

Regional Transport Committee

NOTICE IS GIVEN

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

Friday, 15 June 2018 commencing at 9.30 am.

Mary-Anne Macleod
Chief Executive
8 June 2018



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:	Mayor A Bonne (Whakatane District Council), Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor R Curach (Tauranga City Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Mayor J Forbes (Opotiki District Council), Councillor A Iles (Alternate, Whakatane District Council), Councillor B Julian (Alternate, Kawerau District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Councillor T Molloy (Alternate, Tauranga City Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency), Councillor L Thurston (Alternate, Bay of Plenty Regional Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor K Young (Alternate, Opotiki District Council)
Attendees:	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith, D Kneebone (Port Advisor/Property & Infrastructure Manager, Port of Tauranga)
Committee Advisor:	T Nerdrum-Smith

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

Agenda

- 1 Apologies**
- 2 Public Forum**
- 3 Acceptance of Late Items**
- 4 General Business**
- 5 Declarations of Conflicts of Interests**
- 6 Previous Minutes**
 - 6.1 Regional Land Transport Plan Hearings Subcommittee Minutes - 25 May 2018**

7	Reports	
7.1	Update from Committee Members and Advisors	31
7.2	New Zealand Transport Agency Update	33
	APPENDIX 1 - NZ Transport Agency Quarterly Report to Regional Transport Committee	35
7.3	Bay of Plenty Regional Land Transport Plan 2018	47
	APPENDIX 1 - Regional Land Transport Plan Deliberations Paper - Policy Framework	53
	APPENDIX 2 - Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities	71
	APPENDIX 3 - Regional Land Transport Plan Deliberations Paper - Road Network	91
	APPENDIX 4 - Regional Land Transport Plan Deliberations Paper - Public Transport	107
	APPENDIX 5 - Regional Land Transport Plan Deliberations Paper - Rail	119
	APPENDIX 6 - Regional Land Transport Plan Deliberations Paper - Walking and Cycling	127
	APPENDIX 7 - Regional Land Transport Plan Deliberations Paper - General and Other Matters	135
	SUPPORTING DOCUMENT - Bay of Plenty Regional Land Transport Plan, 2018, (Clear copy incorporating Hearings Subcommittee recommendations) – Separate Attachment	151
7.4	Draft Regional Public Transport Plan	153
	APPENDIX 1 - Draft Regional Public Transport Plan Objectives and policies	159
7.5	Regional Land Transport Plan Variation - Tauranga City Council Eastern and Western Corridor Local Transport Improvements	163
	APPENDIX 1 - Tauranga City Council Eastern and Western Local Transport Improvements.	165
8	Consideration of General Business	

Previous Minutes

Minutes of the Regional Transport Subcommittee Meeting (Regional Land Transport Plan Deliberations) held in Council Chamber, Western Bay of Plenty District Council, 1484 Cameron Road, Greerton on Friday, 25 May 2018 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: Councillor A Iles (Whakatane District Council)
Councillor B Julian (Kawerau District Council)
Deputy Mayor D Donaldson (Rotorua Lakes Council)

In Attendance: Bay of Plenty Regional Council:
F McTavish (General Manager: Strategy & Science), G Maloney (Transport Policy Manager), B Healey (Senior Planner Transport), N Newman (Principal Advisor), Y Tatton (Manager Governance), M Pansegrouw (Committee Advisor)

NZTA:
A Talbot, M Haseley, C O'Keefe

Other
J Galbraith (Freight Advisor)

Apologies: Councillor R Curach (Tauranga City Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency),

1 Apologies

Resolved

That the Regional Transport Subcommittee:

- 1 Accepts the apologies tendered by Councillor R Curach (Tauranga City Council) and P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency).

Crosby/Donaldson
CARRIED

2 Public Forum

Nil.

3 Acceptance of Late Items

Nil.

Order of Business

With the leave of the Subcommittee, the Chairman advised that item 7.1, "Regional Land Transport Plan Deliberations" would be dealt with as the last item on the agenda.

4 General Business

G Maloney, Transport Policy Manager, confirmed that Greater Tauranga had contacted Bay of Plenty Regional Council staff expressing dissatisfaction regarding the manner in which their submissions had been represented in the Global Research Analysis Report. Mr Maloney advised the Committee that Greater Tauranga had received responses/feedback from over 1,000 other people which were included under the umbrella of its submission. He confirmed that this matter was currently being considered by staff in regard to how changes should be made to the Global Research report. He added that the submissions by Greater Tauranga appeared to primarily focus on how activities had been programmed, rather than prioritised (although Greater Tauranga took the opposite view).

5 Declarations of Conflicts of Interest

Chair S Crosby and Deputy Mayor D Donaldson declared their interest in relation to items pertaining to Rotorua Airport.

6 Previous Minutes

6.1 Regional Transport Subcommittee Minutes (Regional Land Transport Plan Hearings) 10 - 12 April 2018

Resolved

That the Regional Transport Subcommittee:

- 1 Confirms the Regional Transport Subcommittee Minutes (Regional Land Transport Hearings) of 10 - 12 April 2018 as a true and correct record.

Nees/Iles
CARRIED

7 Reports

7.1 Regional Land Transport Plan Deliberations

Bron Healey, Senior Transport Planner presented the report and provided updated recommendations.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report “Regional Land Transport Plan Deliberations”.

That the Regional Transport Subcommittee recommends that the Regional Transport Committee:

2. Approves the recommendations in the following Regional Land Transport Plan Deliberations papers, subject to amendments arising from the deliberations:
 - a) Regional Land Transport Plan Deliberations Paper - Policy Framework
 - b) Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities
 - c) Regional Land Transport Plan Deliberations Paper - Road Network
 - d) Regional Land Transport Plan Deliberations Paper - Public Transport
 - e) Regional Land Transport Plan Deliberations Paper - Rail
 - f) Regional Land Transport Plan Deliberations Paper - Walking and Cycling
 - g) Regional Land Transport Plan Deliberations Paper - General and Other Matters
3. Recommends to the Bay of Plenty Regional Council that the Bay of Plenty Regional Land Transport Plan 2018, as amended as a consequence of the deliberations, be approved.

That the Regional Transport Subcommittee delegates to the Chairperson and Deputy Chairperson the authority to approve amendments to the deliberations papers and the Bay of Plenty Regional Land Transport Plan 2018, arising from the deliberations.

Nees/Iles
CARRIED

7.2 Regional Land Transport Plan Deliberations Paper - Policy Framework

Bron Healey, Senior Transport Planner and Nic Newman, Principal Advisor provided background to the report, outlining the following:

Key Points

- The significant number of submissions received on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP) had been categorised into seven topic-based deliberations papers to assist the Regional Transport Subcommittee in making recommendations to the Regional Transport Committee
- A benefits and objectives framework and a series of policies had been included to guide the implementation of the Policy Framework
- Some submissions had focused on the use of the policy framework in project prioritisation, rather than the framework per se
- Proposed changes to the Policy Framework aimed at providing greater clarity.

Members' Suggested Changes to the Draft RLTP 2018 and Policy Submissions Appendix

- Page 61, point 3.3.4, "Freight within Energy Efficiency": wording in the recommendation column "and goods are moved" be changed to read "*people choose the best way to travel and move goods*"
- Page 64, "Traffic Congestion": Suggested that the wording in the recommendation column and the document be changed to reflect that traffic congestion affected the quality of life of residents "*and productivity*"
- Page 65, "Policies, Access and Resilience": wording in the submission column be reworded to reflect that this work could still potentially be undertaken. Words should be formulated from a policy perspective "*To work collaboratively to address access and barriers...*"
- Currently there was no policy on encouraging walking and cycling to support health outcomes
- Stronger targets required in the monitoring section
- Include proposed timelines for projects
- Page 28, point 2.3.2: statistics relevant to the Port of Tauranga required updating to reflect latest increases.

Items for Staff follow-up

- Liaise with NZTA on the implementation of a data source for travel times between Rotorua CBD and Rotorua Airport
- Update the Policy Submissions Appendix and Draft Bay of Plenty Regional Land Transport Plan 2018 to reflect changes suggested by the Regional Transport Subcommittee.

Resolved

That the Regional Transport Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Policy Framework, with the incorporation of the amendments as suggested.**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :

- 1 Amends the Introduction section (1) to add the words '*for all*' to the regional vision statement.**
- 2 Amends the Problems section (3.1 para 2) to add:**
 - a. that congestion is leading to '*impediments to the movement of strategic freight*'**
 - b. '*including the urban arterial network*' to major routes in Tauranga.**
 - c. '*This is impacting on the quality of life for all residents affected by congestion and resulting in a loss of economic productivity*', at the end of the paragraph.**
- 3 Maintains the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.**
- 4 Scores and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.**

- 5 Amends the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
- 6 Amends the access and resilience objective (3.3.1) to include ‘a *multi-modal response*’ as part of a transport system to achieve the objective.
- 7 Amends the land Use and Transport Integration objective (3.3.3) to add that access can be impeded by: ‘*network delays to the movement of freight*’ and to include ‘*multi modal freight efficiency*’ as part of long term planning for regional growth.
- 8 Amends the land Use and Transport Integration objective (3.3.3) to clarify that this objective includes ‘*current and future*’ land use, and that achieving the objective will require a ‘*multi modal response*’.
- 9 Amends the land Use and Transport Integration objective (3.3.3) to add ‘*There is a strong relationship between land use and transport*’ to the beginning of the paragraph and ‘*and services*’ to factors influencing the type of land use patterns that emerge.
- 10 Amends the Monitoring Section (9.1) to add ‘undertaking a comprehensive review of targets for Key Performance Indicators in the plan’.
- 11 Amends the Environmental Sustainability (3.3.2) KPI to read ‘*reduce transport emissions in the region, in line with national emissions reductions targets for the transport sector, that are recommended by the Climate Commission under the Zero Carbon Act*’ and add a footnote ‘this KPI will be updated with specific reductions when these are available.
- 12 Amends the Energy Efficiency objective (3.3.4) to include the words ‘*and goods are moved*’ alongside the words ‘people choose’ the best way to travel.
- 13 Amends the Energy Efficiency (3.3.4) KPI to include ‘*double the number of Electric Vehicle registrations in the region annually from 2016 levels*’.
- 14 Amends the Public Health (3.3.5) KPI to include ‘*increase the public transport network coverage from 2016 levels to make an ongoing difference in people’s health*’.
- 15 Amends the Safety (3.3.6) KPI to read ‘zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year’ in the objective statement and the KPIs.
- 16 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box.

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 17 Amends the Strategic Response (4.0) to add a text box highlighting approaching technological changes and the need to be flexible and responsive in our approach.**
- 18 Amends the Integrated planning section (4.1.1) to include ‘*maintenance and enhancement of strategic freight corridors*’, to the list of descriptors of integrated planning (para 1).**
- 19 Amends the Safe System section (4.2) to add ‘Improved road safety for the Bay of Plenty region is essential’.**
- 20 Amends Access and Resilience (5.1) to add a new policy to ‘Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region (NZTA, city and district councils, Port of Tauranga, KiwiRail, BOPRC)’.**
- 21 Amends Land-Use and Transport Integration (5.3 #9) to include ‘*brownfield developments*’ alongside greenfield.**
- 22 Amends Economic Efficiency (5.7 #27) to include ‘*and prioritise investment*’ after co-ordinated planning.**
- 23 Amends Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.**

**Crosby/Julian
CARRIED**

7.3 Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities

Bron Healey, Senior Transport Planner presented the report and outlined an overview of the higher priorities the vast majority of submitters sought.

Members' Comments

- Concern was raised about the lack of project timing on the priority list
- Expressed the view that the table on page 69 (Figure 1) did not accurately reflect the collective submissions by Greater Tauranga. Staff confirmed that notes would be added to the graph to note that these submissions were taken into account when making recommendations on the priority list
- Noted that the SH2/Ōmokoroa Road Intersection Upgrade was a new separate addition to the RLTP (Regional Land Transport Plan)
- Noted that SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport) dropped from position 12 to position 14 as a result of movement of other activities.
- SH2 Ōpotiki to Gisborne (Resilience and Safety) should be categorised as a strategic regional route
- The wording/descriptions to be submitted to NZTA on the priority of projects be amended to reflect the urgency highlighted in public submissions.

Key points raised by staff

- Fiona McTavish, General Manager: Strategy & Science advised that although the development in Tauriko was a future event, it was important to note that TNP SH29 Tauriko West Network Connections remained a critical priority as SmartGrowth had identified Tauriko as an urban growth corridor. A change to the Bay of Plenty Regional Policy Statement had been proposed, amending the urban limits to include land at Tauriko West to support demand for new housing in the area.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities, with the incorporation of the amendments as suggested.**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan:

- 1 Adds text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities (or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities). Where applicable, adds an 'equivalent priority' to the activity to reflect the priority of related activity phases in the prioritised list.**
- 2 Approves Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP, with the following amendments:**
 - a) W2T Omokoroa to Te Puna (Transformed) – Priority 1**
 - b) SH2/Ōmokoroa Road Intersection Upgrade – Priority 2**
 - c) W2T Waihi to Omokoroa (Safer Corridor) – Priority 3**
 - d) TNP SH29 Tauriko West Network Connections – Priority 4**
- 3 Adds activities included in the draft TAIP but not previously included in the draft RLTP and notes these activities meet the criteria for a significant activity but are late additions to the programme meaning they were unable**

- to be regionally prioritised in the RLTP alongside the other significant activities.
- 4 Adds activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.
 - 5 Prioritises significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amends their regional priority in Appendix 3 accordingly.
 - 6 Includes the indicative timing and national profile of prioritised activities where this information is available. Where relevant notes activities highlighted as being urgent in public submissions.
 - 7 Adds a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.
 - 8 Adds the following two activities of inter-regional significance:
 - a. Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and
 - b. Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.
 - 9 Updates the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.
 - 10 Notes that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.

Crosby/Nees
CARRIED

Deputy Mayor Donaldson opposed recommendation 2, with specific reference to SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport) being identified as priority 14.

Adjournment

The meeting adjourned at 10.55 am and reconvened at 11.15 am.

7.4 Regional Land Transport Plan Deliberations Paper - Road Network

Bron Healey, Senior Transport Planner presented the report.

