the intra and inter-regional links that are emerging.

7.4.3 Cycling

Cycling is primarily an urban travel mode for shorter trips (including travel for social and recreational reasons and work), but is increasingly playing an important role in terms of tourism in the region. The role of cycling in the region as defined in this strategy is to, in the short to medium term, improve access and mobility and promote public health, and in the longer term to play a much more significant role in terms of modal shift and encouraging more sustainable and energy efficient transportation. If more commuter trips can be made by cycling then this mode will become a tool in managing demand on the roading network.

This strategy has a specific action for new developments to incorporate cycling facilities in an effort to encourage this mode of transport. There is also an action for Rotorua, Tauranga and Whakatane to develop and implement their walking and cycling strategies. Note that these strategies may fall under broader transport strategies that are being developed.

Outcome 8 (public health) contains an action for the region to actively encourage recreational walking and cycling in order to promote public health.

7.4.4 Pedestrian traffic

Pedestrian travel is also mainly an urban travel mode for shorter trips. The most common reason for pedestrian travel in the Bay of Plenty is for social and recreational reasons (including shopping). The role of pedestrian activity in the region, in the short to medium term, is to actively promote public health and to improve access and mobility. Pedestrian activity has a somewhat more limited role in terms of modal shift than cycling as most pedestrian trips are for distances of less than 1 km. However, in the longer term this strategy envisages a greater role for pedestrian trips, particularly in conjunction with other transport modes (e.g. public passenger transport), and when land use changes bring employment and residential areas closer together.

This strategy has a specific action for new developments to incorporate pedestrian facilities in an effort to ensure that pedestrian access and routes are provided. There is also an action for the region to actively encourage recreational walking and cycling in order to promote public health.

7.4.5 Cars / private transport

In the Bay of Plenty region the car is the dominant individual travel mode. In 2002 the number of vehicles owned in the region was 189,000 and the number of vehicles per household was 1.51. The car is, at present, the dominant mode of transport to work in the Bay of Plenty and, despite the aims as expressed in this strategy, is likely to be the dominant individual travel mode for the Bay of Plenty region into the foreseeable future. This strategy thus recognises the critical role that private car transport will continue to play in the region by enabling the efficient movement of people and goods and ensuring that all communities in the region have access to services and facilities.

In terms of land use most of the Bay of Plenty region is rural. As a result the car is often the only means of transport for rural residents or those needing to go to rural areas. Other modes of transport are often not available or are not viable. The western Bay of Plenty sub-region has undergone significant growth which has put

the existing infrastructure under pressure. The roading network in certain parts of the western Bay of Plenty has become congested. Providing an effective and efficient roading system is important for the region.

A key outcome of this strategy is to have a land transport system that supports the continued growth and economic development of the region, and provides for the efficient movement of people and goods. In order to do this the region needs to have an efficient roading network. Demand on that network needs to be managed by promoting viable alternatives to car transport where these can provide a realistic alternative, implementing the Bay of Plenty Demand Management Strategy, and reducing unnecessary trips by car. There are also opportunities for integration between the different modes outlined above. This includes providing for services such as park and ride, pedestrian and ride, and cycle and ride.

Motorcycles are also an important form of private transport and are often overlooked. Motorcycles have the ability to provide people with the independence they gain from private motor vehicle travel. They also have the potential to reduce traffic congestion and improve energy efficiency as they are a much smaller and more efficient mode of transport.



Motorcycles have the potential to reduce traffic congestion and improve energy efficiency

Chapter 8: Implementing the strategy: investment in transport infrastructure and services

8.1 Introduction

The chapter sets out the indicative implementation programme for the Strategy. It contains the transport projects and activities that the region will choose to invest in over the term of the strategy to produce an *'integrated, safe, sustainable land transport system, which meets the current and developing needs of the people of a vibrant and growing region'*.

The expenditure on transport infrastructure and services set out below is based on the preferred strategic framework, and as such seeks to develop transport networks where this is justified, with particular consideration given to the possibility of managing demand or encouraging alternative modes to the private car.

8.2 Indicative implementation programme

Only major projects/activities are included in a strategy of this nature. These projects/activities can be grouped as follows:

- Smaller projects / 'business as usual' type activities which indicate the ongoing activities being undertaken by the implementing agencies. These are projects under \$3.4 million⁴⁶ in capital cost.
- Identification of activities planned for inter and intra regional corridors, passenger transport, pedestrian and cycling activities and rail.
- Strategic Packages which contain projects that are mostly over \$3.4 million in capital cost, or seen to be of a more strategic nature. Note that some passenger transport and walking and cycling infrastructure has been included within these packages which have capital cost lower than \$3.4 million. Projects have been packaged together and include roading, passenger transport, pedestrian / cycling activities, demand management and safety activities. These help satisfy the outcomes of the LTMA.
- Strategic studies and investigations that can potentially be funded through land transport programmes are also listed.

⁴⁶ The figure of \$3.4 million has been used as this is the figure that Transit NZ has adopted to distinguish between smaller and larger scale projects.

The aim of this strategy is not to provide an inflexible list of projects to complete. Instead, the focus of the strategy's development has been providing a guiding framework for transport investments in the Bay of Plenty that will contribute to the strategy's achievement over the next 10 years.

The packages developed are a best estimate based on current data and assumptions. The information has come from the Road Controlling Authorities and have been signalled as having a start date before 2016. Various projects may be added or removed if the situation changes. For example, a number of state highway projects may only be progressed if funding plans are developed.

The strategic packages have been assessed against the outcomes of this RLTS, as well as additional factors of seriousness / urgency and project management / funding. The packages set out in this strategy may be revisited by the RLTC, particularly where there has been a change in legislation affecting transport, a change in government policy, or significant changes to the funding available.

Before the projects listed in this strategy can be progressed they will need to be in a high state of readiness. It is up to the relevant Road Controlling Authorities to complete adequate work on the projects listed in this RLTS.

As part of implementing the strategy, each agency will be expected to ensure that the 'business as usual' or less 'strategic' activities they do are done in a manner that is consistent with the strategy's direction.



The Hewletts Road flyover in Mount Maunganui was completed in May 2006

8.3 Key projects and activities

8.3.1 Smaller projects / business as usual activities

This group includes the less costly, but still critical, projects and activities the road controlling authorities do as part of the 'business as usual' activities. These continually improve, upgrade and make their networks safer (either local roads or state highways). These activities could make a contribution to crash reduction goals. This work also includes the ongoing implementation of better facilities for pedestrians and cyclists, although some of this work is included in the larger strategic transport packages. The main activities that will continue to be carried out, but with potential changes to ensure their contribution to the RLTS, include:

- safety improvements, minor safety works, safety proofing works
- seal widening and extension programmes
- passing lanes
- minor realignments
- urban street and intersection improvements / upgrades
- local area traffic management
- maintenance and renewals.

8.3.2 Inter and intra-regional corridors

Similar to the 'business as usual' activities of the local authorities, Transit New Zealand will continue with its programme of improvements to the State highway network. That programme will work to resolve issues associated with safety and with the general sustainability and level of service to road users on these important inter and intra-regional corridors. The main priorities to be covered on the different routes are set out in figure 16.



Route security and rail safety issues have been addressed on SH 2 at Matata

Figure 16 Priority issues for inter and intra-regional corridors

Route	Primary Function	Issues
SH2: Athenree to Katikati	Freight	Lack of passing opportunities Narrow bridges Narrow seal width
SH2: Katikati to Bethlehem	Commuter Freight	Safety Level of service Managing land use and property access
SH2: Te Maunga to Paengaroa	Commuter Freight	Safety Level of service Managing land use and property access
SH2: Paengaroa to Matata	Freight Tourism	Narrow seal width Lack of passing opportunities Route security
SH2: Matata towards Gisborne	Freight	Poor alignment/lane width in some instances Lack of passing opportunities Route security
SH5: Rotorua towards Waikato	Tourism Freight	Lack of passing opportunities
SH5: Rotorua towards Taupo	Freight Tourism	Safety
SH29: Tauranga towards Waikato	Freight Commuter Tourism	Safety, poor alignment Lack of passing opportunities Capacity constraints Managing land use
SH30: Whakatane to SH34 (north junction)	Commuter Freight Tourism	Lack of passing opportunities Levels of service Route security
SH30: SH34 (north junction) towards Rotorua	Freight Tourism	Poor alignment Lack of passing opportunities Route security
SH33: Paengaroa to Rotorua	Freight	Safety Lack of passing opportunities
SH34: through Kawerau	Commuter Freight	Safety at railway crossings Route security
SH35: towards East Cape	Freight Tourism	Poor alignment Narrow seal width Limited overtaking Safety
SH36: Tauranga to Rotorua	Commuter Tourism Freight	Safety Poor alignment on some sections Limited overtaking.

Specific projects that respond to these issues are covered within the strategic packages part of this chapter.

8.3.3 Passenger transport

The Bay of Plenty region plans to grow passenger transport service levels consistent with the strategy's aims for mode switching into the future. The current base for passenger transport in the region is relatively low, however provision is

being made to increase the role that passenger transport can play in achieving the aims of the strategy.

Environment Bay of Plenty has updated its Regional Passenger Transport Plan to provide for some increased levels of service in Tauranga and Rotorua. Through their LTCCP Tauranga City Council are planning to increase parking fees in order to support an increase in public transport service provision. This will involve a public transport partnership between Environment Bay of Plenty, Land Transport NZ and Tauranga City. This partnership will lift the level of public transport service currently being provided in Tauranga.

Environment Bay of Plenty will also carry out a more comprehensive review of the Regional Passenger Transport Plan (as discussed in chapter 7, action 4.3). Until then, the main activities to be carried out include:

- Ongoing and increased bus services in the western Bay of Plenty, Rotorua and Eastern Bay of Plenty sub-regions. This includes significantly higher service levels for public transport.
- Environment Bay of Plenty and Tauranga City Council funding an improved bus service (times and frequency).
- Public transport marketing to support passenger transport services in the Bay of Plenty.
- Explore ways to improve the reliability of service times by giving priority to buses if possible in congested corridors.
- Provision and maintenance of bus shelters in all three sub-regions.
- The development of transport centres in Tauranga City and Rotorua District.
- Provision of electronic ticketing facilities for the western Bay of Plenty and Rotorua sub-region bus services. Consideration given to the use of an electronic card system for taxis (especially Total Mobility vans).
- Integrated ticketing activities.



Efficient and reliable passenger transport is important to increasing its use

- Real time passenger information facilities.
- Continued provision of the Total Mobility scheme for people that have disabilities that prevent them using conventional bus services (including assisting in the replacement of taxi wheelchair hoists).
- Continued operation of concessionary fare schemes.
- Coordination between public passenger transport, and pedestrian and cycling facilities.
- Review the provision of a taxi service in Opotiki.

Note that a number of these actions are included in the Demand Management Strategy (Chapter 6). The Demand Management Strategy includes passenger transport provision. Public transport also forms part of the strategic packages outlined further on.

8.3.4 Pedestrian and cycling activities

In general, all road controlling authorities should ensure that adequate facilities are provided for pedestrians and cyclists as an integral part of all capital projects. In addition, action 4.9 requires Tauranga City, Western Bay of Plenty, Rotorua, Whakatane and Opotiki districts to develop and implement their pedestrian and cycling strategies. It is expected that these strategies will produce further programmes of improvements. Pedestrian and cycling activities are included in the strategic packages outlined further on.



Pedestrian and cycling facilities should be included in all capital projects

8.3.5 Rail

An axle load upgrade project is currently being undertaken by Toll Rail in the Bay of Plenty. Axle loads determine the weight of the trains that can use the network. The results of the project could mean more freight can be transported via rail than is presently the case.

The National Rail Strategy to 2015 notes that rail infrastructure will require significant new investment in some areas to attract new freight flows and increase the numbers of commuters.

Part of the rail network purchase agreement is a \$200 million Crown funding commitment. \$100 million is to be spent on upgrading the rail network and a further \$100 million over 4 years on replacement capital. On the agreed list of upgrade projects is the higher axle loads Auckland-Tauranga and Auckland-Dunedin, at an estimated cost of \$60 million.

As part of implementing the 2004 RLTS, the Bay of Plenty Rail Strategy was developed to set a vision and direction for rail in the region.

The following actions have been identified in the Strategy for investigation:

- Action 1: Strategic corridor / route study
- Action 2: Integration of regional land use with rail needs
- Action 3: Future passenger rail
- Action 4: Modal shift
- Action 5: Electrification of the network
- Action 6: Funding package
- Action 7: Rail safety.

As part of implementing the Bay of Plenty Rail Strategy a workshop was held in July 2006 in order to identify the future rail needs (both freight and passenger) for the western Bay of Plenty sub-region. The conclusions reached at the workshop are set out below under freight rail and passenger rail.

Freight rail

- The rail link between Tauranga and Auckland is vital and will remain so.
- The volumes of freight carried via rail for the Port of Tauranga will continue to grow.
- Most of the growth will take place in and out of Sulphur Point at the Port of Tauranga.
- The existing rail corridor has capacity for at least another 20 years and probably another 50 years.
- Capacity can be significantly increased with additional or expanded crossing loops⁴⁷ or increasing the length of trains.
- Double tracking the rail line is not required in the foreseeable future.

Passenger rail

Passenger rail could be an option along the Tauranga Eastern Corridor in the longer term. This could use the existing rail line with park and ride to connect the settlements at Papamoa with rail. Ultimately this line could also link a passenger rail service between Omokoroa and Te Puke.

- Passenger rail could run on the existing rail freight line (this is much more efficient than building a new line).
- The existing Tauranga Eastern Motorway designation is wide enough for a bus lane and for light rail if this was going to be an option in the longer term. It should be recognised that there are design challenges for light rail at the on and off ramps. The proposed motorway layout may need to be reconfigured, or the stability berms used, if light rail is required.

⁴⁷ Passing bays for trains

Rotorua District Council has also completed a strategic evaluation of rail transport. The study found that rail freight transport for Rotorua was not viable in the short to medium term. For this reason the study has concluded that the rail over bridge on Lake Road could be removed as the freight handling facility is not likely to ever be used. This will enable Lake Road to be four-laned. Discussions will need to be held with ONTRACK in order to progress this matter.

A list of potential future rail projects for the region has also been identified in the Bay of Plenty Rail Strategy. A number of these are ideas only. Detailed investigations in terms of viability have not yet been carried out on many of these projects.

- Taneatua to Opotiki
- Murupara and south
- further extension towards Taupo
- Gisborne through to the Bay of Plenty⁴⁸
- Taneatua (reopen)
- second Tauranga Harbour Rail Bridge (direct link into the Port)
- suburban passenger rail
- Te Maunga to the Port of Tauranga - possible move to a parallel alignment to enable road widening or twin tracking
- eliminate or improve the layout of road / rail crossings which are close to roundabouts and intersections
- further work on the East Coast Main Trunk (Te Maunga – west to Hamilton), e.g. greater axle loads, crossing loops etc.

The projects listed above will need to be reviewed from time to time and a programme developed for investigating and prioritising certain projects.



A second Tauranga Harbour Rail Bridge is a potential future project to address freight rail issues in the Tauranga CBD

⁴⁸ Note that this project is very unlikely due to geographical difficulties and cost.

8.4 Strategic packages

Over and above the business as usual or smaller scale transport investment programmes discussed above, this section sets out those larger, strategic transport investments that are seen as critical to achieving the vision and strategic outcomes.

Eight packages have been developed for the region. The packages include roading, passenger transport, pedestrian activity, cycling, other demand management initiatives and safety components. The diagram below illustrates the package approach. Figure 18 provides a general geographical description of each package.

