

Regional Transport Committee

NOTICE IS GIVEN

that the next meeting of the **Regional Transport Committee** will be held in the **Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga** on:

Friday, 30 June 2017 commencing at 9.30 am

Members please note tea/coffee will be available on arrival at 9am in the Councillors' retiring room before the meeting.

Mary-Anne Macleod
Chief Executive
23 June 2017



Regional Transport Committee

Terms of Reference

Delegated Function

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region.

Membership

Each regional council must appoint to its regional transport committee:

- Two persons to represent the regional council;
- One person from each territorial authority in the region to represent that territorial authority; and
- One person to represent the New Zealand Transport Agency.

Each regional council must appoint from its representatives the chair and deputy chair of the committee.

At any meeting of a regional transport committee, the chair, or any other person presiding the meeting:

- Has a deliberative vote; and
- In the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Quorum

In accordance with Council standing order 10.2, the quorum at a meeting of the committee is five, consisting of the majority of the number of members.

Term of the Committee

Under section 105(1) of the Land Transport Management Act 2003, every regional council must establish a regional transport committee as soon as practicable after each triennial election.

Meeting frequency

Quarterly.

Specific Responsibilities and Delegated Authority

- To prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- To approve any non-significant variation to the regional land transport plan.
- To adopt a policy that determines significance in respect of:

- variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003; and
 - the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
- To provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
 - To approve submissions to central government, local authorities and other agencies on Regional Transport Committee matters.
 - To approve the regional Road Safety Action Plan.

Procedure of the Committee

The Regional Transport Committee may appoint external advisors to assist it in the exercise of its specific responsibilities and delegated authority. For the purposes of clarity, external advisors may be given full speaking rights at the discretion of the Committee, but are not entitled to vote on Committee matters.

The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Regional Transport Committee.

Note:

- The Regional Transport Committee does not have any financial delegation.
- Under the Local Government Act 2002 the Regional Transport Committee is not defined as a joint committee.
- The Regional Transport Committee reports directly to the Regional Council.
- The New Zealand Transport Agency (appointed member) can nominate an alternative representative to attend Regional Transport Committee meetings, as resolved by the Regional Council.

Public Forum

1. A period of up to 15 minutes may be set aside near the beginning of the meeting to enable members of the public to make statements about any matter on the agenda of that meeting which is open to the public, but excluding any matter on which comment could prejudice any specified statutory process the council is required to follow.
2. The time allowed for each speaker will normally be up to 5 minutes but will be up to the discretion of the chair. A maximum of 3 public participants will be allowed per meeting.
3. No statements by public participants to the Council shall be allowed unless a written, electronic or oral application has been received by the Chief Executive (Governance Team) by 12.00 noon of the working day prior to the meeting and the Chair's approval has subsequently been obtained. The application shall include the following:
 - name of participant;
 - organisation represented (if any);
 - meeting at which they wish to participate; and matter on the agenda to be addressed.
4. Members of the meeting may put questions to any public participants, relevant to the matter being raised through the chair. Any questions must be asked and answered within the time period given to a public participant. The chair shall determine the number of questions.

Membership

Chairperson:	S Crosby (Bay of Plenty Regional Council)
Deputy Chairperson:	J Nees (Bay of Plenty Regional Council)
Appointees:	<p>Bay of Plenty Regional Council Councillor L Thurston (Alternate)</p> <p>Kawerau District Council Mayor M Campbell, Councillor B Julian (Alternate)</p> <p>Opotiki District Council Mayor J Forbes, Councillor K Young (Alternate)</p> <p>Rotorua Lakes Council Mayor S Chadwick, Deputy Mayor D Donaldson (Alternate)</p> <p>Whakatane District Council Mayor A Bonne, Councillor A Iles (Alternate)</p> <p>New Zealand Transport Agency P McLean (Regional Director Waikato/BOP), Alternates: D Crequer (Regional Manager, Planning & Investment Waikato/BOP), N Johansson (State Highway Manager Waikato/BOP), J Joyce (Business Support Manager, Planning & Investment Waikato/BOP)</p> <p>Tauranga City Council Councillor R Curach, Councillor T Molloy (Alternate)</p> <p>Western Bay of Plenty District Council Councillor D Thwaites, Councillor J Palmer (Alternate)</p>
Attendees:	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith (Freight Advisor)
Committee Advisor:	S Kameta

Recommendations in reports are not to be construed as policy until adopted.

Agenda

1 Apologies

2 General Business and Tabled Items

Items not on the agenda for the meeting require a resolution under section 46A of the Local Government Official Information and Meetings Act 1987 stating the reasons why the item was not on the agenda and why it cannot be delayed until a subsequent meeting.

3 Public Forum

4 Declarations of Conflicts of Interests

5 Previous Minutes

5.1 Regional Transport Committee Minutes - 30 March 2017	11
---	-----------

5.2 Public Excluded Regional Transport Committee Minutes - 30 March 2017	17
---	-----------

These minutes are able to be confirmed in the open section of the meeting as there is no reason for withholding this information from the public.

6 Reports

6.1 Update from Committee Members and Advisors	21
---	-----------

6.2 Appointment of Port Advisor	23
--	-----------

6.3 New Zealand Transport Agency Update	27
--	-----------

APPENDIX 1 - NZ Transport Agency Quarterly Report to the Bay of Plenty Regional Transport Committee - 30 June 2017	29
--	----

6.4 Regional Land Transport Plan Strategic Context and Policies	41
--	-----------

APPENDIX 1 - Draft Regional Land Transport Plan 2018 - Introduction and Strategic Context	51
---	----

APPENDIX 2 - Draft Regional Land Transport Plan 2018 - Policies	71
---	----

APPENDIX 3 - Draft Regional Land Transport Plan 2018 - Monitoring and Review	77
--	----

6.5 Katikati Bypass	83
----------------------------	-----------

6.6 2017/18 Regional Road Safety Action Plan	91
---	-----------

APPENDIX 1 - Draft BOPRC Road Safety Action Plan 2017-18	99
--	----

7 Consideration of General Business

Previous Minutes

Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Thursday, 30 March 2017 commencing at 9.30 a.m.

Present:

Chairman: S Crosby

Deputy Chairman: J Nees

Appointees: Mayor A Bonne (Whakatane District Council), Mayor J Forbes (Opotiki District Council), Mayor M Campbell (Kawerau District Council), Councillor R Curach (Tauranga City Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor D Thwaites (Western Bay of Plenty District Council), P McLean (Central North Island Director, New Zealand Transport Agency)

In Attendance: J Hobbs (Katikati Community Board Chair) and J Price (EnviroKatikati Group). S Meakin (Hunters Group). Bay of Plenty Regional Councillors L Thurston (Alternate), N Bruning, J Cronin, D Love, K Winters and P Thompson (Council), M Macleod (Chief Executive), B Healey (Senior Transport Planner), F McTavish (Group Manager Strategy and Science), G Maloney (Transport Policy Manager). C Cassidy (Tauranga City), J Palmer and J Paterson (Western Bay of Plenty District Council). J McCarthy (NZTA Projects Team), A Talbot (NZTA Acting Planning and Investment Manager BOP). S Cubbon (Committee Advisor)

Apologies: B Crowe (NZ Police). Councillor R Curach (for lateness)

1 Apologies

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Accepts the apology from Inspector Bruce Crowe and (for lateness) from Tauranga City representative, Councillor Rick Curach.

**Crosby/Forbes
CARRIED**

2 General Business and Tabled Items

Resolved

That pursuant to section 46A of the Local Government Official Information and Meetings Act 1987 the following item be considered at this meeting:

Port of Tauranga representation

Committee Chair, Councillor Stuart Crosby sought consideration from members on inviting the Port of Tauranga to nominate a representative to attend future meetings of the Committee as a non-voting member. It was considered important the Committee had useful representation and the Port of Tauranga was a big player in the region's transport and logistics. Members endorsed the proposal, agreeing that this subject should be included in the next meeting agenda. Meantime Port of Tauranga would be contacted so a representative could attend.

3 Public Forum

Jenny Hobbs, Katikati Community Board Chair and Janet Price from EnviroKatikati were in attendance to request that the Regional Transport Committee publicly support the implementation of a by-pass around the town of Katikati as soon as possible. There had been two announcements from the New Zealand Transport Agency (NZTA) in the past and one more recently, but still no by-pass. All development around the town for the previous ten years had been planned for 'when we get the by-pass', traffic volume had increased significantly as had the congestion in the township.

In pointing out that all areas within the region had roading projects they considered in need of urgent attention, members thanked Ms Hobbs and Ms Price for their presentation and invited them to remain and hear the NZTA Regional Relationship Director's report.

4 Declaration of conflicts of interest

There were no conflicts of interest declared.

5 Minutes

5.1 Regional Transport Committee minutes - 16 December 2016

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the Regional Transport Committee minutes - 16 December 2016**

**Chadwick/Nees
CARRIED**

6 Local Government Update

Members were each given the opportunity to share insights from their respective areas.

Mayor Chadwick acknowledged the very good working relationship with the NZTA and highlighted the problem of congestion build up on Te Ngae Road.

Councillor Nees discussed the joint work going on in the development of the Western Bay of Plenty Public Transport Blueprint and acknowledged the efforts of Public Transport Committee Chairman Councillor Thurston towards improving communications around public transportation in Tauranga.

Councillor Crosby advised Tauranga City Council had formed a Transport Committee and were to include himself as Chair of Regional Transport Committee, Councillor Thurston, and a representative of NZTA as non-voting members.

Ōpōtiki Mayor Forbes reported upgrading of the Pekatahi Bridge was ahead of schedule and he emphasised the need to be mindful of the heavy traffic that comes through from Gisborne.

Mayor Campbell applauded the Committee for talking to Port of Tauranga. He noted most of Kawerau's focus involved the Whakatāne to Tauranga highway. There were big things happening in Kawerau and roading would certainly become an issue.

Councillor Thwaites noted the support of Western Bay of Plenty District Council for all projects in the Plan as they feed in to the Western Bay, especially the Tauriko programme. NZTA was acknowledged for the Te Puke work undertaken.

Members were advised by Mayor Bonne that a Whakatāne District Council District bylaw had been temporarily lifted to allow some trucks through Ōhope while the Pekatahi Bridge was being repaired. A temporary fix to traffic issues at the Landing Road Bridge was in place and would need to be addressed. Given future growth in Coastlands, there needed to be long term planning so an alternative route was in place before crisis point was reached. There were plans for a new water bottling plant which, once operational, could generate an extra 200 heavy vehicle movements per day.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the Local Government Update reporting.**

**Nees/Bonne
CARRIED**

7 New Zealand Transport Agency Update

Refer PowerPoint presentation Obj.Ref. A25747

The update on current NZTA national and regional initiatives was presented by Central North Island Director of Regional Relationships, Parekawhia McLean. She noted there were lots of changes happening, with new technologies coming into the transport space. The Agency was engaging with internal staff and a new organisational structure would be in place in July 2017. Meantime the NZTA quarterly report presented members with progress on State highway business cases being advanced in the region.

An announcement had been made regarding the Katikati Bypass on 14 March 2017, but a Funding Plan had yet to be completed. The Agency was currently engaging with stakeholders and the community at open meetings seeking feedback for the wider SH2 Waihi to Tauranga programme, and affected landowners/stakeholders would be contacted separately. Timing would be addressed in the next stage and the community would be kept fully informed.

Senior Transport Planner, Bron Healey provided an explanation of the prioritisation process and Ms McLean advised the draft Investment Assessment Framework currently out for feedback would include changes that ensured improved alignment with the Government Policy Statement. Members stressed the importance of ensuring

corridors were designated. They looked for a long term strategic view, noting the increase in greenhouse gases and asked that environmental impacts be considered.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 **Receives the report, New Zealand Transport Agency Update;**

**Thwaites/Bonne
CARRIED**

8 Submissions on the Government Policy Statement on Land Transport and the Investment Assessment Framework

Refer to PowerPoint presentation Obj.Ref A25790

Committee approval was sought of submissions on the draft Government Policy Statement for Land Transport 2018/19 – 2027/28 and draft Investment Assessment Framework for the 2018-21 National Land Transport Programme. Bron Healey referred to a PowerPoint presentation that summarised the OECD Environmental Performance Reviews relating to New Zealand, and members concurred that environmental issues needed to be reflected in the region's transport policies.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 **Receives the report, Submissions on the Government Policy Statement on Land Transport and the Investment Assessment Framework;**
- 2 **Approves the appended submission with amendments, Bay of Plenty Regional Transport Committee Submission on the Draft Government Policy Statement on Land Transport 2018/19-2027/28; and**
- 3 **Approves the appended submission, Bay of Plenty Regional Transport Committee Submission on the Draft Investment Assessment Framework for the 2018-21 National Land Transport Programme, subject to any amendments arising from the Regional Transport Committee meeting.**

**Crosby/Forbes
CARRIED**

Adjournment

Members adjourned for morning tea at 10.40am and the meeting reconvened at 11.00am.

Attendance

Councillor Curach joined the meeting at 11.00am.

9 Regional Land Transport Plan Annual Report Card 2015/16

Members chose to take this report as read.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Annual Report Card 2015/16.**

**Forbes/Curach
CARRIED**

10 Regional Land Transport Plan Implementation Report

Senior Transport Planner Bron Healey introduced the progress report and questions on some of the activities were responded to by staff from Tauranga City Council and NZTA.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Implementation Report.**

**Bonne/Thwaites
CARRIED**

11 Regional Land Transport Plan Variations - Maungatapu Median Barrier and SH29 Piarere to Tauranga Detailed Business Case

The report asking that the Committee approve variations to the Regional Land Transport Plan to add Maungatapu Median Barrier and SH29 Piarere to Tauranga Detailed Business Case activities was taken as read.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Variations - Maungatapu Median Barrier and SH29 Piarere to Tauranga Detailed Business Case;**
- 2 Approves the addition of the SH29A Maungatapu Median Barrier Extension Safety Improvements activity to the Regional Land Transport Plan;**
- 3 Notes that, in the interests of public safety, the activity was added before being reported to the Regional Transport Committee;**
- 4 Adds the 'SH29 Piarere to Tauranga Detailed Business Case' activity to the Regional Land Transport Plan, to replace the following two activities:**

SH29 Tauriko to Waikato Boundary, NSRRP

Soldiers Road Realignment and Intersection

- 5 Determines that the variations are not significant for the purposes of public consultation.**

**Forbes/Crosby
CARRIED**

12 **Variation to Regional Public Transport Plan contracting units**

The purpose of this report was to consult with the Regional Transport Committee on a significant variation to the Regional Land Transport Plan relating to the contracting of unit structures. The Regional Council was consulting on a variation that would allow for bus services in Tauranga and Te Puke to be tendered for in two units based on geographical location and which would combine regional, school and urban services in each. These services were currently contracted under three school units, a single urban unit and a single regional unit.

Under the proposed variation an additional unit would also be included that would allow future deployment of new vehicle types or innovative services (driverless vehicles, electric vehicles, rail, etc).

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Variation to Regional Public Transport Plan and public transport contracting units;**
- 2 Supports the Regional Council Public Transport Committee's position on the proposed Regional Public Transport Plan variation.**

**Forbes/Curach
CARRIED**

The meeting closed at 11.23am.

Public Excluded Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Thursday, 30 March 2017 commencing at 9.30 a.m.

Present:

Chairman: S Crosby (Bay of Plenty Regional Council)

Deputy Chairman: J Nees (Bay of Plenty Regional Council)

Appointees: Mayor A Bonne (Whakatane District Council), Mayor J Forbes (Opotiki District Council), Mayor M Campbell (Kawerau District Council), Councillor R Curach (Tauranga City Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor D Thwaites (Western Bay of Plenty District Council), P McLean (Central North Island Director, New Zealand Transport Agency)

In Attendance: M Macleod (Chief Executive), B Healey (Senior Transport Planner), F McTavish (Group Manager Strategy and Science), G Maloney (Transport Policy Manager), S Cubbon (Committee Advisor)

Apologies: B Crowe (NZ Police)

1 Public Excluded Regional Transport Committee minutes - 16 December 2016

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Confirms the Public Excluded Regional Transport Committee Minutes - 16 December 2016.

Crosby/Nees
CARRIED

2 Resolution to Readmit the Public

Resolved

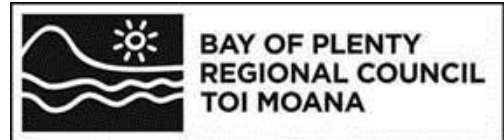
That the Regional Transport Committee:

- 1 Readmits the public.

NAMES
CARRIED

Reports

Receives Only – No Decisions



Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

Update from Committee Members and Advisors

Executive Summary

The purpose of the report is to enable Committee members and advisors to provide a brief verbal update on transport initiatives and issues impacting on their respective areas.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Update from Committee Members and Advisors;**

1 Background

This standing item has been added to the agenda to enable Committee members and advisors to provide a brief verbal update on transport initiatives and issues impacting on their respective areas.

2 Council's Accountability Framework

2.1 Community Outcomes

This item directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Regional Council's Long Term Plan 2015-2025.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2015-2025.

Bron Healey

Senior Transport Planner

for Transport Policy Manager

19 June 2017

Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

Appointment of Port Advisor

Executive Summary

The Regional Transport Committee terms of reference allow for the appointment of external advisors to assist with Committee business. The opportunity has recently arisen for a port representative to be appointed in this capacity.

The Port of Tauranga is New Zealand's largest port and has a major influence on freight movements in the region. Consequently, there are likely to be significant benefits in the Committee receiving advice from the Port on a regular basis. The report recommends that Dan Kneebone, Property and Infrastructure Manager, be appointed to the advisor role.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Appointment of Port Advisor; and**
- 2 Appoints Dan Kneebone, Port of Tauranga Property and Infrastructure Manager, as the port advisor to the Committee.**

1 Background

The Regional Transport Committee (RTC) terms of reference allow for the appointment of external advisors to assist with Committee business. External advisors have full speaking rights but are not entitled to vote on Committee matters.

At the start of the triennium, the RTC confirmed Inspector Brent Crowe (Bay of Plenty Road Policing Manager) as a road safety advisor, and John Galbraith (Freight Logistics Action Group) as a freight advisor. The RTC now has an opportunity to appoint a port representative as an external advisor.

The Port of Tauranga is New Zealand's largest port and has a major influence on freight movements in the region. Consequently, there are likely to be significant benefits in the Committee receiving advice from the Port on a regular basis. For example, better understanding the transport implications of larger ships visiting the

region. On this basis, I recommend that the RTC appoints Dan Kneebone, Port of Tauranga Property and Infrastructure Manager, to the advisor role.

2 Statutory requirements

Section 105(2) of the Land Transport Management Act (LTMA) prescribes the membership requirements for regional transport committees, being:

- 2 persons to represent the regional council;
- 1 person from each territorial authority in the region to represent that territorial authority; and
- 1 person to represent the NZ Transport Agency.

At the time the membership requirements were enacted, regional councils sought advice on whether they precluded RTCs from appointing members in addition to those prescribed in the Act. The advice noted that while the LTMA does not include any provisions which would enable persons to be appointed to an RTC other than those prescribed in section 105(2), there was nothing to prevent an RTC from engaging other persons to provide it with specialist advice to assist with its decision making. The Bay of Plenty and several other regions subsequently initiated the practice of appointing one or more non-voting external advisors to their RTCs.

3 Council's Accountability Framework

3.1 Community Outcomes

This activity directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Regional Council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets out the membership and functions of the RTC.

3.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

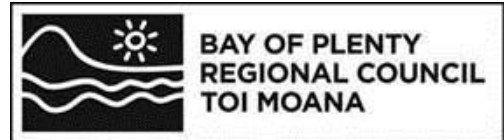
Future work to support the RTC is provided for in Council's Long Term Plan 2015-2025.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

19 June 2017

Receives Only – No Decisions



Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

New Zealand Transport Agency Update

Executive Summary

The purpose of the report is for New Zealand Transport Agency representatives to update the Committee on current national and regional initiatives.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, New Zealand Transport Agency Update.**

1 Background

New Zealand Transport Agency (NZTA) representatives will update the Committee on current national and regional initiatives. The NZTA quarterly report to the Committee is appended.