Members' Comments

- Reaffirmed that SH2 Ōpotiki to Gisborne be classified as a strategic regional route
- Road freight – Port of Tauranga (EM8) – “2.3.1 Road” –amend to include “urban and rural arterial corridors”

- Add “the loss of productivity / unreliable travel time”, along with quality of life/health to the proposed case study, as highlighted by the community, but with safety to remain the first priority
- Include Port of Tauranga updated figures.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Road Network, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority recommends that the Regional Transport Committee:

- 2 Refers all requests seeking specific action on parts of the road network to the appropriate road controlling authority;**
- 3 Requests that the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor.**
- 4 Requests that the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga.**
- 5 Requests that the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor.**
- 6 Requests that the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles.**
- 7 Requests that when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders.**
- 8 Requests that the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways.**
- 9 Requests that the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys.**
- 10 Prepares a case study for inclusion in the published RLTP highlighting the issues on State Highway 2 between Waihi and Tauranga in terms of the key benefits being sought by the region (safety, efficiency and quality of life).**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan:

- 11 Amends 2.1.1 (Inter-regional journeys) by adding: ‘It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency**

of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness'. Adds reference to Opotiki to Gisborne (State Highway 2) as an inter-regional journey of strategic significance;

- 12 Amends 2.3.1 (Road) to read 'Urban *and rural* arterial corridors...'
- 13 Amends 6.3 (Tauranga Urban Network - Problems) to read 'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...'
- 14 Amends 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include 'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'

Donaldson/Iles
CARRIED

7.5 Regional Land Transport Plan Deliberations Paper - Public Transport

Garry Maloney, Transport Policy Manager presented the report and noted that in regard to:

- New infrastructure – bus priority – 883 people had supported Greater Tauranga's request for bold investment in priority measures; and
- Free bus services - 889 people had supported Greater Tauranga's request for free school bus services in Tauranga.

Staff follow-up

- Staff to amend wording relevant to strategic response - public transport/active transport modes to be less passive
- Since the current Kawerau Bus Services was perceived to be less user friendly, routes needed to be reassessed.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

1. Receives the report, Regional Land Transport Plan Deliberations Paper - Public Transport, with the incorporation of the amendments as suggested.

That the Regional Transport Subcommittee recommend that the Regional Transport Committee:

- 1 Notes that the submitters' concerns on new and/or improved Tauranga and Western Bay of Plenty District bus services should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

- 2 Notes that the submitters' concerns on automated payment methods will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system.
- 3 Notes that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail.
- 4 Notes that opportunities for park and ride and bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.
- 5 Notes that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga.
- 6 Notes that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process.
- 7 Notes that the Regional Council has procured the provision of electric buses for the new Tauranga contracts.
- 8 Notes that the Draft Regional Public Transport Plan includes a policy to "aggressively pursue" MaaS for Total Mobility customers and for community based transport providers.
- 9 Notes that the Regional Council will investigate requests for better services, including on-bus provision for disabled people, in the eastern Bay of Plenty Sub-region.
- 10 Notes that the Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning.
- 11 Notes that the Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua, decided not to make any further changes at this time.
- 12 Recommends to the Bay of Plenty Regional Council that it uses the submissions on public transport improvements to inform its planning, and revisits its programme, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.

Julian/Donaldson
CARRIED

7.6 Regional Land Transport Plan Deliberations Paper - Rail

Nic Newman, Principal Advisor presented the report and provided an outline as follows:

Key Points

- Submissions overwhelmingly supported investment in rail and had proposed that work be undertaken to investigate the wider use of the rail network
- The 2018 GPS also signalled government's intent to make better use of the rail network

- Recommended that the RLTP be amended to include clearer reference to the Bay of Plenty Rail Study and respond to the signals from the 2018 GPS
- In response to submissions, suggested that reference to rail in objectives and policies be strengthen.

In response to Questions

- Noted that the submission by ISK (Industrial Symbiosis Kawerau) had not been listed in the Rail Submissions Appendix as the submissions were specifically related to KiwiRail.

Staff follow-up

- Amend the document by adding wording that the Bay of Plenty Regional Council supported the electrification of the rail network as per the ISK recommendation.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper – Rail, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority, recommends that the Regional Transport Committee:

- 1 Advances the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.**
- 2 Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :**
- 3 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box:**

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 4 Amends the Land Use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to *'increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source)*.
- 5 Amends the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace 'decline' with *'no adverse movement'*.
- 6 Amends the Policy Section (5.7 #28) to include *'future passenger rail'* alongside intra-regional freight in the strong advocacy.
- 7 Amends the Activities of Inter-regional Significance (7.6) to include *'the investigation of inter-regional passenger rail'* and *'the extension of the electrification on the North Island Main Trunk line'*.
- 8 Amends the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the *'Murupara Line'*.
- 9 Requests KiwiRail to consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.
- 10 Amends the Strategic Context, Rail (2.3.4) section to:
 - a. make reference to the *'interim passenger rail service proposal between Hamilton and Auckland'* as the initial stage in the 'Golden Triangle', and
 - b. include *'the electrification of the NIMT from Papakura to Pukekohe'* in the potential network improvements with implications for the Bay of Plenty.
 - c. include *'The Bay of Plenty would also support the electrification of the balance of the NIMT'*.

Crosby/Iles
CARRIED

7.7 Regional Land Transport Plan Deliberations Paper - Walking and Cycling

Nic Newman, Principal Advisor presented the report provided an outline as follows:

Key Points

- A large number of submissions had supported investment in walking and cycling, requesting more investment and faster implementation
- Over 800 people had supported Greater Tauranga's request for the Tauranga Cycle Action plan to be completed in ten not 30 years
- A number of submitters had not supported the prioritisation of cycle action plans above State Highway 2 projects
- Specific submissions had been made that could enhance walking and cycling in the Plan and others made specific suggestions for cycleway infrastructure.

Members' Comments

- Noted that it was important to include the full integrated priority list / class list as part of the RLTP.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Walking and Cycling;

That the Regional Transport Subcommittee, under its delegated authority recommends that the Regional Transport Committee:

- 2 Maintains the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport.
- 3 Requests that Tauranga City Council and the District Councils use the submissions on specific cycle ways /improvements, to inform their cycle network planning and requests that Councils revisit their overall cycling programmes/implementation timelines, in light of the weight of the submissions and the GPS focus in support of this mode and other policy and funding changes.
- 4 Scores and prioritise the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).
- 5 Amends the Environmental Sustainability Policy (5.2) to include a new policy 'Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)'.
- 6 Clarifies that the Motu Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpotiki and Whakatāne District Councils.
- 7 Amends the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.
- 8 Requests that Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.
- 9 Amend the Walking and Cycling Strategic Response (4.1) to add 'enhancement of walking and cycling routes to school' to investment focus.
- 10 Amend the Public Health Policy (5.5) to add a new policy 'Actively promote walking and cycling as travel options to improve public health. (City and district councils, district health boards, NZTA, BOPRC).

Donaldson/Iles
CARRIED

7.8 Regional Land Transport Plan Deliberations Paper - General and Other Matters

Members received tabled item 1: “Replacement pages 92 to 94 of the Bay of Plenty RLTP 2018”

Bron Healey, Senior Transport Planner presented the report and provided the following outline:

Key Points

- Other matters included general statements about the RLTP, the process that had been followed and matters such as air and sea transport, freight integration, land use and transport, urban growth, regional development and funding
- General submissions also sought to emphasise a greater recognition of coastal shipping and inter-modal freight facilities
- The recommended amendments aimed at strengthening the recognition of coastal shipping; adding references to inter-modal facilities on inter-regional corridors and additional regional development opportunities.

Staff follow-up

- Page 142, Regional Development – add wording to the recommendation to reflect that the work specifically related to KiwiRail
- Amend wording to recognise the lag in development on the SH2 corridor and the catch-up required
- Staff to liaise with the Port of Tauranga regarding the provision of evidence / growth forecasts / additional information.

Members’ Comments on the Draft Bay of Plenty Regional Land Transport Plan 2018 document

- Page 7, Strategic context: SH2 Opotiki to Gisborne to be added as a strategic regional route
- Page 8, “Airports”: add a note that Rotorua Airport is forecasting strong growth in visitor arrivals
- Page 9, “Urban Growth”: wording to be amended to reflect the urgency
- Page 12, “Regional Programme”: wording to be amended to align with the proposed changes as reflected in the tabled document (*Tabled item 1, replacement pages 92 to 94 of the Bay of Plenty Regional Council RLTP*) and amend the wording to reflect the urgency, importance/priority as highlighted by the community by using highlighting/bold text formatting, with an asterisk(*)/note added to projects strongly supported by the community
- Pages 20 to 21: SH2 Ōpotiki to Gisborne - text to be added
- Page 23, “Strategic Drivers”: figures/statistics to be updated as far as possible
- Page 24, “Economy” Port of Tauranga: to insert the projections and wording on page 19 also to be included on page 24 with evidence if available
- Page 24, “Economy”: Most recent Rotorua tourism target to be included
- Page 25, “Environment”: International Climate Change Agreement to be referenced and to include a bullet under “Emissions”
- Page 28, “Regional Transport Network”: urban and rural arterial corridors cross reference to be made
- Page 33, “Urban growth”: required a stronger statement (SmartGrowth strategy had driven a settlement pattern requiring additional development/capacity on major infrastructure routes; development was currently lagging behind and needed to be addressed
- Page 46, if available, updated data to be included
- Page 48, “Objectives”: Health indicators/KPIs to be updated
- Page 51, “Safety”: amend wording to reflect a target of zero deaths and injuries
- Page 53, “Strategic response”: Possible changes/impact of future development in technology on travelling to be acknowledged

- Page 58, “Police activities”: wording to be updated.

Adjournment

The meeting adjourned at 12.43 pm and reconvened at 1.07 pm.

- Page 68, “Waihi – Tauranga”: under “Urban growth” wording to be amended to “is generating” as this was already happening
- “Corridors and Networks”: MBIE growth forecasts relating to tourism drivers to be included as part of the evidence base (6.5, 6.6, 6.7)
- Page 91, item 7.2.2: figure to be updated
- Pages 92 – 94: to be updated as per the as per tabled document - *Tabled item 1, (Replacement pages 92 to 94 of the Bay of Plenty Regional Council RLTP)*
- Pages 92 – 94: indicative timings to be included as best possible
- Consideration be given to the Housing Infrastructure Fund as a source of funding.
- Page 111, “Monitoring and Review”: additional bullet point to be added to note review of KPIs and add statement around additional reviews maybe required earlier than statutory timeframes
- The National Climate Change Policy and Targets to be added as annexures to the document
- Appendices to be updated where required.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - General and Other Matters, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority, recommends that the Regional Transport Committee:

- 1 Acknowledges statements made in general support of the RLTP.**
- 2 Notes feedback on the RLTP process and consultation materials and applies the lessons learned to future RLTP development and review processes.**
- 3 Prepares a final ‘Plain English’ RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form.**
- 4 Updates the RLTP to incorporate the draft GPS 2018.**
- 5 Notes that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes.**
- 6 Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :**
- 7 Amends section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS.**

- 8 Adds references to freight hubs in the North Waikato and Hamilton to the following sections:**
 - a. 2.1.1 Inter-regional journeys;**
 - b. 6.1 Piarere-Tauranga; and**
 - c. 6.2 Waihi to Tauranga.**

- 9 Adds references to additional regional economic development opportunities in the following corridors as applicable:**
 - a. 6.8 Paengaroa to Whakatane**
 - b. 6.9 Rotorua to Whakatane**
 - c. 6.11 Kawerau to Murupara**

- 10 Adds figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth).**

- 11 Amends 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty.**

- 12 Amends 6.8 Paengaroa to Whakatāne by adding a reference to urban growth occurring near Whakatāne.**

**Crosby/Iles
CARRIED**

The meeting closed at 1:44 pm

Confirmed

Chair – Regional Transport Subcommittee

Date

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 15 June 2018

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 Introduction

This standing item is included in 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.

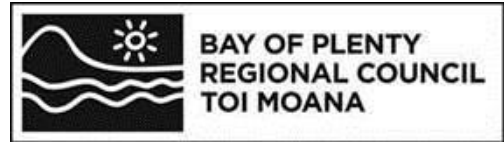
Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

6 June 2018



Receives Only – No Decisions

Report To: Regional Transport Committee
Meeting Date: 15 June 2018
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 Introduction

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

The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

6 June 2018

APPENDIX 1

NZ Transport Agency Quarterly Report to Regional Transport Committee

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

15 June 2018

CONTENTS	PAGE
1. Transport Agency Investment Proposal and National Land Transport Programme development	2
2. Bay of Plenty Business Cases	3
3. Bay of Plenty Highway Projects	5

1. TRANSPORT AGENCY INVESTMENT PROPOSAL AND NATIONAL LAND TRANSPORT PROGRAMME DEVELOPMENT

The Transport Agency Investment Proposal 2018-2027 (TAIP), released in April 2018, sets out the 10-year programme of activities the NZ Transport Agency proposes to include in the 2018-2021 National Land Transport Programme (NLTP), to give effect to the 2018-2027 Government Policy Statement on Land Transport (GPS).

It has been guided by the new priorities and strategic direction set out in the Government's draft GPS and signals a new direction for land transport investment in New Zealand. It will strongly influence which projects and programmes of work the Transport Agency progresses and when.

The Transport Agency has responded to the changes in the draft GPS which lays out four new priorities and six objectives. These include safety, improved transport access to economic and social opportunities as well as providing more resilience and choice, better environmental outcomes and infrastructure which delivers the best value for money. The final GPS needs to be adopted by the Government by 30 June 2018.

The draft TAIP outlines programmes and projects and how they will be prioritised nationally. This includes projects which will be progressed and others which are being re-evaluated to align with the new priorities on a national basis. Where projects need to be re-evaluated, we'll look at the whole transport corridor and consider what works could be undertaken to better manage safety and resilience outcomes.

The draft TAIP has been provided to Regional Transport Committees, who are now required to align their projects and ensure these are integrated within their Regional Long Term Plans (RLTP), alongside all other proposed transport projects, such as local road improvements.

Regional Transport Committees must submit their RLTP's to the Transport Agency by 30 June 2018. The final details of the investment across the five activity groups will be confirmed in the NLTP 2018-2021, which the Transport Agency Board will adopt by 31 August 2018.

It is important you keep referring back to the online document on the Transport Agency website, as this is the most up-to-date version

<https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/draft-transport-agency-investment-proposal-2018-27/> .

We expect a number of variations to RLTPs during the three-year period as we all work to deliver the Government's new transport priorities.

2. PARTNERING WITH LOCAL GOVERNMENT

The Transport Agency has partnered with local government to deliver the 2018-2021 NLTP. Our investment advisers and strategic planning leads are available to help councils look at new co-investment opportunities. We can assist with resources and capability, where required, to help with council-led business cases, procurement and delivery.

Two joint Transport Agency/LGNZ groups have been set-up to help identify and address possible barriers for councils to realise the opportunities in the draft GPS, in particular in the activity classes that support public transport, walking, cycling and regional improvements.

The Local Government and the Transport Agency – working together booklet has recently been released to assist councils to get the most out of their partnership with the Transport Agency. Council leaders have been sent a link which takes them to a private webpage with details of key contacts relevant to their local area. Providing the contacts as an online link means the Transport Agency will be able to regularly review and update these details.