Figure 17 Transport package approach

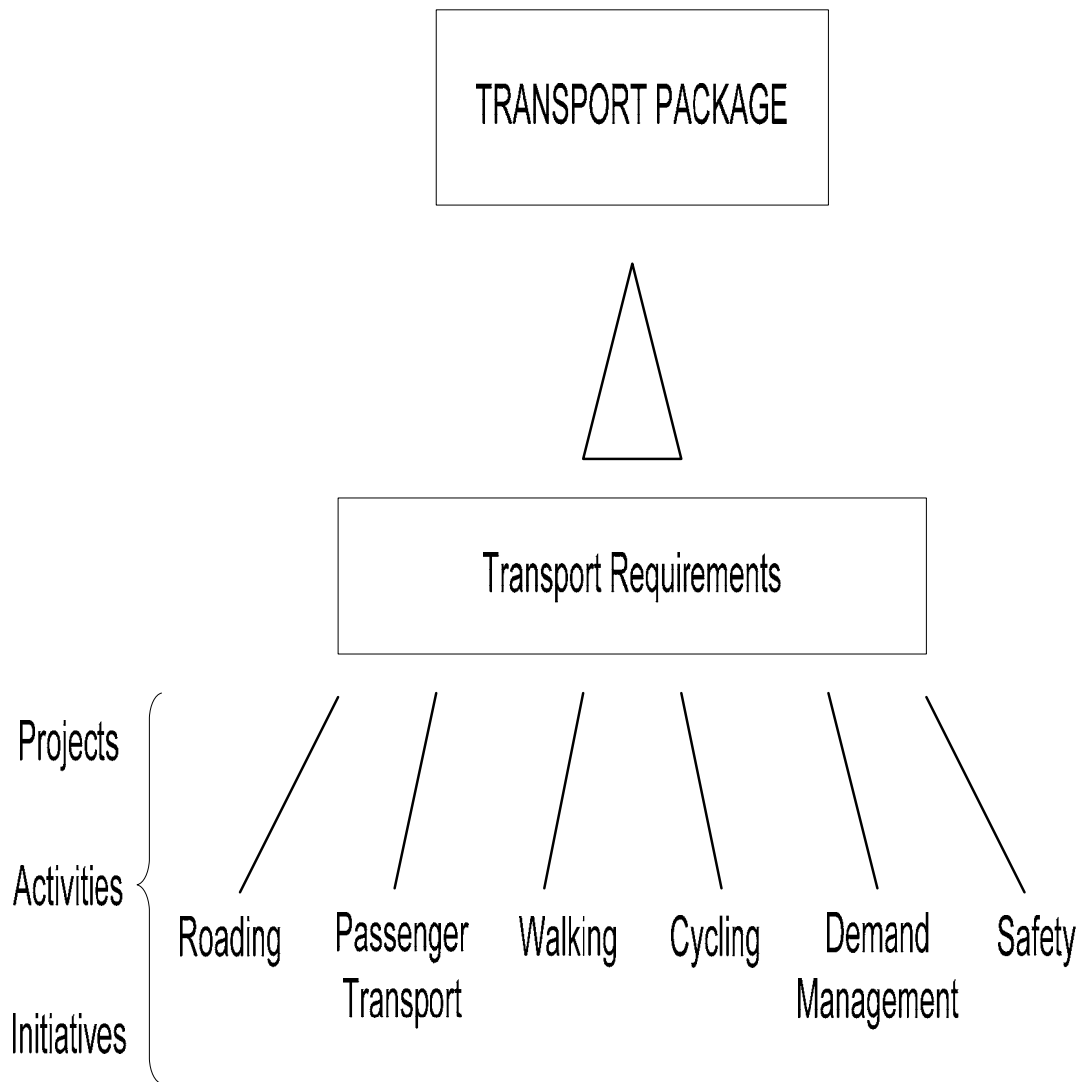



Figure 18 Geographical descriptions of Bay of Plenty transport packages

Sub-Region	Corridor / Package	Description
Rotorua	Tauranga Direct Twin City	Strategic link between Rotorua and Tauranga. The corridor runs from SH30A and SH5 in urban Rotorua through Ngongotaha (SH36) and SH 29 into Tauranga. Links with the SmartGrowth Southern Corridor (see figure 6).
	Rotorua Eastern Lakes	To the East of Lake Rotorua, including Lake Rotoiti and Lake Tarawera. Includes strategic State Highway links 33 and 30.
	Rotorua Southern	To the South of Lake Rotorua. Includes strategic State Highways 5, 30 and 38.
Western Bay of Plenty	Eastern Corridor 	Stretches from State Highway 2 to the coast and from Paengaroa to the Te Maunga intersection.
	Central Corridor	Central Tauranga - from Takitimu Drive to Maunganui Road.
	Northern Corridor	North of the western Bay of Plenty sub-region - from Takitimu Drive to Te Puna and beyond. Includes Omokoroa and Katikati.
	Southern / Western Corridor	The Southern corridor links with Rotorua's Tauranga Direct Twin City package Includes Pyes Pa. The Western part of this corridor runs along SH 29, over the Kaimais and into the Waikato region. The Western Corridor provides a strategic link between the Bay of Plenty and the Waikato.
Eastern Bay of Plenty	Eastern Bay of Plenty Package	Whakatane, Opotiki and Kawerau districts. Strategic projects for Whakatane District. Business as usual projects for Opotiki and Kawerau. Includes a focus on route security for the East.

These strategic packages have been assessed against the outcomes of this Regional Land Transport Strategy, as well as additional factors of seriousness / urgency and project management / funding. This assessment is set out in the following table. It should be noted that this is a general qualitative assessment only and further work on regional priorities will need to be completed.

Figure 19 Assessment of transport packages against RLTS outcomes / other factors

Packages		Rotorua Sub-Region			Western Bay of Plenty Sub-Region				Eastern Bay of Plenty Sub-Region
		Tauranga Direct Twin City	Rotorua Eastern Lakes	Rotorua Southern	Eastern Corridor	Central Corridor	Northern Corridor	Southern / Western Corridor	Eastern Bay of Plenty
RLTS Outcomes	Integration	3	3	1	3	3	2	2	1
	Safety & Personal Security	3	1	2	3	2	3	1	1
	Responsiveness	2	2	2	2	2	2	2	2
	Sustainability	3	2	1	3	2	3	3	0
	Economic Development	3	3	2	3	3	2	3	3
	Energy Efficiency	1	1	1	2	1	1	2	1
	Access and Mobility	2	2	1	2	2	1	1	1
	Public Health	2	1	1	1	2	1	1	1
Seriousness & Urgency		3	3	1	5	3	3	2	1
Additional Factors: Funding & Project Management ⁴⁹		2.5	1.5	2	2.5	4	1.5	3	2
Total		24.5	19.5	14	26.5	24	19.5	20	13

Key:

Contribution to RLTS Outcomes	
Nil	0
Low	1
Medium	2
High	3
Seriousness and Urgency	
Nil	0
Low	1
Medium	3
High	5

Additional Factors: Funding	
0 – 25% funding	0
25 – 50% funding	1
50 – 75% funding	3
75 – 100% funding	5
Additional Factors: Project Management	
Concept	0
Scheme Design	1
Consents	3
Contracts	5

⁴⁹ Note that the rankings for funding and project management have been summed together to provide a total for this assessment criteria.

The strategic packages for the Bay of Plenty (as described above) are made up of key projects which include roading, passenger transport, walking and cycling, and demand management. Details of each of the packages are set out below including an estimated start date for construction. Note that only the more significant projects are listed. Some general maintenance, local roading and safety works have not been detailed out below but are included in the funding package in Chapter 9. The projects presented in the table are based on current information and designs (as at April 2007). The information has been supplied by the relevant authorities and could be subject to change. The strategic packages are mapped in figures 21-28 following the table.

Figure 20 Key projects in the Bay of Plenty transport packages

Sub-Region	Corridor / Package	Components / Projects	Indicative Start Date ⁵⁰ (construction)
Eastern Bay of Plenty	Eastern Bay of Plenty Package	• Pedestrian and Cycling facilities (including implementation of Whakatane and Opotiki Walking and Cycling Strategies)	2006/07
		• Route security – Wainui Rd / SH 2 intersection ⁵¹	2008/09
		• Whakatane second river bridge and associated road upgrade	2014/15
Rotorua	Tauranga Direct Twin City Package	• Fairy Springs 4 Laning	2006/07
		• Public transport infrastructure	2006/07
		• Walking and cycling strategy implementation	2006/07
		• Lake Rd 4 Laning	2007/08
		• Ngongotaha Rd 4 Laning (south)	2008/09
		• Malfroy / Ti Street upgrade	2010/11
		• Victoria St Expressway	2013/14
		• Transport Centre	2013/14
		• Ranolf St 4 Laning	2016+
		• Sampson Viaduct	2016+
Rotorua Eastern Lakes Package	Rotorua Eastern Lakes Package	• Walking and cycling initiatives (shared paths, cycleways and bridge widening)	2006/07
		• Rotorua Eastern Arterial (stage 1 – 2 lane only)	2009/10
		• Sala St 4 Laning	2013/14
Rotorua Southern Package	Rotorua Southern Package	• Passing lanes and realignments (Gasline Curves; Waipa Mill; 5 Mile Gate; Waitapu South; Hickeys Flat; Settlers Rd; Guardrail Curve; Apirana Curves)	2006/07

⁵⁰ The indicative start date is an estimate only and is based on current knowledge. These may be subject to change. The start dates are based on information contained in Long Term Council Community Plans, Transit's 10 year State Highway Forecast and Land Transport New Zealand's National Land Transport Programme. The start dates for construction of state highway roading projects reflect the region's priorities and are not necessarily those set out in Transit's 10-year State Highway Forecast. There may be potential scope within the funding outlined in Chapter 9 to bring some projects forward in time. The RLTC will make recommendations as to which projects could be brought forward.

⁵¹ The Council notes that this activity featured in the 2005/06 State Highway Forecast, but appears to have been removed from the 2006/07 Forecast. The RLTS has included this project because it is recognised that the activity would address safety and route security issues.

Sub-Region	Corridor / Package	Components / Projects	Indicative Start Date ⁵⁰ (construction)
		<ul style="list-style-type: none"> • Old Taupo / Hemo Rd intersection 	2012/13
Western Bay of Plenty (SmartTransport)	Central Corridor	<ul style="list-style-type: none"> • Harbour Link Project • Cycling and pedestrian activities (citywide cycle lanes, Cameron Road cycle lane, pedestrian underpasses and overbridges, other projects) • Public transport infrastructure (public transport centre, bus shelters, real time information, other infrastructure) • Central Corridor TDM (Transit) • Hairini / Welcome Bay intersection improvements • Cameron Rd to Welcome Bay Rd corridor improvements • Welcome Bay link road 	2006/07 2006/07 2006/07 2008-2011 2008-2011 2008-2011 2016+
	Eastern Corridor	<ul style="list-style-type: none"> • Cycling and pedestrian activities (citywide cycle lanes, pedestrian underpasses and overbridges, other projects) • Public transport infrastructure (bus shelters, real time information, other infrastructure) • Te Okuroa Drive Stage 1 • Upgrade of Tara Rd, Girven Rd, Domain Rd, Parton Rd and Welcome Bay Rd • Papamoa Beach Rd traffic management • Park and ride • Tauranga Eastern Motorway: Te Maunga to Paengaroa • Upgrade of SH 2 between Paengaroa and Girven Road including intersection improvements either side of Te Puke • Bell Rd / Tauranga Eastern Motorway interchange enlargement (Stage 1) • Rangiu Business Park / Tauranga Eastern Motorway interchange • Te Okuroa Drive Stage 2 • Kaituna Link Rd • Te Puke Central realignment 	2006/07 2006/07 2007-2012 2009 2009/10 2010/11 2011-2016 2011-2016 2011-2016 2011-2016 2011-2016 2012 2016+ 2016+
	Northern Corridor	<ul style="list-style-type: none"> • Cycling and pedestrian activities (citywide cycle lanes, pedestrian underpasses and overbridges, other projects) • Public transport infrastructure (bus shelters, real time information, other infrastructure) 	2006/07 2006/07

Sub-Region	Corridor / Package	Components / Projects	Indicative Start Date ⁵⁰ (construction)
		<ul style="list-style-type: none"> • Omokoroa Roundabout • Park and ride • Omokoroa to Te Puna 4 Laning • Tauranga Northern Arterial • Katikati By-pass 	2007/08 2010/11 2016+ 2016+ 2016+
	Southern / Western Corridor	<ul style="list-style-type: none"> • Cycling and pedestrian activities (citywide cycle lanes, pedestrian underpasses and overbridges, other projects) • Public transport infrastructure (bus shelters, real time information, other infrastructure) • Pyes Pa By-pass • Park and ride • Tauriko By-pass 	2006/07 2006/07 2008-2011 2010/11 2016+
Rotorua and western Bay of Plenty	Public transport operations ⁵²	<ul style="list-style-type: none"> • Operations (general) • Operations (30 min Tauranga buses) 	2005/06 2007/08

⁵² Note that this will run across most packages in Rotorua and the western Bay of Plenty sub-region.