2 Council's Accountability Framework

2.1 Community Outcomes

This activity directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Regional Council's Long Term Plan 2015-2025.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2015-2025.

Bron Healey

Senior Transport Planner

for Transport Policy Manager

19 June 2017

APPENDIX 1

NZ Transport Agency Quarterly Report to the Bay of Plenty Regional Transport Committee - 30 June 2017

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

30 June 2017

CONTENTS	PAGE
1. National Land Transport Programme	2
2. State Highway Investment Proposal	3
3. Speed Management	3
4. Electric Vehicle Programme	3
5. Transformation	4
6. Regional Stakeholder Meeting	4
7. Bay of Plenty Business Cases	5
8. Bay of Plenty Highway Projects	7

1. NATIONAL LAND TRANSPORT PROGRAMME

We are currently in the development phase for the next National Land Transport Programme 2018- 21 (NLTP). The NLTP represents the investment by the Transport Agency from the National Land Transport Fund, government through Crown investments and loans, and local authorities in New Zealand's land transport system for the next three years.

NLTP Dialogues

The NLTP Dialogues have replaced our NLTP 'Investment Signals' and are an important tool for supporting councils through the Regional Land Transport Plan review process.

In May we released the next round of NLTP Dialogues. The focus is on:

- Safety and speed management
- Applying the Investment Assessment Framework (IAF) to public transport, improvement, and maintenance activities
- Walking and cycling activities
- Funding assistance rates.

The May NLTP Dialogue is available here <https://www.nzta.govt.nz/planning-and-investment/planning/201821-national-land-transport-programme/may-2017-nltp-dialogue/part-two-useful-additional-information/>

The next NLTP Dialogue is planned for August/September 2017 and is expected to cover:

- Feedback received on the draft Long Term Strategic View
- An update on the feedback received to the draft IAF
- It has also been requested that we provide an indication of the total funding 'buckets' that are available for specific activities such as walking and cycling, electric vehicles, tourism, and regional economic development.

Investment Decision Making

Earlier in the year we released for feedback, our draft Investment Assessment Framework (IAF). The feedback received (18 submissions that covered eight regions and 54 local authorities) is now being reviewed and will be responded to shortly. Feedback included the role and scope of the draft Long Term Strategic View, the Government Policy Statement, Knowledge Base updates, Regional Public Transport Plans, Electric Vehicles, the IAF, Transport Investment Online, the State Highway Investment Plan, and the Business Case Approach.

A higher level summary of the feedback is available here <https://www.nzta.govt.nz/planning-and-investment/planning/201821-national-land-transport-programme/may-2017-nltp-dialogue/part-one-responding-to-your-feedback/>

2. STATE HIGHWAY INVESTMENT PROPOSAL

We are engaging with local government on proposed activities in the State Highway Investment Proposal (SHIP) at the officer level, through existing advisory groups across all regions. We are underway with programming and national moderation of the proposed activities, which will be released in draft form in September 2017, for RTCs to consider and adopt. We will share the draft programme at the RTC meeting.

3. SPEED MANAGEMENT

Consultation on the Land Transport Rule: Setting of Speed Limits 2017 has now closed and feedback is currently being collated. The draft rule will replace the current methodology developed in the 1960s with a new evidence-based approach to calculating speed limits on New Zealand roads. This approach, outlined in the new [Speed Management Guide](#), encourages Road Controlling Authorities to target areas with the best opportunities to improve safety and efficiency.

The draft rule also enables the setting of 110 km/hr speed limits on selected state highway routes, gives local authorities new powers to quickly set new speed limits following an emergency such as floods or earthquakes and introduces more flexible requirements around the placement of repeat speed limit signs.

For more information see <http://www.nzta.govt.nz/about-us/consultations/setting-of-speed-limits-rule/>

4. ELECTRIC VEHICLE PROGRAMME

The Government's cross-agency Electric Vehicle (EV) Programme is well underway, making good progress towards increasing the number of electric vehicles in New Zealand and reducing barriers to uptake. This work has included:

- A trial of special EV lanes in Auckland
- The Transport Agency's vision for nationwide public charging infrastructure
- The newly gazetted road marking for EV charging facilities.

5. TRANSFORMATION

As you are aware our Chief Executive, Fergus Gammie has been undertaking an organisational review to ensure we can deliver on customer expectations and make the most of future opportunities for New Zealand.

The new operating model will be implemented from 3 July 2017.

To be set up for the future, there are three big shifts we need to make – and these are the foundation of our new strategic direction.

One transport system: We need to transform land transport system performance by integrating digital technology with physical infrastructure to create a safe, connected system that works for everyone.

People centred-services: This means having a focus on how we can simplify our customers' lives with innovative services and experiences that make it easy for them to do what they need to.

Partnerships for prosperity: Playing our role to help unlock social and economic opportunities for customers, businesses and communities through targeted partnerships.

You can read more about [our strategy](#) on our website.

6. REGIONAL STAKEHOLDER MEETINGS

Over the last few weeks, the Transport Agency has been holding stakeholder meetings around the country. The Bay of Plenty stakeholder meeting was held on 13 June 2017. During this meeting Fergus Gammie shared the Transport Agency's view of the future of transport and how the Transport Agency is transforming so we're ready to respond to the future.

7. BAY OF PLENTY BUSINESS CASES

Connect Rotorua – Eastern and Central Business Cases

Eastern: SH30 Te Ngae Road

- Two stage investment programme:
 - Stage One: SH30 between Sala Street and Tarawera Road. Construction planned to start early 2018, following recently completed public consultation and approvals;
 - Stage Two: Continuing east along SH30 towards Owhata from Tarawera Road intersection.
- Stage Two linked to Spatial Plan, provides for incremental improvements as growth triggers reached.
- Benefits – improves peak hour congestion, local access and travel choice and supports eastern corridor growth.

Central: SH30A Amohau Street

- City centre revitalisation including revised form and function of SH30A Amahou Street, leading to revocation.
- Benefits – encourages right trips on routes in the CBD, improves access and amenity, supports CBD revitalisation and the local economy.
- A public information day was held on 12 April 2017 to gain feedback on the short list of options.
- Construction on the preferred option, a clearway along SH30A Amahou Street between Fenton Street and Ranolf Street is planned to start in the second half of 2018.
- The key components at the western end of SH30 to be delivered over the next 18 months.

Tauriko Network Plan

- Partners are working on Tauriko for Tomorrow, a collaborative project driven by Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council and the Transport Agency.
- The partners are now focussed on delivering three detailed business cases:
 - SH29 Tauriko West Network Connections (between the Omanawa Road and Barks Corner intersections with SH29)
 - Tauriko Crossing (PT) Interchange
 - East-West Ring Road
- These business cases are being developed to inform the structure planning processes for the western corridor growth areas, to develop complementary transport solutions that enhance community liveability, improve road safety and enable efficient freight access to the Port of Tauranga.
- This forms one of several nationally significant programmes of transport investment for New Zealand.
- Public information days were held on 26 and 27 May 2017 with 769 people attending.

- Currently evaluating the detailed options to shortlist, for further engagement on with the community later in 2017.

Piarere to Tauriko (SH29) Business Case

- Stakeholder engagement to commence in the next couple of months with public consultation on options to follow later in 2017.
- Consultant has been procured to start work on option development.
- Business Case planned for completion by the end of 2018.

Waihi to Tauranga Corridor (SH2)

- Public information days were held on 30/31 March and 1 April in Katikati, Waihi and Omokoroa to present the short-list options for the corridor for community feedback. These options incorporated Board support for a change in programme direction to include a bypass of Katikati and investigating the acceleration of capacity improvements between Te Puna and Omokoroa.
- An implementation plan for the recommended options will be defined later this year following detailed option testing and subject to the Transport Agency Board's support. This includes safety and capacity improvements between Te Puna and Omokoroa, safety improvements between Omokoroa and Waihi, and the Katikati bypass.

8. BAY OF PLENTY HIGHWAY PROJECTS

Baypark to Bayfair link upgrade (SH2 and SH29A)

- Sod-turning for the project was held on 16 May 2017.
- The construction team are expecting to be onsite late-July 2017 with works starting in August. Construction programme still to be confirmed.
- Ongoing work with the cycling community to explore the feasibility of options for cyclists and pedestrians (specifically around an underpass as part of the design).

Maungatapu underpass/Hairini link (SH29A)

- The second bridge will be completed and the roundabout reinstated by the end of June 2017.
- Work has started on removing material from under the completed road bridge.
- Expected project completion date is May 2018.

Pekatahi bridge deck replacement (SH2)

- The Pekatahi bridge reopened on 16 June 2017.
- The completion of this project was delayed due to the damage incurred during Cyclone Debbie in March 2017.

Poike Road overbridge (SH29A)

- Work on the footpath connecting the bridge to the Maungatapu Underpass along SH29A is ongoing but suspended during the winter.
- Works are expected to resume in October 2017.

Rotorua Hemo Road intersection improvements (SH30/SH5)

- The completion of the roundabout has been delayed due to a number of reasons including an archaeological find (the original water system), closure of a quarry and the requirement to find a new source of aggregate, complex ground conditions and unprecedented wet weather.
- Expected project completion date is October 2017.

SH30: Awakeri to Te Teko

- Construction complete.
- Minor adjustments to be made to some barrier locations and rumble strips due to landowner feedback.
- A wire rope barrier has been hit and shown to be effective at reducing harm. A media release was issued.

SH34: SH30 to Kawerau

- Expected project completion date is July 2017.

Tarukenga to Ngongotaha (SH5)

- Community consultation was undertaken in May.
- Option identification underway.

Tauranga Northern Link (SH2)

- Geotechnical work is completed and the team are working through the specimen design and resource consents.
- The feasibility of tolling for demand management purposes has been completed. Further development of tolling demand management options is supported by the Transport Agency Board.
- Development of the revocation plan for the existing SH2 is underway and will be closely linked to potentially tolling options.

Te Ngae/Owhata (SH30)

- Community consultation started in May. Feedback to date shows the safety of SH30/SH33 intersection is a concern.
- Option identification underway.

Te Ngae to Paengaroa (SH33)

- Business Case completed and progressing through approval process to seek funding for pre-implementation.
- Community engagement continues as there is high interest in the urban areas of Paengaroa and Okere Falls.

Te Puna/Minden roundabout (SH2)

- The project was originally scheduled to be finished by July 2017. However, completion has been delayed by unprecedented rainfall and the relocation of power and telecommunications cables.
- Work will continue through the winter using a lightweight concrete instead of stone for the base, and an asphalt seal instead of bitumen.
- The work that remains is the construction of the roundabout, the sealing of all sections of the road, raising the level of some lanes, completion of local road tie-ins to the roundabout, lighting, and landscaping.
- Expected completion is August 2017.

Waimana Gorge (SH2)

- The Waimana Gorge was closed after a 70 metre high slip fell on the road during Cyclone Debbie in March 2017.
- The gorge was open shortly after the cyclone, but was closed again after ongoing heavy rain continued to bring down more debris creating a safety risk to the public.
- The gorge is due to open the week of 19 June 2017.
- Traffic is being detoured via Whakatane and Ohope on local roads.

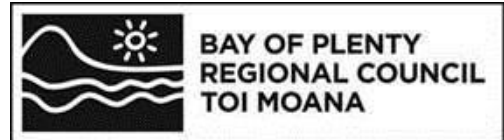
Wainui Road to Opotiki (SH2)

- Short list of safety and resilience options identified and being discussed with stakeholders.

Weather Activated Variable Speed Limit signs (SH29)

- The two-year trial will be complete in November 2017. The trial will then be evaluated.

Receives Only – No Decisions



Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Strategic Context and Policies

Executive Summary

The Regional Transport Committee (RTC) is still to complete Investment Logic Mapping (ILM) workshops to re-test the problem and benefit statements in the Regional Land Transport Plan (RLTP), which has slowed some parts of the review process. However, other aspects, such as the strategic context and policies are still able to be progressed. Consequently, this report presents four draft RLTP chapters for initial consideration by the RTC.

There have been several national policy developments since the RLTP review process was initiated. Most significantly, the Ministry of Transport has released the draft Government Policy Statement on Land Transport 2018 (GPS), and the NZ Transport Agency (NZTA) has released its draft Investment Assessment Framework for the 2018-21 National Land Transport Programme (IAF) and draft Long Term Strategic View (LTSV). These have been factored into draft chapters where relevant.

The proposed RLTP structure and four draft chapters are then presented to the Committee. The accompanying commentary identifies the key policy drivers, describes the rationale for the proposed changes and puts some questions to members.

The report notes that the revised chapters have been reviewed by the Regional Advisory Group (RAG) and feedback has been incorporated into the attached drafts. It also notes that there will be further opportunities to review the draft RLTP in its entirety before it is approved for public consultation later in the year.

The report concludes by identifying the next steps in the RLTP review process, which are subject to the outcomes of today's meeting and workshop.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Strategic Context and Policies.**

1 Purpose of report

The purpose of the report is to present draft RLTP strategic context and policy chapters for initial consideration by the RTC.

2 Background

The RLTP review process commenced at the first RTC meeting of the new triennium on 16 December 2016. At this meeting, the RTC received a report that outlined the current operating environment, scope and timeline for the RLTP review. This was immediately followed by a workshop to identify key strategic issues for the review.

On the 30 March 2017, the RTC then participated in the first of two ILM workshops to re-test the problem and benefit statements in the existing RLTP to determine whether they are still fit for purpose. The second workshop to complete the ILM will be held following this meeting. This workshop was originally scheduled for the 7 April but was postponed due to flooding events in the eastern Bay of Plenty.

The delay in completing the ILM has slowed some parts of the review process. However, other aspects, such as the strategic context and policies are still able to be progressed. Consequently, this report presents drafts of these chapters for the Committee to consider and provide initial feedback. They have been reviewed bearing in mind the scope in the initiation report, which recommended that the review focuses on:

- testing the evidence base that underpins the RLTP to check whether there have been any changes to the strategic drivers;
- checking whether the problems, benefits and objectives (and their relative priority) in the RLTP are still valid; and
- reviewing the programme of activities and ensuring they are prioritised in a way that reflects the region's priority objectives.

The revised chapters have also been reviewed by the RAG and feedback has been incorporated into the attached drafts.

It is also important to note that the reviewed chapters are being presented for initial consideration and feedback from the Committee. There will be further opportunities to review the draft RLTP in its entirety before it is approved for public consultation later in the year.

3 Policy environment

The 16 December review initiation report identified a number of central government policy initiatives as key factors in the operating environment. These included:

- the GPS;
- NZTA's Business Case Approach (BCA);
- One Network Road Classification; and the
- NZTA's State Highway Investment Proposal.

There have been several developments since the RLTP review process was initiated. Most significantly, the Ministry of Transport has released the draft GPS 2018, and the NZTA has released its draft IAF and draft LTSV.

Members will re-call that the RTC approved submissions on both the draft GPS and draft IAF at its previous meeting on the 30 March. Final documents are unlikely to be released until after the general election later in the year. However, the draft documents provide a good steer on current government thinking. Based on previous experience, they are unlikely to change significantly unless there is a change of government following the election. This is a risk that is unavoidable, but can be mitigated to some extent by adopting a flexible and responsive approach.

The NZTA's draft LTSV has been made available since the previous RTC meeting. Members will receive more information on this in the NZTA update. In the meantime, information in the draft LTSV has been incorporated into the reviewed strategic context chapter where possible.

4 Regional Land Transport Plan structure

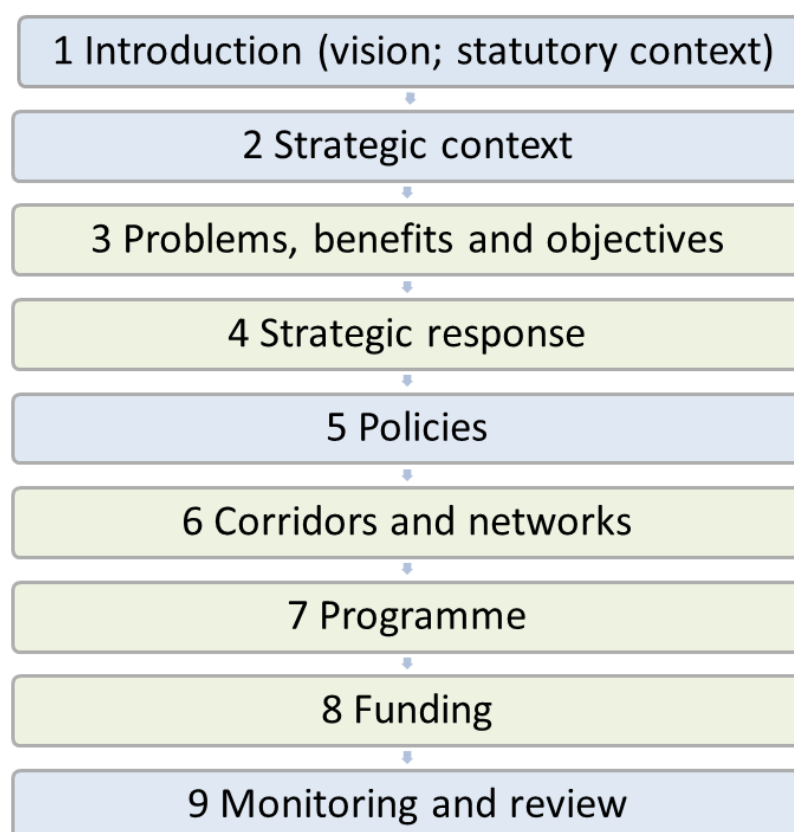
Key policy drivers:

- Land Transport Management Act (LTMA) section 16 *Form and content of regional land transport plans*
- NZTA Business Case Approach – Guidance for 2018 RLTP Reviews

The proposed structure for the RLTP 2018 document is shown in Figure 1. The proposed structure is very similar to the one used for the RLTP 2015, and is designed to cover the form and content requirements for RLTPs in the LTMA and demonstrate alignment with the BCA. The key difference between 2015 and 2018 is that two chapters ((3) Issues and (4) Objectives) have been merged into a single chapter entitled Problems, Benefits and Objectives to better reflect recommendations in the BCA guidance.

Four chapters are highlighted in blue. Drafts of these chapters are presented in this report for initial feedback from members.

Figure 1: Proposed Regional Land Transport Plan structure



Questions for members:

- *Are you comfortable with the overall proposed RLTP structure?*
- *Are there any aspects that need changing?*

5 Introduction (chapter 1)

Key policy drivers:

- LTMA section 16 *Form and content of regional land transport plans*
- Region's transport vision
- Wider statutory and policy context

The introductory chapter is deliberately short and succinct (Appendix 1). It introduces the region's transport vision and places the RLTP within its statutory and policy context. The previous RTC made the decision to outline the wider statutory and policy context in an appendix and reference it in the introduction, rather than beginning the RLTP with a detailed description of the relevant national, regional, sub-regional and local policy documents.

Questions for members:

- *Are you comfortable with the current vision?*
- *Do you support the current approach of describing the statutory and policy context in an appendix rather than at the beginning of the RLTP?*

6 Strategic context (chapter 2)

Key policy drivers:

- Draft GPS
- Draft LTSV
- Development of local authority Activity Management Plans (AMPs)
- RTC feedback from the RLTP strategic issues workshop (December 2016)

The strategic context chapter places the Bay of Plenty region within the broader international, national and upper North Island context, identifies some of the strategic drivers impacting or having the potential to impact on the region in the future, and broadly describes key features of the regional transport system. It is designed to provide a context for the strategic case (problems, benefits and objectives) which will be described in the following chapter. It is not about the region's strategic response i.e. the approach we will take to fixing the identified problems, which will be covered in Chapter 4.

The draft chapter in Appendix 1 adopts a similar structure to the equivalent chapter in RLTP 2015. However, a conscious effort has been made to streamline the content and focus on the key evidence that supports the region's strategic case for investment. The main changes are summarised as follows:

- Sections on international connections, the upper North Island and the Bay of Plenty region have been re-shaped into more streamlined section entitled 'national and international connections'. Key inter-regional journeys from the draft LTSV have been added.
- Added the draft of a new upper North Island shared statement (jointly developed by a technical group representing the four regions).
- Re-shaped and streamlined the strategic drivers section according to the following themes: society, economy, environment and technology.
- Streamlined the regional transport network section; moved text identifying issues to the problem statements chapter; and investment requirements to the strategic response chapter.
- Updated the strategic planning section to emphasise the role of the region's spatial and economic development plans.