3. 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 Iles Road. Construction planned late-2018.
 - Stage Two: A business case to identify further improvements along the SH30 Te Ngae Road corridor between Iles Road and Rotorua Airport is underway and expected to be complete by the end of 2018.

Central: SH30A Amohau Street

- Detailed designs for introducing a clearway along SH30A Amahou Street are progressing. This will reduce the severance effect of the existing state highway through the city centre and so enable the further growth and revitalisation of an integrated City Centre for Rotorua. Consequently, SH30A will become a local road managed by Rotorua Lakes Council.

Te Ngae Road to Owhata safety improvements (SH30/SH33)

- Close to deciding the recommended option.
- There is the possibility of a speed review along this section.

Wainui Road to Opotiki (SH2)

- Close to deciding the recommended option. Planning a public drop-in session mid-2018 to present the preferred option.

Tauriko Network Plan (SH29)

- Partners are continuing to work on the multiple activities associated with 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.
- A partnership approach to consultation with Iwi has been agreed in parallel with a revised and more integrated approach to developing the multi-modal transport investments necessary to support the planned growth, and deliver improved safety and freight efficiency outcomes.

- The draft TAIP identifies this project for re-evaluation and this process is underway.

Piarere to Tauriko Business Case (SH29)

- The Detailed Business Case for the SH29 corridor from Piarere to Tauriko commenced in July 2017.
- The draft TAIP identifies this project for re-evaluation and this process is underway.

Waihi to Tauranga Corridor (SH2)

- Delivery of safety improvements along SH2 between Waihi and Trig Road is expected to begin construction in August 2018. This includes upgrading five intersections (with SH2; Heath, Crean, Baxter, Ford and Trig roads); road and shoulder widening, wide centreline, and installing roadside safety barriers and a right turn bay for Waimata School.
- Further investments along the remaining sections of the corridor are being considered as part of the TAIP re-evaluation process, which is underway.

This includes the following activities:

- SH2 Waihi to Omokoroa (excluding Katikati)
- SH2 Katikati Urban
- SH2 Omokoroa to Te Puna
- Tauranga Northern Link

Te Tumu (HiF) Business Case

- The Transport Agency has confirmed the intention to introducing tolls at the proposed Papamoa East Interchange as part of the Tauranga Eastern Link in order to maintain equity for all users of the Tauranga Eastern Link Toll Road.
- Work will continue to inform the development of preferred transport network investments for planned growth in Te Tumu, including the multi-modal transport strategy, tolling options, the cost-sharing agreement for the Papamoa East Interchange.

4. BAY OF PLENTY HIGHWAY PROJECTS

Baypark to Bayfair Link (SH2 and SH29A)

- Work on the Baypark to Bayfair Link project is progressing, with the focus on earthworks along Matapihi Road, and on the new northbound on and off ramps at the Maunganui-Girven intersection, relocation of services and installing new ducting, gas line and power cables.
- The Norfolk Pine trees in the roundabout at the Maunganui-Girven intersection will be removed in June 2018.
- The second major traffic switch at the Maunganui-Girven intersection is planned for August 2018.
- Work is ongoing with the cycling community to explore the feasibility of options for cyclists and pedestrians.

Maungatapu underpass/Hairini link (SH29A)

- A Community Day for the project was held on Sunday 27 May 2018. The underpass will be opened to traffic in June 2018 and project completed by July 2018, with the public transport initiatives completed late-2018.
- Once complete, the underpass will allow SH29A traffic to travel above the Welcome Bay traffic wanting to go to the city, improving safety and reducing congestion at the roundabouts.
- Tauranga City Council, Bay of Plenty Regional Council and the Transport Agency are working on a range of initiatives to help improve the reliability of bus trips for the Welcome Bay community into the City, looking for opportunities to give buses more priority on the roads.
- A separated dual cycleway through the underpass will be provided, as well as a new pedestrian cycle bridge over the new link road, and a cycle and pedestrian underpass (currently being built) to allow cyclists and pedestrians to connect to existing cycleway by travelling under the off-ramp from Maungatapu roundabout.

Minor improvements programme

- There are a number of small projects being carried out under the minor improvements programme.
- The programme includes the SH2 Te Puna Station Road trial, ramp metering at Elizabeth Street (SH2) and Barkes Corner (SH29A) and the SH5/SH36 Ngongotaha roundabout. Other projects will be confirmed later in 2018.

Poike Road overbridge (SH29A)

- The two kilometre shared path connecting Poike to Welcome Bay has been completed and was used as part of the Maungatapu Community Day in May 2018.

Rotorua Hemo Road intersection improvements (SH30/SH5)

- Construction of the intersection improvements was completed in March 2018, with official completion occurring once Rotorua Lakes Council have installed the sculpture, expected August 2018.

Weather Activated Variable Speed Limit signs (SH29)

- The Transport Agency is carrying out independent research to examine how the public perceive the operation of the Weather Activated Variable Speed Limit signs, how well they understand the messaging, and what improvements they think could be made.
- The weather-activated signs with adjustable speed limits, went live in November 2015, remind drivers to slow down during adverse weather. The research will also look at whether the signs could be attributed to a reduction in crashes resulting in deaths or serious injuries on both sides of the Kaimai Range.
- The final report is expected mid-2018, at which stage the Transport Agency will implement any changes and continue monitoring the effectiveness of the signs.

Te Ngae Junction to Paengaroa safety improvements (SH33)

- Construction is underway on the first of three stages. Stage one started in November 2017, near Paengaroa, and includes work between Okere Falls and the SH33/30 Te Nage Junction and south of Allport Road. This stage is planned to be finished by the end of 2018..
- Stage two is expected to start late 2018/early 2019, and stage three late 2019. Project completion estimated mid-2021.



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Bay of Plenty Regional Land Transport Plan 2018

Executive Summary

The following report briefly summarises the process to review the Bay of Plenty Regional Land Transport Plan 2018 and seeks a decision from the Regional Transport Committee to endorse the Plan and recommend it to the Regional Council.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Bay of Plenty Regional Land Transport Plan 2018.**
- 2 Approves the Regional Land Transport Plan Subcommittee's recommendations in the appended deliberation's papers and notes the associated resolutions in the Minutes of the Subcommittee's deliberations meeting on 25 May 2018:**
 - a. Policy Framework;**
 - b. Regional Programme and Prioritised Activities;**
 - c. Road Network;**
 - d. Public Transport;**
 - e. Rail;**
 - f. Walking and Cycling; and**
 - g. General and Other Matters.**
- 3 Endorses the Bay of Plenty Regional Land Transport Plan 2018 as appended to the report, Bay of Plenty Regional Land Transport Plan 2018 including any amendments arising from discussion of this report.**
- 4 Notes that it is satisfied that the draft Bay of Plenty Regional Land Transport Plan 2018 meets the requirements of Section 14 of the Land Transport Management Act 2003 (Core requirements of regional land transport plans).**

- 5 Delegates to the Committee Chair the authority to make minor changes to the draft Bay of Plenty Regional Land Transport Plan 2018 prior to its approval by the Bay of Plenty Regional Council.**

That the Regional Transport Committee recommend that the Regional Council:

- 1 Receives the report, Bay of Plenty Regional Land Transport Plan 2018.**
- 2 Notes that the Regional Transport Committee has prepared the draft Bay of Plenty Regional Land Transport Plan 2018 on the Regional Council's behalf in accordance with the Land Transport Management Act 2003.**
- 3 Approves the Bay of Plenty Regional Land Transport Plan 2018.**

1 Introduction

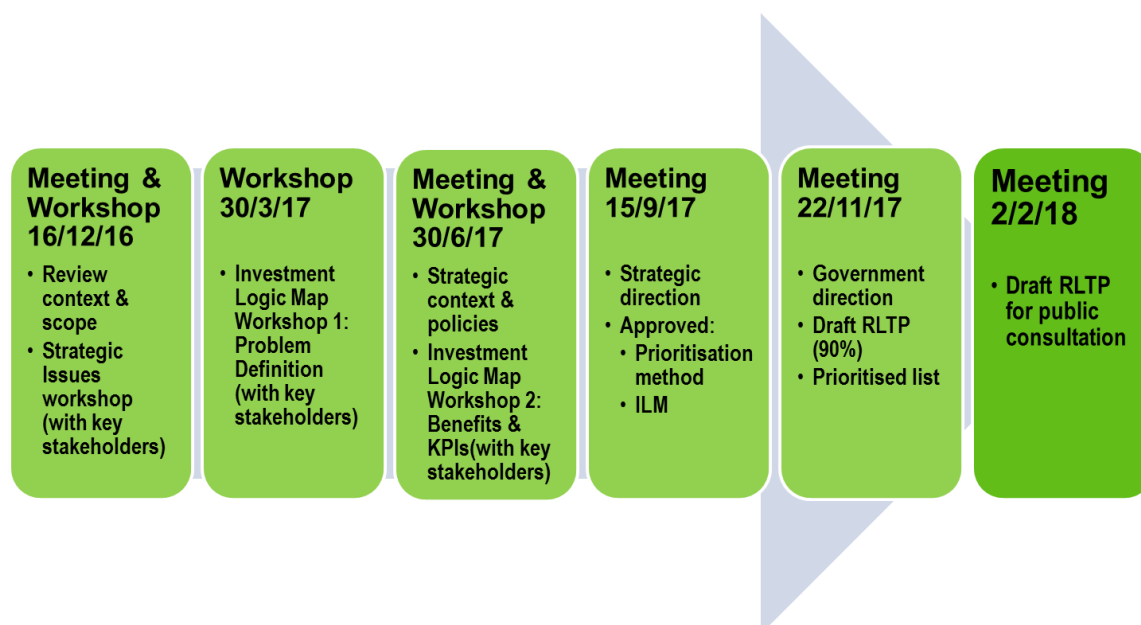
This Bay of Plenty Regional Land Transport Plan 2018 (RLTP) is a statutory requirement of the Land Transport Management Act (LTMA) and has been reviewed in a manner consistent with the LTMA.

The Bay of Plenty region's transport vision is: *Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all.* To help achieve this vision, the RLTP establishes 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 financial forecast of anticipated investment and revenue for the region's land transport activities.

2 Review process

The RLTP review process commenced at the end of 2016 and included the following steps and milestones:



3 Submissions

The submission period for the draft RLTP was 19 February to 23 March 2018. Approximately 1,350 submissions were received, including several late submissions. The Hearings Subcommittee accepted late submissions as part of the hearings and deliberations process.

The vast majority of submissions were from individual members of the public. There were also a number of submissions from organisations and community groups. In order to process the significant volume of submissions, individual submission points were grouped into the following broad topics:

- Policy Framework;
- Regional Programme and Prioritised Activities;
- Road Network;
- Public Transport;
- Rail;
- Walking and Cycling; and
- General and Other Matters.

Seven topic-based deliberations papers were then prepared containing information and advice to assist the Hearings Subcommittee with its deliberations. The individual deliberations papers summarise the key themes in the submissions for each topic.

4 Hearings

RLTP hearings were conducted over three days (10-12 April). The first day was held in Ōmokoroa due to the high number of submitters on matters relating to State highway 2 between Waihi and Tauranga. The second and third days were held in Tauranga. A total of 94 individuals and organisations took the opportunity to make a verbal presentation to the Hearings Subcommittee over the three days.

5 Deliberations

Deliberations were held on the 25 May in Tauranga. The Hearings Subcommittee considered staff recommendations in the seven topic-based deliberations papers that follow this report.

The deliberation's papers are appended as they contain recommendations from the Subcommittee to the Committee.

Staff note that the changes agreed to by the Hearings Subcommittee are currently shown in the RLTP, deliberations papers and Subcommittee's Deliberations' Minutes included in the Agenda.

In regard to the Subcommittee's recommendations, the Committee needs to be mindful that it delegated to the Subcommittee the function of hearing, considering and reporting back its recommendations based on all the submissions it read or heard.

While RTC members have the ability to either endorse the Subcommittee's recommendations, or determine otherwise, in doing so, the RTC must take into account the principles of consultation.

In making any decision to change or overturn the Subcommittee's recommendations RTC members need to be mindful of two key principles - fairness and predetermination.

Fairness means listening to what others have to say and considering the response or decision in relation to this. This means decisions should be made based on all information provided including written submissions and information provided by those who spoke to their submission and the Subcommittee's considerations and recommendations in light of this.

The measure for predetermination is whether the member has genuinely considered all the submissions and matters raised, retained an open mind and had proper regard to them.

6 Regional Land Transport Plan (final draft)

Committee members will find a clear copy of the final version of the draft RLTP attached to the agenda. This document reflects the recommendations made by the Hearings Subcommittee. Maps in the final published RLTP will be updated to reflect the changes in the text. A case study on SH2 between Waihi and Tauranga will also be included in line with the Hearings Subcommittee recommendations¹.

6.1 Draft Long Term Plans / Draft Transport Agency Investment Proposal

The timing of the National Land Transport Programme means that the RLTP must be submitted at the same time as Long Term Plans and the Transport Agency Investment Proposal are being finalised. The Regional Advisory Group has been working to ensure that the final version of the draft RLTP reflects the latest version of draft land transport programmes as much as possible. A final review of figures will be conducted before the RLTP is submitted to the NZTA.

¹ See Regional Land Transport Plan Deliberations Paper – Road Network.

The RLTP variation process also enables the RTC to vary the plan as deemed necessary to reflect changes to land transport programmes once the final document has been submitted.

7 Process from here

Providing the RTC endorses the RLTP, it will be tabled for Regional Council approval at the Council's next meeting on the 28 June 2018. To allow for any amendments to the draft RLTP agreed at this meeting, this report includes a recommendation to delegate to the Committee Chairman the power to make minor changes to the RLTP prior to its approval by the Regional Council.

The Regional Council may approve the RLTP without amendment, or refer it back to the RTC for reconsideration. If this occurs, the RTC must consider the issues raised by the Regional Council.

The RTC may amend the RLTP or forward any additional information requested by the Regional Council to help it with its decision, or both. If the RTC amends the RLTP and the amendments are:

- significant in terms of the Committee's significance policy, then the RTC must consult in a manner set out in the LTMA.
- Not significant, then the RTC may forward the amended RLTP to the Regional Council without consulting on the amendments.

The amended RLTP may either be approved by the Regional Council or forwarded to the NZ Transport Agency stating that it is not approved along with a statement of its reasons. In either case, the RLTP must be forwarded to the Agency by the 30 June 2018. Once the final RLTP has been forwarded to the Agency, copies of the document must subsequently be made available to the public.

7.1 Preparation of a plain English summary document

To support the full RLTP, an eight to 12 page summary document will also be developed and made available to the public and stakeholders. The objective of this document is to provide a summary of the key points from the full Plan, with a focus on making the content and supporting information reader-friendly for the wider community. The document will be infographic and visual-heavy, and word-light. The development of the summary document is currently underway, with the final version to be available following the Regional Council meeting on 28 June.