Figure 21 Eastern Bay of Plenty Package



Figure 22 Tauranga Direct Twin City Package

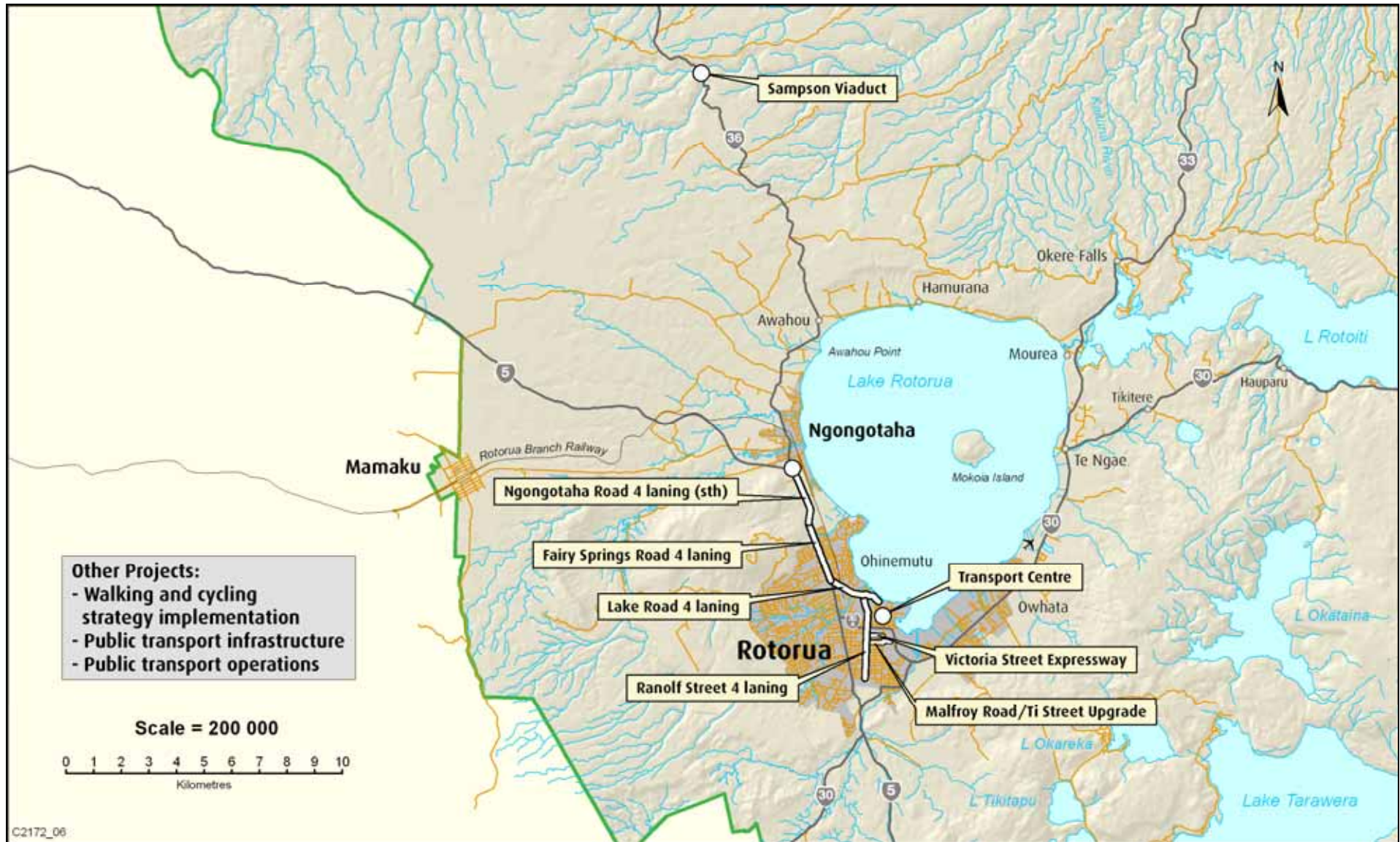


Figure 23 Rotorua Eastern Lakes Package

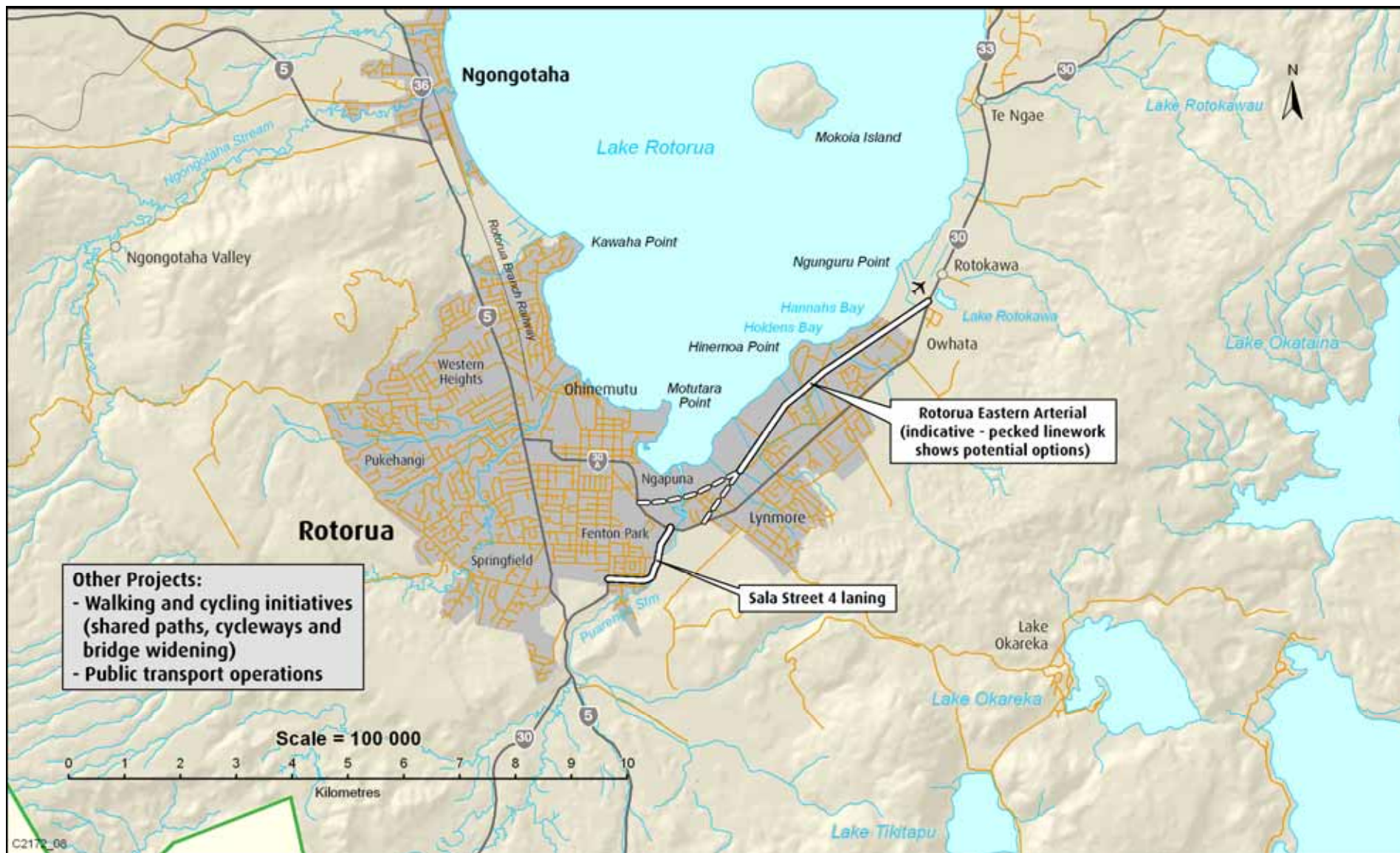


Figure 24 Rotorua Southern Package

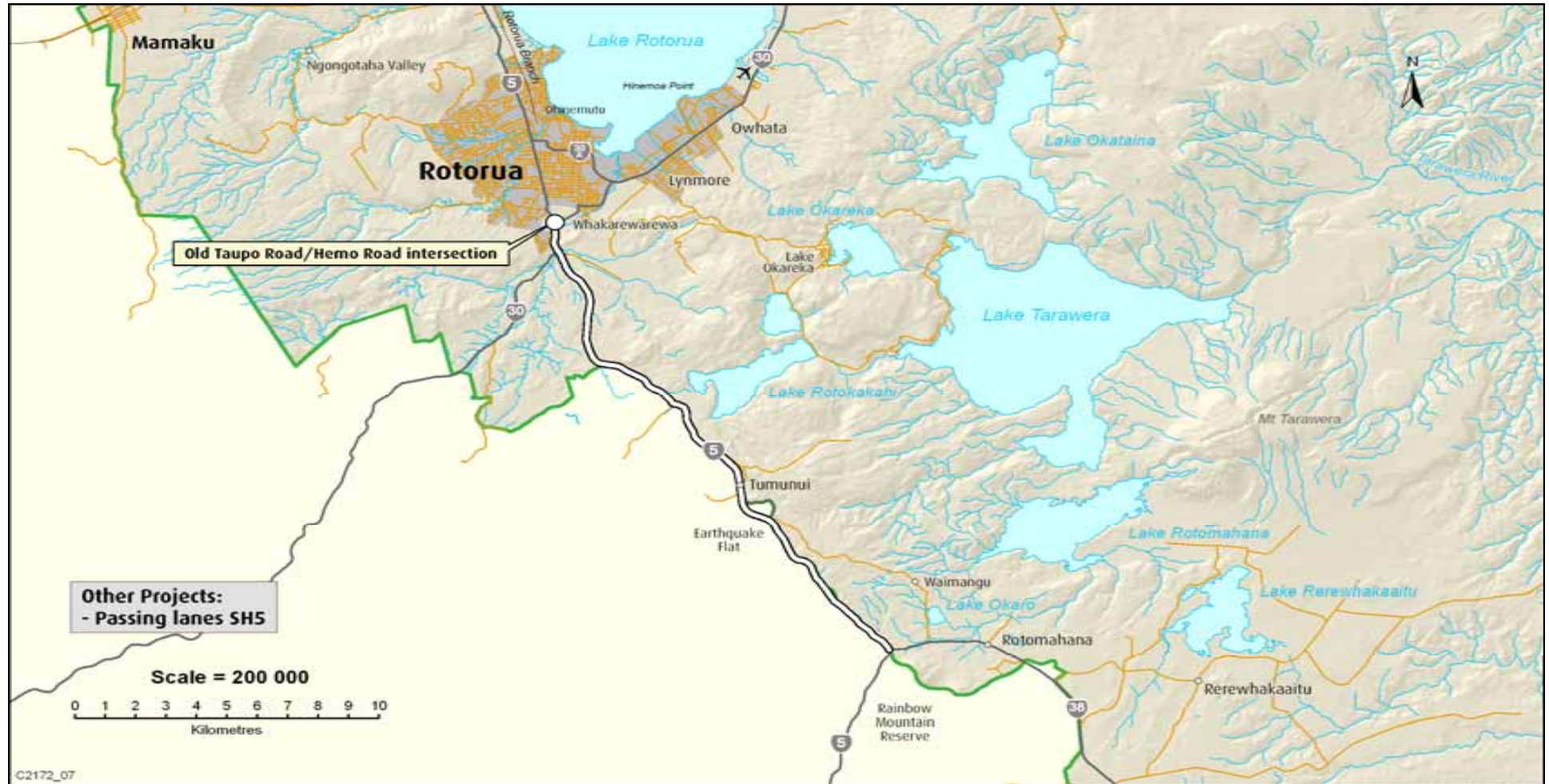


Figure 25 Central Corridor

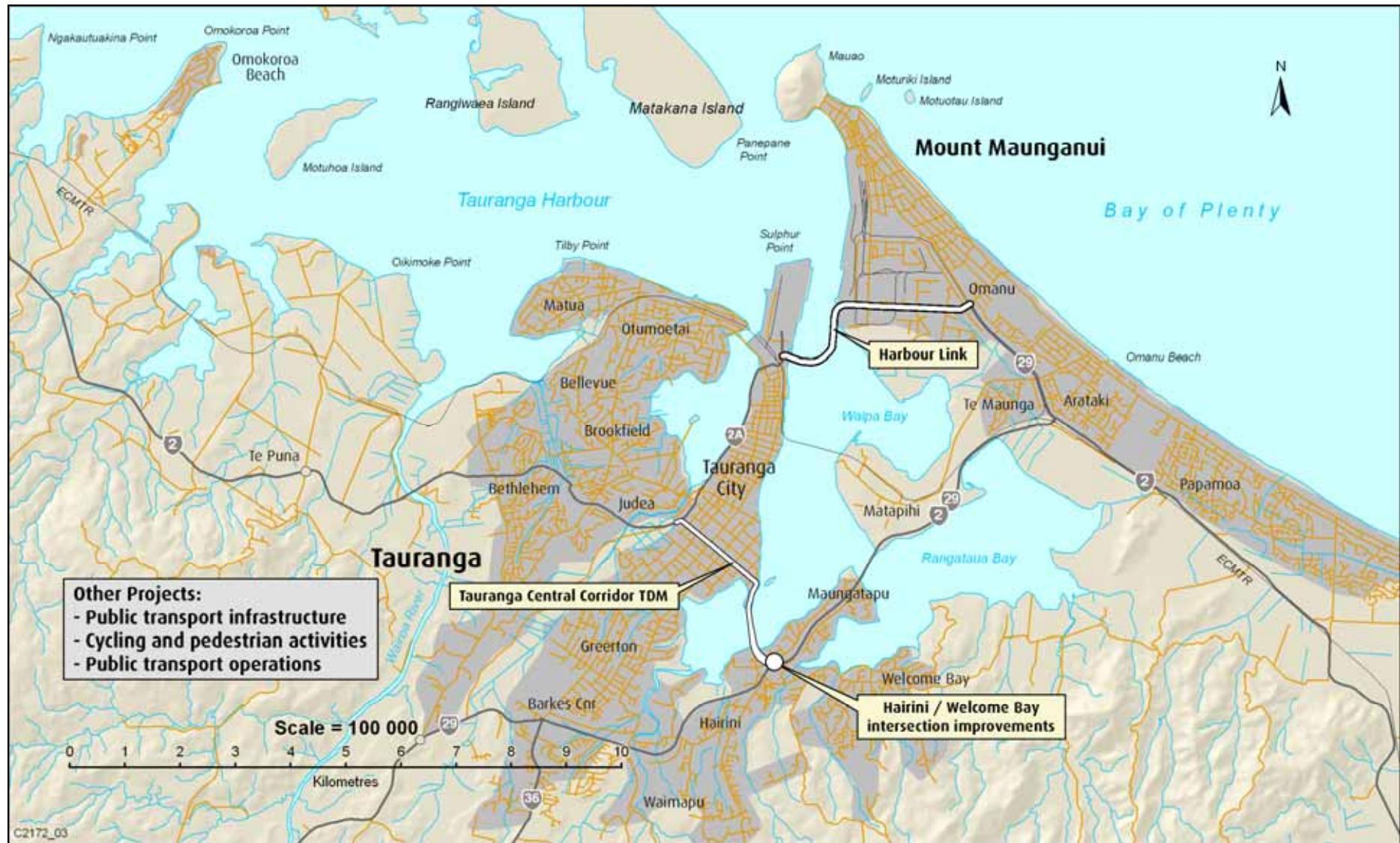


Figure 26 Eastern Corridor

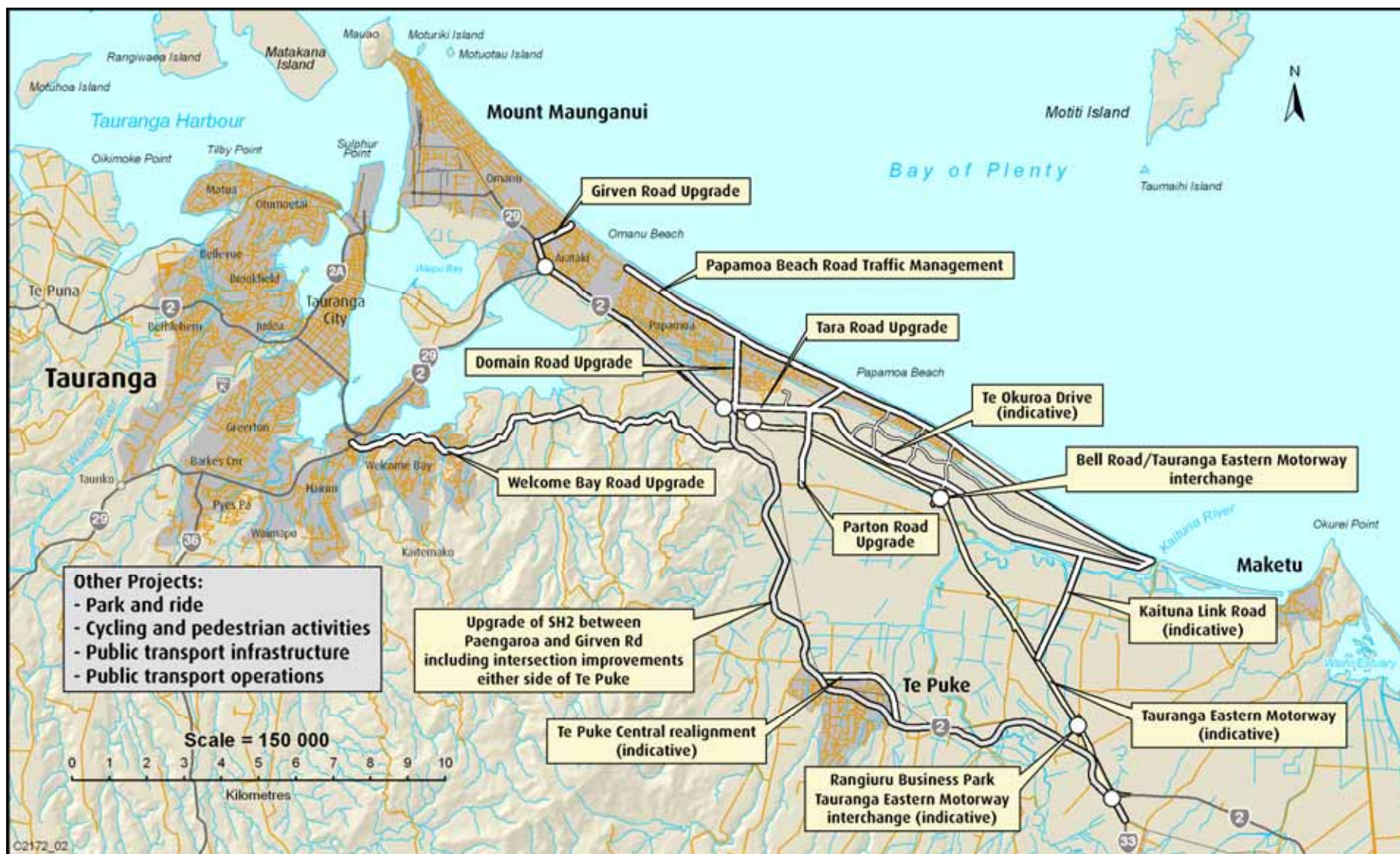


Figure 27 Northern Corridor

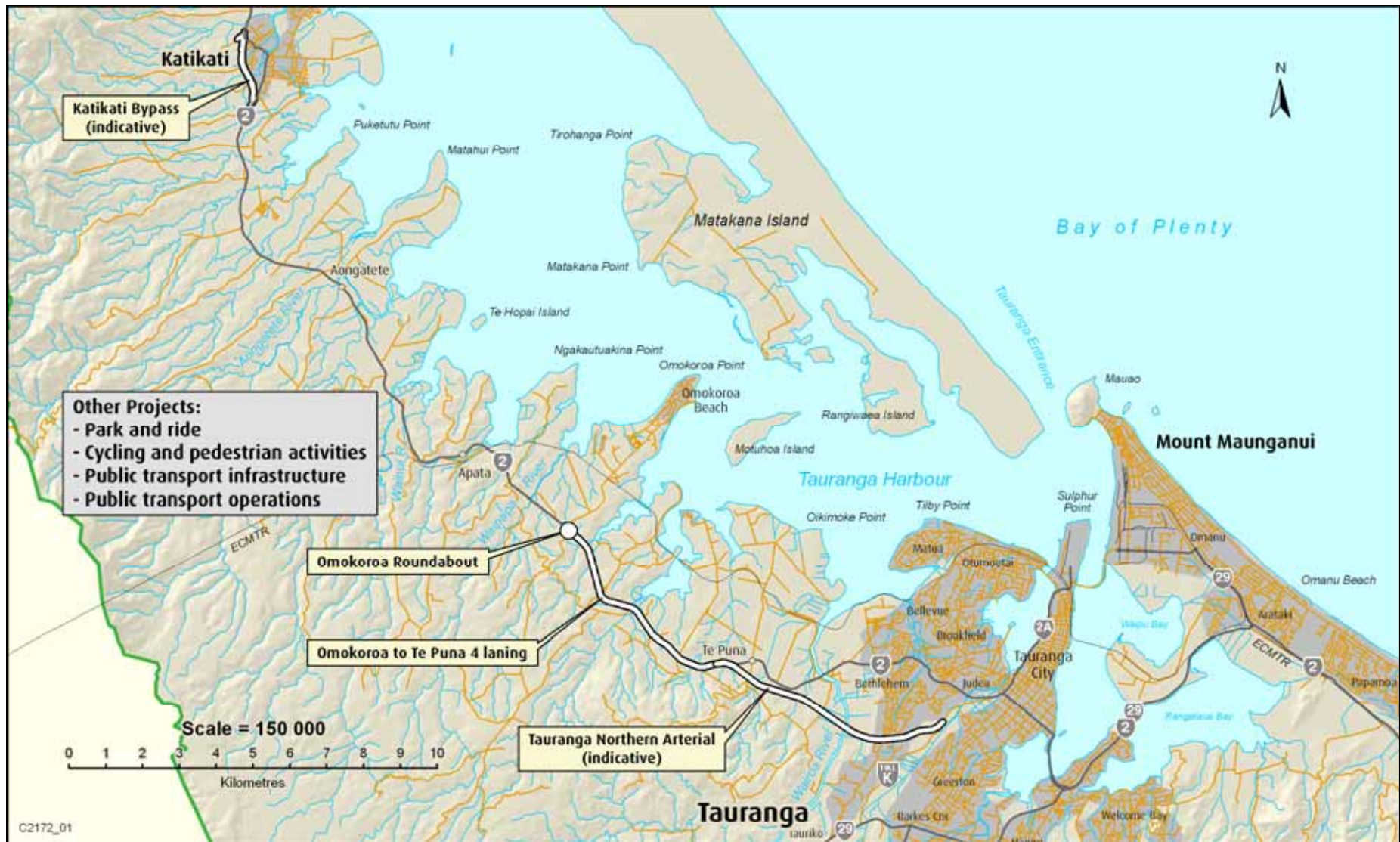
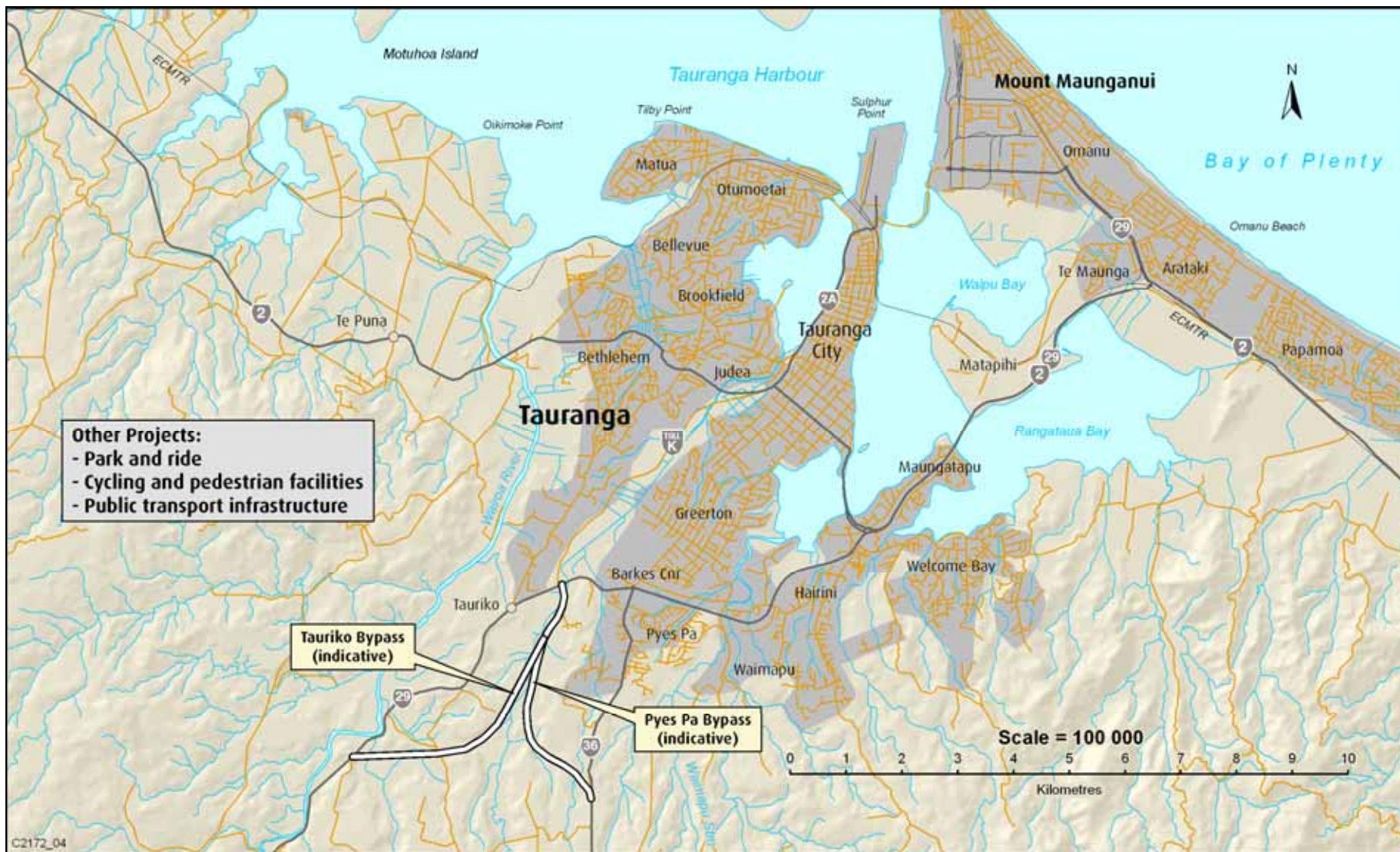


Figure 28 Southern / Western Corridor



8.5 Strategies

To ensure that the region can implement the 2007 RLTS, there are a number of lower-level strategies and plans that need to be developed. These exercises will ensure that future implementation works (projects and activities) are grounded in well-considered strategies and not developed in a piece-meal manner, and will also provide the information necessary for the evidence-based assessment framework that is becoming critical to being able to access central government funding for land transport. With these objectives in mind, the following key strategies/studies will be undertaken (note that this list is not exhaustive, and that individual authorities are tasked with ensuring that they are completed).

Investigation into long term solutions for Hewletts Road

The expected life of Hewletts Rd with proposed improvements is 12 – 17 Years, dependent on the effectiveness of the mode shift objectives set out in this strategy. It is critical, given the Regional Airport Study and also the impacts of intensification and development of Mount Maunganui and Papamoa, that consideration be given to long term solutions. Investigations and option analysis/selection will need to be undertaken during the next two years to ensure an appropriate solution is able to be implemented in a timely manner. SmartGrowth, Transit and the local authorities will be responsible for this work.

Eastern Corridor Study

The Eastern Corridor in the western Bay of Plenty stretches from Paengaroa to Te Maunga. This is a significant development corridor in both regional and national terms. The Papamoa East Urban Growth Area is expected to grow to 40,000 people. A business park is also planned at Rangiuru along this corridor.

There are substantial transport requirements arising from this growth corridor. Work has begun on an integrated land use / transportation study of the Eastern Corridor. The project is a joint SmartGrowth / Transit initiative.

This work will form part of the planning that Transit needs to complete before it can progress the Tauranga Eastern Arterial. The work will also be a lead into the development of an integrated funding package for all transport requirements.

Tauranga Northern and South-Western Corridors

Transit, Western Bay of Plenty District Council and Tauranga City Council will work together on these two corridors in order to improve long term planning and assist good decision making. Both corridor studies will be strategic land use and transportation studies which take an integrated approach using the Tauranga Eastern Corridor Study as a model.

Eastern Bay of Plenty Corridors

A strategic study by Transit will be undertaken in the Eastern Bay of Plenty area in order to analyse transportation needs for the sub-region. This will also improve long term planning and assist good decision making.

Rotorua Central, Eastern Lakes and Southern Corridors

Transit and Rotorua District Council will work together on the Central, Eastern Lakes and Southern transport packages in order to get a better understanding of transportation needs, costs and timing.

Investigation into appropriate site for Public Transport Centres in Tauranga and Rotorua

Tauranga City Council, Environment Bay of Plenty, and Rotorua District Council will work closely over the next two years to consider issues and options associated with the site and construction of a Public Transportation Centre in each city.

Whakatane Transportation Strategy

Whakatane District Council and Transit are undertaking a comprehensive transportation strategy for the district. This will look at all transportation needs and help to improve long term planning.

Tauranga Central Corridors Strategic Investigation

A Strategic Investigation of Harbour Crossing Issues report has been completed in order to consider various options for harbour crossings in Tauranga City. This included a 'City Link' and 'Tauranga City Road and Rail' proposal. Both proposals involve establishing a transport corridor at Matapihi. The report concluded that the two proposals would require close consideration of the environmental, statutory limitations, and the potential cost and fundability of developing a Matapihi transport corridor. The report also concluded that the aspect of the proposals which included the construction of a new rail link for freight to the north of the Harbour Link project is worth further consideration. Tauranga City is proposing to establish a working party to progress a strategic investigation into the long term provision of transport corridors in the central area.

These strategies will be undertaken in addition to the actions contained in Chapter 7.

So, in summary, the structured approach to strategy and then project development advocated in this document is as follows:

- The RLTS will set the criteria/policy intent for the strategic studies to be undertaken which will look at the transportation needs within the region (for both rural and urban areas).
- The integrated corridor studies must cover all transport requirements, including State Highways, local roads, passenger transport, demand management, cycling and pedestrian activities.
- These studies, when approved by Land Transport NZ, will then go through the LTCCP process (or 10 year plan process in the case of Transit), leading to a programme of indicative commitments for projects.