The draft GPS, LTSV and the development of local authority Activity Management Plans provide much of the rationale for these changes.

The draft LTSV identifies key drivers of change for New Zealand as a whole under the headings of population and social change, economic change, technological change and environmental change. The draft RLTP strategic context adopts the same themes and highlights key drivers in the Bay of Plenty that relate to them.

The draft LTSV places the Bay of Plenty within the upper North Island context, identifies three key inter-regional journeys that apply to the region, highlights Tauranga as a growth centre, and emphasises the importance of the region's economic development plan (Toi Moana Regional Growth Study). The draft RLTP strategic context includes the upper North Island shared statement and three inter-regional journeys, identifies growth pressures in the strategic drivers section, and places the RLTP within a policy framework that includes the region's spatial and economic development plans.

The draft GPS continues the Government's three strategic priorities of economic growth and productivity, road safety and value for money. It also identifies drivers of transport demand such as growth, changes in population, freight, tourism, as well potential future drivers such as changes in transport preferences (e.g. active transport), technology and innovation. Other focus areas in the draft GPS include:

- high growth urban areas;
- regional economic development and tourism;
- improved network resilience; and
- mitigation of adverse environmental effects including reduced emissions.

In responding to the draft GPS, the draft strategic context chapter seeks to highlight some of the drivers that align with the focus areas in the GPS. For example, population and economic growth, freight growth, tourism growth and natural hazards. These drivers also underpin the region's key transport problems that will be identified in chapter three, for example, transport demand growth contributes to traffic congestion, emissions and road safety issues; natural hazards cause network resilience issues and so on.

The strategic context chapter was also revised at the same time as the region's local authorities commenced development of their respective transport AMPs (which will in turn feed into the draft RLTP). This process included a joint workshop between roading managers and subject matter experts from various sectors such as tourism, freight, demographics and road safety. The evidence from this workshop has been incorporated into the strategic context chapter and shared between local authorities in the region as an input into their respective AMPs. The intent is to have a common evidence base across the RLTP and local authority AMPs in the region.

Questions for members:

- *Are you comfortable with the proposed content and structure of the strategic context chapter?*
- *Are there any key strategic drivers that are missing?*
- *Are there aspects that need more or less emphasis?*

7 Policies (chapter 5)

Key policy drivers:

- LTMA requirement that the RLTP sets out the region's land transport policies
- RLTP objectives

The policies are interventions designed to help achieve the region's transport objectives. While the RLTP objectives are yet to be reviewed, pending completion of the ILM, the policies have been reviewed based on the assumption that the objectives will be similar to those in the previous RLTP.

The approach in the current RLTP is that the policies are designed to guide the actions of organisations responsible for implementing the plan. Rather than being prescriptive, this approach relies heavily on the co-operation and commitment of the identified agencies to ensure their successful implementation.

The conclusion from the review is that the existing approach and policies are still fit for purpose, subject to any changes arising from the review of objectives. The only substantive change has been to include a policy to take into account the recently developed Speed Management Guide (Appendix 2).

Questions for members:

- *Are you comfortable with the non-prescriptive policy approach in the current RLTP?*
- *Are there any policy areas missing?*

8 Monitoring and review (chapter 9)

Key policy drivers:

- LTMA requirement that the RLTP includes :
 - a description of how monitoring will be undertaken to assess implementation of the plan;
 - a summary of the policy adopted by the regional transport committee that determines significance in respect of the activities that are included in the plan and variations made to the plan;
 - all regionally significant expenditure on land transport activities to be funded from sources other than the national land transport fund during the 6 financial years from the start of the plan; and
 - identification of those activities (if any) that have inter-regional significance.

This chapter is important because it defines significant activities that are to be prioritised in the RLTP, activities that have inter-regional significance, and includes the RTC's significance policy for variations to the plan. The chapter in the current RLTP has been reviewed and the following changes have been made in track changes (Appendix 3):

- the wording has been simplified and clarified;
- the process for considering variation requests has been revised to more accurately reflect current arrangements; and

- the financial threshold in guidance for considering the significance of variations has increased from \$10 million to \$20 million.

The rationale for increasing the financial threshold is that in 2015 the programme moved from a three to six year period but the threshold was not increased and also because the proposed variations arising from the business case approach tend to be larger packages of activities rather standalone projects as in the past.

Questions for members:

- *Are you comfortable with the current definitions of significance?*
- *Do you support the current approach that enables the RTC to determine the significance of variations on a case-by-case basis?*
- *Do you support raising the financial threshold in the accompanying guidance from \$10 million to \$20 million?*

9 Next Steps

Subject to the outcomes of today's meeting and workshop, staff have identified the following next steps in the RLTP development process:

- prepare the problems, benefits and objectives chapter, including a summary of the evidence supporting the ILM problem statements;
- review the current RLTP objectives against the ILM and weight them accordingly;
- review the RLTP strategic response chapter to test whether it is still fit for purpose; and
- develop a prioritisation methodology that is weighted according to the RLTP objectives.

10 Council's Accountability Framework

10.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

10.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

Future work on the RLTP review is provided for in Council's Long Term Plan 2015-2025.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

22 June 2017

APPENDIX 1

Draft Regional Land Transport Plan 2018 - Introduction and Strategic Context

1 Introduction

This Bay of Plenty Regional Land Transport Plan 2018 (RLTP) has been prepared by the Bay of Plenty Regional Transport Committee (RTC). It is a statutory requirement of the Land Transport Management Act (LTMA) and has been prepared in a manner consistent with the LTMA. The statutory and policy context within which the Plan has been prepared is outlined in Appendix 1.

[Note: Appendix 1 in RLTP 2015 will be updated to reflect the national, regional, sub-regional and local policy environment at the time the draft RLTP 2018 is released for public consultation]

The Bay of Plenty region's transport **vision** is:

**Best transport systems for a growing economy
and a safe and vibrant Bay lifestyle**

To help achieve this vision, the RLTP sets the direction for the Bay of Plenty's transport system for the next 30 years. Consequently, this plan:

- outlines the economic, social, environmental and technological context within which the regional transport system operates;
- identifies regional transport problems, benefits, priorities and objectives to support the vision;
- describes a strategic response to achieve the vision and objectives;
- includes a regional programme of proposed land transport activities for the next 6 years (2018/19 – 2023/24) and prioritises significant new improvement activities; and
- provides a ten year financial forecast of anticipated investment and revenue for the region's land transport activities.

What is the Regional Transport Committee?

The Regional Transport Committee is a regional governance body made up of representatives from the Bay of Plenty Regional Council, the region's district and city councils, and the New Zealand Transport Agency.

This RLTP will enable the Bay of Plenty to determine and secure investment for the region's transport system, and contribute to the LTMA purpose of an effective, efficient, and safe land transport system in the public interest.

2 Strategic Context

2.1 National and international connections

The Bay of Plenty lies in the north-east of the Upper North Island (UNI) and forms part of New Zealand's 'Golden Triangle' where much of the nation's economic and population growth is occurring.

The UNI is vital to the social and economic success of New Zealand. Together, the Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight. Strong growth projections for population and freight movement, and in sectors such as tourism will continue the significance of this geographic area to New Zealand (see Upper North Island inset).

Within this wider UNI context, the Bay of Plenty region encompasses the following local authorities:

- Bay of Plenty Regional Council;
- Western Bay of Plenty District Council;
- Tauranga City Council;
- Rotorua Lakes Council;
- Whakatane District Council;
- Kawerau District Council; and
- Opotiki District Council (Figure 1).

It is also home to the Port of Tauranga, New Zealand's largest export port. Economically, the port is nationally and regionally significant handling 25% of the country's imports and exports and contributing to the flow of 8.6% of GDP accounts. The Port is a key connection between the UNI and international markets, both as both a major export hub for primary commodities and for importing a range of bulk products and containerised goods (Figure 2).

[Note: Figures 1 and 3 are to be merged and updated to include key inter-regional journeys; maps will also be integrated with the accompanying text in the final document]

2.1.1 Inter-regional journeys

The transport system in the UNI is centred on the three largest urban centres of Auckland, Hamilton and Tauranga, and the key corridors that link them. Growth in transport demand is expected to be strongest within these urban centres and on the key inter-regional journeys between them. This reflects forecast population and economic growth, and the fact that the road and rail connections between the centres form the country's most significant freight corridor¹.

Three key strategic journeys have been identified between south Auckland and Tauranga:

Auckland to Tauranga via Hamilton (State Highway 1/29 and NIMT/ECMT rail)

Auckland to Port of Tauranga via Hamilton is a nationally strategic high volume freight route. The journey connects the three largest urban centres in the upper North Island, New Zealand's two largest ports, freight hubs in south Auckland and the Waikato, and the country's largest international airport. SH1/29 is expected to provide a more efficient link for road based freight moving between Tauranga and Auckland once the Waikato Expressway project is completed.

Pokeno to Tauranga (State Highway 2)

Pokeno to Tauranga is an important tourist journey enabling access to the Coromandel Peninsula, Bay of Plenty and Hobbiton (near Matamata), with demand increasing significantly during holiday peaks. The section between Waihī and Tauranga also has strong freight flows supporting local industry, particularly horticultural production.

Mangatarata to Te Poi (State Highway 27)

This route currently serves as an important freight connection between Auckland and Tauranga.

2.2 Strategic drivers

The Bay of Plenty is an important growth centre in the UNI, both as a producer of primary and value-added products and services, and an international 'gateway' for exports and imports through the Port of Tauranga.

Within this context, are a number of challenges or opportunities that are currently impacting on the region, or have the potential to in the future. Grouped under the broad themes of society, economy, environment and technology, each set of challenges or opportunities influences and shapes the strategic transport issues for the region.

¹ NZ Transport Agency. *Long Term Strategic View* (2017).

Society

- **Regional growth** - the Bay of Plenty's population is currently 271,000 (5th highest of New Zealand's 16 regions), growing by 4% between 2006 and 2013. To date, this growth has been uneven, with population increases concentrated in the west and decreases in the east. The region's overall population is projected to increase approximately 20% to 334,000 in 2033. Population growth and increasing urbanisation will place pressure on transport infrastructure in growth areas.
- **Ageing** - the population is ageing numerically, as more people live longer, and structurally, as a declining birth rate means the number of elderly is increasing in proportion to the overall population. An ageing population will require access to a wider range of mobility options, and an increasing proportion of fixed incomes will create challenges for maintaining and replacing transport infrastructure.
- **Migration** - due to declining birth rates, all parts of the region are projected to experience a shift from a natural rate of increase to natural decline. Future population growth will be achieved by positive net migration.
- **Labour force** - according to projections, New Zealand's prime working age population (15-64) has recently peaked at 66% of the population and will to shrink to 60% by 2031. The Bay of Plenty has some advantages over many other regions because of its relatively high proportion of Māori. Māori aged 15-24 years now account for nearly 40% of all Bay of Plenty labour markets and with a younger age profile, will grow to be more significant over time.

Economy

- **GDP** - the region's GDP was \$12.29b in 2015 (5.3% of national GDP and 6% of national employment).
- **Freight** - total regional volumes are forecast to grow by 35-42% by 2042. Key export sectors are forestry and wood products, horticulture and agriculture.
- **Horticulture** - the region produces 80% of the country's kiwifruit and 68% of the avocado crop. Kiwifruit export earnings increased 42% to \$1.67b between 2014/15 and 2015/16.
- **Forestry and wood processing** - the Bay of Plenty is the centre of the Central North Island wood supply region, which accounted for 41% of New Zealand's total forest removals, and 47% of its sawn timber production in 2015. Large areas of forest planted in the 1990s are expected to reach harvest age from around 2018.
- **Tourism** - domestic and international visitor expenditure in the region was estimated to be \$1.39b in 2015. Rotorua is one of New Zealand's top five international tourist destinations. The cruise ship industry is a rapidly growing source of international visitors. 84 ships brought approximately 200,000 passengers and crew to the region during the 2014/15 season.
- **Aquaculture** - 3,800 hectares of consented water space is being developed for high yield, high quality aquaculture in the eastern Bay of Plenty.
- **Port of Tauranga** - logs and processed forest products represent 53% of the total export tonnes handled by the Port. Other major export commodities are milk and dairy products, and kiwifruit. The Port also provides direct access for imports to New Zealand's largest market via MetroPort in South Auckland.
- **Larger ships** - freight growth and capacity increases mean container throughput is predicted to grow by between 2.5% and 3.1% per annum over the next 30 years, with bulk good throughput expected to grow at between 1.7% and 2.3% each year.

Environment

- **Volcanic and seismic activity** – the region is bisected by the Taupo Volcanic Zone, meaning it has the potential to be affected by earthquakes and volcanic eruptions, including submarine and island volcanoes to the northeast of New Zealand.
- **Extreme weather events** – weather events having the greatest potential impact on the region are ex-tropical cyclones originating to the north of the country, bringing heavy rainfall and high winds.
- **Flooding** - parts of the region are particularly vulnerable to frequent flooding. Severe floods have occurred in 2004, 2005, 2011, 2012 and 2017. The 2004 floods affected several thousand people across the eastern Bay of Plenty, while the impacts of the 2017 event centred on Edgumbe.
- **Coastal hazards** – severe weather events may result in storm surge, coastal erosion or inundation. Tsunami may be generated from a number of local or distant sources.
- **Climate change and sea level rise** – rising temperatures are expected to alter New Zealand's wind patterns, which will also affect future rainfall. Heavy rainfall events, flooding, and droughts may occur more frequently, and the impacts of tropical storms might be greater. While sea levels are projected to rise, the rate at which they will rise is uncertain.
- **Network resilience** - parts of the region's transport system are particularly susceptible to natural hazard events, which frequently affect the availability of the network.
- **Water quality** – proposals to improve freshwater quality will have implications for the use of productive rural land and urban stormwater treatment.

Technology

- **Freight efficiency** - technology is making freight delivery more efficient through a combination of better logistics, vehicle technologies and route planning.
- **Car safety** - new safety features in cars have the potential to significantly reduce deaths and serious injuries on the network.
- **Intelligent traffic management** – new systems can help alleviate congestion by better managing traffic flows, delaying the need for investment in new roading infrastructure.
- **Electronic charging** - future road users could be charged electronically based on how far they travel, where they travel and when they travel.
- **Electric vehicles** - there is potential for a rapid uptake of electric and low emission vehicles requiring a network of charging infrastructure.
- **Autonomous vehicles** - there is a trend towards vehicles increasingly taking over tasks from the driver. In the longer term, this could involve a move to fully autonomous vehicles, capable of travelling safely at higher speeds with less separation between them, significantly increasing network efficiency.

The Upper North Island

The role of transport in the upper North Island

Transport is an important enabler of social and economic outcomes. The infrastructure networks of the UNI regions connect key growth areas and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility both regionally and sub-regionally. Ensuring an efficient, safe and effective transport network is critical for the UNI to achieve desired social and economic outcomes and for New Zealand to continue to compete internationally.

Why collaboration is important

The ongoing success of the UNI requires key decision-makers to work together, sharing and co-ordinating information and understanding wider strategic priorities in planning and investment processes.

Shared priorities

In developing the respective UNI Regional Land Transport Plans the regions have collaborated to better understand the UNI strategic context, and within this, the UNI issues and opportunities relevant to the transport network. An outcome of this is the identification of shared priority areas of focus that support investment decisions and contribute to delivering the desired social and economic outcomes. Shared priorities that the regions are actively working together on are:

- Managing the transport implications of population and land use change,
- Improving the efficiency and reliability of freight movements, and
- Improving the safety of road users across the network, particularly in high risk areas.

These areas benefit the most from an aligned UNI approach as they require multi-agency attention, have a prevalence of cross boundary journeys, and are key contributors to the significance of the UNI to New Zealand. While the shared priorities are developed at a UNI scale, sub-regional and regional priorities continue to provide specific areas of focus for regions within the UNI, an example being the importance of ensuring a resilient transport network for areas prone to disruption.

A work programme for the shared priorities is helping to improve and better co-ordinate regional delivery and response to UNI significant issues, determined through Regional Land Transport Plans. It is essential that this commitment to collaboration continues and develops even further to maximise social and economic outcomes for the UNI and the regions within it.

Figure 1: Bay of Plenty Region



Figure 2: National and international freight flows

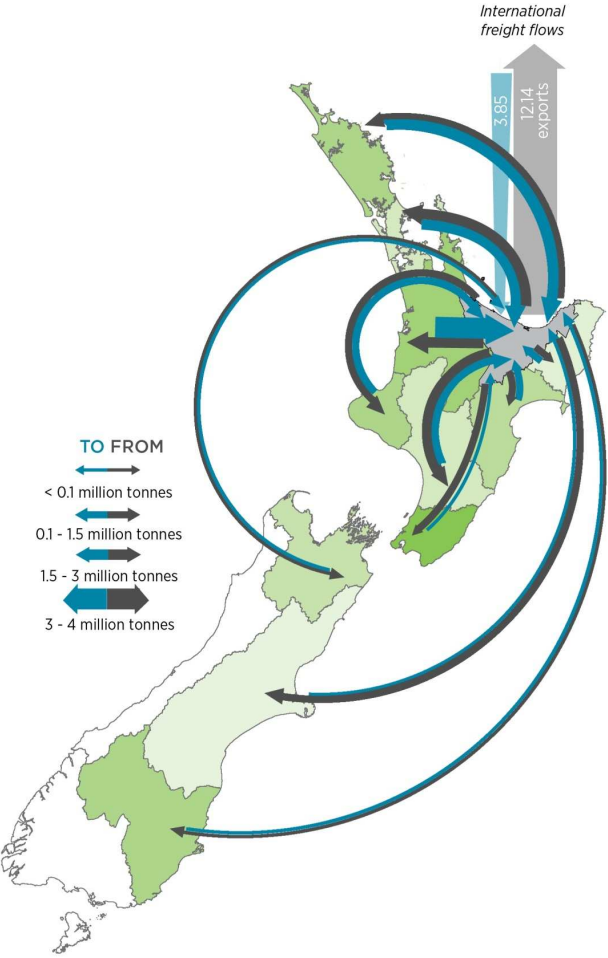
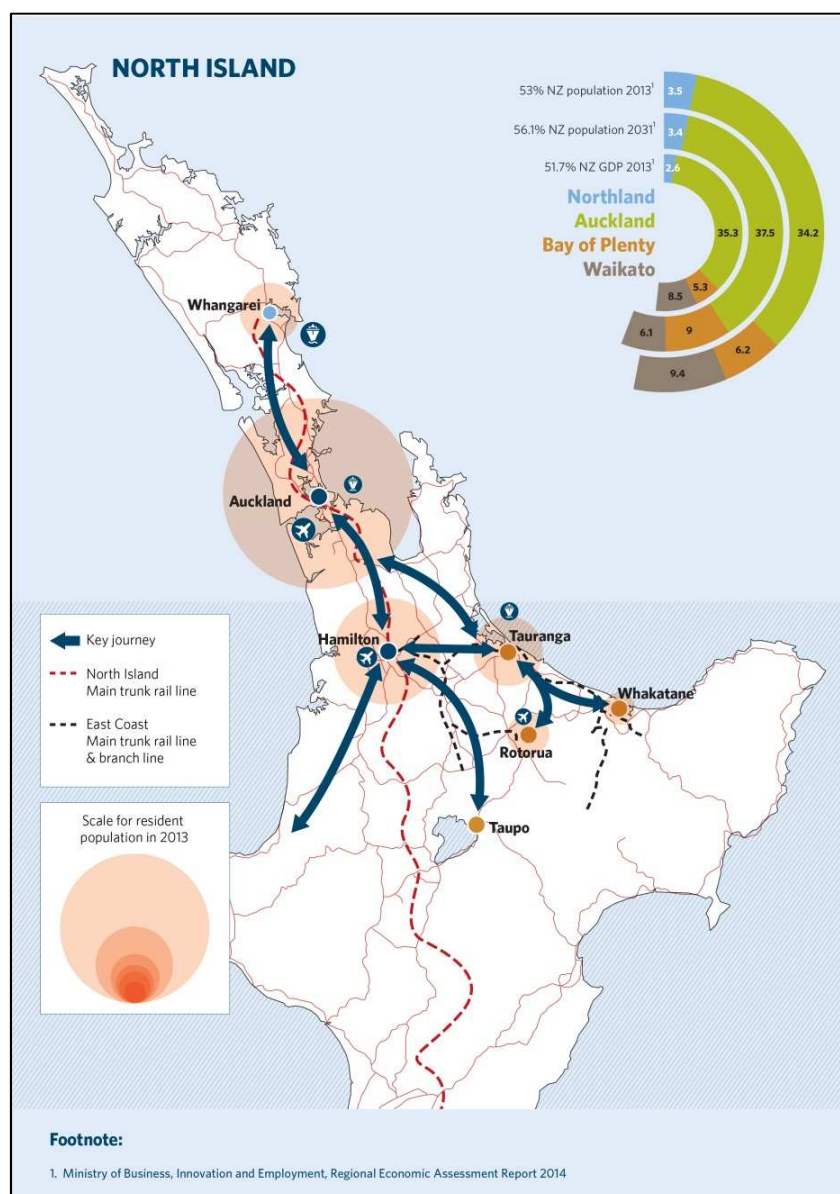


Figure 3: The Upper North Island



2.3 Regional transport network

2.3.1 Road

The Bay of Plenty road network forms part of the wider upper North Island and national land transport network (Figure 4). Important inter-regional connections are to the Waikato and Auckland (SH29, SH2 and SH5), Gisborne (SH2) and Taupo (SH5). The SH29 connection, together with the ECMT, has been a particular focus of the Bay of Plenty and Waikato regions (see inset).