7.2 Submission of the RLTP 2018 and future review

The NZTA has set the 30 June 2018 as the deadline for submitting regional land transport plans to enable the National Land Transport Programme to be developed and released on the 31 August. The RLTP that is submitted will reflect the operating environment at certain a point in time.

However, the Government has clearly signalled that the new policy direction in the GPS 2018 is the beginning of a transformational shift in the national land transport operating environment. The Government has signalled that a 'second stage' GPS is likely to be required to fully realise its direction for transport investment.

This suggests that a review of the RLTP 2018 (once submitted) may be necessary sooner rather than later to ensure that the region continues to be responsive to changes in national policy and investment settings.

8 Council's Accountability Framework

8.1 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.

8.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP reviews is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

8 June 2018

APPENDIX 1

Regional Land Transport Plan Deliberations Paper - Policy Framework

Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Policy Framework

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to the policy framework.

The RLTP Policy Framework contains a benefits and objectives framework, a strategic response based on an Optimised Transport System, and a series of policies that guide the implementation of the plan.

Submissions sought to enhance the policy framework through amendments such as: being future focused, people centric, responsive to the Government Policy Statement on land transport (GPS), emphasising the place of strategic freight, and by providing better clarity in specific objectives. A large number of submissions focused on the use of the policy framework in project prioritisation, rather than the framework per se.

Recommended amendments include: the inclusion of a future focus 'box' which acknowledges the potential 2019 GPS and highlights the Bay of Plenty Rail Study, a number of new or amended KPIs, added clarification or completeness to a number of objectives, and enhancement to the place of strategic freight within the policy framework.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Policy Framework;**
- 2 Amends the Introduction section (1) to add the words 'for all' to the regional vision statement.**

- 3 Amends the Problems section (3.1 para 2) to add:
 - a. that congestion is leading to *'impediments to the movement of strategic freight'*
 - b. *'including the urban arterial network'* to major routes in Tauranga.
 - c. *'This is impacting on the quality of life for all residents affected by congestion and resulting in a loss of economic productivity'*, at the end of the paragraph.
- 4 Maintains the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.
- 5 Scores and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.
- 6 Amends the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
- 7 Amends the Access and resilience objective (3.3.1) to include *'a multi-modal response'* as part of a transport system to achieve the objective.
- 8 Amends the Land use and transport integration objective (3.3.3) to add that access can be impeded by: *'network delays to the movement of freight'* and to include *'multi modal freight efficiency'* as part of long term planning for regional growth.
- 9 Amends the Land use and transport integration objective (3.3.3) to clarify that this objective includes *'current and future'* land use, and that achieving the objective will require a *'multi modal response'*.
- 10 Amends the Land use and transport integration objective (3.3.3) to add *'There is a strong relationship between land use and transport'* to the beginning of the paragraph and *'and services'* to factors influencing the type of land use patterns that emerge.
- 11 Amends the Monitoring Section (9.1) to add *'undertaking a comprehensive review of targets for Key Performance Indicators in the plan'*
- 12 Amends the Environmental Sustainability (3.3.2) KPI to read *'reduce transport emissions in the region, in line with national emissions reductions targets for the transport sector, that are recommended by the Climate Commission under the Zero Carbon Act'* and add a footnote *'this KPI will be updated with specific reductions when these are available'*
- 13 Amends the Energy Efficiency objective (3.3.4) to include the words *'and move goods'* alongside the words *'people choose'* the best way to travel.
- 14 Amends the Energy Efficiency (3.3.4) KPI to include *'double the number of Electric Vehicle registrations in the region, annually from 2016'*.

- 15 Amends the Public Health (3.3.5) KPI to include 'increase the public transport network coverage from 2016 levels to make an ongoing difference in people's health.'
- 16 Amends the Safety (3.3.6) KPI to read 'zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year' in the objective statement and the KPIs
- 17 Amends the Economic Efficiency (3.3.7) KPIs to include 'Reduce delay per kilometre on key routes between Rotorua Airport and Rotorua CBD from 2018 levels'.
- 18 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box¹.

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 19 Amends the Strategic Response (4.0) to add a text box highlighting approaching technological changes and the need to be flexible and responsive in our approach.
- 20 Amends the Integrated planning section (4.1.1) to include 'maintenance and enhancement of strategic freight corridors', to the list of descriptors of integrated planning (para 1).
- 21 Amends the Safe System section (4.2) to add 'Improved road safety for the Bay of Plenty region is essential'.

¹ This recommendation also appears in the Rail Deliberations Paper.

- 22 Amends Access and Resilience (5.1) to add a new policy to '*Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region (NZTA, city and district councils, Port of Tauranga, KiwiRail, BOPRC)*'.
- 23 Amends Land-Use and Transport Integration (5.3 #9) to include '*brownfield developments*' alongside greenfield.
- 24 Amends Economic Efficiency (5.7 #27) to include '*and prioritise investment*' after co-ordinated planning.
- 25 Amends Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.

1 Introduction and the Policy Framework

This paper makes recommendations on matters raised in submissions that relate to the policy framework. It identifies the relevant sections of the RLTP, summarises key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the GPS and recommends any changes to the RLTP policy to improve alignment.

The RLTP, in chapter 3, identifies four priority land transport problems and then three principle benefits from addressing these problems. Each benefit is weighted and divided into weighted objectives. These weightings drive the prioritisation of activities that are submitted for funding from the National Land Transport Fund for the six year period of the RLTP. A number of Key Performance Indicators are attached to each of these objectives (KPIs).

The strategic response, outlined in Chapter 4, to these problems is an Optimised Transport System. There is a hierarchy of interventions to address these issues: Integrated Planning, Demand Management, Network Optimisation, and New and Improved Infrastructure. A Safe System approach underpins each level of the Optimised Transport System.

The Plan contains policies which relate to each of the eight objectives in Chapter 5. These act to guide the actions of organisations responsible for implementing the plan. These policies rely on organisations working collaboratively for successful implementation.

2 Submissions on the policy framework

Submissions on the policy framework were predominantly focused on the use of the framework, i.e. whether the prioritised list of regional projects actually delivered on the framework, and on the balance or weighting of the various objectives. The scope of some of the objectives was also commented on, along with suggested improvements to polices and KPIs².

A number of submitters questioned whether the objectives framework and the prioritised list of regional projects actually correlate. A number of submitters disagreed

² Longer submissions that suggested wording changes are detailed in the attached appendix.

with the weightings of specific objectives, including giving safety a higher weighting along with integrating land-use and transport, and rebalancing other priorities. On the priority problems, there was no clear pattern or consensus on this, other than the balance of the framework is not flowing through to project prioritisation that meets expectations. A number of submitters also assumed that the entire regional programme was just the prioritised activities (7.4).

SmartGrowth and others commented on the need to include current land use as well as future land use as part of integrated land use and transport planning e.g. integrating transport with the growth that has occurred and been planned for Ōmōkoroa as well as integrating with new growth areas such as Tauriko. Other submitters commented that the Access and Resilience objective doesn't include multi modal choice and the Port of Tauranga made a number of submission points relating to the placement of freight within the objectives.

A number of submissions made suggested improvements to KPIs on health and the social impact of transport. The Port of Tauranga suggested improvements to KPIs including reducing strategic freight travel times, increasing the proportion of freight on rail, and reducing the energy footprint / km travelled. Many submitters commented on the utility of the safety KPIs and suggested improvement, including Waikato Regional Transport Committee suggesting a zero target to align with signals from central government and the Waikato region.

Submitters supported the Optimised Transport System but wanted better emphasis on rail and the inclusion of strategic freight corridors as part of integrated planning. SUPA NZ submitted that mobility scootering needs to form part of the walking and cycling network and given commensurate focus. There was broad support for the policies but requests for better emphasis on rail and better integration of freight into the policies.

The recently released draft GPS 2018 focuses on four strategic priorities: safety, access (economic and social opportunities, choice and resilience), along with value for money and the environment. The GPS introduces the themes of: mode neutral, integrating land use planning and transport, and incorporating technology and innovation. The new activity classes of transitional rail and rapid transit have been added. Other government signals include a second stage GPS (possibly in 2019) which will further emphasise rail and integrate targets and tactics from the soon to be established Climate Commission. There is good alignment between the draft RLTP and the draft GPS and the focus on safety and land use and transport integration.

3 Recommendations on the Policy Framework

To respond to submissions and increase alignment with the GPS, the following recommendations are made for the policy framework sections of the RLTP. Note that recommendations contained in the Rail and the Walking and Cycling Papers also cover the policy framework:

Regional Transport Vision

1. Amend the Introduction section (1) to add the words 'for all' to the regional vision statement.

Benefits and Objectives Framework

2. Amend the Problems section (3.1 para 2) to add:
 - a. that congestion is leading to *'impediments to the movement of strategic freight'*
 - b. *'including the urban arterial network'* to major routes in Tauranga.
 - c. *'This is impacting on the quality of life for all residents affected by congestion and resulting in a loss of economic productivity'*, at the end of the paragraph.
3. Maintain the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.
4. Score and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.
5. Amend the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
6. Amend the Access and resilience objective (3.3.1) to include 'a multi-modal response' as part of a transport system to achieve the objective.
7. Amend the Land use and transport integration objective (3.3.3) to add that access can be impeded by: 'network delays to the movement of freight' and to include 'multi modal freight efficiency' as part of long term planning for regional growth.
8. Amend the Land use and transport integration objective (3.3.3) to clarify that this objective includes 'current and future' land use, and that achieving the objective will require a 'multi modal response'.
9. Amend the Land use and transport integration objective (3.3.3) to add 'There is a strong relationship between land use and transport' to the beginning of the paragraph and 'and services' to factors influencing the type of land use patterns that emerge.
10. Amend the Energy Efficiency objective (3.3.4) to include the words 'and move goods' alongside the words 'people choose' the best way to travel.

Key Performance Indicators

11. Amend the Monitoring Section (9.1) to add *'undertaking a comprehensive review of targets for Key Performance Indicators in the plan'*.
12. Amend the Environmental Sustainability (3.3.2) KPI to read *'reduce transport emissions in the region, in line with national emissions reductions targets for the transport sector, that are recommended by the Climate Commission under the Zero Carbon Act'* and add a footnote 'this KPI will be updated with specific reductions when these are available'
13. Amend the Energy Efficiency (3.3.4) KPI to include 'double the number of Electric Vehicle registrations in the region, annually from 2016'.

14. Amend the Public Health (3.3.5) KPI to include 'increase the public transport network coverage from 2016 levels, to make an ongoing difference in people's health.'
15. Amend the Safety (3.3.6) KPI to read 'zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year' in the objective statement and the KPIs.
16. Amend the Economic Efficiency (3.3.7) KPIs to include 'Reduce delay per kilometre on key routes between Rotorua Airport and Rotorua CBD from 2018 levels'.

Strategic Response

17. Amend the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box³.

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

18. Amend the Strategic Response (4.0) to add a text box highlighting approaching technological changes and the need to be flexible and responsive in our approach.
19. Amend the Integrated planning section (4.1.1) to include 'maintenance and enhancement of strategic freight corridors', to the list of descriptors of integrated planning (para 1).
20. Amend the Safe System section (4.2) to add 'Improved road safety for the Bay of Plenty region is essential'.

Policies

³ This recommendation also appears in the Rail Deliberations Paper.

21. Amend Access and Resilience (5.1) to add a new policy to '*Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region (NZTA, city and district councils, Port of Tauranga, KiwiRail, BOPRC)*'
22. Amend Land-Use and Transport Integration (5.3 #9) to include 'brownfield developments' alongside greenfield.
23. Amend Economic Efficiency (5.7 #27) to include 'and prioritise investment' after co-ordinated planning.
24. Amend Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.

4 Council's Accountability Framework

4.1 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.

4.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP review is provided for in the Regional Council's Long Term Plan 2018-2028.

Nic Newman
Principal Advisor

for Transport Policy Manager

7 June 2018

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Rotorua Airport routes	Rotorua Regional Airport Ltd (RRAL)	3.3.7 Economic Efficiency	RRAL seeks to amend the wording of the KPIs to include: <u>'reduce travel delay time on key routes between Rotorua Airport and Rotorua CBD from 2016 levels'</u>	Amend the Economic Efficiency (3.3.7) KPIs to include <i>'Reduce delay per kilometre on key routes between Rotorua Airport and Rotorua CBD from 2018 levels'</i>
Safety	Waikato Regional Transport Committee	3.3.6 Safety	Waikato Regional Transport Committee seeks to amend the safety KPI to: <u>'Work towards zero deaths and injuries'</u>	Amend the Safety (3.3.6) KPI to read <i>'zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year'</i> in the objective statement and the KPIs. This aligns with government and inter-regional priorities.
Inter-regional tourism	Waikato Regional Transport Committee	5.7 (#30) Economic Efficiency	Waikato Regional Transport Committee seeks to amend the policy to include Waikato Regional Council as an implementation agency.	Amend Economic Efficiency (5.7 #30) to include <i>Waikato Regional Council</i> as an implementation agency. This recognises the inter-regional tourism movements between the Bay of Plenty and the Waikato.
Tauranga Urban Arterial Network	Port of Tauranga	3.1 Problems	Port of Tauranga request amendment to the Problem section to highlight <i>Traffic congestion is occurring on parts of the network, in particular the</i>	Amend the Problems section (3.1 para 2) to add that congestion is leading to <i>'impediments to the movement of strategic freight'</i> and major routes in Tauranga <i>'including the urban arterial network'</i> .