- These approved projects will then be clearly in line with the RLTS, and the partners to the RLTS can be confident that the implementation programme in each transport agency is consistent with, and contributes to, the achievement of the region's vision and desired outcomes.

In the Eastern Bay, undertaking these exercises, while critical, potentially places a difficult funding burden on the smaller local authorities. The partners to the strategy will be working together to discuss this issue with Land Transport NZ, with a view to seeking special financial assistance rates for some of the work that needs to be undertaken to ensure compliance with the detailed funding frameworks that are required to meet the new legislative objectives.

Chapter 9: Funding

Under section 175(2)(d) of the Land Transport Act 1998 every regional land transport strategy must take into account the land transport funding likely to be available within the region during the period covered by the strategy. The period covered by this strategy is ten years, to 2016.

The funding programme is indicative only due to the uncertainty surrounding sources of funding, in particular the difficulties of getting longer term commitments to funding from central government. The 2006 Budget has confirmed a transport funding package over the next six years for New Zealand. The package guarantees funding for a six year package of state highway construction and for other land transport activities, including local road construction, public transport services and maintenance of the roading network. The Tauranga Eastern Motorway is one of the projects listed for acceleration. While this six year certainty is to be commended, funding beyond this period is still uncertain. This is in contrast to the requirements of the LGA which provides that Council LTCCP's must have a 10 year timeframe and provide a degree of certainty over this period. This poses a challenge in terms of aligning Crown funds allocated on an annual basis, with the 10 year funding requirements of LTCCP's under the LGA, and the 10 year funding requirement of this Regional Land Transport Strategy under the Land Transport Management Act 2003.

To deliver the policies and actions set out in this strategy, additional funding will be required across all modes. Without more spending there will be increases in congestion, significant increases in the costs of travel, and the economic, social and environmental costs associated with a sub-standard transport network in the Bay of Plenty.

The indicative funding requirements estimated to implement the strategy over the next decade, and the funding that has been allocated by central government (including the Crown Grant) to the region over the same period, are discussed below.

9.1 The Bay of Plenty Joint Officials Group

On 21 April 2005, a Bay of Plenty Transport Funding Project was announced by the Hon Pete Hodgson, Minister of Transport, following his visit to the Western Bay of Plenty. A Joint Officials Group (JOG) comprising of transportation officials from Treasury, Ministry of Transport, Land Transport NZ and Bay of Plenty local authorities was established to examine funding options for the continued implementation of the region's land transport infrastructure over the next 10 years.

On 3 August 2005, the Minister of Transport announced the outcomes of the funding project, which included a \$150 million Crown Grant. The total funding package for the region is \$300 million, made up of Crown and local funding.

The following recommendations were made in the JOG report, which form part of the transport funding package for the region:

- the key issue is congestion in the western Bay of Plenty

- additional investment is required in urban centres for passenger transport (Tauranga in particular)
- other land transport issues include:
 - high severity of accidents
 - route security
 - low walking and cycling mode share in urban areas.

The Crown Grant of \$150 million is to address congestion and improve access and safety through investment in:

- strategic roading
- passenger transport
- transport demand management
- walking and cycling.

The JOG report also requires the local authorities in the region to match the Crown Grant with local funding. This includes development levies, rates, investments, and tolls.

9.2 Bay of Plenty transport funding package

The region has worked together to develop a sustainable funding package (set out in Figure 29). This has been assisted by the Crown Grant allocated to the Bay of Plenty, increased local funding from development contributions, vested assets and investments. The funding package has been developed on the assumption that all funding identified will be available. If this is not the case then there will be a funding gap.

The cost of implementing the activities in Chapter 8 is balanced against available funding for the period 2006/07 to 2015/16. The table shows the cost to each organisation and the source of funds to cover expenditure. The expenditure includes capital improvements for the various packages and also the cost to each organisation for operating expenditure which is maintenance, improvements and replacements. The total cost has been combined to give the total funding picture for the region.

The Bay of Plenty funding package includes the following funding sources⁵³:

- National Land Transport Programme allocations from Land Transport NZ (this includes national 'N' and regional 'R' funds⁵⁴).
- The Bay of Plenty Crown Grant – 'C' funds (administered by Land Transport NZ).
- Local funding from rates, vested assets and other sources.

⁵³ Note that funding from ONTRACK has not been included as no specific new projects or funding have been identified as likely to begin within the 10 year period of this strategy. This may be subject to change.