The region also has an extensive local road network totalling 3,846 kilometres. Together, the local road and state highway networks form 'One Network' which provides intra-regional connections between the main urban centres and to the Port of Tauranga.

Arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods.

2.3.2 Sea ports

The Port of Tauranga is New Zealand's largest port by volume (18.2 million tonnes of exports/imports in 2015/16) and container port (853,000 TEUs in 2015). It is also the first port in New Zealand capable of hosting larger container ships with a capacity exceeding 5,000 TEUs.

Maritime based economic opportunities in the Eastern Bay of Plenty are currently constrained by a lack of safe and reliable harbour access.

However, smaller facilities in Opotiki and Whakatane are likely to become commercial entities as aquaculture develops in the Eastern Bay of Plenty. The Whakatane facility also currently provides sea access for a range of tourism ventures.

2.3.3 Airports

Aviation in the region is closely linked to economic development, population growth and tourism, with commercial airports operating in Rotorua, Tauranga and Whakatane.

Rotorua airport is firmly established as a key stopover on tourism routes, capitalising on Rotorua's attractiveness as a destination (223,000 passengers in 2016).

SH1/29 – ECMT Working Group

The Bay of Plenty and Waikato regions are taking an integrated approach to the SH1/29 road corridor and ECMT rail corridor through the joint SH1/29-ECMT Working Group. The Working Group has identified the following objectives for the future management of the corridor:

- To develop and protect the corridor's role as the strategic, long term, transport corridor connecting Auckland and the Waikato with the Bay of Plenty.
- To support a reduction of deaths and serious injuries.
- Land use and land transport infrastructure (road and rail) is integrated and coordinated through planning, investment and programming mechanisms.
- Supports the development of a nationally significant freight efficient transport corridor that enables economic growth in the regions and upper North Island.
- Support improved resilience, and the complementary function of both the road and rail networks.

Tauranga is a busy domestic airport servicing routes primarily between Tauranga and Auckland, Wellington and Christchurch² (293,000 passengers in 2016). The population growth occurring in Tauranga and the western Bay of Plenty sub-region will sustain Tauranga airport operations into the foreseeable future.

The connection between Whakatane and Auckland supports approximately \$17 million worth of trade per annum for the eastern Bay of Plenty economy.

2.3.4 Rail

The East Coast Main Trunk (ECMT) rail line is a major link for freight movement between Auckland, Hamilton and Tauranga, and from Kawerau and Murupara to the east (Figure 5). The ECMT carries over a third of New Zealand's rail traffic and is the most densely utilised sector of the national network.

The ECMT is critical to inter and intra-regional movements between major industries and the Port of Tauranga. Forty percent of the freight moving to and from the Port of Tauranga moves by rail and volumes are forecast to increase significantly.

There are no plans to introduce passenger rail services in the region in the short to medium term. The longer term viability of passenger rail will depend on the development of higher density residential areas around potential rail corridors. This will be reviewed on an ongoing basis as future Bay of Plenty Regional Public Transport Plans are developed.

2.3.5 Public transport

Urban networks in Rotorua and Tauranga provide a transport option for commuting, education and other daily travel needs. Public transport in these centres also has an important role to play in reducing congestion and improving transport system capacity.

Public transport routes throughout the region linking small settlements to larger centres also play an important social role by providing people with regular access to essential goods and services.

The region's strategic public transport network is shown in Figure 6. Public transport corridors and routes within the region are classified according to their function:

- Regional Strategic corridors – are priority corridors for increasing service frequency and reliability.
- Urban Connector routes – carry urban services and support Regional Strategic corridors.
- Rural Connector routes - provide access to essential community goods and services and connections to Regional Strategic corridors and Urban Connector routes.

2.3.6 Walking and cycling

Walking and cycling are viable transport options for short to medium length commuter and other utility journeys in urban areas. These modes also serve recreational and tourism functions, and can contribute to a healthier workforce, resulting in positive economic and public health outcomes for the Bay of Plenty.

² *Ibid.*

According to Census 2013 figures the two modes made up 4.9% (walking) and 2.8% (cycling) of all journey to work trips in the Bay of Plenty. While the proportion of walking trips declined 0.2% from the previous Census, the share of cycling trips increased by 0.4%, reversing a twenty year trend of declines.

The Bay of Plenty is investing in urban cycle networks in Tauranga and Rotorua (Figure 7). Pedestrian environments are also being improved to support key activity centres, such as town centres, complement public transport improvements and to integrate new urban growth areas.

There is also increasing recognition of the value of connecting communities through medium to long distance walking and cycling routes for social connectivity, recreation and tourism purposes. Opportunities to develop new longer distance routes are being actively pursued throughout the region.

2.4 Strategic planning

The RLTP sits within a regional and local policy framework that provides strategic planning direction for the region. Key regional and local strategies and plans include:

- spatial plans;
- the Regional Policy Statement and district plans;
- long term and annual plans;
- local transport strategies and transport activity management plans;
- **Bay of Connections** and associated strategies; and the
- **Toi Moana Bay of Plenty Regional Growth Study**.

Several spatial planning processes are currently underway at the regional and sub-regional level. These include:

- **Invest Bay of Plenty**, the regional spatial plan (under development);
- **SmartGrowth Strategy** - Spatial Plan for the Western Bay of Plenty (in place);
- **Rotorua Spatial Plan** (under development); and
- **Eastern Bay Beyond Today** - Eastern Bay of Plenty Spatial Plan (in place).

A common evidence base has been developed under the Invest Bay of Plenty banner. The strategic drivers identified in the RLTP have been drawn from this evidence base. The following diagram shows how the respective spatial and economic development plans link together. (See Appendix 1 for more on the statutory and policy context).