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Freight within Access and Resilience	Port of Tauranga	3.3.1 Access and Resilience	<p><u>urban arterial network, and is a major impediment to strategic import/export freight movements.</u></p> <p>Port of Tauranga request that freight movement is included as part of this objective and suggest an additional KPI: <u>Reduced urban arterial travel times for strategic import/export freight movement.</u></p>	<p>Amend the Access and Resilience Objective (3.3.1) to include that access can be impeded by: <i>network delays to the movement of freight.</i></p> <p>The existing KPI covers National and Regional Strategic Routes, without highlighting any particular route or class.</p>
Freight within land use planning	Port of Tauranga	3.3.3 Land use and transport integration	<p>Port of Tauranga request additional text to highlight freight: <u>Long term planning ensures regional people and goods growth patterns and urban form reduce travel demand, support mixed-mode freight efficiency, public transport and encourage walking and cycling.</u></p>	<p>Amend the Land use and transport integration objective (3.3.3) wording to include '<i>multi modal freight efficiency</i>' as part of long term planning for regional growth.</p> <p>Planning for mixed mode freight should form part of land use and transport integration. However, the addition of the words 'people and goods' to growth patterns, is implicit and change is unnecessary given the recommended change.</p>
Freight within Energy Efficiency	Port of Tauranga	3.3.4 Energy Efficiency	<p>Port of Tauranga request changes to the text and KPI: People choose and goods are programmed the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources <u>Reduce the total energy footprint, per</u></p>	<p>Amend the Energy Efficiency objective (3.3.4) to include the words '<i>and move goods</i>' alongside people choose.</p> <p>While the suggested KPI is very valid, we do not have access to the</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Safety	Port of Tauranga	3.3.6 Safety	<p>kilometer travelled for freight movement</p> <p>Port of Tauranga requests KPI: <u>Reduce deaths and serious injuries arising from freight and good movement below 2016 levels (five year rolling average).</u></p>	<p>data to measure progress against it.</p> <p>A single KPI that targets zero deaths and serious injuries on the regional network is recommended.</p>
Integrated Planning	Port of Tauranga	4.1.1 Integrated Planning	<p>Port of Tauranga seeks that freight movement is recognised as a key factor in the integrated planning story and a dedicated freight corridor strategy and model is included.</p>	<p>Amend the Integrated planning section (4.1.1) to include <i>'maintenance and enhancement of strategic freight corridors'</i>, to the list of descriptors of integrated planning (para 1).</p> <p>The Strategic Response does not include investment management projects such as that requested. The request has been referred to NZTA and TCC as the responsible authorities.</p>
Demand Management	Port of Tauranga	4.1.2 Demand Management	<p>Port of Tauranga seeks the following addition to make a particular focus on freight within demand management: <i>Improve the overall efficiency of the transport network with a key focus on strategic urban import/export freight corridors.</i></p>	<p>The current wording seeks to improve the efficiency of the whole network, while prioritising higher value trips. This implies strategic freight is prioritised, as it is high value.</p>
Access and Resilience Policies	Port of Tauranga	5.1 (#2) Access and Resilience	<p>Port of Tauranga requests amendment to the policy to include the words: <i>ensure that the development and management of transport corridors enhances freight</i></p>	<p>The current wording includes all users of the network (including freight) without favouring one over the other.</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Land use and transport integration Policies	Port of Tauranga	5.3 (#9) Land use and transport integration	<p><i>accessibility and maintains the permeability of the corridor for all users and minimises the severance effects on surrounding communities</i></p> <p>Port of Tauranga requests amendment to the policy to include the words <i>people and goods</i> in strategic transport corridors, include <i>brownfield</i> development in new development and enhancing <i>freight efficiency</i> as matters to give effect to.</p>	<p>The place of 'goods' is implicit in strategic transport corridors, no change is needed.</p> <p>Amend Land-Use and Transport Integration (5.3 #9) to include <i>brownfield developments</i> alongside greenfield.</p> <p>Freight efficiency is already included in other policies listed in 5.3.</p>
Economic Efficiency Policy	Port of Tauranga	5.7 (#27) Economic Efficiency	<p>Port of Tauranga requests amendment to the wording to include: <i>Co-ordinate planning and prioritise investment for roads, rail and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner</i></p>	<p>Accept</p> <p>Amend Economic Efficiency (5.7 #27) to include <i>and prioritise investment</i> after co-ordinated planning.</p> <p>Prioritising investment is an important part of co-ordinated planning.</p>
Land use and transport integration	SmartGrowth (EM1)	3.3.3 Land and transport integration	<p>Add the following to Objective 3.3.3 – land use and transport integration on page 43:</p> <p><i>There is a strong relationship between land use and transport. Land use patterns influence transport factors such as trip lengths and the viability of different modes, while the provision of transport infrastructure</i></p>	<p>Amend the Land use and transport integration objective (3.3.3) to add <i>'There is a strong relationship between land use and transport' and add 'and services' to factors influencing the type of land use patterns that emerge.</i></p> <p>The additional paragraph re-states the existing text using different</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Economic efficiency	SmartGrowth (EM1)	3.3.7 Economic efficiency	<p><i>and services influences the type of land use patterns that emerge. There needs to be an ongoing relationship between land use planning, through growth strategies and spatial plans, and transport through the RLTP. Transport networks need to integrate with agreed land use patterns and vice versa.</i></p> <p>Add the following to Objective 3.3.7 – Economic Efficiency on page 45: <i>Achieving this objective also requires a balance between preserving easy and safe access via the three major state highways to the nationally significant Port of Tauranga as freight traffic increases, and at the same time offering good levels of service to our communities in terms of moving about easily.</i></p>	<p>wording and therefore offers no additional value to the explanation.</p> <p>The objectives in the RLTP are high level, long term statements that support various aspects of the region's transport system. The relief sought would narrow the focus of the economic efficiency objective to one particular mode and part of the region. The national significance of the Port of Tauranga is emphasised throughout the RLTP.</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Traffic congestion	SmartGrowth (EM1)	3.1 Problems Traffic growth	Under Problems in section 3.1 on page 36, insert the following at the end of the page: <u>This increasing congestion is impacting on the quality of life for residents.</u>	Accept Amend the Problems section (3.1 para 2) to add: <i>'This is impacting on the quality of life for all residents affected by congestion, and resulting in a loss of economic productivity.'</i> Traffic congestion affects the quality of life of residents wherever it occurs in the region. It is also leading to a loss of economic productivity.
Strategic response	SmartGrowth (EM1)	4.1 Optimised transport system 4.1.1 Integrated planning	Add the following to section 4.1 on page 47: <u>The aim is to achieve an improved level of service and journey reliability over time by ensuring that the hierarchy of interventions are implemented in a timely manner, including new and improved transport infrastructure and services.</u> At the end of section 4.11 on page 47, insert the following: <u>For areas like the western Bay of Plenty sub-region which are experiencing significant growth pressures, facilitating and integrating with urban development is key.</u>	Decline The additional text appears to re-state the existing text using different wording and therefore offers no additional value to the explanation.
Strategic response	SmartGrowth (EM1)	4.2 Safe system	At the start of section 4.2 – Safe System on page 50 insert the following: <u>Improved road safety for the Bay of</u>	Accept Amend the Safe System section (4.2) to add <i>'Improved road safety for the Bay of Plenty region is essential.'</i>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Policies	SmartGrowth (EM1)	5.1 Access and resilience	<p><i>Plenty region is essential.</i></p> <p>Transport and ease of access is particularly important to the sub-regional and wider regional economy. The ability for freight traffic to be able to move to and from the Port of Tauranga and the Airport is essential.</p> <p>Add a new policy under section 5.1 – Access and Resilience:</p> <p><u>Undertake work on the ease of access and barriers to key regionally and nationally significant industry and hubs within the region, in particular the Port of Tauranga.</u></p>	<p>Accept in part</p> <p>Maintaining access to the Port of Tauranga is a key focus of the work being progressed in the Tauranga Programme Business Case. However, there is value in adding a policy to work collaboratively to maintain and improve access to regionally and nationally significant freight hubs in the region.</p>

APPENDIX 2

Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities

Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on the regional programme and, in particular, submissions made on the prioritised list of proposed activities in the RLTP.

The regional programme is in Chapter 7 of the RLTP, with more detailed information on individual activities in the programme in Appendix 3.

The vast majority of submissions sought a higher priority for two activities in particular (Katikati Bypass and SH2 Omokoroa to Te Puna), with a number of submissions questioning why these activities were lower than other activities on the draft RLTP list. Several submitters also questioned why the Tauranga Northern Link was not prioritised. Other submissions requested additions to the list of activities of inter-regional significance and investment in demand management activities.

Recommended amendments include: a revised prioritised list; adding text to the RLTP to note the region's expectations on activities that previously had funding committed; prioritising activities according to their respective activity classes and adding information on their indicative timing and national profiles where available; adding two new activities of inter-regional significance and noting that there is scope to include investment in demand management activities by way of an RLTP variation.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities;**

- 2 Adds text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities (or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities). Where applicable, adds an 'equivalent priority' to the activity to reflect the priority of related activity phases in the prioritised list.**
- 3 Approves Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP.**
- 4 Adds activities included in the draft TAIP but not previously included in the draft RLTP and notes these activities meet the criteria for a significant activity but are late additions to the programme meaning they were unable to be regionally prioritised in the RLTP alongside the other significant activities.**
- 5 Adds activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.**
- 6 Prioritises significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amends their regional priority in Appendix 3 accordingly.**
- 7 Includes the indicative timing and national profile of prioritised activities where this information is available.**
- 8 Adds a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.**
- 9 Adds the following two activities of inter-regional significance:**
 - a) Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and**
 - b) Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.**
- 10 Updates the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.**
- 11 Notes that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.**

1 Introduction

This paper covers submissions on the regional programme and, in particular, submissions made on the prioritised list of proposed activities in the RLTP.

The regional programme is in Chapter 7 of the RLTP, with more detailed information on individual activities in the programme in Appendix 3. Chapter 7 includes sections

summarising the process for developing the regional programme (7.2); the activities (and in some cases activity phases) that previously had funding committed through the National Land Transport Fund (7.3); the region’s prioritised list of improvement activities (7.4), activities not included in the New Zealand Transport Agency’s (NZTA) draft State Highway Investment Proposal (SHIP) (now Transport Agency Investment Proposal - TAIP) that the region has requested be included (7.4.1); and activities identified as being of inter-regional significance (7.6).

2 Submissions on prioritised and committed activities

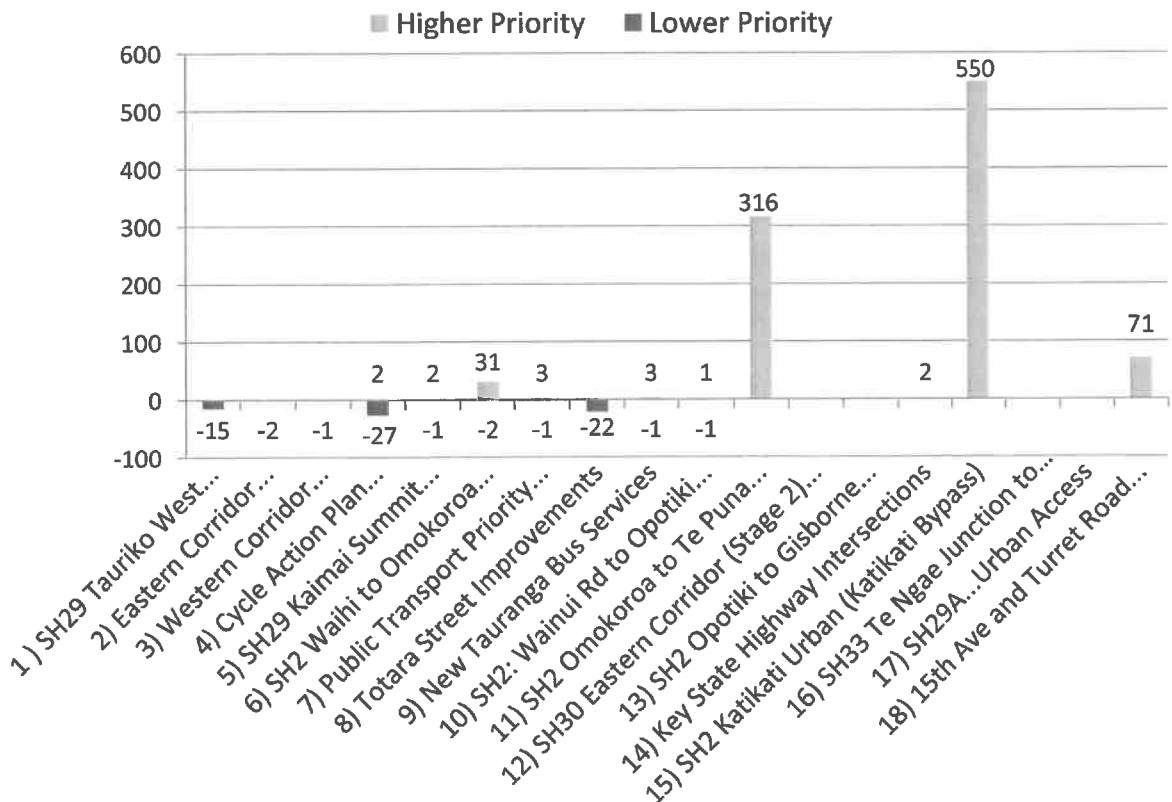
2.1 Prioritised activities

The vast majority of submissions on the draft RLTP were on activities ranked from 1 to 18 on the prioritised list, either explicitly or implicitly requesting changes to their priority.

Figure 1 shows the number of submissions on each activity in the top 18 seeking either a higher or lower priority for that activity. It should be noted that Figure 1 records submissions directly seeking a re-prioritisation of activities. Many more submissions were made in support of certain types of activities and these were also taken into account in recommendations on the prioritised list. For example, in submissions facilitated by Greater Tauranga:

- 826 people agreed with the statement: ‘build our cycle network in ten years (not 30 years)’ and
- 883 people agreed with the statement: ‘give us a modern, quick and easy-to-use bus service’.

Figure 1 Submissions on the 18 highest priority RLTP activities



The graph shows that submissions seeking a higher priority were largely focused on four activities:

- very large numbers of submitters requested a higher priority for Katikati Bypass (550) and SH2 Omokoroa to Te Puna (316);
- a substantial number of submitters requested a higher priority for 15th Avenue and Turret Road Upgrade (71); and
- a considerable number of submitters sought a higher priority for SH2 Waihi to Omokoroa (31).

There were far fewer submissions seeking a lower priority for certain activities, and these were generally in relation to activities the submitters were requesting be a higher priority (for example, activities on SH2 between Waihi and Tauranga). Comments seeking a lower priority were centred on:

- SH29 Tauriko West Network Connections (15);
- Tauranga Cycle Action Plan Implementation (27); and
- Totara Street Improvements (22).

Comments on SH29 Tauriko West Network Connections generally questioned why what was perceived to be a future growth area was prioritised over an area such as Omokoroa which was already experiencing the negative impacts of growth (congestion and safety issues). In terms of the cycling activities, many of those seeking a lower priority questioned how cycleways could be prioritised over activities that could prevent deaths and serious injuries on SH2.

2.2 Committed activities

Submissions on committed activities are being considered alongside those on proposed activities because several submitters expressed concern that the Tauranga Northern Link activity was not included in the prioritised list. In the draft RLTP, all phases of the Tauranga Northern Link (including implementation/construction) were identified in the list of activities that had funding committed through the NLTF.

3 Other submissions on the regional programme

A number of submitters noted that local authority land transport programmes in the draft RLTP are subject to council long-term plan processes and will not be finalised prior to the date the final RLTP is submitted.

The Waikato Regional Transport Committee requested additions to the list of activities of inter-regional significance (see attached table).

Sustainability Options and the Sustainable Business Network requested significant investment in demand management initiatives, rideshare schemes, business and commuting schemes (see attached table).