⁵⁴ Regionally distributed funding from increases in fuel excise duty

- Development contributions and landowner/developer cost sharing contributions.
- Regional cash injections (e.g. from shares and investments held).
- Note that tolling for new infrastructure has not been included for the ten year funding picture below, but may be a revenue source in years to come.

The table shows there is funding to cover estimated transport expenditure for the Bay of Plenty. Other factors like increasing costs may change this. For example, work on costing the Tauranga Eastern Corridor package (of which the Tauranga Eastern Motorway is the most significant project) was still in progress when this strategy was adopted and may not be finalised until the latter half of 2007.

The Tauranga Eastern Corridor has been identified as one of the region's top priority packages. The region anticipates that this package will be the single largest item of expenditure over the 10-year life of this strategy.

With regard to the uncertainty surrounding its cost and timing, the region has adopted the following principle to guide the allocation of 'N', 'R' and 'C' funds to projects and across the ten year period:

- the construction of the Tauranga Eastern Corridor (of which the Tauranga Eastern Motorway is the most significant project) should not be at the expense of all other projects across the region, except that a functional product to service the western Bay of Plenty sub region must still be able to be delivered.

9.2.1 Assumptions

The information contained in this strategy with regards to projects, packages and funding is based on the following assumptions:

- That Land Transport NZ subsidies will continue at the current Financial Assistance Rate.
- That funding from the Crown through Land Transport NZ will continue (including national, regional and Crown Grant funding) as programmed.
- All forecasts are based on current information and may be subject to change.
- Local authority funding is based on information contained in Long Term Council Community Plans (2006-2016) as adopted by the Councils. The figures supplied in those plans were based on the best information available at the time.
- Funding information from the National Land Transport Programme is based on ranges provided by Land Transport NZ and is not intended to be more than an estimate and should therefore be treated as such.
- Construction costs are likely to increase the costs of projects. For this reason projects and funding will need to be adjusted every three years.
- Figures derived from Council LTCCPs and the National Land Transport Programme have not been adjusted for inflation.

- Project costs are based on the best available information as at April 2007. Some of these figures will be adjusted as further investigation and design work is undertaken.
- Financial data is for projects timed (or identified) to begin within the 10 year timeframe of the strategy.
- Projects and funding are based on the current land transport management legislative and policy environment as at April 2007.

Figure 29 Bay of Plenty transport funding package

Funding Available within 10 Years (Maintenance, Improvements, Replacements, Capital Improvements (\$ million))									
Approved Organisations	Expenditure	Ratepayer	DCs	Tolls	N, R & C	BOP Investments	Vested Assets	Other	Total
Environment Bay of Plenty	\$131.70	\$52.50				\$40.00			
Tauranga City	\$648.81	\$225.17	\$165.36				\$121.20	\$90.07	
Western Bay of Plenty District	\$237.99	\$123.58	\$25.59				\$16.00		
Rotorua District	\$185.40	\$106.67	\$4.28				\$9.00	\$6.94	
Whakatane District	\$125.50	\$60.90						\$4.40	
Opotiki District	\$25.10	\$12.80						\$0.70	
Kawerau District	\$3.00	\$1.10							
Transit NZ	\$1,160.26								
Total	\$2,517.76	\$582.72	\$195.23	\$0.00	\$1,451.50	\$40.00	\$146.20	\$102.11	\$2,517.76

Notes:

- 1 Figures have not been adjusted for inflation.
- 2 Figures supplied by Land Transport NZ for 'N, R & C' are not escalated to take account of inflation.
- 3 The RLTS requires non-escalated amounts in order to be consistent with other figures.
- 4 Land Transport NZ has provided their adjustment factors which are taken from national averages.
- 5 As a result of this information an un-escalated figure for 'N, R & C' has been calculated.

9.3 Funding options

In 2004, two funding options were released for consultation with the RLTS. The two options were:

- **Option 1 - Business as Usual:** Accept that, apart from the new regional funding that Land Transport NZ will soon begin allocating, the region will need to live within the funding available to it.
- **Option 2 – Seek Alternative Funding Sources:** Use tolls to fund projects where this makes sense, and explore other regional alternatives, and attempt to bridge as much of the gap between the funding requirements and the funding availability as possible.

The draft strategy for consultation presented both of these options, and sought input from the region and its communities on which of these options would be preferred. Submissions on the 2004 RLTS, with a few exceptions, generally favoured Option 2, and supported the use of tolls to advance the construction of important projects, but with the important proviso that all other funding sources should be exhausted.

The situation in the Bay of Plenty has changed with the advent of the Crown Grant. There are still some challenges to progress all of the transport projects.

It is important to note that in the area of transport we are no longer looking at single source funding solutions. Multiple funding sources will be required to meet the ongoing challenges of providing transport in a timely manner.

Should tolling be pursued as a funding option, Transit's National Toll Systems Strategy should be used to ensure that there is an integrated approach. The Strategy has three key elements:

- free-flow traffic
- centralised back office management system
- interoperability to allow free roaming.

It should be noted however, that this strategy could be subject to change over time given the rapid changes that can occur in this technology and the comprehensive consultation that must be undertaken for any proposed toll scheme.

Transit has also developed a Toll Systems Project for toll roads which involves:

- electronic toll collection: to achieve free-flow traffic conditions
- integrated toll management system: so toll roads are compatible.

Once this project is complete other toll road operators will be invited to use the system, but would not be compelled to do so.

9.4 Other future funding challenges

The Bay of Plenty JOG did not address the investment needs of rail in the region. This was outside the scope of the project. The Bay of Plenty has developed a Rail Strategy in order to advance a vision for rail in the region. This strategy is intended to focus attention on the rail sector and to better understand how to move forward in

the new rail environment which has emerged with the Crown taking ownership of the rail network in 2004. The strategy is a work in progress and can be used to guide discussions concerning rail in the region.

The National Rail Strategy requires ONTRACK to prepare a 10 year Rail Network Development Plan and to develop a strategy on the retention or disposal of unused rail corridors. The Bay of Plenty Rail Strategy aims to provide a working document which will allow the region to provide ONTRACK with information concerning the desired direction of rail in the Bay of Plenty. The region will be in a position to indicate to ONTRACK what should appear in both documents from a Bay of Plenty perspective.

Actions

F.1 Refine long term funding requirements and availability and develop a sustainable long term funding plan for the region		
Explanation	<i>In the long term it is critical that the region can identify a realistic funding programme to meet the investment needs required to achieve its strategy. This will involve multiple sources of funding.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP (lead), Land Transport NZ, Transit, territorial authorities</i>	<i>Individual agencies to fund from annual budget process</i>

F.2 Establish an agreed funding methodology (including risk assessment)		
Explanation	<i>The methods used for estimating the costs of future projects and the risks attributed to them differ between Transit and the Councils. There is a need to establish an agreed methodology to get all estimates on a common basis with similar allowances for risk in order to achieve greater consistency.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>2007/08</i>	<i>RLTC Technical Sub-committee</i>	<i>Individual agencies to fund from annual budget process</i>

F.3 Continue to liaise with central government decision-makers to ensure that the region's transport needs are met in a timely manner so that the region's rapid growth, the lag factor in transport infrastructure provision and the growing contribution to the national economy is recognised		
Explanation	<i>The 2005 Crown Grant and associated local funding contributions has made a significant contribution to transport funding in the region. The Bay of Plenty region needs to continue working with central government to ensure that the region's transport needs are met in a timely manner or given a greater priority in Transit and Land Transport NZ's programmes.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment BOP (lead), Land Transport NZ, Transit, territorial authorities</i>	<i>Individual agencies to fund from annual budget process</i>

Safety administration programme funding

Another key funding stream that is relevant to achieving the region's objectives is safety. Safety funding now forms part of Land Transport NZ's Land Transport Programme (the Authority's Land Transport Programme, ALTP). The ALTP defines the annual programme of land transport education and enforcement activities for

Land Transport NZ and the New Zealand Police, and also contributes significantly to road safety education programmes in the region. The tables below set out:

- the hours allocated to Police for road safety education, traffic management and other activities in the region
- the amount of funding available for road safety education.

The main issue to resolve is the need for coordination across the different parties in the region to ensure that funding for Police enforcement hours, and the road safety education programmes, is coordinated and targeted. In particular, as noted in Chapter 7, there are likely to be considerable gains from better targeting and coordination of the enforcement, education and engineering resources.

Figure 30 Allocation of Police hours

Area	Output Categories	Police Hours
Tauranga, Western Bay of Plenty, Rotorua, Kawerau, Opotiki, and Whakatane territorial authorities	Strategic Road Policing, Traffic Management, Education, Community	85,245
Bay of Plenty Police District	Highway Patrol	46,500
Bay of Plenty Police District	Enhanced Alcohol Compulsory Breath Testing	10,500
Bay of Plenty Police District (part of CVIU Area 2)	Commercial Vehicle Investigation Unit (CVIU)	41,310
Bay of Plenty Police District	Traffic camera operations	9,250
Bay of Plenty Police District	District road policing management and intelligence	2,400

Notes:

- 1 All figures are derived from the 2005-2006 ALTP. The ALTP also contains a detailed description of the various output categories
- 2 The Bay of Plenty Regional Council area also includes a small part of Taupo district, which is not included in the figures provided in row 1.
- 3 The Bay of Plenty Police District does not map exactly onto the Bay of Plenty Regional Council Area, it also includes Taupo and South Waikato districts.
- 4 The Highway Patrol, Enhanced Alcohol Compulsory Breath Testing, Commercial Vehicle Inspection Unit and the Speed Camera operations are all nationally managed programmes, the remainder are locally managed.

Figure 31 Funding available for road safety education

Area	Community development (General fund)	Community development (Dedicated fund)	Community programmes (General fund)	Community programmes (Dedicated fund)	Total
Bay of Plenty Regional Council Area	\$207,600	\$75,500	\$93,000	\$75,500	\$451,000

Note: All figures are derived from the 2005-2006 ALTP.

Action

Based on the above, a key action to coordinate and target efforts on a risk basis has been identified.

<i>F.4 Develop a coordinated approach to review and influence the levels of, and priority targets for, ALTP safety funding and enforcement resources</i>		
Explanation	<i>There are potentially significant gains to be made from better targeting education and (particularly) enforcement resources. A coordinated approach will be required, facilitated by Environment Bay of Plenty, and with all partners contributing.</i>	
Secondary Outcome(s)	<i>Public Health</i>	
Timing	Responsibility	Funding
<i>Ongoing (start immediately)</i>	<i>Environment BOP (lead), Land Transport NZ, Transit, territorial authorities</i>	<i>Ongoing annual programmes</i>

Chapter 10: Implementation and monitoring

10.1 Implementation

This strategy, while applying a certain degree of flexibility, sets some specific actions for agencies. For the strategy to be effective, all the contributing agencies need to adopt it as part of the way they do business, and actively seek opportunities to implement its aims.

The strategy identifies projects and activities in the shorter term, and lower level strategies, plans and investigations to set up programmes of these projects and activities for the longer term. These must be completed for the strategy to achieve its aims. There is a specific commitment required from the implementing agencies to ensure that their Land Transport Programmes and associated activities are prepared in a way that contributes to the achievement of the vision and desired outcomes.

Consistent with Land Transport NZ's recent thrust to develop packages of activities and projects, there is an onus on the implementing agencies to work together to coordinate and integrate, not just their individual land use and transportation activities, but also the region-wide initiatives and network developments that will be critical to the ongoing development of the Bay of Plenty. As with this current review of the RLTS, a formal implementation plan will need to be developed, as part of the next review process.

Finally, the co-ordination of the 'national' funding allocations with the region's LTCCPs, Land Transport Plans and the RLTS is vital to enable an integrated funding plan to be developed and agreed. Ongoing work with Land Transport NZ in particular and the Ministry of Transport will be required.

10.2 Cooperation with other regions

Cooperation with other regions is critical in order to ensure that there is a consistent approach to the transport network between the regions. In the case of the Bay of Plenty, the regions that share a border with the Bay of Plenty are Waikato, Gisborne and the Hawkes Bay. It is a requirement of the LTMA that Environment Bay of Plenty consult with its neighbouring regions in preparing the Strategy. Environment Bay of Plenty has done this to ensure that the outcomes of this Strategy are consistent with the objectives of the neighbouring regions.

This cooperation is particularly important in relation to the main corridors that connect the Bay of Plenty with surrounding regions and the rest of the country. There are three main roading corridors that serve as important connections for the Bay of Plenty: north towards Auckland (SH 2); west into the Waikato (SH 29); south through Taupo (SH 1). The East Coast Main Trunk beginning in Hamilton, extending to Tauranga, and on to Kawerau, is the main rail corridor, serving as an important

freight connection between Auckland through MetroPort (the 'inland' port of the Port of Tauranga in South Auckland), the Waikato Region, and the Port of Tauranga. The partners in the region will need to work with Environment Bay of Plenty (as lead) to ensure that this consultation process with other regions continues on a systematic basis during the implementation and review phases of the strategy.

10.3 Monitoring process

Under section 182(1) of the Land Transport Act 1998 the regional council is required to prepare an annual report as to the progress in implementing the regional land transport strategy. Monitoring achievement of outcomes will also assist in gauging the effectiveness of the policies and actions contained within the Strategy. Thus, it is critical that the strategy process and its implementation are underpinned by a robust monitoring process.

It is important to agree a set of performance indicators for the RLTS so that measurable targets can be set and progress towards targets assessed annually through the Annual Report process. This will provide a quantitative assessment of performance and useful information on the effectiveness of the strategy and actions in achieving outcomes and objectives.

The following categories of performance indicators have been set for the RLTS. This allows for measurable targets which will show how effective the strategy and actions are in achieving the outcomes of the RLTS. These indicators have also been listed under each outcome in chapter 7.

- socio-economic indicators (e.g. population, new dwellings, vehicle ownership)
- integration indicators (e.g. length of journey to work, number of transport interchanges)
- safety indicators (e.g. number of crashes, number of casualties)
- responsiveness indicators (e.g. survey of public transport users)
- sustainability indicators (e.g. traffic flows, modal split for travel to work and freight transport)
- economic development indicators (e.g. travel times)
- energy efficiency indicators (e.g. quantity of fuel sold)
- access and mobility (e.g. percentage of accessible buses, bus patronage figures)
- public health indicators (e.g. emissions, reduction in length of unsealed roads)

Coverage for these performance indicators will vary, for instance some will be collected regionally while others will be district or city specific.

The initial data collected for each performance indicator as listed above will be used to establish a baseline.

Land Transport NZ has begun the process of developing a national framework for monitoring and performance measurement. With this in mind it makes sense for the Bay of Plenty region, while remaining committed to monitoring the achievement of the strategy, to take the time to work with Land Transport NZ to develop a nationally consistent framework.

IM.1 Work with Land Transport NZ to develop a nationally consistent approach for monitoring performance against the RLTS objectives and associated national strategies e.g. Road Safety 2010		
Explanation	<i>All regional councils and road controlling authorities throughout the country will be working on developing and refining monitoring processes. Land Transport NZ has recently identified that it needs to develop a nationally consistent approach to performance measurement and monitoring, and the region should use this process as a foundation.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing</i>	<i>Environment Bay of Plenty (lead), Land Transport NZ, Ministry of Transport, Transit, territorial authorities</i>	<i>Individual agencies to fund from annual budget process</i>

It is also important that the Bay of Plenty region monitor the regional funding package, in particular the Crown Grant. The region needs to ensure that commitments made to the funding package are being met.