Figure 4: Bay of Plenty spatial and economic development plans

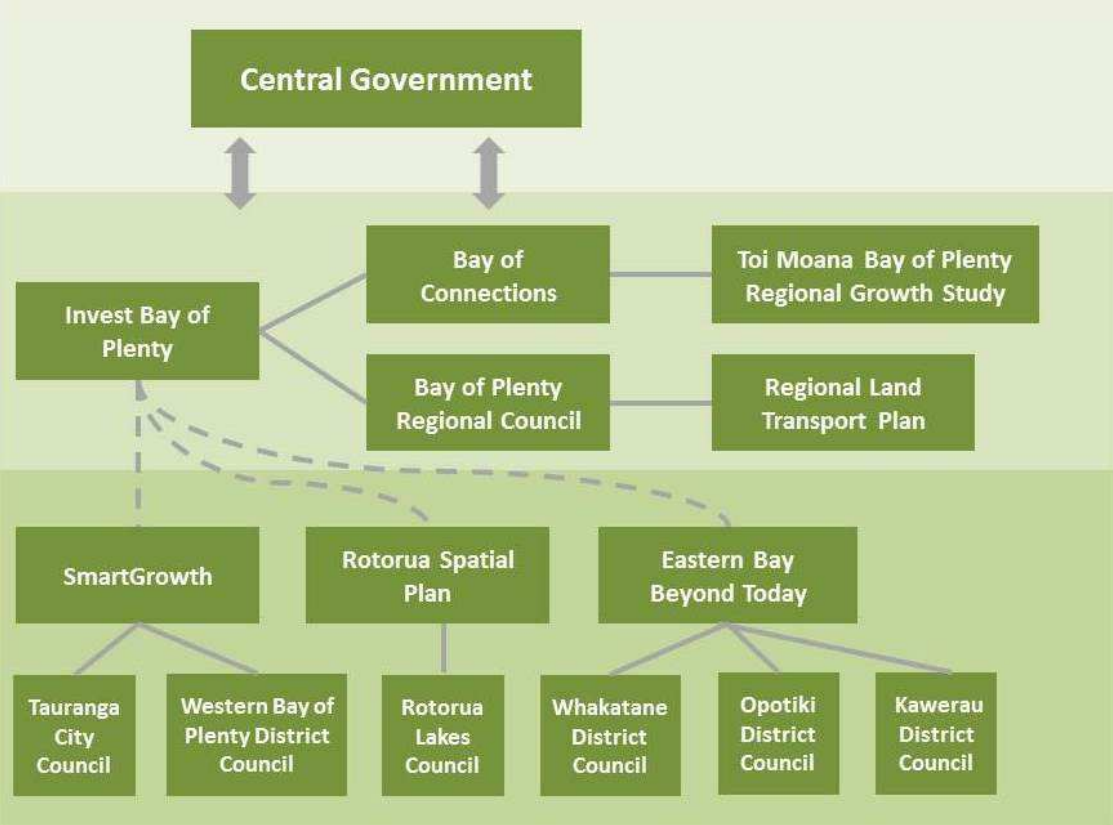


Figure 5: Bay of Plenty principal road network

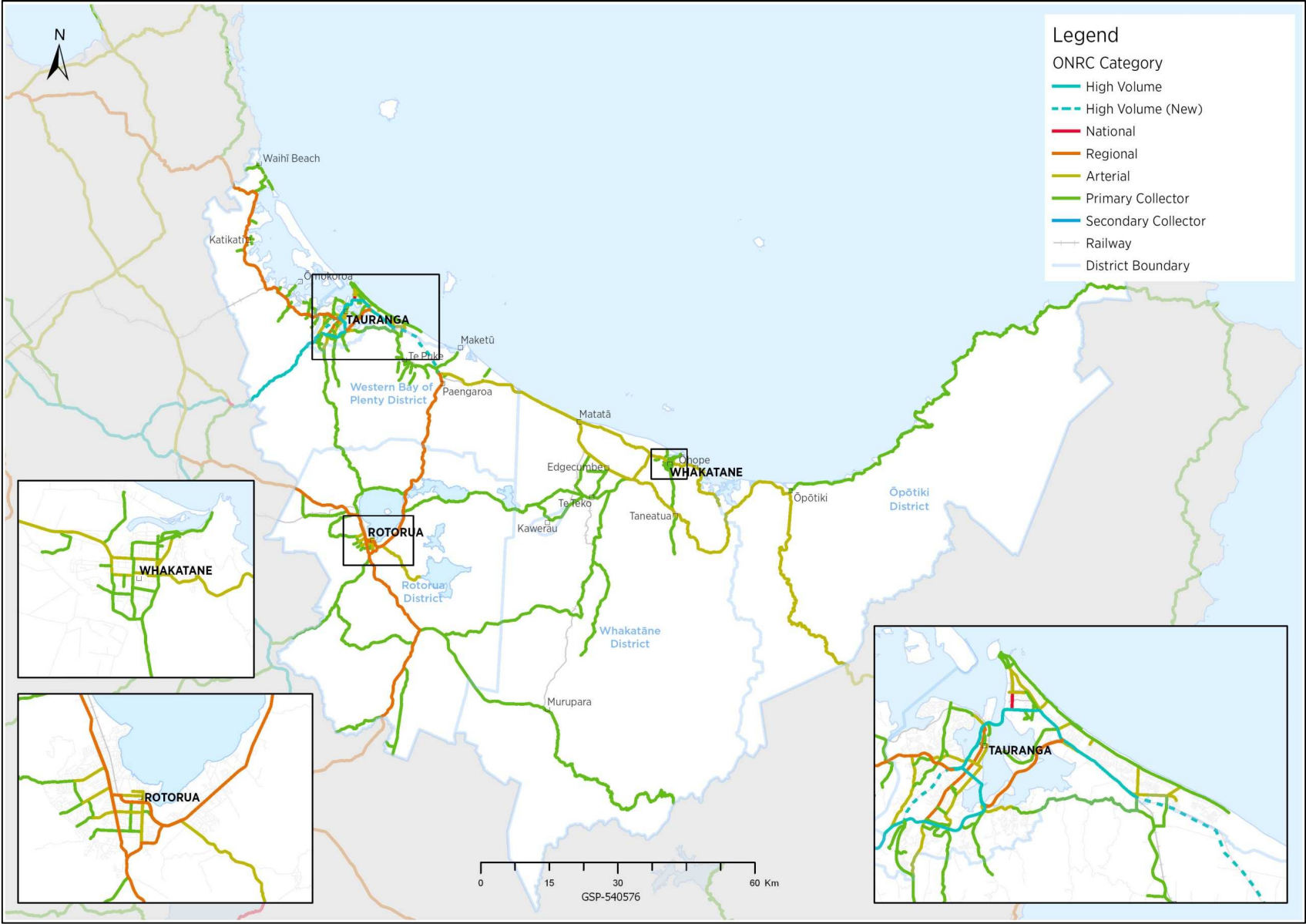


Figure 6: Bay of Plenty rail network

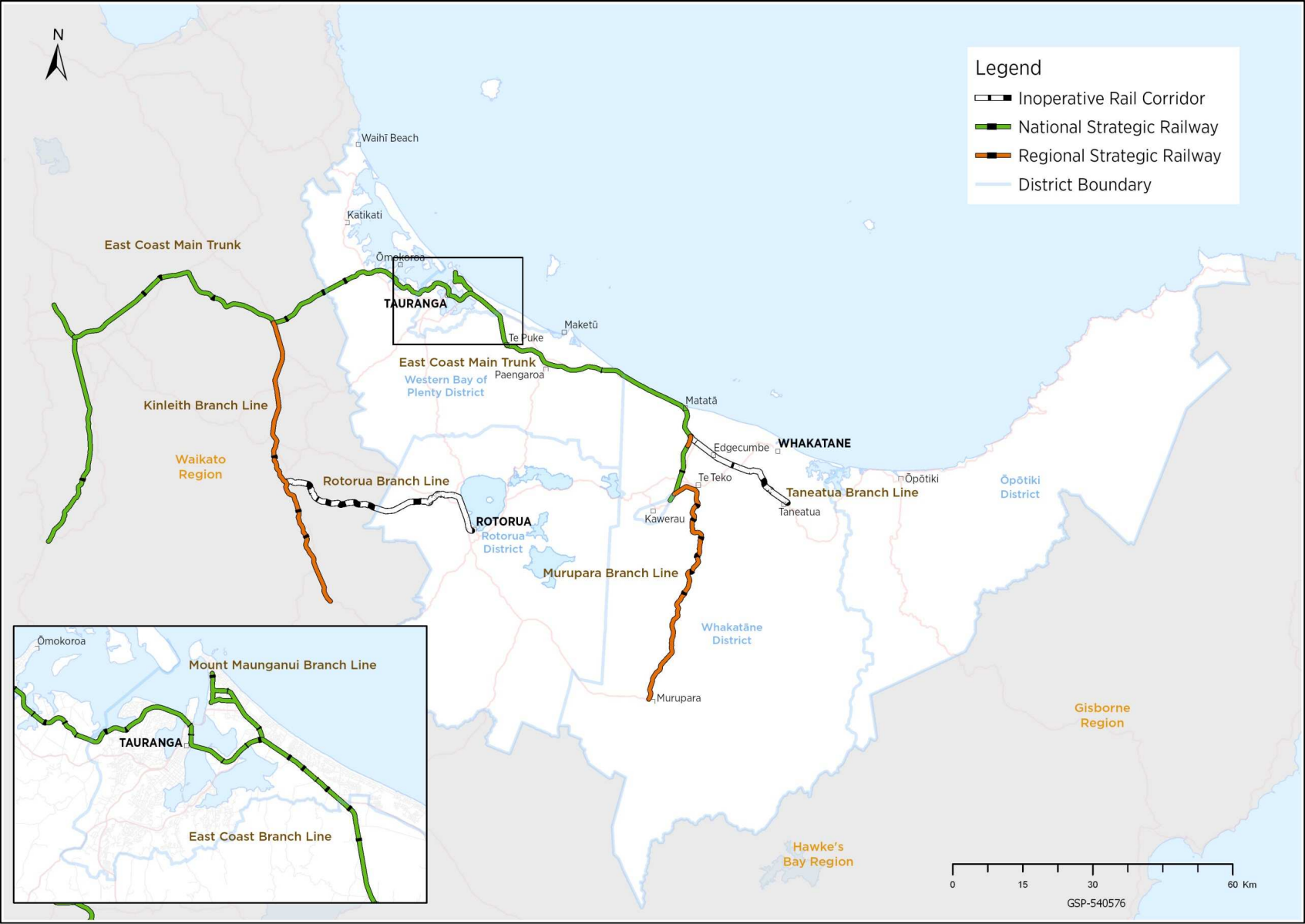


Figure 7: Bay of Plenty public transport network

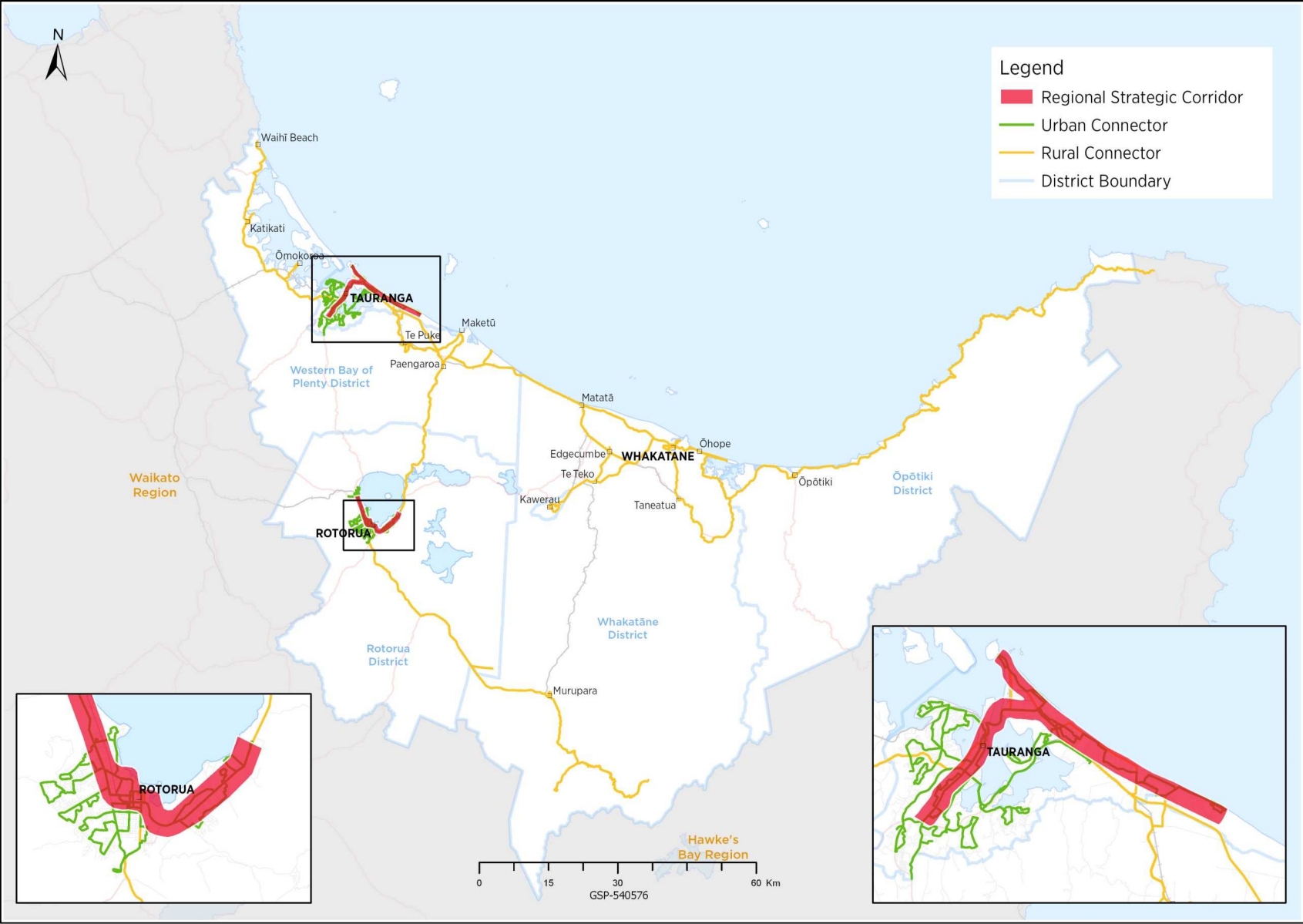
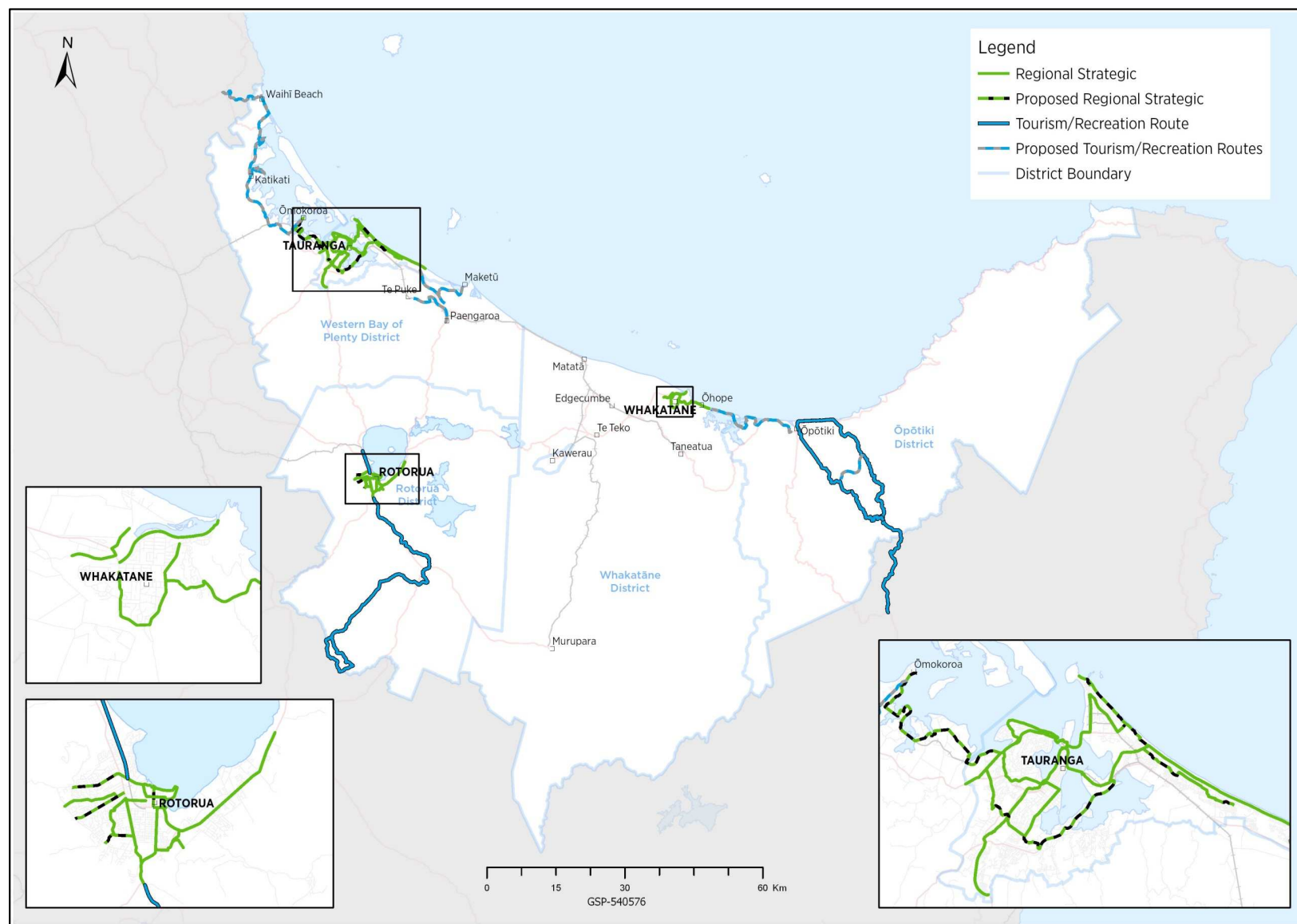


Figure 8: Bay of Plenty cycling networks



APPENDIX 2

Draft Regional Land Transport Plan 2018 - Policies

5 Policies

The policies in this chapter are designed to guide the actions of organisations responsible for implementing the plan, and are organised according to the primary regional transport objective that they support. It is important to note that the objectives are inter-related so a policy may support one or more objectives in the plan. The policies rely heavily on the co-operation and commitment of the identified agencies to ensure their successful implementation.

5.1 Economic performance

- 1 Prioritise investment for transport activities in the Regional Land Transport Plan, the State Highway ~~Investment Proposal Activity Management Plan~~ (Bay of Plenty) and local authority Long Term Plans to implement the strategic response in the Plan. (*Regional Transport Committee, NZTA, city and district councils, BOPRC*)
- 2 Promote, develop and protect the State Highway 1/29-East Coast Main Trunk corridor as the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty. (*SH1/29-ECMT Working Group, NZTA, KiwiRail, city and district councils, BOPRC, WRC, AC*)
- 3 Co-ordinate planning for roads, rail and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner. (*NZTA, KiwiRail, Port of Tauranga, BOPRC, WRC, city and district councils*)
- 4 Advocate for increased investment in rail capacity and rolling stock in the region and the upper North Island to accommodate projected inter and intra-regional freight movements. (*Regional Transport Committees, SH1/29-ECMT Working Group, KiwiRail, BOPRC, WRC, AC*)
- 5 Prioritise investment for activities identified in the Tauranga Eastern Link Network Plan to gain maximum value from the Tauranga Eastern Link. (*NZTA, TCC, WBOPDC*)
- 6 Improve and maintain key tourism routes to provide safe and efficient access to major tourist destinations. (*NZTA, regional tourism organisations, city and district councils, BOPRC*)
- 7 Increase the productivity of high value urban land by removing minimum parking requirements for urban areas in city and district plans, and using

performance-based parking management techniques. (*City and district councils*)

5.2 Safety

- 8 Adopt a safe system approach to managing priority road safety issues. (*Road safety committees, NZTA, city and district councils, BOPRC, Police*)
- 9 Take into account the Safer Journeys Speed Management Guide. (NZTA, city and district councils)
- 10 Work collaboratively to reduce risk and improve safety across and along rail corridors. (*KiwiRail, city and district councils, NZTA, BOPRC, Police*)
- 11 Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. (*City and district councils*)
- 11 Implement low speed and shared space environments in urban areas, particularly in town and suburban centres, and residential areas. (*City and district councils, NZTA*)
- 12 Encourage the adoption of ~~Intelligent Transport System~~ technologies that improve transport safety and efficiency. (*NZTA, city and district councils, BOPRC*)

5.3 Access and resilience

- 13 Identify, prioritise and mitigate network resilience issues to improve route security and maintain access for people and goods. (*NZTA, city and district councils, KiwiRail*)
- 14 Develop and manage transport corridors to maintain the permeability of the corridor for all users and minimise the severance effects on surrounding communities. (*NZTA, city and district councils, KiwiRail*)
- 15 Implement the Bay of Plenty Regional Public Transport Plan. (*BOPRC, city and district councils, NZTA*)

5.4 Land use and transport integration

- 16 Collaborate with neighbouring regions, city and district councils, the New Zealand Transport Agency and KiwiRail to protect the inter-regional functions of strategic transport corridors. (*BOPRC, WRC, AC, GDC, HBRC, HRC, NZTA, KiwiRail, city and district councils*)
- 17 Identify future transport corridors in plans or strategies, and ensure their long-term protection. (*BOPRC, city and district councils, NZTA, KiwiRail*)
- 18 Plan the location and design of new development in urban areas, including greenfield urban development¹, to give effect to:
 - minimising the number of private motor vehicle trips;

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

- minimising the distance of remaining private motor vehicle trips; and
 - increasing the uptake of walking, cycling and public transport. *(City and district councils, BOPRC, NZTA)*
- 19 Plan the location and design of new development to support and complement the functioning of strategic transport networks, while managing the impact of reverse sensitivity and access effects. *(City and district councils, BOPRC, NZTA, KiwiRail)*
 - 20 Encourage high person trip generating activities to locate in town centres or in locations that have good access to the region's strategic public transport network. *(City and district councils, BOPRC, NZTA)*
 - 21 Encourage high freight trip generating activities to develop in locations with good access to the region's strategic road and rail networks. *(City and district councils, BOPRC, NZTA)*
 - 22 Provide connected street networks to improve accessibility and route options for walking, cycling and public transport. *(City and district councils)*

5.5 Affordability

- 23 Develop and implement activity management plans that deliver fit for purpose and affordable levels of service consistent with the One Network Road Classification. *(NZTA, city and district councils)*
- 24 Maintain rail assets to protect the integrity of the network and minimise operating costs. *(KiwiRail)*
- 25 Work collaboratively to identify efficiencies and improve value for money in the delivery of road network maintenance activities. *(NZTA, city and district councils)*

5.6 Environmental sustainability

- 26 Implement demand management initiatives ~~(regional, urban, town)~~ within integrated packages of activities that respond to regional and national transport ~~problems~~issues. *(City and district councils, BOPRC, NZTA)*
- 27 Identify and implement road construction, renewal and maintenance techniques that minimise the environmental impacts of noise, dust, vibration, air pollution, and storm water run-off. *(NZTA, city and district councils)*
- 28 Develop and expand inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations. *(City and district councils, NZTA)*
- 29 Develop and expand inter and intra-regional walking and cycling networks for commuting, recreation and tourism that link to the national walking and cycling network. *(City and district councils, NZTA, BOPRC)*

5.7 Energy efficiency

- 30 Promote alternative transport and fuel technologies that reduce the use of fossil fuels. *(MoT, NZTA, city and district councils, BOPRC)*

- 31** Adopt national best practice fuel efficiency and emissions standards when procuring public transport services. (*BOPRC*)

APPENDIX 3

Draft Regional Land Transport Plan 2018 - Monitoring and Review

9 Monitoring and Review

9.1 Monitoring

The ~~Regional Transport Committee (RTC)~~, with the assistance of the Regional Advisory Group (RAG), will undertake monitoring to assess implementation of the RLTP. Monitoring will involve:

- Gathering and reviewing information from organisations responsible for delivering RLTP activities.
- Annual reporting of key performance indicators to measure progress toward achieving RLTP objectives.

9.2 Review

The LTMA requires that the RTC must complete a review of the RLTP during the 6-month period immediately before the expiry of the third year of the plan.

9.3 Variations

The RTC may prepare a variation to the RLTP in the six years to which it applies at the request of an Approved Organisation or the NZTA, or on the RTC's own motion providing good reason exists to do so.

Any ~~requested or recommended~~ variation request will be reported to the RAG, which will make a recommendation to the ~~to the RLTP will be reported to the RTC for a decision on its significance~~. The RTC will undertake public consultation according to the requirements of the LTMA on any variation that is deemed significant. The RTC has adopted the significance policy in the following section to guide its decision-making.

9.4 Significance policy

9.4.1 ~~Significance policy for variations to the RLTP~~ variations

Section 106(2) of the ~~Land Transport Management Act 2003 (LTMA)~~ requires each RTC to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation of the RLTP in the six years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

The significance of proposed variations to the Bay of Plenty RLTP will be determined on a case by case basis. In reaching its decision, the RTC will be guided by whether the variation involves:

- The addition or removal of an activity with a total anticipated cost in the six ~~three~~ years of the programme of more than \$~~4020~~ million;
- ~~• A change in the priority of an activity with a total cost in the three years of the programme of more than \$10 million;~~
- The addition or removal of a phase or phases of a prioritised activity that varies the total anticipated cost of the activity by more than \$~~4020~~ million in the six~~three~~ years of the programme;
- A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total anticipated cost of the activity by more than \$~~4020~~ million in the six~~three~~ years of the programme; and
- Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.

~~_____ For the purposes of clarity, the following are unlikely to be considered significant:~~

- ~~• Variations to activities or new activities that are in the urgent interests of public safety;~~
- ~~• Variations to activities or new activities involving preventative maintenance and emergency works;~~
- ~~• Variations to activities or new activities relating to local road maintenance, local road minor capital works, existing public transport services;~~
- ~~• Variations to road safety promotion activities;~~
- ~~• Addition of the development phase of a new or existing activity;~~
- ~~• Addition of the programme business case phase of a new or existing activity.~~

9.4.2 ~~Significance policy for prioritisation in the~~ RLTP prioritisation

Section 16(3)(d) of the LTMA requires the prioritisation of all significant activities for the six years from the start of the RLTP. ~~For the purposes of prioritisation a~~ A number of business as usual activities will be excluded from prioritisation based on the expectation that these activities will be funded ahead of significant new improvements. These activities include:

- ~~• _____~~ state highway and local road maintenance;
- local road minor improvements;
- investment management activities;
- road safety promotion; and
- existing public transport services.

The determination of significance for activities prioritised in the RLTP is:

- ~~improvement activities~~~~Projects or programmes~~ with a total anticipated cost expenditure likely to exceed~~ing~~ \$1 million over the duration of the ~~activity~~~~project~~; or
- ~~Projects or programmes activities~~ that the RTC deems ~~will~~~~to~~ make a significant contribution to the objectives of the RLTP by way of resolution.

~~9.4.3~~ Significant expenditure from other sources

~~9.4.4~~~~9.4.3~~

Section 16 (2)(c) of the LTMA requires the identification of all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the first 6 years of the RLTP plan. Regionally significant expenditure has been defined as:

- Any expenditure from sources other than the NLTF likely to contribute more than \$1 million to land transport activities during the 6 financial years from the start of the RLTP; and
- Any other expenditure that the RTC deems to be significant by way of resolution.

~~9.4.5~~~~9.4.4~~ Inter-regional significance~~policy~~

Section 16 (2)(d) of the LTMA requires the identification of any activities that have inter-regional significance. Inter-regional significance has been defined as:

- Activities that have an impact on inter-regional connectivity or require collaboration with other regions.

Receives Only – No Decisions



Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

Katikati Bypass

Executive Summary

On 14 March, the NZ Transport Agency (NZTA) announced that it had completed an assessment of the Katikati town centre and concluded that a bypass will be added to the State Highway 2 Waihi to Tauranga programme. Given the recent NZTA announcement, this report endeavours to clarify the current status of the Katikati Bypass in the Regional Land Transport Plan (RLTP), how it will be factored into the RLTP review process, and the conditions that would trigger a RLTP variation. In 2015, the NZTA did not include the Katikati Bypass in its State Highway Activity Management Plan (SHAMP). However, the RTC identified the Katikati Bypass as an activity capable of making a significant contribution to RLTP objectives, requested that it be included in the SHAMP, and gave it an indicative regional priority of 19 (out of 48 prioritised activities).

Since 2015, the NZTA has progressed a business case for the entire Waihi to Tauranga corridor. After completing the programme business case, the NZTA requested a variation to the RLTP. This included the addition of an Athenree to Katikati South (Transformed) activity, which in turn, included a commitment to re-test the Katikati Bypass. The assessment was duly completed, leading to the NZTA's announcement that a bypass will be added to the State Highway 2 Waihi to Tauranga programme. As a consequence, the Katikati Bypass currently sits within a package of activities with a regional priority of 5.

This current status will be carried through into the RLTP review process, where the Athenree to Katikati South (Transformed) activity (or its successor) will be prioritised alongside all other significant activities in the region. A RLTP variation will only be required if the NZTA concludes that construction of a bypass needs to commence in the 2017-18 year. Otherwise, it can be factored into the draft RLTP 2018 that will be released for public consultation before the end of 2017.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Katikati Bypass.**

1 Purpose of Report

The purpose of this report is to:

- a) clarify the status of the Katikati Bypass project in the RLTP 2015;
- b) outline how it will be considered as the RLTP is reviewed for the period commencing July 2018; and
- c) set out the conditions that would trigger an RLTP variation prior to this date.

2 Background

On 14 March, the NZTA announced that it had completed an assessment of the Katikati town centre and concluded that a bypass will be added to the State Highway 2 Waihi to Tauranga programme. The announcement noted that *'further work will be required to determine the best route for a bypass and the timing for design and construction'* and that the NZTA *'expects to be in a position to provide the community with more information on the timing, possible form and indicative cost of the bypass later this year'*.

At its 30 March meeting, the Regional Transport Committee (RTC) received a delegation from the Katikati community seeking the Committee's support for the implementation of the Katikati Bypass as soon as possible. The delegation noted that the Katikati Bypass had a long history and there had been announcements in the past but nothing had been built to date.

The RLTP is the statutory document that the RTC uses to put forward its view to the NZTA on what projects should be priorities for funding from the National Land Transport Fund. The NZTA considers RLTPs from throughout the country when it develops the National Land Transport Programme (NLTP), which provides direction on what projects are likely to receive funding and be programmed for implementation over a three year period. The next NLTP is due to be released on 30 June 2018 and covers the three year period commencing from that date. The RLTP is currently being reviewed as an input into the next NLTP.

Given the recent NZTA announcement, this report endeavours to clarify the current status of the Katikati Bypass in the RLTP, how it will be factored into the RLTP review process, and whether an RLTP variation will be triggered if the NZTA concludes that the project should commence before July 2018.

3 Katikati Bypass in the RLTP 2015

Section 16 of The Land Transport Management Act (LTMA) sets out the detailed content requirements for RLTPs. Amongst these requirements is the direction to include State highway activities in the region that are proposed by the NZTA. To meet this requirement, the NZTA prepares a State Highway Investment Proposal or SHIP (previously a State Highway Activity Management Plan or SHAMP). The State highway improvement activities in this proposal are then prioritised in the RLTP alongside the significant improvement activities proposed by other Approved Organisations in the region.

In the case of the RLTP 2015, the NZTA did not include the Katikati Bypass in its draft SHAMP. However, the RTC identified the Katikati Bypass as one of a number of activities capable of making a significant contribution to RLTP objectives that had not been included in the SHAMP. Consequently, the RTC formally requested that the

Katikati Bypass be included in the SHAMP and prioritised it in the RLTP to provide an indicative regional priority if it was subsequently included.

The NZTA did not include the Katikati Bypass in the final SHAMP, but its indicative regional priority of 19 (out of 48 prioritised activities) was retained in the final RLTP.

4 Variations to the RLTP since 2015

The RLTP 2015 represents a point in time. However, the land transport planning and investment environment is constantly evolving as projects are completed and new investments are approved. To accommodate such changes, the LTMA allows for variations to RLTPs and the NLTP without necessitating a re-write of the core documents.