4 Recommendations

4.1 Committed activities

- 1 Add text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities

(or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities). Where applicable, add an 'equivalent priority' to the activity to reflect the priority of related activity phases in the prioritised list.

The draft RLTP was prepared in a manner that showed clear alignment with the draft SHIP released in August 2017. Activities (or in some cases activity phases) with the status of 'committed projects' in the draft SHIP were identified as committed activities in the draft RLTP. Activities that were 'planned activities' in the draft SHIP were identified as proposed activities in the draft RLTP and prioritised as required by the Land Transport Management Act.

Following the release of the draft Government Policy Statement on Land Transport 2018-19-2028/29 (GPS) on the 4 April 2018, the NZTA released a revised draft investment proposal (TAIP) on the 27 April designed to 'give effect' to the draft GPS. The draft TAIP re-defines the previous 'committed' and 'planned' categories in the draft SHIP and now identifies three project categories:

- **In Construction** - activities that are currently under construction or have recently been completed;
- **Proposed state highway activities to be re-evaluated** - Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements** - Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.

Activities and activity phases identified as being committed in the draft SHIP and RLTP have now been distributed across all three project categories in the draft TAIP. Most notably, all phases of the Tauranga Northern Link previously identified as committed are now in the list of 'proposed state highway activities to be re-evaluated'.

The information accompanying the release of the draft GPS includes the following commentary on the state highway improvements activity class:

Activity class	Average percentage change over three years	Comment
State highway improvements	11% decrease	This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements.

There appears to be a clear regional consensus that the Government and the NZTA should honour all previous commitments in the state highway activity class before proceeding with new priorities. Therefore the recommendation is that text be added to the RLTP that clearly states that the region expects NLTF funding to be allocated to the completion of activities (or activity phases) listed in section 7.3 of the RLTP before funding is allocated to the proposed activities that the region has prioritised in section 7.4.

In almost all cases, equivalent activity phases for these activities have been prioritised in section 7.4. The recommendation includes adding an 'equivalent priority' field to the table of activities in section 7.3 to demonstrate their relative priority to the region.

4.2 Prioritised activities

- 2 Recommend Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP.**
- 3 Add activities included in the draft TAIP but not previously included in the draft RLTP and note these activities meet the criteria for a significant activity but are late additions to the programme meaning they were unable to be regionally prioritised in the RLTP alongside the other significant activities.**
- 4 Add activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.**

Following the release of the draft RLTP and subsequent submissions and hearings processes, the Regional Advisory Group (RAG) has revisited previous assessments of certain activities and assessed new activities added to the RLTP since the initial prioritisation process.

RAG has revisited previous assessments for the following SH2 activities on the basis of evidence presented in submissions and at hearings, as well as new evidence made available by the NZTA :

- W2T Omokoroa to Te Puna (Transformed)
- W2T Katikati Urban (previously Katikati Bypass)
- W2T Waihi to Omokoroa (Safer Corridor)

RAG has also assessed a new activity for the SH2 corridor that it recommends be added to the list of activities that the Regional Transport Committee requests are added to the TAIP:

- SH2/Omokoroa Road Intersection Upgrade

Finally, RAG has assessed four new activities that have been added to the RLTP but not previously assessed:

- Maunganui Road Walking and Cycling Improvements
- Opotiki Harbour Access Roads
- Opotiki to Ohiwa Cycle Trail
- Stock Effluent Disposal Facility

While a substantial number of submitters requested a higher priority for 15th Avenue and Turret Road Upgrade, RAG did not revisit the previous assessment of this activity. The prioritisation of 15th Avenue and Turret Road Upgrade at 4 on the list of local road improvement projects is considered to be appropriate given the need to time construction to follow completion of the Baypark to Bayfair project to ensure there is not major disruption on two key local road corridors at the same time.

Appendix 1 shows the outcomes of the RAG process in terms of the prioritised list in the draft RLTP that was released for public consultation. Option 1 shows the prioritised list when the existing Investment Logic Map (ILM) weightings are applied. The re-assessment moves:

- W2T Omokoroa to Te Puna (Transformed) from 11 to 1;
- W2T Waihi to Omokoroa (Safer Corridor) from 6 to 3;
- W2T Katikati Urban (previously Katikati Bypass) from 15 to 7.

The new activity SH2/Omokoroa Intersection Upgrade is added at 2. The four other new activities occupy places further down the prioritised list, while the majority of the existing activities have moved down either 1 or 2 places as a consequence of the revision of priorities.

RAG considered this revised list alongside two alternative options with different objective weightings. The alternative options are shown as Option 2 and Option 3 in Appendix 1. In both cases, the priority of SH2 Waihi to Tauranga activities increased to a similar degree as Option 1. However, the alternative weightings also affected the priority of all other activities on the list. The resulting priority for some activities does not appear to be consistent with the Government direction outlined in the draft GPS. For example, in Option 2 'Public Transport Priority for Key Routes' drops from 7 to 15, while 'New Tauranga Bus Services' drops from 9 to 25. In Option 3 the same activities drop to 20 and 31 respectively. In addition, the scale of the re-ordering across all activities is so significant that it would seem imprudent to adopt either alternative option without first revisiting the public consultation process.

Therefore, RAG recommends that the revised prioritised list with the original ILM weightings is adopted in the RLTP. This list is responsive to public submissions, and provides the best fit with RLTP objectives while still being consistent with the Government direction outlined in the draft GPS.

4.3 Format of the prioritised list

- 5 Prioritise significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amend their regional priority in Appendix 3 accordingly.**
- 6 Include the indicative timing and national profile of prioritised activities where this information is available.**
- 7 Add a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.**

As noted in the summary of submissions, a number of submitters expressed concern that activities in other activity classes (e.g. walking and cycling, public transport) were prioritised ahead of state highway safety improvements that could prevent further deaths and serious injuries on the state highway network.

The RLTP contains eight objectives covering the following areas:

- Safety
- Economic efficiency

- Access and resilience
- Environmental sustainability
- Land use and transport integration
- Energy efficiency
- Public health
- Affordability

Proposed activities have been assessed in terms of the extent to which they meet each of the objective statements in the RLTP. Activities in some activity classes naturally tend to address a broader range RLTP objectives than others that may address just one or two key objectives (e.g. safety or economic efficiency). As a result, these activities tend to achieve a higher ranking in a single integrated list.

However, at the national level, funding ranges for different activity classes are set in the GPS. The NZTA then makes funding decisions for individual activities on the basis of the funding that is available in each activity class. So in effect, activities are competing for national funding against all other activities in the same activity class rather than activities in different activity classes. This means, for example, that a state highway activity is not competing for funding with walking and cycling, or public transport projects.

The RLTP public consultation process has demonstrated that this distinction is difficult to convey in a single integrated list comprising of activities from different activity classes. To address this issue, RAG has indicated a preference for prioritising activities within each activity class as a clearer way of presenting the region's priorities for national funding in each activity class.

There would also seem to be public value in including information on both the indicative timing and the national profile of prioritised activities where it is available. This would serve to highlight both the similarities and differences between regional and national perspectives on the priority of activities.

4.4 Activities of inter-regional significance

8 Add the following two activities of inter-regional significance:

- a) Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and**
- b) Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.**

4.5 Regional programme

9 Update the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.

10 Note that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.

5 Council's Accountability Framework

5.1 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.

5.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP reviews is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

7 June 2018

Option 1: Investment Logic Map

Benefit	Objective	Weighting
Safety (30%)	Safety	30%
Economic performance (25%)	Economic efficiency	20%
	Affordability	5%
Quality of life (45%)	Access and resilience	15%
	Environmental sustainability	10%
	Land use and transport integration	10%
	Public health	5%
	Energy efficiency	5%

 Scoring reviewed based on new technical information

 New additions to RLTP

Activity	Priority	Draft RLTP
W2T Omokoroa to Te Puna (Transformed)	1	11
SH2/Ōmokoroa Road Intersection Upgrade	2	-
W2T Waihi to Omokoroa (Safer Corridor)	3	6
TNP SH29 Tauriko West Network Connections	4	1
Eastern Corridor Growth projects	5	2
Western Corridor Growth Management - Tauriko West connections	6	3
W2T Katikati Urban (previously Katikati Bypass)	7	15
Cycle Action Plan Implementation (Tauranga)	8	4
SH29 Kaimai Summit to Tauriko	9	5
Public Transport Priority for key routes (Tauranga)	10	7
Totara Street Improvements	11	8
New Tauranga bus services	12	9
SH2: Wainui Rd to Opotiki, NSRRP	13	10
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	14	12
SH2 Opotiki to Gisborne (Resilience and Safety)	15	13
Improvements to Key State Highway Intersections (Tauranga)	16	14
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	17	16
TNP SH29A Barkses to Poike Urban Access	18	17
15th Avenue and Turret Road Upgrade	19	18
Pyes Pa Road Upgrade - Joyce Road to Aquinas	20	19
Maunganui Road Walking and Cycling Improvements	21	-
Domain Road upgrade	22	20
SH30 Whakatane West Access	23	21
Whakatane Urban Arterial Access Implementation	24	22
SH2 Waimana Gorge (Resilience and Safety)	25	23
Marine Parade Walking and Cycling Facilities	26	24
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	27	25
SH36 Hamurana to Pyes Pa (Safer Transformation)	28	26
SH35 Opotiki to Gisborne (Resilience & Safety)	29	27
SH5 Tarukenga to Ngongotaha Safety Improvements	30	28
Smith's Farm Access	31	29
ITS Improvement Programme	32	30
Seismic Resilience of bridges and other assets	33	31
National Ticketing Programme	34	32
Opotiki Harbour Access Roads	35	-
Te Urewera Rainforest Route Improvements	36	33
Weigh right – National – Bay of Plenty	37	34
Accelerated LED Renewals for SH Street Lighting	38	35
Opotiki to Ohiwa Cycle Trail	39	-
Stock Effluent Disposal Facility	40	-

Option 1: Investment Logic Map (by activity class)

State Highway Improvements	Priority
W2T Omokoroa to Te Puna (Transformed)	1
SH2/Ōmokoroa Road Intersection Upgrade	2
W2T Waihi to Omokoroa (Safer Corridor)	3
TNP SH29 Tauriko West Network Connections	4
W2T Katikati Urban (previously Katikati Bypass)	5
SH29 Kaimai Summit to Tauriko	6
SH2: Wainui Rd to Opotiki, NSRRP	7
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	8
SH2 Opotiki to Gisborne (Resilience and Safety)	9
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	10
TNP SH29A Barkses to Poike Urban Access	11
SH30 Whakatane West Access	12
SH2 Waimana Gorge (Resilience and Safety)	13
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	14
SH36 Hamurana to Pyes Pa (Safer Transformation)	15
SH35 Opotiki to Gisborne (Resilience & Safety)	16
SH5 Tarukenga to Ngongotaha Safety Improvements	17
ITS Improvement Programme	18
Weigh right – National – Bay of Plenty	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21

Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Improvements to Key State Highway Intersections (Tauranga)	3
15th Avenue and Turret Road Upgrade	4
Pyes Pa Road Upgrade - Joyce Road to Aquinas	5
Domain Road upgrade	6
Whakatane Urban Arterial Access Implementation	7
Smith's Farm Access	8
Seismic Resilience of bridges and other assets	9
Opotiki Harbour Access Roads	10
Te Urewera Rainforest Route Improvements	11

Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Totara Street Improvements	2
Maunganui Road Walking and Cycling Improvements	3
Marine Parade Walking and Cycling Facilities	4
Opotiki to Ohiwa Cycle Trail	5

Option 2: Safety 40% / Economic performance 15% / Quality of life 45%

Benefit	Objective	Weighting
Safety (40%)	Safety	40%
Economic performance (15%)	Economic efficiency	10%
	Affordability	5%
Quality of life (45%)	Access and resilience	15%
	Environmental sustainability	10%
	Land use and transport integration	10%
	Public health	5%
	Energy efficiency	5%

 Scoring reviewed based on new technical information

 New additions to RLTP

Activity	Priority	Draft RLTP
W2T Waihi to Omokoroa (Safer Corridor)	1	6
SH2/Ōmokoroa Road Intersection Upgrade	2	-
W2T Omokoroa to Te Puna (Transformed)	3	11
Cycle Action Plan Implementation	4	4
TNP SH29 Tauriko West Network Connections	5	1
SH29 Kaimai Summit to Tauriko	6	5
SH2: Wainui Rd to Opotiki, NSRRP	7	10
W2T Katikati Urban (previously Katikati Bypass)	8	15
Eastern Corridor Growth projects	9	2
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	10	16
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	11	25
Marine Parade Walking and Cycling Facilities	12	24
Western Corridor Growth Management - Tauriko West connections	13	3
SH2 Opotiki to Gisborne (Resilience and Safety)	14	13
Public Transport Priority for key routes	15	7
Totara Street Improvements	16	8
SH5 Tarukenga to Ngongotaha Safety Improvements	17	28
SH36 Hamurana to Pyes Pa (Safer Transformation)	18	26
Smith's Farm Access	19	29
Maunganui Road Walking and Cycling Improvements	20	-
SH2 Waimana Gorge (Resilience and Safety)	21	23
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	22	12
SH35 Opotiki to Gisborne (Resilience & Safety)	23	27
Pyes Pa Road Upgrade - Joyce Road to Aquinas	24	19
New Tauranga bus services	25	9
SH30 Whakatane West Access	26	21
Whakatane Urban Arterial Access Implementation	27	22
Improvements to Key State Highway Intersections (Tauranga)	28	14
Domain Road upgrade	29	20
15th Avenue and Turret Road Upgrade	30	18
TNP SH29A Barkses to Poike Urban Access	31	17
Weigh right – National – Bay of Plenty	32	34
ITS Improvement Programme	33	30
Opotiki to Ohiwa Cycle Trail	34	-
Te Urewera Rainforest Route Improvements	35	33
Seismic Resilience of bridges and other assets	36	31
National Ticketing Programme	37	32
Accelerated LED Renewals for SH Street Lighting	38	35
Opotiki Harbour Access Roads	39	-
Stock Effluent Disposal Facility	40	-

Option 2 (by activity class)

State Highway Improvements	Priority
W2T Waihi to Omokoroa (Safer Corridor)	1
SH2/Ōmokoroa Road Intersection Upgrade	2
W2T Omokoroa to Te Puna (Transformed)	3
TNP SH29 Tauriko West Network Connections	4
SH29 Kaimai Summit to Tauriko	5
SH2: Wainui Rd to Opotiki, NSRRP	6
W2T Katikati Urban (previously Katikati Bypass)	7
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	8
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	9
SH2 Opotiki to Gisborne (Resilience and Safety)	10
SH5 Tarukenga to Ngongotaha Safety Improvements	11
SH36 Hamurana to Pyes Pa (Safer Transformation)	12
SH2 Waimana Gorge (Resilience and Safety)	13
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	14
SH35 Opotiki to Gisborne (Resilience & Safety)	15
SH30 Whakatane West Access	16
TNP SH29A Barkes to Poike Urban Access	17
Weigh right – National – Bay of Plenty	18
ITS Improvement Programme	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21

Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Smith's Farm Access	3
Pyes Pa Road Upgrade - Joyce Road to Aquinas	4
Whakatane Urban Arterial Access Implementation	5
Improvements to Key State Highway Intersections (Tauranga)	6
Domain Road upgrade	7
15th Avenue and Turret Road Upgrade	8
Te Urewera Rainforest Route Improvements	9
Seismic Resilience of bridges and other assets	10
Opotiki Harbour Access Roads	11

Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Marine Parade Walking and Cycling Facilities	2
Totara Street Improvements	3
Maunganui Road Walking and Cycling Improvements	4
Opotiki to Ohiwa Cycle Trail	5

Option 3: Safety 40% / Economic performance 30% / Quality of life 30%

Benefit	Objective	Weighting
Safety (40%)	Safety	40%
Economic performance (30%)	Economic efficiency	25%
	Affordability	5%
Quality of life (30%)	Access and resilience	10%
	Environmental sustainability	5%
	Land use and transport integration	5%
	Public health	5%
	Energy efficiency	5%

 Scoring reviewed based on new technical information

 New additions to RLTP

Activity	Priority	Draft RLTP
W2T Omokoroa to Te Puna (Transformed)	1	11
W2T Waihi to Omokoroa (Safer Corridor)	2	6
TNP SH29 Tauriko West Network Connections	3	1
SH29 Kaimai Summit to Tauriko	4	5
SH2/Ōmokoroa Road Intersection Upgrade	5	-
W2T Katikati Urban (previously Katikati Bypass)	6	15
Eastern Corridor Growth projects	7	2
SH2: Wainui Rd to Opotiki, NSRRP	8	10
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	9	16
Western Corridor Growth Management - Tauriko West connections	10	3
Cycle Action Plan Implementation	11	4
SH2 Opotiki to Gisborne (Resilience and Safety)	12	13
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	13	25
Improvements to Key State Highway Intersections (Tauranga)	14	14
SH36 Hamurana to Pyes Pa (Safer Transformation)	15	26
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	16	12
SH5 Tarukenga to Ngongotaha Safety Improvements	17	28
Totara Street Improvements	18	8
SH2 Waimana Gorge (Resilience and Safety)	19	23
Public Transport Priority for key routes	20	7
Pyes Pa Road Upgrade - Joyce Road to Aquinas	21	19
TNP SH29A Barkses to Poike Urban Access	22	17
15th Avenue and Turret Road Upgrade	23	18
Domain Road upgrade	24	20
Maunganui Road Walking and Cycling Improvements	25	-
SH35 Opotiki to Gisborne (Resilience & Safety)	26	27
Marine Parade Walking and Cycling Facilities	27	24
Weigh right – National – Bay of Plenty	28	34
SH30 Whakatane West Access	29	21
Whakatane Urban Arterial Access Implementation	30	22
New Tauranga bus services	31	9
ITS Improvement Programme	32	30
Smith's Farm Access	33	29
Seismic Resilience of bridges and other assets	34	31
Opotiki Harbour Access Roads	35	-
Te Urewera Rainforest Route Improvements	36	33
Opotiki to Ohiwa Cycle Trail	37	-
Accelerated LED Renewals for SH Street Lighting	38	35
National Ticketing Programme	39	32
Stock Effluent Disposal Facility	40	-

Option 3 (by activity class)

State Highway Improvements	Priority
W2T Omokoroa to Te Puna (Transformed)	1
W2T Waihi to Omokoroa (Safer Corridor)	2
TNP SH29 Tauriko West Network Connections	3
SH29 Kaimai Summit to Tauriko	4
SH2/Ōmokoroa Road Intersection Upgrade	5
W2T Katikati Urban (previously Katikati Bypass)	6
SH2: Wainui Rd to Opotiki, NSRRP	7
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	8
SH2 Opotiki to Gisborne (Resilience and Safety)	9
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	10
SH36 Hamurana to Pyes Pa (Safer Transformation)	11
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	12
SH5 Tarukenga to Ngongotaha Safety Improvements	13
SH2 Waimana Gorge (Resilience and Safety)	14
TNP SH29A Barkes to Poike Urban Access	15
SH35 Opotiki to Gisborne (Resilience & Safety)	16
Weigh right – National – Bay of Plenty	17
SH30 Whakatane West Access	18
ITS Improvement Programme	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21

Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Improvements to Key State Highway Intersections (Tauranga)	3
Pyes Pa Road Upgrade - Joyce Road to Aquinas	4
15th Avenue and Turret Road Upgrade	5
Domain Road upgrade	6
Whakatane Urban Arterial Access Implementation	7
Smith's Farm Access	8
Seismic Resilience of bridges and other assets	9
Opotiki Harbour Access Roads	10
Te Urewera Rainforest Route Improvements	11

Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Totara Street Improvements	2
Maunganui Road Walking and Cycling Improvements	3
Marine Parade Walking and Cycling Facilities	4
Opotiki to Ohiwa Cycle Trail	5

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Activities of inter-regional significance	Waikato Regional Transport Committee (EM11)	7.6 Activities of inter-regional significance	<p>Requests addition of the following activities to the list of inter-regionally significant activities in light of their contribution to regional and upper North Island outcomes:</p> <ul style="list-style-type: none"> - Southern Corridor optimisation and capacity related improvements to road and rail in Auckland - Extension of electrification of the North Island Main Trunk (NIMT) from Papakura to Pukekohe to improve the efficiency of the SH1/29-ECMT inter-regionally significant corridor - Hamilton to Auckland inter-regional passenger rail interim project - Hamilton to Auckland Transport Connections Strategic Business Case to recognise this as the first stage in potentially realising future inter-regional passenger rail for the Bay of Plenty region. 	<p>Add the following activities to section 7.6:</p> <ul style="list-style-type: none"> - Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and - Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project <p>These activities clearly meet the definition of inter-regional significance in section 9.4.4 of the RLTP. However, without further information, it is unclear how the Sothorn Corridor Optimisation activity will impact on inter-regional connectivity with the Bay of Plenty above and beyond the list of activities already identified in section 7.6 of the plan.</p>
Regional Programme	Sustainability Options (EM7) Sustainable Business Network (EM15)	7.1 Regional Programme	<p>Request significant investment in demand management initiatives, Mobility as a Service, rideshare schemes, business and commuting schemes.</p>	<p>Accept in part</p> <p>The draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management'. The draft RLTP contains proposals for road safety promotion activities only, but this revised activity class signals the potential for investment in demand</p>
				<p>Requests noted</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
				<p>management initiatives. There is scope to subsequently include proposals from Approved Organisations that meet the funding criteria for this activity class by way of an RLTP variation.</p>

APPENDIX 3

Regional Land Transport Plan Deliberations Paper - Road Network

Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Road Network

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to the region's road network.

There are references to the road network throughout the RLTP including in national and international connections (2.1), the road component of the regional transport network (2.3.1) and Chapter 6: Corridors and Networks.

Submissions primarily focused on the priority of major roading activities in the RLTP. However, many submitters also suggested a broad range of smaller scale measures to improve specific parts of the road network. There were also a range of submissions both on the importance of road freight and also its impacts on communities and the road network.

Recommendations include: referring specific network requests to the appropriate road controlling authorities, a set of high level recommendations on the SH2 Waihi to Tauranga corridor, and changes to RLTP provisions to provide greater recognition of road freight movements.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Road Network;**
- 2 Refers all requests seeking specific action on parts of the road network to the appropriate road controlling authority;**
- 3 Requests that the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor;**

- 4 Requests that the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga;
- 5 Requests that the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor;
- 6 Requests that the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles;
- 7 Requests that when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders;
- 8 Requests that the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways;
- 9 Requests that the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys;
- 10 Prepares a case study for inclusion in the published RLTP highlighting the issues on State Highway 2 between Waihi and Tauranga in terms of the key benefits being sought by the region (safety, efficiency and quality of life);
- 11 Amends 2.1.1 (Inter-regional journeys) by adding: 'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness'. Adds reference to Opotiki to Gisborne (State Highway 2) as an inter-regional journey of strategic significance;
- 12 Amends 2.3.1 (Road) by adding 'urban and rural' to read 'Urban and rural arterial corridors...';
- 13 Amends 6.3 (Tauranga Urban Network - Problems) to read 'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...';
- 14 Amends 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include 'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'

1 Introduction

This paper covers general submissions on the road network. There are references to the road network throughout the RLTP. However, sections primarily focused on the road network include national and international connections (2.1); and the road component of the regional transport network (2.3.1). There is also more detailed information on the road network in individual corridors and networks in Chapter 6.

2 Submissions on the road network

Submissions on the draft RLTP relating to the road network covered a wide range of topics and issues. In most cases the submissions were linked to requests to increase the priority of certain roading projects in the draft RLTP. Requests relating to the prioritised list have been addressed in a separate deliberations report, while this report covers requested actions not directly addressed by changing the order of the prioritised list.

It should be noted that many submissions included suggestions on specific changes that could be made to parts of the road network e.g. installation of safety features, speed limit changes or network fixes to improve efficiency. These types of network requests need to be considered and actioned by the relevant Road Controlling Authority responsible for managing that part of the network:

- the New Zealand Transport Agency (NZTA) is the Road Controlling Authority responsible for managing the state highway network;
- city and district councils are the Road Controlling Authorities responsible for managing local road networks within their boundaries.

Where applicable, requests made in submissions have been referred to the relevant Road Controlling Authority for consideration.

However, it is within the scope of Regional Transport Committee responsibilities to make general recommendations on matters raised in submissions on the road network. Consequently, this report includes recommendations on such matters.

2.1 State Highway 2 – Waihi to Tauranga

The majority of individual submissions on the road network expressed concerns over the SH2 corridor between Waihi and Tauranga. The main themes raised in submissions were safety and congestion. Most submitters linked their concerns to requests for increasing the priority of the relevant SH2 activities in the prioritised list and these requests have been addressed in the corresponding deliberations report.

A very large number of submitters (over 450) expressed concern regarding safety on the SH2 Waihi to Tauranga corridor. A range of causal factors were cited in submissions, including:

- the poor quality of the road layout and surfaces;
- high risk driver behaviour: speed, unsafe overtaking, tailgating and driver impatience, distraction, impaired driving;
- dangerous intersections between SH2 and side roads involving entering/exiting a high speed environment with poor visibility; and

- that the quality of the road was no longer 'fit for purpose' given the significant volumes of traffic on the corridor (approximately 12,700 AADT near Katikati; 23,300 AADT near Wairoa bridge).

In addition to the trauma caused by road crashes, submitters frequently cited the effects on quality of life, including stress and anxiety about family members and friends regularly using the road.

A very large number of submitters (over 260) also stated that congestion along the SH2 Waihi to Tauranga corridor was a major issue. Frequently cited reasons included:

- rapid growth in traffic volumes due to population growth along the corridor, including urban development e.g. Omokoroa;
- growth in forestry, horticulture and agriculture leading to increases in heavy vehicle movements; and
- increases in holiday traffic.

The effects of congestion most frequently raised by submitters were:

- reduced safety for users;
- delays for freight and commuters leading to economic loss; and
- reduced community wellbeing.

A number of submitters also discussed resilience issues. One submitter noted that there is just the State highway and few alternative routes available. Whakamarama Community Inc. supported improvements to the corridor to increase resilience in the event of crashes, earthquakes, tsunami and rising sea levels/flooding events.

2.1.1 Katikati Bypass

Safety and congestion issues in Katikati were commented on by around 665 submitters and were linked to the broader themes raised for the entire SH2 Waihi to Tauranga corridor.

Submitters noted many of the same issues caused by through traffic on SH2. However, in the Katikati context these issues were exacerbated as traffic passed through the urban environment. Over 220 submitters identified amenity, pollution and business impacts in Katikati, including:

- severance issues e.g. difficulty crossing the road;
- safety concerns, with heavy vehicles frequently cited as a safety hazard;
- the health effects of pollution and noise, particularly from heavy vehicles;
- amenity effects impacting on the ability to develop a successful and liveable Katikati town centre;
- economic impacts as people were discouraged from shopping in Katikati; and
- localised congestion caused by vehicle (and pedestrian) interactions on the main street.

2.1.2 Ōmokoroa to Te Puna

Like submissions on the entire SH2 Waihi to Tauranga corridor, safety and congestion were the main issues raised in submissions on the Omokoroa to Te Puna section of SH2. The main difference being that the issues are intensified for this section of road due to the higher traffic volumes and growth at Omokoroa.

Around 120 submissions discussed serious safety concerns with the Omokoroa to Te Puna section of SH2. Around 150 submitters discussed congestion on the road. In addition to the broader issues for the entire corridor, over 75 submitters referred to difficulties accessing SH2 from side roads or property accesses, particularly at the Omokoroa/Youngson Road intersection(s).

2.1.3 Tauranga Northern Link

Comments on the Tauranga Northern Link (TNL) were also linked to submissions on the SH2 Waihi to Tauranga corridor. There was some confusion amongst submitters on the extent of the TNL and its relationship with other sections of the corridor, particularly Omokoroa to Te Puna.

Several submitters emphasised the urgency of implementing the TNL, with some noting that it could relieve congestion in the area. Some expressed concerns that the TNL was not on the prioritised list. The status of the TNL and the fact that it was not prioritised is addressed in the corresponding deliberations report.

2.1.4 Actions requested

A very large number of submitters (235) sought urgent action for significant infrastructure improvements to be made to the SH2 Waihi to Tauranga corridor. 170 submitters stated that action needs to commence (or similar words) on the Katikati Bypass. Around 35 submitters requested that action needs to start now (or similar wording) for the Omokoroa to Te Puna section of SH2, particularly with the current and planned population increases at Omokoroa and the time it takes to build major infrastructure.

These statements were often linked to frustration that plans for upgrading the corridor had been discussed with the community for many years without any action. A few submitters suggested tolling as an option if it was necessary to speed up the delivery of road improvements.

Some submitters sought interim safety improvements while larger infrastructural improvements were being implemented, with some commenting on the ineffectiveness of current safety interventions.

Specific measures requested by submitters included:

- speed limit reductions;
- increasing lane widths;
- more passing lanes;
- intersection treatments;
- roundabouts at major intersections e.g. Omokoroa Road;
- median barriers;

- improved signage and road markings;
- increased driver education; and
- encouraging alternative modes and behaviour change to reduce congestion e.g. public transport, active modes and car-pooling.