IM.2 Monitor the Bay of Plenty Crown Grant Funding Package through regular reports to the RLTC		
Explanation	<i>All parties to the Bay of Plenty Funding package, including Land Transport NZ as the funder, need to report to each RLTC meeting with regards to how much of the funding package has been spent and what this has been spent on. All parties should be able to demonstrate they are meeting the requirements of the JOG report. Reporting should be to the level of response that each organisation is capable of.</i>	
Secondary Outcome(s)	<i>Will contribute to all outcomes</i>	
Timing	Responsibility	Funding
<i>Ongoing (start immediately)</i>	<i>Environment Bay of Plenty (lead), Land Transport NZ, Ministry of Transport, Transit, territorial authorities</i>	<i>Individual agencies to fund from annual budget process</i>

Glossary of terms

Term	Description
ACC	Accident Compensation Corporation
ALTP	The Authority's Land Transport Programme. The Authority was formerly the Land Transport Safety Authority which is now part of Land Transport NZ.
ATR	Alternative to Rooding – previously used term to define an alternative to private car or road freight trips – e.g. barging of logs.
BCR	Benefit-cost ratio
BOP	Bay of Plenty
Built Environment	Generally associated with the landscape and townscape in urban areas – the buildings, facilities etc
Carriageways	Generally described as the 'kerb to kerb' portion of the road
CBD	Central Business District
CC	City Council
CFS	Concessionary Fare Scheme – discount passenger transport fares for certain groups of the community (e.g. the young and elderly).
Commuter	Person making a trip for the purposes of travelling to a place of employment.
Corridor	A geographical area usually defined by a motorway, roadway, or other physical element and its immediate surrounding area, including collector routes, that has similar characteristics. It is also used in this strategy to mean a geographical area associated with a growth node (e.g. the Eastern Corridor as defined in the SmartGrowth Strategy).
Crash Blackspots	Areas of high crash incidence.
DC	District Council
Demand management (travel demand management)	A variety of strategies and techniques aimed at encouraging less trip-making through more efficient travel behaviour, increasing the use of buses, ridesharing, and other alternative commute modes. May also include influencing travel demand through adjusting the parking supply and various road pricing measures.
Eastern Bay of Plenty sub-region	All the land within the administrative districts of Kawerau District Council, Opotiki District Council, and Whakatane District Council and includes that part of the administrative area of Environment Bay of Plenty as it relates to the three Districts and relevant Coastal Marine Area.
Environment BOP	Environment Bay of Plenty (the Bay of Plenty Regional Council)
EECA	Energy Efficiency Conservation Authority
EW	Environment Waikato (the Waikato Regional Council)
Growth management	A detailed analysis of all of the physical and environmental factors together with those economic and social factors which directly impact

Term	Description
	on the physical environment.
Infrastructure	All fixed components of a transportation system including roadways and bridges, park-and-ride sites.
Inter-regional corridors	Corridors connecting the Bay of Plenty region with other regions to the north, west and south.
Intra-regional corridors	Corridors connecting the three sub-regions within the Bay of Plenty region.
JOG	Joint Officials' Group
KDC	Kawerau District Council
Land Transport NZ	Land Transport New Zealand. Land Transport NZ is a stand-alone government agency (termed a Crown entity) governed by the Land Transport Management Act 2003. It has responsibility for land transport funding and the promotion of land transport safety and sustainability. Land Transport NZ's statutory objective is to: contribute to an integrated, safe, responsive and sustainable land transport system.
Level of service	Describes transport operational conditions.
LGA	Local Government Act 2002
'Live, Work and Play'	'Live, Work, and Play' is a concept that emphasises the need for balance within the management of growth. At sub-regional level, it includes the provision of land and services for housing, business, community activities and recreation. It emphasises the need to consider the interrelationships of these activities to provide for accessibility, minimising energy use and reducing vehicle emissions. At local level it includes providing the opportunity for people to meet most of their daily needs within their own local community, promoting community cohesion and more harmonious lifestyles. It includes careful design to contribute more to the public realm, provide for privacy, and diversity through mixed use development (from the <i>SmartGrowth Strategy</i> , May 2004, at page 61).
Local roads	These are the local access roads as defined by the road hierarchy system of each territorial authority. These are primarily for access to local activities and connect to roads or arterial. They form part of the non-strategic local road network referred to in the strategy.
LTCCP	Long-Term Council Community Plan as adopted by a local authority under the Local Government Act 2002.
LTMA	Land Transport Management Act 2003
LTP	Land Transport Programme. Contains the recommended transport activities for each approved organisation. Activities are submitted for inclusion in the National Land Transport Programme.
Modal shift	Shift of trips from one mode to another – often used to describe aims for moving trips from the private car to alternative modes such as passenger transport.
Mode	A particular form of travel conveyance, including buses, automobiles, carpools, single occupant vehicles, pedestrians, cycling, rail, air and waterborne vessels.
MoE	Ministry of Education
NA	Not available
Network	The interconnection of infrastructure used for the transportation of people and goods.
NLTP	National Land Transport Programme
NZTS	New Zealand Transport Strategy

Term	Description
ODC	Opotiki District Council
ONTRACK	Government agency that manages and operates the national rail network (including rail land).
Packages	'Packages' or 'Transport Packages' refers to the packaging of transport activities for particular areas. This can include roading, passenger transport, pedestrian activity, cycling and safety works, in order to advance a more integrated approach to transportation planning.
Pedestrian	Includes walking, those on mobility scooters and other forms of mobility transport.
PPP	Public Private Partnership – arrangement between the public sector and private sector to share the costs of constructing an asset or delivering a service.
PT	Public Transport. All modes available to the public, in which the passengers do not travel in their own vehicles.
Passenger transport	Means services such as buses and taxis which are available for public use, but does not include school bus services provided under the auspices of the Ministry of Education.
Public transport	All modes available to the public, in which the passengers do not travel in their own vehicles.
RCAs	Road Controlling Authorities
RDC	Rotorua District Council
RLTC	Regional Land Transport Committee
RLTS	Regional Land Transport Strategy
RLTS partners	The key organisations responsible for implementing or contributing to the RLTS – Environment Bay of Plenty, the Tauranga, Western Bay of Plenty, Rotorua, Kawerau, Opotiki and Whakatane Councils, Land Transport NZ, Transit, ONTRACK, the Bay of Plenty District Health Board and the NZ Police.
RMA	Resource Management Act 1991
Road Controlling Authorities	All territorial authorities and Transit New Zealand – have responsibility for the operations, maintenance and improvement of the region's road network.
RPS	The operative Bay of Plenty Regional Policy Statement
RTF	Road Transport Forum
Safety Management System (SMS)	A quality assurance system for road controlling authorities that ensures through the identification and management of safety risk the safety performance of the network is continuously improved.
SAP	Safety Administration Programme
SH	State Highway
SmartGrowth	Long term growth management plan for the western Bay of Plenty sub-region.
SmartTransport	SmartTransport is a key component of SmartGrowth. It is a partnership formed to coordinate land transport development in the western Bay of Plenty sub-region and is responsible for coordinating the planning and delivery of improved transport infrastructure.
Strategic Network	The interconnection of identified significant roads linking regionally important destinations such as ports, airports, and towns.
TBA	To be advised.
TCC	Tauranga City Council

Term	Description
TDM	Travel Demand Management. A variety of strategies and techniques aimed at encouraging less trip-making through more efficient travel behaviour, increasing the use of buses, ridesharing, and other alternative commute modes. May also include influencing travel demand through adjusting the parking supply and various road pricing measures.
TLA	Territorial Local Authority (city council or district council)
Toll Holdings	Rail freight operator, Wellington urban rail passenger operator, and long distance passenger services.
Transit	Transit New Zealand. Transit is a stand-alone government agency (termed a Crown entity) governed by the Land Transport Management Act 2003. Its primary statutory objective is to operate the State Highway system in a way that contributes to an integrated, safe, responsive, and sustainable land transport system.
Travel Demand Management	A variety of strategies and techniques aimed at encouraging less trip-making through more efficient travel behaviour, increasing the use of buses, ridesharing, and other alternative commute modes. May also include influencing travel demand through adjusting the parking supply and various road pricing measures.
TSSD	Transport Sector Strategic Directions Document 2006/07
Urban	Larger town and city centres in the region.
Vpd	Vehicles per day
WBOPDC	Western Bay of Plenty District Council
WDC	Whakatane District Council
Western Bay of Plenty sub-region	All the land within the administrative districts of Tauranga City Council and Western Bay of Plenty District Council and includes that part of the administrative area of Environment Bay of Plenty as it relates to the two districts and the relevant Coastal Marine Area.

Appendices

Appendix 1 *National strategic documents and their implications*

Appendix 2 *Issues identified by the RLTC*

Appendix 3 *The Regional Land Transport Strategy and other regional documents*

Appendix 4 *Summary of Regional Passenger Transport Plan*

Appendix 5 *Existing local transportation studies*

Appendix 6 *Process for developing the Bay of Plenty RLTS*

Appendix 1 – National strategic documents and their implications

- 1 This paper was originally prepared as a part deliverable towards the early scoping steps in the completion of a revised RLTS for the Bay of Plenty. It has since been updated to include new policies and strategies. The paper covers the following:
 - **identifying** legislation and national strategy documents relevant to the RLTS's development, which include:
 - the Land Transport Management Act 2003
 - the New Zealand Transport Strategy
 - the National Rail Strategy to 2015
 - Ministry of Transport Statement of Intent 2005-2008
 - Transport Sector Strategic Directions Document 2006/07
 - Land Transport NZ's Allocation Process
 - *Getting there - on foot, by cycle*, (a strategy to increase pedestrian activity and cycling in New Zealand transport)
 - Road Safety Strategy – to 2010
 - National Energy Efficiency and Conservation Strategy
 - The New Zealand Urban Design Protocol (2005).
 - **analysing the implications** of the legislation and strategies and **providing recommendations** as to actions required to appropriately address the new legislative and strategic requirements in the development of a revised RLTS for the Bay of Plenty.

Land Transport Management Act

- 2 The Land Transport Management Act 2003 (the Act) was enacted in November 2003. The Act significantly changes the funding and management of land transport to contribute to the aim of achieving an integrated, safe, responsive, and sustainable land transport system.
- 3 The objectives of the Land Transport Management Act 2003 are to:
 - assist economic development
 - assist safety and personal security
 - improve access and mobility
 - protect and promote public health
 - ensure environmental sustainability.
- 4 Together the New Zealand Transport Strategy and the Land Transport Management Act 2003 reflect a multi-modal, integrated, approach to land transport. The Act's purpose is set out in section 3(1) of the Act. Subsection (2) of that section states:

“(2) To contribute to that purpose, this Act –

- (a) *provides an integrated approach to land transport funding and management; and*
 - (b) *improves social and environmental responsibility in land transport funding, planning, and management; and*
 - (c) *changes the statutory objectives of Transfund and Transit to broaden the focus of each entity; and*
 - (d) *improves long term planning and investment in land transport; and*
 - (e) *ensures that land transport funding is allocated in an efficient and effective manner; and*
 - (f) *improves the flexibility of land transport funding, including provisions enabling new roads to be built on a tolled or concession agreement basis or on a basis involving a combination of those methods.*
- 5 The Act also amends the Local Government Act 1974, the Transit New Zealand Act 1989, and the Land Transport Act 1998 (which contains the provisions relating to Regional Land Transport Strategies). The new section 175(2) of the Land Transport Act 1998 requires that:
- (2) Every regional land transport strategy must –*
- (a) *contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system; and*
 - (b) *take into account how the strategy-*
 - (i) *assists economic development; and*
 - (ii) *assists safety and personal security; and*
 - (iii) *improves access and mobility; and*
 - (iv) *protects and promotes public health; and*
 - (v) *ensures environmental sustainability; and*
 - (c) *take into account any national land transport strategy and National Energy Efficiency and Conservation Strategy; and*
 - (d) *take into account the land transport funding likely to be available within the region during the period covered by the strategy; and*
 - (e) *avoid, to the extent reasonable in the circumstances, adverse effects on the environment; and*
 - (f) *take into account the views of affected communities; and*
 - (g) *take into account the views of land transport network providers; and*
 - (h) *take into account the need for persons and organisations preparing regional land transport strategies to give early and full consideration to land transport options and alternatives in a way that contributes to the objectives referred to in paragraphs (e) and (f) when preparing a regional land transport strategy; and*
 - (i) *take into account the need to encourage persons and organisations preparing regional land transport strategies to provide early and full opportunities for persons and organisations listed in section 179(1) to contribute to the development of those regional land transport strategies; and*

- (j) identify an appropriate role for each land transport mode in the region, including freight traffic, public passenger transport, cycling, and pedestrian traffic; and
- (k) include any regional passenger transport plan (within the meaning of section 47 of the Transport Services Licensing Act 1989) that has been prepared by the regional council that has prepared the strategy; and
- (l) identify land transport outcomes sought by the region and the strategic options for achieving those outcomes; and
- (m) identify any strategic options for which cooperation is required with other regions; and
- (n) identify persons or organisations who should be involved in the further development of strategic options; and
- (o) include a demand management strategy that has targets and timetables appropriate for the region; and
- (p) provide for the strategy to be independently audited; and
- (q) take into account any guidelines issued by the Minister for the purposes of this section.'

New Zealand Transport Strategy (NZTS)

6 The NZTS sets out the Government's overall vision for transport, principles to guide activities aimed at achieving that vision, and five key objectives for transport (those objectives have been duplicated in the LTMA).

7 The government's overall vision for transport is:

'By 2010 New Zealand will have an affordable, integrated, safe, responsive, and sustainable transport system.'

8 The vision is underpinned by four principles:

- **Sustainability:** To ensure that transport is underpinned by the principles of sustainability and integration, transport policy will need to focus on improving the transport system in ways that enhance economic, social and environmental well-being, and that promote resilience and flexibility. It will also need to take account of the needs of future generations, and be guided by medium- and long-term costs and benefits.
- **Integration:** Transport policy will help create an efficient and integrated mix of transport modes. To facilitate integration, co-operation and collaboration between stakeholders will need to be encouraged. Transport policy will also need to ensure the efficient use of existing and new public investment.
- **Safety:** To ensure that transport is underpinned by the principles of safety and responsiveness, policy will need to ensure high standards of health, safety and personal security for all people, including users, workers, and operators. It will also need to ensure there is a robust health and safety framework, complemented by an emphasis on individual and business responsibility.
- **Responsiveness:** The diverse needs of urban and rural communities need to be recognised. Those who use transport, and those who are affected by it, will need to be encouraged to participate in transport policy development. Transport policy will need to foster the government's goals for partnership between the Crown and Māori; between central government and local government; and between government and citizens and communities, including business.

- 9 The NZTS is based on a sustainable development framework and principles. This means that economic development, social and environmental improvements must, as far as possible, be progressed in parallel. In moving forward, the government is committed to following an approach that is:
- forward-looking
 - collaborative
 - accountable, and
 - evidence-based.
- 10 The government's objectives for transport as set out in the NZTS are:
- assisting economic development
 - assisting safety and personal security
 - improving access and mobility
 - protecting and promoting public health
 - ensuring environmental sustainability.

National Rail Strategy to 2015

- 11 In May 2005 the Government launched the National Rail Strategy to 2015 (NRS). The NRS sets out a number of strategic directions in order to achieve the overall transport objectives as set out in the NZTS.
- 12 The NRS sets out the government's policy and objectives for rail over the next 10 years. Its focus is on increasing the amount of freight and passengers using rail. The strategy's priorities include:
- improving safety
 - upgrading the network
 - improving rail's contribution to regional economic development
 - optimising the use of rail within the wider transport network, and
 - improving access to rail for users.

Ministry of Transport Statement of Intent

- 13 The Ministry of Transport's 2005-2008 Statement of Intent (SOI) sets out Transport Sector Outcomes which describe the high level attributes of an effective transport system which will be able to deliver on the objectives outlined in the NZTS. Those outcomes are:
- the transport system supports national and regional economic development
 - the transport system is made safer and more secure
 - the transport system is inclusive, accessible and affordable to all users
 - the transport system contributes to positive health outcomes
 - transport uses land and other resources effectively.
- 14 The SOI also includes the following strategic priorities:
- improving the effectiveness of the land transport system

- reducing transport-related death and injuries
- enhancing aviation and maritime security
- developing a framework for improving access and mobility
- developing integrated responses to minimise transport’s impacts on public health and the environment
- enhancing the effectiveness of international transport
- improving the government transport sector’s ability to deliver the NZTS.

15 The Ministry’s SOI then sets out a number of intermediate outcomes, which ‘elaborate on the high-level outcomes identified’. The intermediate outcomes are set out in the table below.