At the same time as the RLTP was being developed, the NZTA was managing a transition from the previous system of planning activities to a new Business Case Approach (BCA). Under the BCA, a business case is built progressively by first exploring the problems that need to be addressed and the benefits of resolving them before considering a range of options and settling on a preferred solution.

In practical terms, the BCA encourages a broader, more holistic approach to planning land transport activities, whereby multiple problems at a corridor level might be considered before moving to more specific packages of activities. This represents a change from the previous system which tended to generate stand-alone solutions designed to provide a 'fix' for a particular problem on the network. In this context, the Katikati Bypass can be considered a 'legacy' project from the previous system because the proposal was developed as a stand-alone activity before the BCA was adopted.

Since 2015, the NZTA has progressed a business case for the entire Waihi to Tauranga corridor. The corridor business case identified four key problems:

- road safety;
- traffic growth;
- a lack of alternative routes; and
- community severance.

There were several prioritised State highway activities in the RLTP 2015 relating to this corridor that had previously been developed to address one or more of the key problems (Figure 1).

Figure 1: Waihi to Tauranga State highway projects in the RLTP 2015

Regional Priority	Activity	Phase	Description	Primary RLTP Objective
5	SH 2 Northern Corridor Safe System Programme	Develop & construct	Programme of works of Safe System improvements along SH2 between Waihi and Tauranga to reduce crash risk.	Safety
9	Tauranga Northern Link	Develop & construct	Approx. 6.5kms of new 4-lane two-way highway linking SH 2 from just North West of Te Puna through to Route K. The new route provides a bypass of Te Puna and Bethlehem	Economic performance
19	Katikati Bypass ¹	Develop & construct	Plan and construct a bypass for Katikati to alleviate community severance, and safety issues resulting from significant heavy vehicle flows.	Land use and transport integration
41	Tuapiro Rd Passing Lane	Construct	Install a southbound passing lane on SH2 between Waihi & Katikati with the aim of improving safety and travel times on this route.	Safety
43	Kauri Point Passing Lane	Construct	Addition of passing lane on SH2 near Kauri Point	Safety
44	Bridgman Lane Passing Lane	Develop & Construct	Southbound and northbound passing lane to reduce high crash rate associated with lack of passing lanes.	Safety

Upon completion of the first key stage of the business case (the programme business case), the NZTA requested a variation to the RLTP. The preferred programme for the entire corridor consisted of the following initiatives:

- 1 Tauranga Northern Link
- 2 Waihi to Omokoroa (Safer Corridor)
- 3 Athenree to Katikati South (Transformed)
- 4 Omokoroa to Te Puna (Transformed)
- 5 Omokoroa to Te Puna (Capacity Improvements)

A variation was necessary because the preferred programme required a change to the timing and costs of the Tauranga Northern Link, and because activities 2-4 arose from further development of the scope of the existing SH2 Northern Corridor Safe System Programme in the RLTP. A variation was not required for Omokoroa to Te Puna (Capacity Improvements) because it was not planned for implementation within the period covered by RLTP 2015.

The variation essentially divided the SH2 Northern Corridor Safe System Programme into three activities, each addressing a certain section of the corridor (activities 2-4). These three activities retained a regional priority of 5 as detailed in Figure 2.

¹ The only activity on the corridor not included in the SHAMP.

Figure 2: RLTP following variation to the SH2 Northern Corridor Programme

Regional Priority	Activity	Phases	Description
5	SH 2 Northern Corridor Safe System Programme	<i>Separated into three safety activities following development of the Programme Business Case and RLTP variation (RTC meeting 1 July 2016).</i>	
5a	Waihi to Omokoroa (Safer Corridor)	Detailed business case	<ul style="list-style-type: none"> State highway upgrade implementing safer corridors infrastructure to three star specification (KiwiRAP).
		Pre-implementation	
		Implementation	
5b	Athenree to Katikati South (Transformed)	Detailed business case	<ul style="list-style-type: none"> Tanners Point to Athenree – two lane State highway with roadside and median treatments; intersection upgrades; access management; improved sightlines. Katikati Urban – intersection upgrades; access management; re-test Katikati Bypass as a means of achieving safety outcomes. Katikati South – two lane State highway with roadside and median treatments; intersection upgrades; access management; improved sightlines.
		Pre-implementation	
		Implementation	
5c	Omokoroa to Te Puna (Transformed)	Detailed business case	<ul style="list-style-type: none"> two lane State highway with roadside and median treatments; intersection upgrades; access management; improved sightlines.
		Pre-implementation	
		Implementation	

As Figure 2 shows, the Katikati Bypass was to be re-tested as part of the further development of the Athenree to Katikati South (Transformed) activity. This assessment was duly completed, leading to the NZTA's 14 March announcement that a bypass will be added to the State Highway 2 Waihi to Tauranga programme.

As a consequence of the variation and the NZTA's subsequent announcement, the Katikati Bypass currently sits within a package of activities with a regional priority of 5.

5 Consideration of the Katikati Bypass in the RLTP review

The current status of the Katikati Bypass within the Athenree to Katikati South (Transformed) activity will be carried through into the RLTP review process.

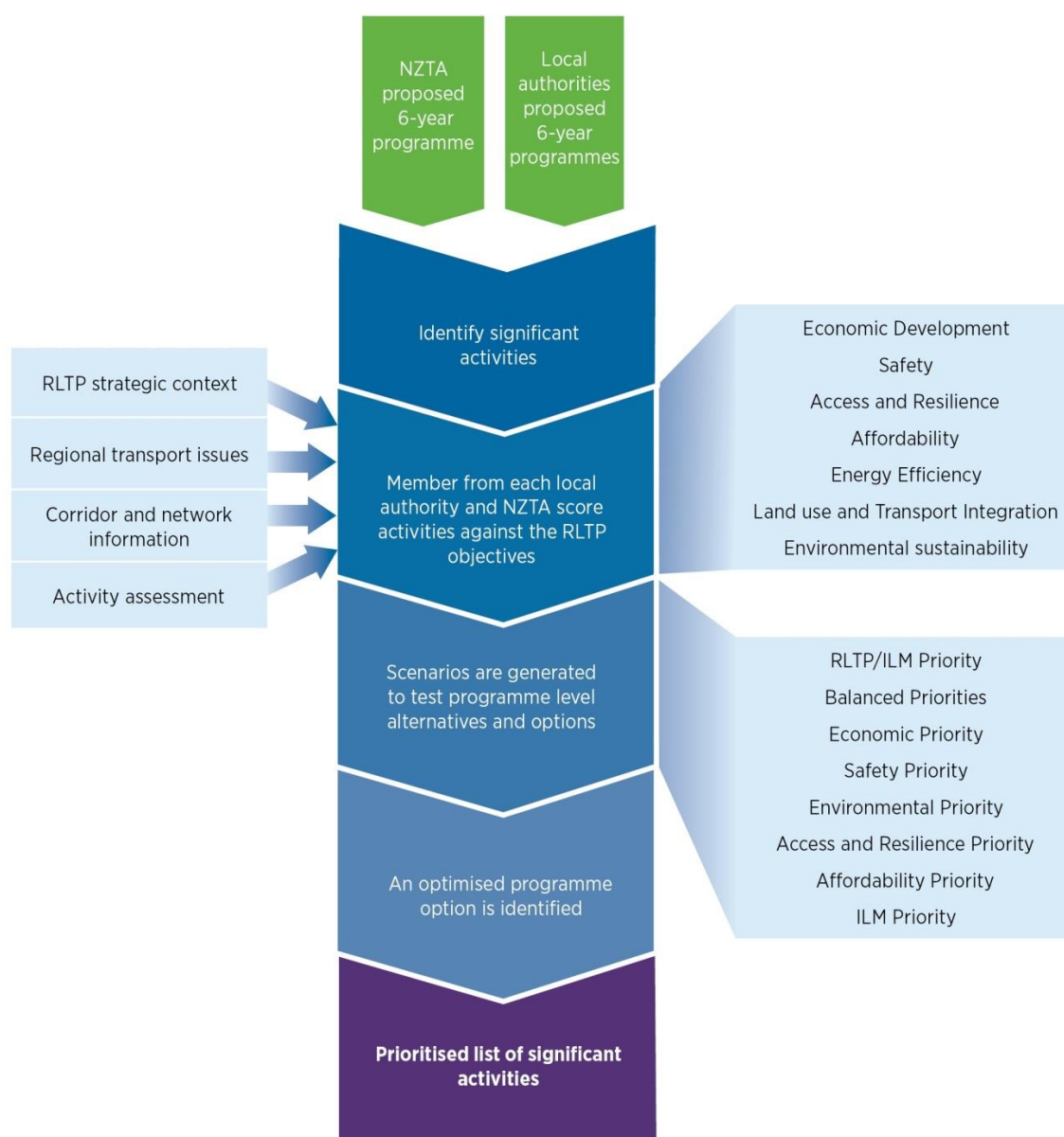
The NZTA is now the process of developing its draft SHIP as an input into the RLTP. This is expected to be prepared by September 2017 so it can be integrated into the draft RLTP, which will be released for public consultation before the end of the year.

As noted in its announcement, the NZTA *'expects to be in a position to provide the community with more information on the timing, possible form and indicative cost of*

the bypass later this year. So it would be logical to assume that the draft SHIP will provide further direction on these matters.

Following submission of the draft SHIP, the RTC will prioritise proposed State highway activities, including Athenree to Katikati South (Transformed) or its successor, alongside all other significant improvement activities in the region. The prioritisation process will be similar to that used for RLTP 2015, in which all activities were measured in terms of the extent to which they met RLTP objectives. (Figure 3).

Figure 3: RLTP 2015 prioritisation process



6 Conditions that would trigger a RLTP variation

The Athenree to Katikati South activity currently in the RLTP has an estimated six year programme cost of \$25 million (2015-21) with a further \$5 million timed for 2021-23. Delivery is phased as follows:

- Detailed Business Case: 2015/16 and 2016/17
- Pre-Implementation: 2017/18 through to 2020/21
- Implementation: 2017/18 through to 2022/23

The estimated cost would appear to cover business case development, pre-implementation and some corridor safety treatments but would not seem sufficient to cover bypass construction costs.

The current RLTP 2015 is due to be replaced by the reviewed RLTP 2018 at the beginning of the 2018-19 financial year. A RLTP variation will only be necessary if the NZTA concludes that construction of the bypass needs to commence in the 2017-18 year. Otherwise, the timing, form and indicative costs of the bypass (providing they are available) can be factored into the draft RLTP that is released for public consultation before the end of 2017.

7 Council's Accountability Framework

7.1 Community Outcomes

This activity directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC, and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

7.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2015-2025.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

22 June 2017

Report To: Regional Transport Committee

Meeting Date: 30 June 2017

Report From: Garry Maloney, Transport Policy Manager

2017/18 Regional Road Safety Action Plan

Executive Summary

Regional Council staff have in consultation with sub-regional and national partners have prepared a Draft Regional Road Safety Action Plan for the 2017/18 financial year (appended). The Plan identifies regional road safety issues the Bay of Plenty Regional Council will collaboratively address in the next financial year.

The road safety initiatives Council will implement will focus on the following high priority areas of concern:

- alcohol/drug impaired drivers;
- distractions and fatigue
- motorcyclists
- restraints;
- roads and roadsides;
- speed; and
- young drivers.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, 2017/18 Regional Road Safety Action Plan;**
- 2 Approves the 2017/18 Bay of Plenty Regional Council Road Safety Action Plan.**
- 3 Confirms that the decision has a low level of significance.**

1 Background

In general, since 2000 New Zealand deaths and serious injuries due to road crashes have followed a long-term downward trend despite increases in population, vehicle

fleet and travel. Long term trends are measured using a five year rolling average. However, for the last three years the national road toll has risen and the Bay of Plenty has to some extent, followed this trend.

NZTA's monitoring of casualties over the past ten years shows the region is meeting the RLTP key performance indicator for deaths and serious injuries. However for the last three years recent data shows fatalities due to road crashes are 57% higher than the three years prior (see below). In 2016, the downward trend in serious injuries reversed for the first time in several years, with 33 more people seriously injured than the prior year. If this continues, it is possible the RLTP target to reduce deaths and serious injuries below the 2014 five year rolling average of 182.2 will not be achieved.

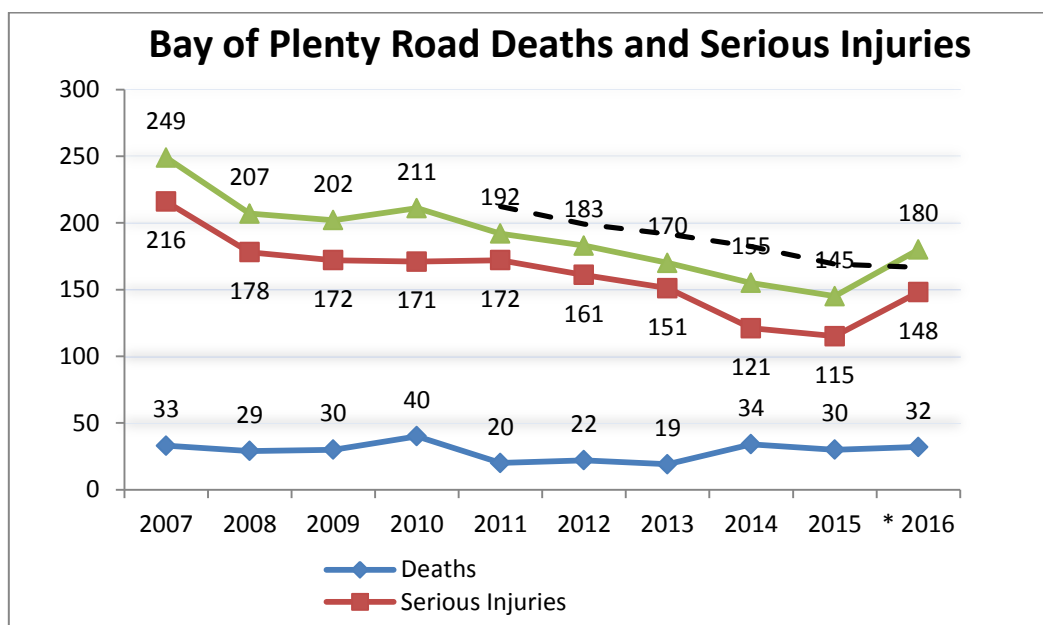


Figure 1: Bay of Plenty road fatalities and serious injuries (2016)

The December 2016 Social Cost of Road Crashes and Injuries update released by the Ministry of Transport estimates the average social cost of fatal and serious crashes in the Bay of Plenty to be \$1,745,000 per reported injury. For the 2016 year the total social cost of crashes in the region was \$270 million.

Road safety is recognised as a key issue in the Regional Land Transport Plan (RLTP) and by the Government through its national Safer Journeys Road Safety Strategy 2010-2020. The Regional Road Safety Action Plan (RSAP) is the main method the Regional Council uses to address the road safety issue identified in the RLTP and support national and regional road safety objectives.

2 Policy Framework

2.1 National Policy Framework: Safer Journeys – New Zealand's Road Safety Strategy 2010-2020

'Safer Journeys' is Central Government's strategy to guide improvements in road safety in New Zealand over the period 2010-2020. The long-term goal for Road Safety in New Zealand is set out in the Safer Journey's Vision:

"A safe road system increasingly free of death and serious injury".

2.1.1 2016 - 2020 Action Plan

The 2016 – 20 Action Plan is the third and final plan to give effect to central government's Safer Journeys strategy. The focus of this Plan is on areas of greatest risk and disproportionate harm and it presents opportunities for the use of current and emerging technologies to tackle those.

In particular, the focus is to:

- enable smart and safe choices on the road
- make motorcycling safer
- ensure roads and roadsides support safer travel
- encourage safe vehicles

(source: <http://www.saferjourneys.govt.nz/action-plans/2016-2020-action-plan/>).

2.2 Regional Policy Framework: Regional Land Transport Plan 2015-2045

The key strategic road safety issue in the RLTP for the Bay of Plenty is:

- that an unforgiving transport environment and poor user behaviour is resulting in avoidable death and serious injury.

The safety objective of the RLTP is:

- Deaths and serious injuries on the region's transport system are reduced.

The safe system approach is used by the Regional Council in collaboration with its road safety partners (sub-regional road safety committees, New Zealand Transport Agency (NZTA), Police, city and district councils), to work towards this objective and achieve the RLTP vision, which is:

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

To achieve the RLTP safety objective the region's transport system needs to be more accommodating of human error and the level of unsafe user behaviour needs to be minimised.

The RLTP also has four safety key performance indicators.

3 Regional Road Safety Action Plan

The goal of the RSAP is to contribute to the Government's Safer Journeys initiatives and the road safety objective in the Regional Land Transport Plan. It has been developed to align with the sub-regional Road Safety Committees', NZTA and New Zealand Police Road Safety Action and Delivery Plans. It will identify opportunities for improvement, and encourage regional consistency aligned to the national strategy for road safety action planning

This collaborative approach recognises that everyone involved in the Bay's road transport network system can contribute to reducing deaths and serious injuries.

3.1 Areas of concern

The road safety high priority areas of concern in the RSAP were determined by:

- the Regional Council risk matrix analysis of the NZTA 2017 Communities at Risk Register¹;
- NZTA crash statistics for the Bay of Plenty;
- alignment with Safer Journeys strategic priority areas;
- environmental scan; and
- consulting with the Regional Council road safety partners.

For greater detail on the risk matrix refer to the appended RSAP.

The RSAP identifies the following high priority regional areas of concern.

3.1.1 Alcohol and Speed

The Community at Risk Register consistently ranks alcohol as a high or medium risk for the region. Both alcohol and speed are identified as two of the top five factors that cause road crashes that result in death and serious injuries in the Bay.

3.1.2 Distractions and Fatigue

The RSAP also recognises distractions and fatigue are now appearing in the Community at Risk Register with a high or medium ranking. In 2016 the Bay of Plenty was the fourth worst performing region for this statistic.

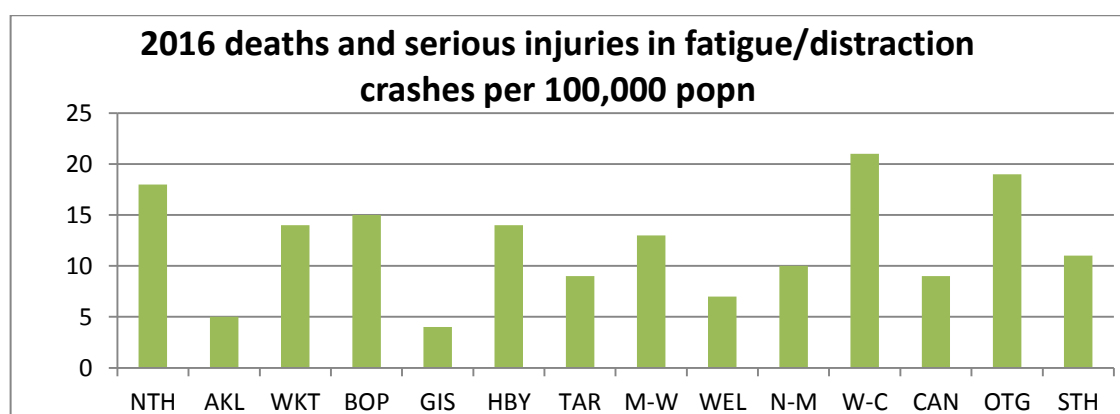


Figure 3: Deaths and serious injuries fatigue and distraction crashes 2016

3.1.3 Motorcycling

Motorcycling has now appeared as an area of concern in the last two Community at Risk Registers. The 2016 NZTA Road Safety Outcomes shows 15 motorcyclists in the Bay of Plenty were hospitalised for more than one day. Taranaki, Waikato and Northland are the only three regions with more hospitalisations per 100,000 head of population.

¹ The Communities at Risk Register 2017 identifies communities by local authority that are over-represented in road safety risk. It is the primary source of evidence used by staff.