Transport Sector Outcome	Intermediate Outcomes
<p>The transport system supports national and regional economic development</p>	<ul style="list-style-type: none"> ▪ Regulatory and funding frameworks support national or regional economic development ▪ Costs of different transport modes are fair and transparent to users ▪ Compliance costs to business and the community are minimised ▪ Social, economic and environmental costs and benefits of transport are incorporated into transport decision-making ▪ Financial resources available for public investment in transport are collected and managed effectively ▪ Transport infrastructure and services are effective and integrated ▪ People, goods and services can have access to and circulate freely both within New Zealand and to and from other parts of the world ▪ Investment in transport and regulation supports integrated and effective services and infrastructure
<p>The transport system is made safer and more secure</p>	<ul style="list-style-type: none"> ▪ Improved transport system, with reduced system failures, and reduced death and trauma injuries caused by crashes, accidents, and incidents for all users. ▪ Participation within the transport system is managed to ensure appropriate levels of safety and security ▪ High levels of compliance with all safety requirements are maintained ▪ Improved levels of public confidence in transport operators and operations. ▪ Appropriate risk management of the resilience of the transport system (emergency management civil defence requirements are met) ▪ Reduced real and perceived security risks for transport users ▪ Transport-related border security requirements are met (effective aviation and maritime) ▪ The transport system is managed to ensure appropriate levels of personal security

The transport system is inclusive, accessible and affordable to all users

- Transport services that improve access to education, health, employment and leisure services and activities are affordable and reliable
- Access to appropriate transport for vulnerable users and the mobility-impaired is improved
- Optimal use of different transport modes

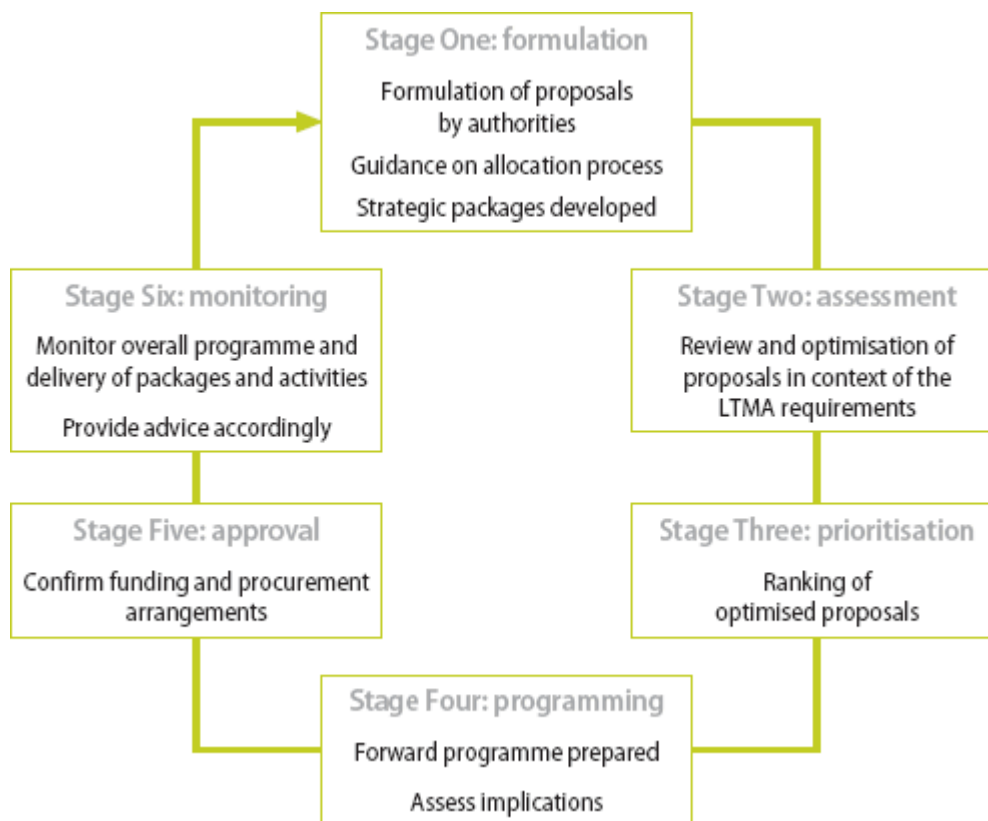
The transport system contributes to positive health outcomes

- **Transport-related emissions, noise and vibration, waste and other pollutants are managed and reduced**
- Regulatory, funding, and pricing frameworks support reduced transport-related emissions, noise and vibration, waste and other pollutants.
- Research, education, and promotion activities contribute to increased awareness of the benefits of reduced transport-related emissions, noise and vibrations, waste and other pollutants.
- **The Transport system supports increased use of active transport modes**
- Cycling and walking is increased, especially for short trips
- The government's investment and educational activities support increased participation in walking and cycling

Transport uses land, energy, and other resources effectively

- **Transport planning processes use land and other resources effectively:**
- Transport land use and planning processes are integrated and effective, and engage those affected by transport decisions
- Use of existing transport infrastructure is maximised
- **The carbon intensity of the transport fleet is reduced:**
- Regulatory, funding and pricing frameworks contribute to a reduction in carbon intensity in line with cross-sector strategies
- Research, promotion, and education encourage reduced carbon intensity of transport
- The transport-related greenhouse gas emission targets associated with the Kyoto Protocol are actively pursued
- **The negative impacts of transport on natural, cultural, and heritage values are minimised:**
- The impacts of transport on natural, cultural, and heritage values are managed
- The biosecurity risks resulting from the transport of people and goods to and from New Zealand are managed
- Effective arrangements are in place to prevent the spill of oil and hazardous substances in New Zealand

Transport Sector Strategic directions document 2006/07



- 16 In December 2005 the Transport Sector Strategic Directions Document (TSSD) for 2006/07 was released. The TSSD is part of implementing the NZTS and identifies nationally important transport priorities to achieve the objectives of the NZTS.
- 17 The strategic priorities and actions for 2006/07 are:
- an integrated approach to planning: identify gaps and barriers to achieving integrated planning
 - information and research: develop a *Transport Research Strategy* based on the NZTS
 - cross-modal approach to safety: develop a cross-modal approach to drugs and alcohol.
- 18 Actions to be scoped in 2006/07 are also identified. These include further actions associated with a cross-modal approach to safety; influencing demand for transport services; and managing environmental and public health impacts.

Land Transport NZ's allocation process

- 19 The following information is from Land Transport NZ's National Land Transport Programme (<http://www.landtransport.govt.nz/funding/nltp/allocation.html>).
- 20 Land Transport NZ has developed a process for allocating funding in accordance with the LTMA. The allocation process is outlined below.
- 21 **Stage 1: Formulation:** Land Transport NZ encourages approved organisations to discuss and seek funding for proposals that contribute to the purpose of the LTMA. Organisations are encouraged to follow a process of proposal development and consultation that is consistent with Land Transport NZ's objective.

- 22 **Stage 2: Assessment:** Approved organisations are required to assess their proposals in terms of the LTMA, using forms that lead to a consideration of the relevant requirements as specified in the LTMA. Land Transport NZ reviews the assessment and assigns a profile to each proposal covering the:
- seriousness and urgency of the issue or problem addressed
 - effectiveness of the proposal in dealing with the issue and the requirements of the LTMA
 - efficiency of the proposal
 - confidence in the proposal delivery and effectiveness.
- 23 **Stage 3: Prioritisation:** The profiles are used to assist the prioritisation, having regard to the provisional allocation of funds to each activity class and the specific prioritisation processes applying to certain activity classes.
- 24 **Stage 4: Programming:** Programming is the final step leading to the production of the NLTP. It involves a balancing of the priority order of proposals with the estimated revenue and proposed allocation to activity classes. It requires a consideration that the programme as a whole is meeting the requirements of the LTMA by being balanced across activity classes and ensuring integration between major transport projects and services.
- 25 **Stage 5: Approval of funding of activities:** Before approving funding of an activity or activity class, Land Transport NZ verifies the assessments made in Stage 2 and ensures Section 20 and the other requirements of the LTMA are met.
- 26 **Stage 6: Monitoring and review:** Land Transport NZ monitors the implementation of the NLTP through assisting, advising and co-ordinating approved organisations to develop methods of monitoring:
- the effectiveness of the overall programme at the strategic 'outcome' level
 - the condition of the transport system
 - the effectiveness of individual activities and packages within the NLTP.
- 27 As a result of its monitoring, Land Transport NZ then assists and advises approved organisations to review their land transport programmes to make them more effective in future years.

Getting there - on foot, by cycle⁵⁵

- 28 *Getting there - on foot, by cycle* is a high level strategy released by the Ministry of Transport. It contains a vision, goals, key principles and priorities for action, and has four key focus areas, which are to:
- strengthen the foundations for effective action for pedestrian activity and cycling
 - provide supportive environments for pedestrian activity and cycling
 - encourage people to choose to partake in pedestrian activity and cycle more as part of their transport mix
 - improve safety for pedestrians and cyclists.

⁵⁵“Getting there – on Foot, by Cycle” is the title of a document released by the Ministry of Transport. The Bay of Plenty RLTC’s view is that the word ‘foot’ should be changed to reflect that it is all pedestrians, which includes those in wheelchairs, mobility scooters etc.

Road Safety Strategy – to 2010

- 29 The Government's safety goals are set out in the Safety Strategy to 2010. The document sets out recommended and planned initiatives in the areas of the 'three Es' – Education, Engineering and Enforcement. The primary goal is to reduce the number of road deaths per year to no more than 300 and hospitalisations to no more than 4,500 by 2010.

National Energy Efficiency and Conservation Strategy

- 30 The National Energy Efficiency and Conservation Strategy, dated September 2001, and issued by the Ministry for the Environment, contains a specific Transport Sector Programme, with the following objectives:

- to reduce energy use through reducing the need for travel
- to progressively improve the energy performance of the transport fleet
- to improve the provision and uptake of low energy transport options.

- 31 The six (non-transport-specific) goals of the strategy are to:

1 – Reduce CO₂ Emissions

Energy efficiency and renewable energy measures will reduce CO₂ emissions and help New Zealand meet its international climate change responsibilities. The overall response to climate change will be wider than this, but the Strategy's initiatives are recognised as a sensible place to start.

2 – Reduce local environmental impacts

Energy efficiency and conservation will reduce local environmental effects of energy production and use. It is recognised that the local impacts of expanded renewable energy supply will also need appropriate management.

3 – Improve economic productivity

Cost effective energy efficiency measures will improve New Zealand's economic performance and improve the value the economy derives from the use of energy resources.

4 – Promote industry development

Energy efficiency and renewable energy initiatives can result in profitable business opportunities and regional development. The Strategy aims to realise this potential.

5 – Improve economic resilience

Energy efficiency, conservation, and a diversified portfolio of renewable energy supply can improve the resilience of the New Zealand economy to future energy supply disruptions or energy price shocks.

6 – Improve health and welfare

Energy efficient homes reduce energy deprivation and improve occupant health and welfare. The Strategy's energy efficiency measures aim to improve community well being by enhancing the provision of adequate energy services for all in the community.

- 32 A replacement Draft New Zealand Energy Efficiency and Conservation Strategy (2006) had been released for public consultation at the time this RLTS was being reviewed.

New Zealand urban design protocol

- 33 Urban design is an important component of land use and transport integration. The New Zealand Urban Design Protocol has a vision to make New Zealand towns and cities more successful through quality urban design.
- 34 Connections are a key part of the protocol. From a transport perspective this includes quality urban design that:
- places a high priority on walking, cycling and public transport
 - anticipates travel demands and provides a sustainable choice of integrated transport modes
 - improves accessibility to public services and facilities
 - treats streets and other thoroughfares as positive spaces with multiple functions
 - facilitates access to services and efficient movement of goods and people
 - provides environments that encourage people to become more physically active.
- 35 The Ministry of Transport, Land Transport NZ, Transit and Tauranga City Council are all signatories to the protocol.

Implications and recommendations

- 36 The main implications, and recommended actions, as a result of this review of the national documents are as follows:

Recommended Action	Discussion
<p>The RLTS needs to cover strategic priorities, an implementation programme, regulatory/other actions by agencies, and research / development programmes</p>	<ul style="list-style-type: none"> • Strategic priorities: These will define the outcomes that the region is seeking to achieve, which will in turn drive the actions to be taken by the relevant agencies. As discussed below, they will need to cover both national and regional objectives. • Implementation Programme: The RLTS will need to be supported by an indicative (and fundable) programme for implementation. • Actions: The RLTS will need to set out, where appropriate, actions that agencies will undertake (other than infrastructure development) to meet the strategic objectives – particularly including travel demand management (e.g. parking controls and signalisation improvements). • Research / Development Programmes: The RLTS should recognise that it is an evolutionary and longer term process to achieve the strategic objectives, and set out programmes for development (e.g. TDM pricing) so that the next and subsequent reviews of the RLTS can build towards their achievement.
<p>The RLTS needs to show how it contributes to the achievement of the NZTS / LTMA objectives</p>	<ul style="list-style-type: none"> • Section 175(2) of the Land Transport Act 1998 (as amended by the LTMA) requires that every regional land transport strategy must <i>contribute to the overall aim of achieving an integrated, safe, responsive and sustainable land transport system</i>; and take into account how the strategy:

Recommended Action	Discussion
<p>The RLTS needs to contain a programme of works designed to achieve the strategic objectives</p>	<ul style="list-style-type: none"> - assists economic development; and - assists safety and personal security; and - improves access and mobility; and - protects and promotes public health; and - ensures environmental sustainability. <ul style="list-style-type: none"> • Thus, as a minimum, the RLTS should have integration, safety, responsiveness and sustainability as strategic objectives, and should also cover objectives related to economic development, personal security, access and mobility and public health. Where necessary, these should be translated into national, regional and sub-regional objectives. There may also be other objectives that the region identifies that are not covered by these more national level outcomes. <ul style="list-style-type: none"> • The change in legislation introduces a requirement to take account of the funding available. This implies (supported by advice from Land Transport NZ) that each RLTS will need to be supported by packages for programme implementation. The package will need to cover strategies/policies for the regional network, cycling and pedestrian activity and passenger transport investment and service proposals, and roading developments. The package will need to: <ul style="list-style-type: none"> - take account of available funding (i.e. be a realistic implementation programme) - take account of Land Transport NZ's allocation process, which requires the development of integrated packages of programmes, with firm commitments between relevant agencies into the future.
<p>The RLTS needs to take account of the requirements of Land Transport NZ's Allocation Process</p>	<ul style="list-style-type: none"> • Land Transport NZ's allocation process has the following general requirements: <ul style="list-style-type: none"> - Formulation of proposals by approved organisations which contribute to the purpose of the LTMA. Following a process of proposal development and consultation consistent with Land Transport NZ's objective. The RLTS will need to identify proposals at a strategic level. - Assessment of proposals in terms of the LTMA. At a high level, the RLTS will need to assess how proposals contribute to the purpose of the LTMA. Land Transport NZ will also assign a profile to each proposal which covers seriousness and urgency; effectiveness; efficiency and confidence in the proposal delivery and effectiveness. - Prioritisation of proposals (conducted by Land Transport NZ according to the assessment above). - Programming proposals (conducted by Land Transport NZ having regard to a balance across activity classes and thereby ensuring integration

Recommended Action**Discussion**

between major transport projects and services).

- Funding approval occurs when Land Transport NZ has verified the assessments made and ensures section 20 of the LTMA has been met.
- Monitoring and review: approved organisations to develop methods of monitoring the effectiveness of the programme at the strategic 'outcome' level; the condition of the transport system; the effectiveness of individual activities and packages. The RLTS will need to set up processes to ensure that this monitoring and review occurs.

Appendix 2 – Issues identified by the RLTC

The key issues facing the region in terms of land transport were identified by the Regional Land Transport Committee at the first Strategy meeting on 12 March 2004. These have been broadly summarised below.

Integration:

- Land use planning and integration between land use and transport in order to connect all modes.
- Uneven levels of service between different modes.
- Need to provide facilities in order to allow for modal integration (e.g. for pedestrians, cycling and public transport).
- Education and behaviour change will be a key factor in achieving integration.

Safety and Personal Security:

- Volume and speed of traffic on rural roads and around schools.
- Crime impacting on transportation choices.
- Fatality rates for the Bay of Plenty Region are high compared to New Zealand averages.
- Meeting the safety targets that the Government has set in Road Safety 2010.
- Enforcement issues with regard to warrant of fitness and driver licence checks.
- Safety issues for cyclists and pedestrians on or close to busy roads. There should be a high degree of separation between cars, and cyclists and pedestrians.

Responsiveness:

- Providing lead infrastructure for transport.
- Better land use patterns.
- Flexibility to ensure that the Strategy can be responsive.
- Taking a regional overview while ensuring that local and sub-regional factors are taken into account.

Sustainability:

- Air pollution from vehicle emissions which can affect people's health.
- Poor car maintenance.
- Excess noise and vibrations from heavy vehicles.
- Stormwater runoff, especially around the lakes in Rotorua - there needs to be appropriate filtering and control for stormwater run-off.

Economic Development:

- Integrating the Strategy with surrounding regions to enable stronger transport links between the Bay of Plenty and surrounding districts and regions.
- Limited transport options and congestion can have a significant effect on a regions economic development.
- Affordability and access for employment
- The effects of an inefficient transport system, particularly on the Port of Tauranga
- Making use of forestry roads in the Bay of Plenty region.

Energy and Efficiency:

- Energy and efficiency is a national issue that needs to be driven at a regional level.
- Innovative, alternative methods are required in this area e.g. intelligent messaging for congestion.

Access and Mobility:

- Access and transport options for rural areas and for the transport disadvantaged.
- Providing transport options for the increasing number of elderly in the region.
- Community severance.
- Providing for opportunities to live, work and play.
- Access to other regions.

Public Health:

- Negative health effects on cyclists and pedestrians.
- Health effects associated with congestion.

Appendix 3 – The Regional Land Transport Strategy and other regional documents

Introduction

Section 175(3) of the Land Transport Act 1998 states that a regional land transport strategy may not be inconsistent with any regional policy statement or plan that is for the time being in force under the Resource Management Act 1991.

The region has a number of plans that are in force under the Resource Management Act 1991. The main regional plans are as follows:

- Proposed Regional Water and Land Plan 2004
- Operative Regional Coastal Environment Plan 2003
- Operative Regional Air Plan 2003
- Operative Regional Land Management Plan 2002
- Operative Transitional Regional Plan 2001

These documents do not contain any policies or outcomes which are directly related to land transport management, therefore the RLTS is not inconsistent with any of these regional plans.

The following policies contained in Environment Bay of Plenty's Regional Policy Statement (RPS) and Proposed Change 2 to the RPS are relevant in terms of land transport management:

- 7.3.1(b)(iv) To encourage urban design and form that take into account factors aimed at reducing fossil fuel consumption.
- 13.3.1(b)(ii) To promote an efficient and safe land transport network.
- 13.3.1(b)(iv) To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.
- 13.3.1(b)(v) To promote the efficient use and development of existing and future infrastructure and utility networks.
- 13.3.1(b)(x) To encourage the investigation and implementation of new technologies which minimise adverse effects on the environment.
- 13.3.1(b)(ix) To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.
- 13.3.1(b)(xi) To recognise and promote the need for consistency of regulation of network utilities across regional and territorial boundaries.
- 14.3.1(b)(ii) To advocate energy efficiency considerations in urban land form and building design, and improved energy efficiency in the work and domestic environment.
- 14.3.2(b)(v) To reduce fossil fuel use through the promotion of effective public transport.

- 17A.3.1(b)(ii) Except as provided for in 17A.3.1(b)(ii), urban activities shall not be developed, or be permitted to be developed outside the urban limits shown on maps 12-22.
- 17A.3.1(b)(iv) The structure timing and sequencing of new urban development must support and be co-ordinated with the development, funding, implementation and operation of the transport and trunk infrastructure serving the area.

It should be noted that other policies contained in the RPS were reviewed and none were found to be specifically relevant to the Regional Land Transport Strategy (RLTS), other than the policies listed above.

Strategic Outcomes

Various components of the strategic outcomes as contained in chapter 4 of the RLTS were found to contribute to certain RPS policies. The strategic outcome and the RPS policy to which it pertains to are detailed below.

Strategic Outcome 1: Integration and Land Use

7.3.1(b)(iv) To encourage urban design and form that take into account factors aimed at reducing fossil fuel consumption.

13.3.1(b)(iv) To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.

13.3.1(b)(v) To promote the efficient use and development of existing and future infrastructure and utility networks.

13.3.1(b)(ix) To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.

17A.3.1(b)(ii) Except as provided for in 17A.3.1(b)(ii), urban activities shall not be developed, or be permitted to be developed outside the urban limits shown on maps 12-22.

17A.3.1(b)(iv) The structure timing and sequencing of new urban development must support and be co-ordinated with the development, funding, implementation and operation of the transport and trunk infrastructure serving the area.

Strategic Outcome 2: Safety and Personal Security

13.3.1(b)(ii) To promote an efficient and safe land transport network.

Strategic Outcome 4: Sustainability

13.3.1(b)(x) To encourage the investigation and implementation of new technologies which minimise adverse effects on the environment.

13.3.1(b)(ix) To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.

17A.3.1(b)(ii) Except as provided for in 17A.3.1(b)(ii), urban activities shall not be developed, or be permitted to be developed outside the urban limits shown on maps 12-22.

17A.3.1(b)(iv) The structure timing and sequencing of new urban development must support and be co-ordinated with the development, funding, implementation and operation of the transport and trunk infrastructure serving the area.

Strategic Outcome 6: Energy Efficiency

14.3.1(b)(ii) *To advocate energy efficiency considerations in urban land form and building design, and improved energy efficiency in the work and domestic environment.*

14.3.2(b)(v) *To reduce fossil fuel use through the promotion of effective public transport.*

Strategic Outcome 8: Public Health

14.3.2(b)(v) *To reduce fossil fuel use through the promotion of effective public transport.*

Policies

The RLTS contains specific policies under each strategic outcome. The RLTS policies which support RPS policies are summarised in the table below.

RLTS Policies	RPS Policies
<p>Integration and land use</p> <p>Land use planning processes should be conducted with a view to managing demand for transport, by locating work, living and recreational activities in close proximity (i.e. the “live, work, play” concept).</p> <p>Transport planning processes should consider the appropriate roles for all modes, and strategies for integrating those modes to provide real choices for transport users in the region.</p> <p>Careful consideration needs to be given to the ways in which the districts, cities and region will grow, with particular attention given to the potential to increase densities for housing and other methods that could either reduce the number or distance of trips made.</p>	<p>7.3.1(b)(iv) <i>To encourage urban design and form that take into account factors aimed at reducing fossil fuel consumption.</i></p> <p>13.3.1(b)(iv) <i>To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.</i></p> <p>13.3.1(b)(v) <i>To promote the efficient use and development of existing and future infrastructure and utility networks.</i></p> <p>13.3.1(b)(ix) <i>To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.</i></p> <p>17A.3.1(b)(ii) <i>Except as provided for in 17A.3.1(b)(ii), urban activities shall not be developed, or be permitted to be developed outside the urban limits shown on maps 12-22.</i></p> <p>17A.3.1(b)(iv) <i>The structure timing and sequencing of new urban development must support and be co-ordinated with the development, funding, implementation and operation of the transport and trunk infrastructure serving the area.</i></p>
<p>Safety and Personal Security</p> <p>Consider all possible options to improve safety, including engineering, education, enforcement.</p> <p>Authorities should work in a systematic manner to identify safety issues and resolve them in a priority order.</p> <p>Implementing agencies should integrate safety and security policies, actions and targets into their planning processes, and in particular be working to achieve the targets for the Bay of Plenty region as set out in the Road Safety to 2010 Strategy (no more than 130 deaths + hospitalisations for more than 3 days by 2010).</p>	<p>13.3.1(b)(ii) <i>To promote an efficient and safe land transport network.</i></p>

RLTS Policies	RPS Policies
Sustainability	
<p>Land use planning processes should be conducted with a view to managing demand for transport, by locating work, living and recreational activities in close proximity.</p>	<p><i>13.3.1(b)(v) To promote the efficient use and development of existing and future infrastructure and utility networks.</i></p>
<p>Transport planning processes should consider the appropriate roles for all modes, and strategies for integrating those modes to provide real choices for transport users in the region.</p>	<p><i>13.3.1(b)(x) To encourage the investigation and implementation of new technologies which minimise adverse effects on the environment.</i></p>
<p>Careful consideration needs to be given to the ways in which the districts, cities and the region will grow, with particular attention given to the potential to increase densities for housing and other methods that could either reduce the number or distance of trips made.</p>	<p><i>13.3.1(b)(ix) To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.</i></p>
<p>Implementing agencies should work closely together and in a collaborative manner to ensure that initiatives are integrated across the region.</p>	<p><i>17A.3.1(b)(ii) Except as provided for in 17A.3.1(b)(ii), urban activities shall not be developed, or be permitted to be developed outside the urban limits shown on maps 12-22.</i></p>
Energy Efficiency	
<p>Recognising opportunities to improve fuel efficiency.</p>	<p><i>14.3.1(b)(ii) To advocate energy efficiency considerations in urban land form and building design, and improved energy efficiency in the work and domestic environment.</i></p>
<p>Consideration of alternative modes of transport that are energy efficient.</p>	<p><i>14.3.2(b)(v) To reduce fossil fuel use through the promotion of effective public transport.</i></p>
<p>Land use planning options that can assist in improving and encouraging energy efficient transport options.</p>	
<p>Consistency with National Energy Efficiency and Conservation Strategy 2001.</p>	
Access and Mobility	
<p>Taking into account the concept of 'live, work, play', which recognises the interrelationships of residents, employment, businesses, rural production, community activities and recreation.</p>	<p><i>13.3.1(b)(ii) To promote an efficient and safe land transport network.</i></p>
<p>Transport planning processes should consider how to best achieve access and mobility for all transport users.</p>	
<p>In urban areas, passenger transport, pedestrian and cycling trips can play increasing roles in increasing mobility options, but in the more remote rural areas, while consideration must be given to these modes, access using the car may be more appropriate.</p>	

RLTS Policies**RPS Policies****Public Health**

Providing opportunities for modes that improve public health.

13.3.1(b)(ii) To promote an efficient and safe land transport network.

Transport planning processes should consider how to reduce the negative effects of the transport system, such as pollution, safety risks, noise and vibration.

13.3.1(b)(x) To encourage the investigation and implementation of new technologies which minimise adverse effects on the environment.

Ensuring equitable access to public health facilities.

Appendix 4 – Summary of the Regional Passenger Transport Plan

The Regional Passenger Transport Plan⁵⁶ addresses the passenger transport needs of the Bay of Plenty region, and sets out policies and proposals, which will address those needs. The current Plan was prepared in a different policy environment and therefore at this time does not reflect the direction of the new Regional Land Transport Strategy. The Regional Passenger Transport Plan is due to be reviewed (see Chapter 7, Action 4.3). Once this has been completed it will be incorporated into the RLTS.

A summary of the significant parts of the Plan follows.

Transport disadvantaged

Environment Bay of Plenty considers that some members of the following groups may be transport disadvantaged (Policy 1):

- children up to the age of 15 years;
- young people in secondary education;
- young people in tertiary education;
- people with disabilities;
- superannuitants;
- unemployed people;
- low income groups;
- other people not in paid employment; and
- people who do not hold a driver's licence.

Criteria to determine specified services

The passenger transport services that Environment Bay of Plenty considers should be provided in the region are those that are cost effective and will provide significant benefits to:

- the mobility of people who are transport disadvantaged;
- road congestion problems;
- the environment; or
- road safety.

Services should be provided in a manner that does not compromise the social and cultural dignity of the user (policy 2).

⁵⁶ The Bay of Plenty Regional Passenger Transport Plan 2006 is available from Environment Bay of Plenty on request.

Accessible buses

By 1 July 2008, all buses operating contracted urban bus services in the Bay of Plenty must be wheelchair accessible with low entry and exit areas without steps and without internal steps between the front and rear doors (policy 15).

Sources of local funding

Environment Bay of Plenty will meet 100% of the local share cost of administering and operating new public passenger transport trial services, until 30 June 2003.

Environment Bay of Plenty will meet 90% of the local share cost of administering and operating any contracted passenger service provided that 10% of the local share cost of administering and operating any contracted passenger service is raised from the district in which the service operates. Where the service operates in more than one district, the portion of the local share cost of the service not met by Environment B-O-P, will be met equally from those districts.

Environment Bay of Plenty's Total Mobility scheme local share costs will be funded on a region wide basis (policy 16).

Concession fares

Where Environment Bay of Plenty elects to specify mandatory fare concessions for public passenger transport services in its tender documents, instead of implementing a CFS, the following mandatory concessions will apply:

- children under five years of age travel for free;
- 40% concession on the standard adult fare for children five to 15 years of age, secondary school students between 16 and 19 years of age, tertiary students, people with disabilities, elderly people and beneficiaries;
- concessions for all eligible groups will be available at all times; and
- eligible groups will have to meet additional criteria (yet to be developed) to access the concession (such as the need for secondary students to be in school uniform or have school ID) (policy 21).

Taxi service operating hours

Environment Bay of Plenty will require all taxi operators in the Tauranga, Rotorua and Whakatane urban areas to provide a service which is available 24 hours per day 7 days per week.

Environment Bay of Plenty will consider applications from taxi organisations in other urban centres of the region, for exemptions from the continuous service requirement, on their merits.

Environment Bay of Plenty will treat all taxi operators providing a service, or seeking to provide a service in each urban area, in the same manner (policy 24).

Schedule of specified services

Environment Bay of Plenty currently specifies the need for public transport services in the Tauranga and Rotorua urban areas and a region-wide Total Mobility scheme. The Plan also recognises the potential need for other intra-regional services.

Appendix 5 – Existing local transportation studies

A number of road controlling authorities within the Bay of Plenty region have completed transportation strategies and studies. These strategies and studies have been taken into account in the preparation of the RLTS and are briefly outlined below.

Transit

Transit New Zealand has completed or is in the process of completing a number of State Highway Corridor Management Plans for various sections of State Highway within the Bay of Plenty region. Transit has undertaken studies which cover the State Highway network and will continue to do so.

Rotorua Transportation Strategy 2006

The Rotorua Transport Strategy aims to:

- Provide infrastructure that supports a range of travel and transport options
- Manage travel demand by integrating land use and transport planning and policies

The Strategy covers safety; the Rotorua Cycling Strategy; transport demand management; passenger transport; road transport; transport and the CBD; walking.

The Strategy will provide the umbrella for all transport activities undertaken in the District.

Tauranga Integrated Transport Strategy 2006

Tauranga City Council has developed an Integrated Transport Strategy which is a 10 year plan for the development of the transport system in Tauranga. This will provide the strategic basis for the development of the local transport network in line with the objectives of the LTMA 2003, the RLTS, SmartGrowth and Tauranga Tomorrow. The Strategy covers: Integrated Planning, Demand Management, Transportation Network, Walking and Cycling, Passenger Transport and Parking.

Western Bay of Plenty Sub-Region

There is an agreed network between the Smart Transport partners (Transit, Tauranga City Council, Western Bay of Plenty District Council and Environment Bay of Plenty) for the Western Bay of Plenty sub-region. This network is known as Smart Transport Corridors which is made up of the Eastern Corridor; Northern Corridor, Central Corridor and the South-Western Corridor in the western Bay of Plenty sub-region.

Whakatane Transportation Strategy

Whakatane District Council, in conjunction with Transit NZ, is currently undertaking a Transportation Strategy for the district. This strategy will include a strategic roading model to analyse traffic flows and options, and strategies for promoting alternative modes such as walking and cycling. This work will align with the review of the Residential Growth Strategy.

Appendix 6 – Process for developing the Bay of Plenty RLTS