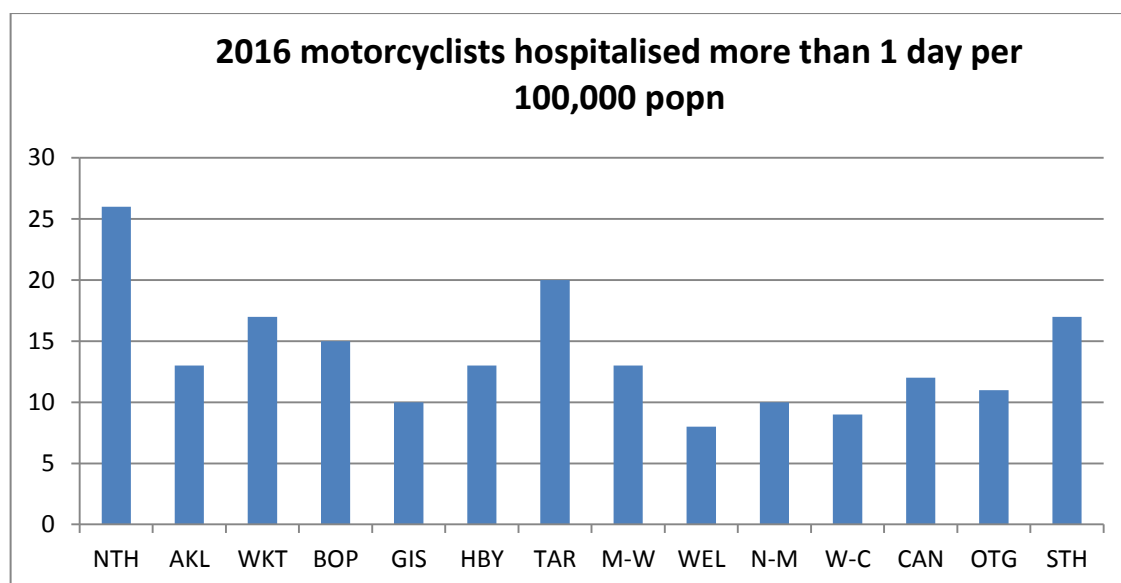


Figure 4: Motorcyclists hospitalised in 2016

3.1.4 Restraints

Restraints continue to be an area of concern, particularly in the Eastern Bay. Nationally, NZTA has identified 30 percent of road crash fatalities were not wearing a restraint and have implemented a national campaign to reduce this statistic.

3.1.5 Roads and Roadsides

The inclusion of roads and roadsides in the RSAP is supported by the RLTP which notes that 51 percent of travel in the region is on KiwiRap two star rated roads, (effectively the lowest safety rating). Several of the State highways are ranked nationally for high collective risk. It should also be noted that over the last five years 38 percent of deaths and serious injury road crashes were on bends, either a head on, loss of control or both.

3.1.6 Young Drivers

When compared to other groups', young drivers at fault or part fault continue to be over represented in deaths and serious injury crashes. This is confirmed by the Community at Risk Register and other data sources.

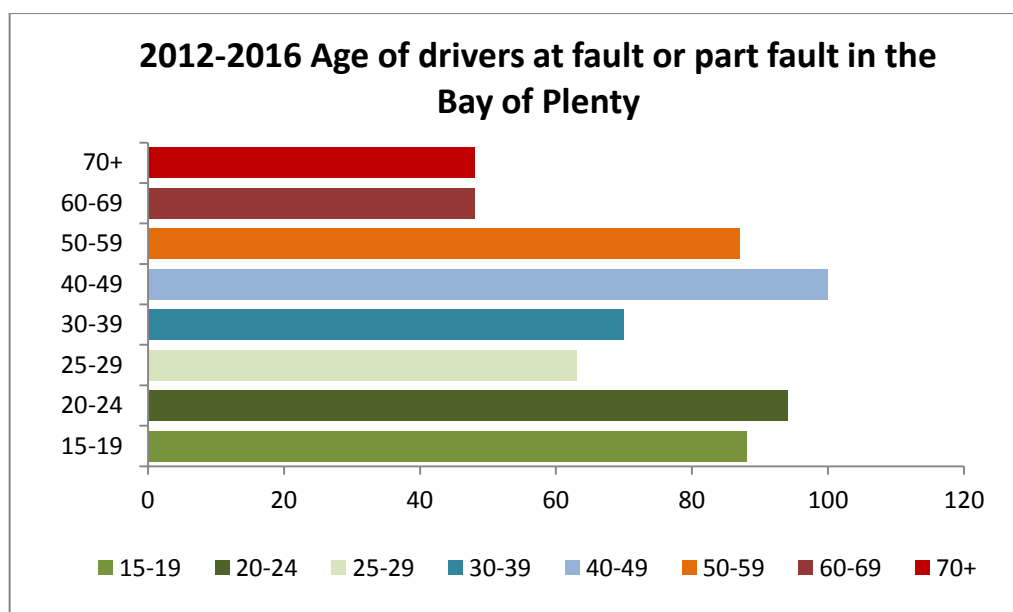


Figure 5: Bay of Plenty age of drivers at fault or part fault in death and serious injury crashes 2016

4 Delivery areas and campaigns

The 2017/18 RSAP interventions will target these areas. We will continue to seek opportunities to raise public awareness of these areas in collaboration with Road Safety Partners.

4.1 Action Plan Interventions

Planned Action Plan Interventions will be:

- mixed media campaigns aligned to road safety partners' action and delivery plans and aimed at achieving regional consistency;
- knowledge sharing and collaboration with sub-regions and road safety partners to promote adoption of emerging best practices for road safety in the Bay of Plenty and work towards a positive culture of road safety in the region.

5 Council's Accountability Framework

5.1 Community Outcomes

This project/proposal directly contributes to the Economic Development Regional Collaboration and Leadership Community Outcome/s in the council's Long Term Plan 2015-2025.

- When there are less deaths and serious injuries due to road crashes the economic cost to the Region is less.
- Showing leadership and working collaboratively with our road safety partners to contribute regionally to the national vision of *"A safe road system increasingly free of death and serious injury"*.

5.2 Long Term Plan Alignment

This work is planned under the Transportation Group of Activities in the Long Term Plan 2015-2025.

Current Budget

There are no current financial implications of implementing the decision in the current financial year as the 2017/18 Road Safety Action Plan will be implemented in the next financial year.

Future Implications

The cost of implementing the 2017/18 Road Safety Action Plan is provided for in the Council's Long Term Plan 2015-2025.

Jenny Mack
Sustainable Transport Officer

for Transport Policy Manager

23 June 2017

APPENDIX 1

Draft BOPRC Road Safety Action Plan 2017-18



Regional Road Safety Action Plan

1 July 2017 to 30 June 2018

Working together for Road Safety



Contents

Part 1: Introduction	1
Part 2: Policy Framework	3
Part 3: Regional Road Safety Action Plan outline	9
Part 4: Risks 2017/2018	11
Part 5: Delivery areas and campaign budgets	15

Appendices

Appendix 1 - 2016 Crash statistics for the Bay of Plenty	23
Appendix 2 - Regional Road Safety Campaign Delivery Calendar 2017/2018	24
Appendix 3 - Risk Matrix	26
Appendix 4 - Bay of Plenty Road Safety Priorities 2017/2018	27



Part 1: Introduction

The Regional Road Safety Action Plan (RSAP) is designed to help achieve the road safety objective in the Bay of Plenty Regional Land Transport Plan (RLTP) and contribute to the national Safer Journeys Strategy. It is the Regional Council's commitment to road safety in the Bay, and indicates where it proposes to invest resources over the next year. This document is reviewed annually.

1.1 Why we are doing this?

Road crash deaths and serious injuries in the Bay are a significant issue with a high cost. In 2016 there were 180 deaths and serious injuries on our roads with a total social cost of \$269.66 million, refer Appendix 1.

During the last 10 years there has been some improvement in road casualty figures with a long term downward trend. However, for the last three years, the national road toll has risen and to some extent, the Bay of Plenty has followed this trend. In 2016, the number of people seriously injured on the Bay's roads increased for the first time in several years. If this continues, it is possible the RLTP target to reduce deaths and serious injuries below the 2014 five year rolling average of 182.2 will not be achieved.

The following factors stand out when analysing road crash causes in the Bay:

- there is high amount of travel on KiwiRap two star rated routes, (effectively the lowest safety rating for a road),
- several sections of the state highway network are ranked nationally for high collective risk,

- young drivers and motorcyclists are at high risk of death and serious injury, and
- behaviours around alcohol, drugs, distraction and fatigue are contributing factors to many crashes.

This RSAP is one method for addressing the region's road safety issues and supporting national and regional road safety objectives. Together with our road safety partners, the Regional Council is committed to reducing the social and financial cost of road crashes in the Bay.

The RSAP will also help ensure road safety planning in the Bay is undertaken in an integrated fashion. This will be achieved by continuing to work closely with our regional road safety partners (local authorities, police, sub-regional road safety committees, NTZA, Accident Compensation Corporation (ACC) and other agencies). This collaborative approach recognises that everyone involved in the Bay's transport system can contribute to reducing deaths and serious injuries. This includes transport system designers and engineers, individual users, Government agencies, local authorities, road controlling authorities, private and community organisations and local iwi.

Part 2: Policy Framework

2.1 National Policy Framework

Safer Journeys is Central Government's strategy to guide improvements in road safety over the period 2010-2020. The long-term goal for road safety in New Zealand is set out in the Safer Journeys vision:

“A safe road system increasingly free of death and serious injury”

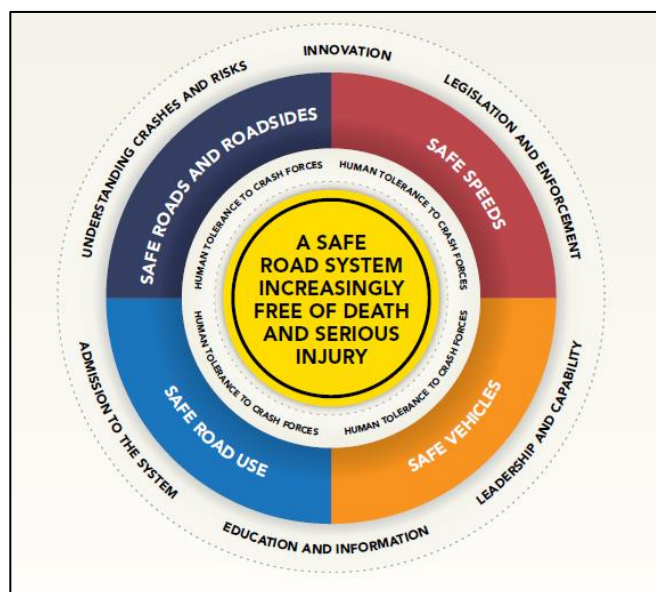


Figure 1 Safer Journeys' Vision

To achieve this vision, we need to take a “Safe System” approach to road safety in the Bay of Plenty. The Safe System approach acknowledges that even responsible people make mistakes.

2.2 Safe System objectives

- Make the road transport system more accommodating of human error.
- Manage the forces that injure people in a crash to a level the human body can tolerate without serious injury.
- Minimise the level of unsafe road user behaviour.

2.2.1 Safe System approach

The Safe System approach focuses on creating four pillars to achieve the above objectives. Those pillars are:

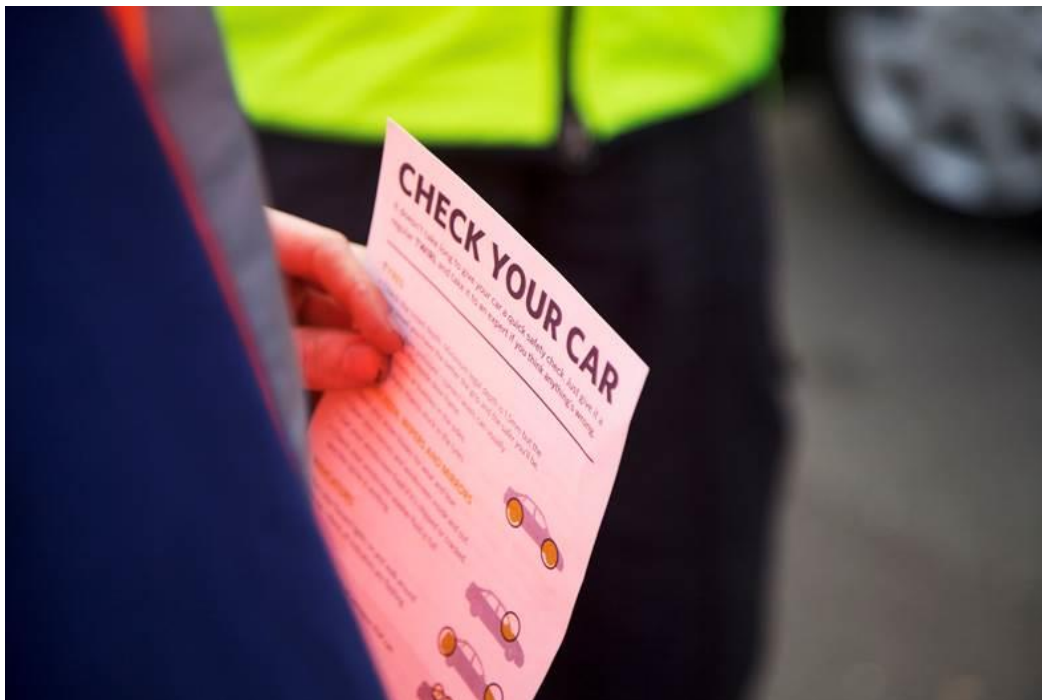
- Safe roads and roadsides.
- Safe speeds.
- Safe vehicles.
- Safe road use.

2.2.2 National areas of high concern identified in Safer Journeys

- Reducing alcohol/drug impaired driving.
- Increasing the safety of young drivers.
- Safe roads and roadsides.
- Safe speeds.
- Increasing the safety of motorcyclists.

2.2.3 National areas of medium concern identified in Safer Journeys

- Improving the safety of light fleet vehicles.
- Safe walking and cycling.
- Improving the safety of heavy vehicles.
- Reducing the impact of fatigue.
- Addressing distraction.
- Reducing the impact of high risk drivers.



2.2.4 National areas of continued and emerging focus

- Increasing the level of restraint use.
- Increasing the safety of older New Zealanders.

2.2.5 Safer Journeys Action Plans

Three successive national road safety action plans have been developed to support the Safer Journeys strategy.

The 2016-2020 Action Plan focuses on:

- enabling smart and safe choices on the road,
- making motorcycling safer,
- ensuring roads and roadsides support safer travel, and
- encouraging safe vehicles.



2.3 Regional policy framework

In the Bay of Plenty, the RLTP provides the policy framework and strategic response for road safety issues on the region's land transport system. It is consistent with the national Safer Journeys Strategy. The RLTP vision, regional road safety issue and objective and related key performance indicators establish the context for the policy framework and strategic response.

The current RLTP was adopted in 2015 and is under review.

2.3.1 Vision

The RLTP vision is:

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

2.3.2 Issue and Objective

Issue: An unforgiving transport environment and poor user behaviour is resulting in avoidable death and serious injury.

Objective: Deaths and serious injuries on the region's roads are reduced.

Successfully addressing this issue and achieving the objective will support the delivery of a safer transport network. It will also improve the resilience, effectiveness and efficiency of the network.

The RLTP identifies that road crashes in the Bay are caused by deficiencies in the all four pillars of the safe system: safe roads and roadsides, safe speeds, safe vehicles and safe road use. Methods used to identify areas of road safety risk and concern, included comparing the Bay of Plenty's ranking to other regions in the 2013 Communities at Risk Register¹.

Community at Risk Register Bay of Plenty rank/level of concern ²	
Categories	2013 Regional Ranking (1 to 14)
Alcohol and drugs	11=
Speed	12
Distraction	12
Young drivers	12
Older road users	12
Rural intersections	11
Rural roads	12

The RLTP also noted the proportion of travel on two star routes (effectively the lowest safety rating) is significantly higher in the Bay of Plenty region (51%) than at the national level (33%) and the neighbouring Waikato region (38%).

Several sections of state highway in the region are also ranked nationally for high collective risk, including:

- State Highway 2 from Mount Maunganui (SH 29) to Paengaroa (SH 33) (fourth), (reclassified as a local road in 2015 and renamed Te Puke Highway),
- State Highway 29 from Kaimai Ranges to Tauranga (seventh), and
- State Highway 2 from Katikati to Tauranga (fourteenth).

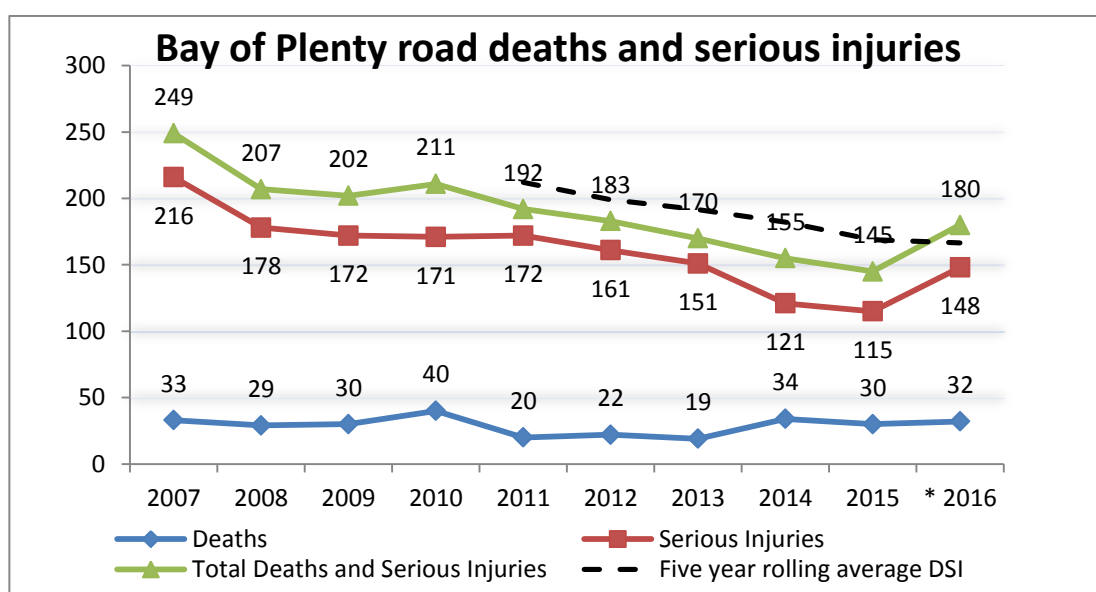
¹ It should be noted that NZTA changed reporting methods and ranking by regions is no longer possible.

² Regional ranking as per 2013 Community at Risk Register where 1 is the best result and 14 is the worst.

2.3.3 Key performance indicators

Key performance indicators (KPIs) measure if the objective is being achieved. The targets reflect the approach to achieving results outlined in the Government Policy Statement on Land Transport. The RLTP KPIs are:

- Reduce deaths and serious injuries on the region's road network below 2014 levels (five-year rolling average).
- Reduce deaths and serious injuries with alcohol as a contributing factor below 2014 levels (five-year rolling average).
- Reduce deaths and serious injuries with speed as a contributing factor below 2014 levels (five-year rolling average).
- Reduce deaths and serious injuries on the region's rail network below 2014 (five-year rolling average)³.



*2016 results are preliminary. 2014 five-year rolling average was 182.2 (RLTP target is for deaths and serious injuries to be below this figure).

³ This is an area of concern for KiwiRail but is not specifically addressed in the Regional RSAP. Local authorities in the region are working with KiwiRail to improve safety at priority level crossings.

2.4 Local policy framework

Road safety promotion and education in the Bay of Plenty is primarily managed through the Road Safety Action Plans developed by three sub-regional Road Safety Committees and the Bay of Plenty Regional Council. Membership of the sub-regional Road Safety Committees is made up of territorial local authority, police, NZTA, ACC and Regional Council representatives. The three sub-regional committees are:

- Eastern Bay Road Safety Committee, (Ōpōtiki, Whakatāne and Kawerau districts).
- Joint Road Safety Committee, (Tauranga city and Western Bay of Plenty district).
- Rotorua Lakes Road Safety Committee, (Rotorua Lakes district).

The Road Safety Committees have adopted the safe system approach and will target priority local issues using this approach.



Part 3: Regional Road Safety Action Plan outline

3.1 Goal

The goal of the Action Plan is to contribute to the Government's Safer Journeys initiatives and the road safety objective in the RLTP.

3.2 Aims

The Regional Council will:

- Seek to fully understand crash risks in the region.
- Identify regional road safety priority areas using appropriate data sources from New Zealand Police and NZTA to allocate resources.
- Collaboratively develop and deliver regional road safety campaigns that target regional road safety priority areas.

This Plan reflects the following four Safe System principles of the Government's Safer Journeys National Road Safety Strategy:

- Human-beings make mistakes and crashes are inevitable.
- The human body has a limited ability to withstand crash forces.
- System designers and system users must all share responsibility for managing crash forces to a level that does not result in death or serious injury.
- It will take a whole-of-system approach to implement the Safe System in New Zealand.

These principles guide us and focus on creating a forgiving road system where mistakes don't cost lives or cause serious injury.

3.3 Management

The Regional RSAP focuses exclusively on road safety promotion and education activities as its key intervention tools. The plan has been developed to align with the sub-regional Road Safety Committees', NZTA and New Zealand Police Road Safety Action and Delivery Plans, to make sure road safety messaging and interventions in the region are consistent (refer to Appendix 2).

The collaborative approach between Regional Council and the sub-regional committees provides focus, commitment and urgency, to address and mitigate the region's road safety risks. It encourages regional consistency and alignment with national strategy, and identifies opportunities for improvement. When possible, the plan will make use of NZTA national road safety campaigns to ensure the efficient use of resources.

Part 4: Risks 2017/2018

4.1 Community at Risk Register

The Communities at Risk Register has been developed by NZTA to identify communities over-represented in terms of personal road safety risk. Using territorial and regional authority boundaries, it assigns a ranking of high, medium, above or below the mean to a community under the Safer Journeys areas of concern.

4.1.1 2015/2018 New Zealand Transport Agency Funding Cycle

New Zealand Transport Agency Funding Cycle road safety funding for the 2015/2018 cycle was applied for, based on a risk matrix analysis of the 2014 Communities at Risk Register to identify regional risk areas of concern. These were:

- Young drivers
- Alcohol/drug impaired drivers
- Speed
- Roads and roadsides

The funding that is received can be reallocated to new or emerging areas of concern in consultation with NZTA.

4.1.2 2017 Community at Risk Register

The assessment of regional risk areas for 2017/2018 is based on the 2017 Communities at Risk Register (refer Appendix 3). The Register uses fatal and serious injury crash data from the crash analysis system database over the five year period 2012-2016. Safer Journey areas of concern in the Bay of Plenty with a high or medium ranking were identified.

Territorial Authority rankings were also analysed. If three or more Territorial Authorities had a ranking above the mean, with at least one medium or high ranking, this was also considered a regional issue. A further three regional risk areas were identified. Refer Appendix 3. Environmental factors and other analysis and sources were then assessed to confirm if inclusion as a regional issue was appropriate.

2017 Community at Risk Register analysis	
Regional risk areas of concern with a high or medium ranking	Analysis of Territorial Authorities to confirm regional risk areas of concern
Alcohol and drugs	Alcohol and drugs
Distraction	Distraction
Fatigue	Fatigue
Motorcyclists	Motorcyclists
Young drivers	Young drivers
	Pedestrians
	Restraints
	Roads and roadsides

4.3 Environmental scan

In addition to the Community at Risk Register, the Council reviews other sources of information from NZTA and other agencies, and consults when identifying regional risk areas and preparing this plan. Changes in the general road safety environment are also taken into account.

4.3.1 Speed

The analysis of the 2017 Community at Risk Register did not identify speed as a regional risk. The Register is based on personal risk and should not be the sole factor in risk assessment. The NZTA Crash Analysis System confirms speed as one of the top five factors in the Bay road crashes. For the last ten years it has featured in 23% of death and serious injury crashes. This finding is confirmed by roading police, who report failing to drive to the conditions as an issue.

Speed will continue to be a risk area where Regional Council will target interventions.

4.3.2 Pedestrians

In regards to pedestrian issues, the sub-region road safety programmes are best placed to target interventions at local level and will not be targeted for a regional intervention.

4.3.3 Restraints

Lack of restraint use continues to be a factor in road crash deaths with national research indicating 30% of fatalities were not wearing a seatbelt. In the last five years, over 300 people died in New Zealand because they did not wear a seatbelt. The New Zealand Transport Agency has identified restraint use as an emerging strategic priority.

The Bay of Plenty ranks six out of fourteen regions for vehicle occupant deaths where seatbelts were not used. However, Eastern Bay of Plenty police report poor compliance rates in particular, with the number of drivers apprehended for this type of offending increasing each year.

Successful interventions targeting restraint use, have the potential to reduce deaths and the severity of injuries in road crashes in the Bay of Plenty.

4.3.4 Roads and roadsides

The Safe Roads Programme has been established to deliver a programme of road and roadside safety improvements to the state highway network over six years.

In the Bay of Plenty, the Safe Roads Programme will see safety improvements made to high-risk rural state highways. Treated roads will be more forgiving of human error, including errors attributed to fatigue and distractions, and will contribute to reducing the number and severity of crashes. The Safe Roads Programme applies to the following state highway sections:

- [State Highway 30 Te Teko to Awakeri](#)
- [State Highway 34/State Highway 30 to Kawerau](#)
- [State Highway 5 Wairakei to Mihi to State Highway 38](#)

- [State Highway 2 Wainui Road to Ōpōtiki](#)
- [State Highway 33 Te Ngae Junction to Paengaroa](#)
- [State Highway 2 Waihi to Omokoroa](#)
- [State Highway 30 Owhata to Te Ngae Junction](#)
- [State Highway 5 Tarukenga to Ngongotaha](#)

Upon completion of the current Safe Roads Programme, there will still be roads in the Bay of Plenty with a KiwiRAP two star rating, making them unforgiving of mistakes caused by fatigue, distraction or other factor. Risk areas where interventions will be targeted

The Regional RSAP will proactively address the following risk areas based on analysis of the Community at Risk Register and the environmental scan:

Risk Areas for 2017/2018	
Alcohol/drug impaired drivers	Speed
Distractions and Fatigue	Restraints
Motorcyclists	Roads and roadsides*
Young drivers	

**Includes subsets rural and urban intersections, rural roads*

Part 5: Delivery areas and campaign budgets

5.1 Planning interventions and campaigns

Road safety is not a static area. Changes in the road safety environment need be taken into account when planning. The Regional Council will continue to work with road safety partners to assess trends and interventions occurring in the region when planning campaigns. The Regional RSAP will:

- Target alcohol campaigns to different age groups during higher risk periods.
- Continue distraction, fatigue and speed campaigns raising awareness of road risk on the Bay's rural roads (both local and state highway).
- Promote and encourage participation in the ACC Ride Forever Programme for motorcyclists, and encourage motorcyclists to report roading hazards they come across on Bay of Plenty roads.
- Encourage best practice for engaging and mentoring young drivers, targeting not just young people within the education system but also those who have finished their studies.
- Continue the 'Winter Drive to the Conditions' and 'Check your Car' campaigns as a way of engaging drivers of all ages and encouraging safe speeds and vehicles.
- Support the NZTA "Better Conversations on Road Risk" Campaign and toolkit use within the region. The campaign targets road risk and driving to the roading conditions including appropriate speeds.
- Encourage restraint use as a factor in reducing deaths and serious injuries.

5.2 Delivery areas and campaign budgets 2017/2018

Bay of Plenty Regional Council road safety resources will be focussed on identified regional risk areas. The planned outcome for all interventions is to assist in the reduction of deaths and serious injuries and lower the social costs. Where feasible, planned interventions are co-ordinated and aligned to road safety partners' community and policing programmes and campaigns.

Priority area	BOPRC - planned outcomes	Revised NLTP forecast Regional annual spend (excluding staff costs)	BOPRC - planned intervention
Alcohol and drugs	Increase public awareness of alcohol/drugged driving related risks. Promote sober driving.	\$33,820	Design and/or deliver alcohol and drugs road safety messages across the region at high risk times of the year (common to all the sub-regions), via a mixed media campaign.
Distractions	Increase awareness of distractions as a factor in crossing the centre line road crashes and other open road crashes. Increase awareness of different types of distraction including inattention.	\$6,867	Design and/or deliver messages that encourage drivers to focus on driving and ignore distractions via a mixed media campaign.
Fatigue	Increase awareness of fatigue as a factor in crossing centre line road crashes and other open road crashes. Raise awareness of the signs of fatigue and encourage drivers to stop and refresh or swap drivers.	\$9,867	Design and/or deliver message that encourages/informs drivers about the signs of fatigue and actions they can take via a mixed media campaign.
Motorcyclists	Raise awareness amongst Motorcyclists of the ACC 'Ride Forever' riding training. Encourage motorcyclists to report roading hazards that affect them.	\$10,000	Through billboards and promotion to retailers and motorcycle clubs. Promote Rounding Controlling Authorities' and NZTA state highways' contact details to motorcyclists.

Priority area	BOPRC - planned outcomes	Revised NLTP forecast Regional annual spend (excluding staff costs)	BOPRC - planned intervention
Young drivers	<p>Increase awareness of:</p> <ul style="list-style-type: none"> road crash risks for young drivers, sub-region youth programmes via a mixed media campaign, safe driver behaviour amongst youth, and safety belts, fatigue, distractions, speed, alcohol/drugs as factors in road crashes. <p>Young people progressing through the graduated licensing system adhere to the conditions of their license.</p>	\$35,700	<p>Design and deliver road safety messages to young people in the region via mixed media campaigns.</p> <p>Support Young Driver Mentoring programmes.</p> <p>Provide access to road codes for young people in the region.</p> <p>Engage with young drivers through the Winter Pit Stop Campaign.</p>
Speed	<p>Raise public awareness of:</p> <ul style="list-style-type: none"> speed as a factor in road crash survival rates, the consequences of speeding and the importance of driving to the conditions, what is a safe speed and driving to the conditions, and how speed affects others. <p>Encourage safe driving speeds.</p>	\$34,450	<p>Design and deliver road safety messages that encourage safe driver behaviour around speed via mixed media campaigns.</p> <p>Promote driving to the road and weather conditions and checking your vehicle.</p> <p>Engage with the public through the winter 'check your car' campaign.</p> <p>Use and promote the NZTA road risk tool kit.</p>
Restraints	<p>Restraint use is the norm throughout the region and the level of infringements issued reduces.</p> <p>The use of correctly fitted child restraints is the norm throughout the region.</p> <p>Raise public awareness that safety belts and child restraint use increases survival rates in road crashes.</p>	\$9,878	<p>Design and deliver mixed media and community engagement campaign targeting restraints use promoting restraint use as critical in avoiding serious injury and death in road crashes.</p> <p>Police checkpoints and awareness events.</p> <p>Continued advocacy for the use of correctly fitted child restraints.</p>

Priority area	BOPRC - planned outcomes	Revised NLTP forecast Regional annual spend (excluding staff costs)	BOPRC - planned intervention
Roads and roadsides	Raise public awareness: <ul style="list-style-type: none"> on driving to the roading conditions at appropriate speeds on rural roads with a lower KiwiRap star rating, of potential risks of rural and urban intersections. 	\$4,543	Small billboards managed regionally changed out each spring and autumn in collaboration with NZTA. Promote driving to the conditions and checking your vehicle.
NLTP revised forecast regional total annual spend (excluding staff costs)		\$145,125	

5.3 Emerging regional issues

Priority area	BOPRC - planned outcomes	Revised NLTP forecast Regional annual spend (excluding staff costs)	BOPRC - planned intervention
Emerging issues - general	Raise awareness of any emerging regional issues.	\$0	Monitor emerging trends.

5.4 Other measures

The Bay of Plenty Regional Council recognises that road safety is a key principle underlying all activities delivered as part of the RLTP strategic response.

In addition to the actions outlined earlier in the plan, the Council will also:

- investigate and incorporate additional mixed media advertising options for regional road safety messages,
- regularly update the Regional Transport Committee on the Regional Road Safety Action Plan and sub-regional road safety activities,
- continue to collaborate with road safety partners and seek opportunities for continual improvements to road safety initiatives, and
- promote the safe use of sustainable modes of transport as alternatives to using the car.



Appendices

Appendix 1 - 2016 Crash statistics for the Bay of Plenty

The statistics below have been gathered from the most recent NZTA Crash Analysis System data for the Bay of Plenty.

Fatality statistics due to road crashes	Five year rolling average 2011-2015	Provisional 2016
Kawerau District Council	0.2	0
Ōpōtiki District Council	3	1
Rotorua Lakes Council	5.2	8
Tauranga City Council	3	5
Western Bay District Council	9.4	14
Whakatāne District Council	4.2	4
Bay of Plenty region	25	32

Serious injury statistics	Five year rolling average 2011-2015	Provisional 2016
Kawerau District Council	3.2	0
Ōpōtiki District Council	11.2	14
Rotorua Lakes Council	32.6	56
Tauranga City Council	35.0	30
Western Bay District Council	41.4	31
Whakatāne District Council	20.6	17
Bay of Plenty region	144	148

Social cost of serious injuries and deaths due to road crashes	Five year rolling average 2011-2015 (\$millions)	Provisional 2016 (\$millions)
Kawerau District Council	3.79	0
Ōpōtiki District Council	22.54	19.12
Rotorua Lakes Council	51.88	87.65
Tauranga City Council	47.60	43.18
Western Bay District Council	74.39	71.55
Whakatāne District Council	42.52	48.16
Bay of Plenty region	242.72	269.66

Appendix 2 - Regional Road Safety Campaign Delivery Calendar 2017/2018

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
BOPRC regional risk focus areas						Alcohol	Alcohol					
	Roads and roadsides	Roads and roadsides	Roads and roadsides	Roads and roadsides	Roads and roadsides, distractions and fatigue	Roads and roadsides, distractions and fatigue	Roads and roadsides, distractions and fatigue	Roads and roadsides	Roads and roadsides	Roads and roadsides, distractions and fatigue	Roads and roadsides	Roads and roadsides
	Restraints							Restraints			Restraints	Restraints
	Young drivers			Young Drivers	Young drivers	Young drivers	Young drivers	Young drivers	Young drivers	Young drivers		Young drivers
	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles	Motorcycles
	Winter drive to conditions - Speed	Winter drive to conditions - Speed	Winter drive to conditions - Speed	Speed			Speed	Speed	Speed	Winter drive to conditions - Speed	Winter drive to conditions - Speed	Winter drive to conditions - Speed
Sub region Road Safety Action Plan calendars focus areas, (where available)												
Western Bay Road Safety Committee - Travel safe Team												
Rotorua Lakes Council Road Safety Committee												
Eastern Bay Road Safety Committee themes												

	JUL	AUG	SEP	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN
Seasonal factor	Winter months	Winter months	Spring	Labour Weekend approaching festive season	Labour Weekend approaching festive season	Summer and festive /holiday season	Summer and festive /holiday season	Summer and festive /holiday season, School returns	Summer and festive /holiday season	Autumn and festive /holiday season	Winter months	Winter months
2016/2017 Road policing Seasonal risk factors*	Fatigue, pedestrians, restraints, drive to conditions	Cyclists, distractions, drive to conditions	Distractions, drive to conditions	Alcohol, drugs, drive to conditions	Visiting drivers, drugs, motorcycling, restraints	Visiting drivers, high risk drivers, motorcycling, drugs, alcohol, young drivers, speed, fatigue, restraints	Visiting drivers, high risk drivers, fatigue, speed, alcohol, motorcycling	Visiting drivers, motorcycling, young drivers, cyclists	Visiting drivers, speed, motorcycling, alcohol, drugs, high risk drivers, cyclists	Motor-cycling, drugs, young drivers	Pedestrians, distractions, heavy vehicles	Pedestrians, drive to conditions, cyclists, distractions, heavy vehicles
Nationally Fatal/ serious crashes worst four months for each issue	Drugs	Distractions		Alcohol, speed	Alcohol, speed, young drivers, fatigue	Alcohol, speed, fatigue	Alcohol, speed, young drivers, drugs, fatigue, distractions	Distractions	Alcohol, young drivers, fatigue		Speed, young drivers, drugs, distractions	Drugs
NZTA Advertising themes 2016/2017	Alcohol	Speed	Young drivers	Alcohol	Speed	Alcohol	Speed	Drugs	Young drivers	Alcohol	Speed	Drugs
	Drugs	Distractions	Drugs	Young drivers	Fatigue	Speed	Fatigue	Distractions	Fatigue	Young drivers	Distractions	Alcohol

Appendix 3 - Risk Matrix

(Region and sub-regional priority ranking as identified in the Communities at Risk Register published May 2017 based on 2012-2016 CAS data).

Local Territorial Authority Ranking	NZTA/Safer Journeys - Areas of High Concern								NZTA/Safer Journeys - Areas of Medium Concern				NZTA/Safer Journeys - continued and emerging focus		All fatal and serious crashes
	Young drivers	Alcohol	Speed	Urban intersections*	Rural Intersections*	All intersections*	Rural roads*	Motorcyclist	Cyclist involved	Pedestrians	Distractions	Fatigue	Older drivers	Restraints	
Kawerau	H	H		H	H	H	AM	H			H	H			H
Ōpōtiki	H	H	H		-		H	H		H	H	H		H	H
Whakatāne	H								AM	AM	M		AM	H	AM
Rotorua	AM				AM	AM		AM	AM	M	M	AM			
Tauranga									AM	AM					
Western Bay	H	M	AM	AM	H	AM	AM			M	H	H	H	AM	M
Bay of Plenty Regional Ranking	H	M	-	-	-	-		M			H	M			M
Bay of Plenty Regional Issue	RR	RR			RR	RR	RR	RR		RR	RR	RR		RR	RR

* A subset of safer roads and road sides

Key: Ranking in Communities at Risk Register	
H	= High
M	= Medium
AM	= Above Mean
Blank	= Below Mean

High, medium and above mean risk ranking from the NZTA Community at Risk Register published May 2017 are shown in each Area of Concern. If the Bay of Plenty has a ranking of high or medium, this area will be considered a regional issue. Where three or more Territorial Authorities occur and at least one of the rankings is medium or high, then this area will also be considered a regional issue for the purposes of this assessment. RR = Regional Risk Issue.

Appendix 4 - Bay of Plenty Road Safety Priorities 2017/2018

Community at Risk Register Strategic Priorities and Safer Journeys Areas of Concern	Safer Journeys NZ Road Safety Strategy 2010-2020 National Areas of Concern			2017 Community at Risk Register Bay of Plenty Ranking	Bay of Plenty areas of Regional Risk as identified in Appendix 2	NZTA funding
	High Concern	Medium Concern	Emerging focus	H = High M = Medium NA = not reported in register	Three or more Territorial Authorities with a Community at Risk Register ranking of High/Medium/Above Mean	BOPRC as per activity list 2015-2018
Young (of light vehicles aged 15-24 years)	X			H	Regional Risk	X
Alcohol/drugs	X			M	Regional Risk	X
Speed (too fast for conditions)	X				Regional Risk	X
Intersection – urban (<i>subset roads and roadsides</i>)						X
Intersection – rural (<i>subset roads and roadsides</i>)					Regional Risk	X
Intersections all roads (<i>subset roads and roadsides</i>)					Regional Risk	X
Rural roads (<i>subset roads and roadsides</i>)	X				Regional Risk	X
Roads and roadsides					Regional Risk	X
Motorcyclists	X			M	Regional Risk	
Cycling		X				
Pedestrian/walking		X				
Distraction (attention diverted)		X		H	Regional Risk	X ⁺
Fatigue		X		M	Regional Risk	
Older road users			X			X ⁺
Restraints (seatbelt not worn)			X		Regional Risk	X ⁺
Heavy vehicles		X		NA		
Light vehicles		X		NA		
High risk drivers (Disqualified, unlicensed, repeat DIC etc)		X		NA		

Note 1: Speed has appeared as a regional road risk for the last four years. Other data sources were analysed and supported it being retained as a Regional Risk
 X+ Funding for road and roadsides includes distraction and fatigue.