2.2 Congestion in Tauranga

A considerable number of comments discussed Tauranga's traffic congestion, along with concerns it was getting worse and a desire for action. Around a third of these submitters favoured interventions other than building more roads, in particular, improving public transport services.

2.2.1 Welcome Bay / 15th Avenue and Turret Road

A very large number of submitters made comments regarding Welcome Bay, 15th Avenue and Turret Road. Most submitters expressed frustration at congestion levels, with many linking these to housing developments, population increases and a lack of facilities in Welcome Bay. Some submitters attributed this congestion to the fact that school buses were no longer free for students.

In addition to raising the priority of the 15th Avenue and Turret Road Upgrade, submitters also suggested:

- more road lanes;
- development of alternative routes;
- bus lanes and/or high occupancy vehicle lanes;
- improved public transport (including trials of free bus services for school students and commuters); and
- improvements for cyclists and pedestrians.

A moderate number of submitters suggested that the Hairini Link would be ineffective if 15th Avenue and Turret Road were not upgraded as well.

2.3 Road Freight

Submissions generally focused on the increases in road freight due to growth in the agriculture, horticulture and forestry industries, and the importance and magnitude of the Port of Tauranga. Consequently, some submitters emphasised the importance of enabling efficient freight movements to and from the Port of Tauranga, also noting delays reduced economic efficiency and led to economic loss.

A submission from TKL Logistics noted the projected growth in the kiwifruit industry and truck movements to and from the Port of Tauranga. TKL Logistics, Priority One and National Road Carriers Inc suggested that congestion appears to be under-managed on the main access roads to the Port of Tauranga.

Similarly, the Port of Tauranga submission noted that urban journeys constrain freight movement efficiency and competitiveness for the region. The Port of Tauranga submitted detailed evidence of congestion and road safety issues on the urban network immediately surrounding the Mount Maunganui wharves in particular. While some of these issues can be referenced in the RLTP, more detailed responses need to be considered and actioned by NZTA and Tauranga City Council as the relevant road

controlling authorities. More detailed responses to the submission points are noted in the attached table.

Whakamarama Community Inc questioned whether SH1/29 is a viable alternative freight route to SH2.

Other submissions focused on the issues caused by road freight, including:

- adding to congestion;
- pollution;
- safety concerns;
- lack of overtaking opportunities; and
- damage to roads caused by heavy vehicles.

Actions requested by submitters to resolve road freight issues included:

- building a road tunnel through the Kaimai Range, with some suggesting that this would relieve issues on SH2;
- promote SH29 over the Kaimai Range;
- encourage increased utilisation of rail;
- improve intersections on major roads to prevent heavy vehicles from tipping over;
- freight only roads or lanes (or utilisation of bus lanes for road freight);
- reductions in heavy vehicle speed limits;
- restrictions on the use of air brakes; and
- alternative scheduling of road freight to avoid peak periods.

2.4 Other submissions on the road network

Other submissions on the road network suggested the following actions:

- a couple of submissions requested action on Ngongotaha Road roundabout;
- Toi EDA requested more well sign-posted passing bays on SH30 between Rotorua and Whakatāne and two laning of Pekatahi Bridge;
- Waihi Beach Community Board requested further improvements to Waihi Beach Road and adjacent sections of SH2;
- Sustainability Options and the Sustainable Business Network requested public electric charging stations in areas where the market does not deliver (rural areas);
- The Sustainable Business Network requested that Totara Street be improved so that it functions appropriately as a key freight route, an important commuter route, and a major cycleway arterial route for commuters and tourists;
- Te Puna Heartland requested a new transport link from Oliver and Crawford Road lifestyle subdivisions to connect with SH2;
- Whakamarama Community Inc. requested the inclusion of an activity to seal and improve Goodall Road (Western Bay of Plenty District) as a Maori roadway;

- Greater Tauranga requested funding the redesign of Cameron Road (Tauranga) so it operates as an exemplar, multi-modal urban corridor;
- Western Bay of Plenty District Council requested the inclusion of additional passing opportunities as part of the SH36 Hamurana to Pyes Pa (Safer Transformation) activity;
- there were suggestions to improve tsunami evacuation routes in the Tauranga eastern corridor;
- two submitters supported reviving the Tauranga ring road concept.

There were also a number of suggestions on alternative means of managing the Tauranga network, for example:

- including park and rides with shuttles to the CBD;
- removing vehicles from the CBD;
- removing traffic lanes in favour of light rail; and
- implementing demand management methods such as encouraging work from home, high occupancy vehicle (HOV) lanes, or travel plans for major employers and schools.

3 Recommendations

In response to submissions, the following are recommendations on the road network provisions in the RLTP as well as a set of high level recommendations to the relevant agencies in relation to SH2 Waihi to Tauranga. Note associated recommendations on prioritised activities are made in the Regional Programme and Prioritised Activities deliberations paper.

3.1 Network requests

1 Refer all requests seeking specific action on parts of the road network to the appropriate road controlling authority.

Specific road network requests need to be considered and actioned by the relevant Road Controlling Authority responsible for managing that part of the network:

- the New Zealand Transport Agency (NZTA) is the Road Controlling Authority responsible for managing the state highway network;
- city and district councils are the Road Controlling Authorities responsible for managing local road networks within their boundaries.

3.2 State Highway 2 Waihi to Tauranga

The following are in addition to recommendations on the priority of SH2 Waihi to Tauranga activities:

- 2 That the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor.**
- 3 That the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga.**

- 4 That the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor.
- 5 That the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles.
- 6 That when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders.
- 7 That the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways.
- 8 That the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys.
- 9 Prepare a case study for inclusion in the published RLTP highlighting the issues on State Highway 2 between Waihi and Tauranga in terms of the key benefits being sought by the region (safety, efficiency and quality of life).

3.3 RLTP road network provisions

- 10 Amend 2.1.1 (Inter-regional journeys) by adding: *'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness'. Add reference to Opotiki to Gisborne (State Highway 2) as an inter-regional journey of strategic significance.*
- 11 Amend 2.3.1 (Road) by adding 'urban and rural' to read *'Urban and rural arterial corridors...'*
- 12 Amend 6.3 (Tauranga Urban Network - Problems) to read *'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...'*
- 13 Amend 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include *'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'*

4 Council's Accountability Framework

4.1 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 Regional Transport Committee (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.

4.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP reviews is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

7 June 2018

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Corridors and networks	Te Tumu Landowners (EM16)	6.3 Tauranga Urban Network	Requests the Kaituna Link project is retained in the RLTP and included in the Eastern Corridor Growth Projects description with regard to carrying out an investigation, planning to enable it to be designated by 2024 and constructed by 2028.	Accept in part The reference to the Kaituna Link in the RLTP reflects its indicative timing in the Tauranga Eastern Link Network Plan. It is not included within the scope of the Eastern Corridor Growth Projects activity proposed by Tauranga City Council.
Road freight	Port of Tauranga (EM8)	2.1.1 Inter-regional journeys	Recommends the adoption of a new subsection, as follows: Strategic Urban Networks: The necessary movement of bulk freight through strategic urban networks, across the region, and particularly those local networks around key import/export freight hubs such as the Port of Tauranga, are vital to the region's productivity, its competitiveness and contribution to the region's GDP.	Accept in part The section is focused on inter-regional journeys. However, the suggested commentary reinforces the importance of the urban component of these journeys. Add the following to 2.1.1: 'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness.'
Road freight	Port of Tauranga (EM8)	2.3.1 Road	Recommends amendment as underlined: <u>Urban and rural arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods.</u>	Accept Add 'Urban and rural' to text.
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	Supports subsection 6.3 with the following amendment to the description (underlined):	Decline The description refers to the local road network. Hewletts Road is part of SH2.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	<p>...the local road network including Totara St (National), sections of Hewletts Road and adjacent land uses;...</p> <p>Requests a number of specific wording changes to the RLTP objectives referenced in section 6.3</p>	<p>This section references the high level regional objectives that are relevant to the Tauranga Urban Network.</p>
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	<p>Supports subsection 6.3 with the following addition to inter-regional factors:</p> <p>The strategic urban freight networks around the Port of Tauranga are significantly impacting its contribution to the regions GDP. Prioritised level of service and reliability improvements are vital to the continued value and contribution the Port makes to the region's communities.</p>	<p>This issue is more appropriately referenced in the problems section of the Tauranga Urban Network. Amend as follows: '<u>Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga and other commercial centres.</u></p>
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	<p>Supports subsection 6.3 with the following additions:</p> <ul style="list-style-type: none"> - Develop a strategic regional and corridor freight model and strategy to demonstrate the case for prioritized freight infrastructure investment. - Totara Street and Hewletts Road strategic freight levels of service and reliability, 1 – 3 years. 	<p>Requests noted and referred to NZTA and Tauranga City Council as the relevant road controlling authorities.</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Road freight	Whakatane District Council (EM26)	6.7 Rotorua – Taupo	<ul style="list-style-type: none"> - Road-based freight infrastructure pinch point programme, 1 – 10 years. - Totara St / Hewletts Road intersection level of service and reliability enhancement and maintenance, 1 – 3 years. - Establish an action committee comprising NZTA, Tauranga City Council and the Port of Tauranga to identify and prioritise a strategic road based freight programme of infrastructure investment over the next 10 years and beyond. The objective being to re-establish efficient and reliable levels of service and to maintain these in perpetuity on strategic urban and rural freight corridors. 	<p>Ensure the following text is included in 'inter-regional factors' in 6.7 Rotorua – Taupo and 6.11 Kawerau – Murupara:</p> <p><i>'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and</i></p>
			<p>WDC would like interregional factors to be considered. There are shortcut transport links between Taupō and Whakatāne that motorist and freight operators use to bypass the lower speed environments of the Rotorua urban area and around the Rotorua lakes. This places increasing safety and road maintenance demands on local roads.</p>	<p>Accept</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
				<i>maintenance demands on local roads.'</i>

APPENDIX 4

Regional Land Transport Plan Deliberations Paper - Public Transport



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Public Transport

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the Draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the RTC. This paper makes recommendations on matters raised in submissions that relate to public transport.

Submissions covered a range of issues including:

- new services or improving services;
- automated payment methods;
- passenger rail;
- park and ride and other priority measures;
- free bus services; and
- other matters such as electric buses, bikes on buses, fares, etc.

Invariably, a lot of the matters raised are currently (a new electronic ticketing system is coming), or have been addressed (implementation of the Western Bay of Plenty Public Transport Blueprint), or are more appropriately dealt with by reference back to the appropriate Approved Organisation (priority measures).

As such, this report does not contain any recommendations to amend the RLTP.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1** Receives the report, Regional Land Transport Plan Deliberations Paper - Public Transport;
- 2** Note that the submitter's concerns on new and/or improved Tauranga and Western Bay of Plenty District bus services should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018;
- 3** Note that the submitter's concerns on automated payment methods will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system;
- 4** Note that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail;
- 5** Note that opportunities for park and ride and bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider;
- 6** Note that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga;
- 7** Note that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process;
- 8** Note that the Regional Council has procured the provision of electric buses for the new Tauranga contracts;
- 9** Note that the Draft Regional Public Transport Plan includes a policy to "aggressively pursue" MaaS for Total Mobility customers and for community based transport providers;
- 10** Note that the Regional Council will investigate requests for better services, including on-bus provision for disabled people, in the eastern Bay of Plenty Sub-region;
- 11** Note that the Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning;
- 12** Note that the Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua, decided not to make any further changes at this time.
- 13** Recommends to the Regional Council that it uses the submissions on public transport improvements to inform its planning, and revisits its programme, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.

1 Introduction

This paper covers submissions to the Regional Land Transport Plan (RLTP or Plan), that relate to the public transport.

Public transport is discussed in Chapter 2 of the RLTP, while Chapter 3 contains Key Performance Indicators; Chapter 4 discusses the public transport strategic response, while Chapter 5 includes provides for public transport in some of the policies. Similarly, Chapters 7 and 8 include public transport in the regional programme as well as funding levels.

The Plan notes:

“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.*

Urban public transport networks in Tauranga and Rotorua provide an important transport option for commuting, education and other transport needs. However, the region is experiencing rapid population growth which is leading to increased demand for travel that is in turn impacting on the level of service achieved on the road network. Travel time reliability is decreasing as congestion worsens (travel times and congestion levels are increasing).

The Western Bay of Plenty Public Transport Blueprint (2017) found that current mode share of bus to car travel is approximately 5% in peak periods and less outside of peak times. In most cases bus journey times are considerably longer than travel by car and in many locations all day parking charges are less than the cost of a two way bus fare. Consequently, changes are necessary in order to make bus travel a more acceptable alternative to private car use and by doing so increase the mode share of bus travel, which will in turn assist in reducing congestion and improve the efficiency of the local transport network.”

In terms of the RLTP Strategic Response, the Plan also notes:

“The recommended programme of investment in the Western Bay of Plenty Public Transport Blueprint (2017) is designed to achieve a transformational shift in the quality of public transport in the sub-region. This will be achieved by improving services and infrastructure in Tauranga City with high frequencies on key urban bus routes and express buses to growth areas. This includes new bus routes and changes to existing routes that will reduce journey times and make bus travel a more attractive option.

It is critical that investment in service improvements is matched by the timely implementation of key infrastructure to improve the relative competitiveness of travel by public transport. This means a step change in the provision of:

- *bus priority on major corridors;*
- *new or upgraded interchange facilities at key nodes;*

- *improvements to high use bus stops, e.g. better facilities at the stop and on pedestrian access routes; and*
- *improved park and ride facilities.*

Recommended region-wide improvements include:

- *real-time information;*
- *upgrades to ticketing systems;*
- *transitioning to fully accessible and low or zero emission bus fleets; and*
- *bike racks on buses to increase transport options.*

Continued support for rural services is also necessary to provide people with access to essential community goods and services. While fixed services should continue to operate between settlements, there is also the potential to provide more flexible demand-responsive services for different groups of users.”

2 Submissions

2.1 Tauranga bus network

2.1.1 New services or improving services

A considerable number of submitters sought new or improved bus services and increased efficiency of bus services to make them more regular, reliable and on time, particularly in Tauranga.

From the end of 2018, bus services in Tauranga will increase as part of the Western Bay of Plenty Public Transport Blueprint implementation (including additional features such as bike racks and Wi-Fi). Improvements include more frequent services, some more direct services (for example a City Loop service and a Pāpāmoa Express service), and services operating later in the day.

Levels of service are planned to increase over time (for example, longer operating hours).

The Blueprint also identified infrastructure that was necessary to increase the reliability and timeliness of bus services in the sub-region.

In addition, the Regional Council has recently deployed a real time passenger information system in Tauranga, so customers can track their bus on a computer or smart device and plan their journey.

Recommendation:

It is recommended the Committee note that the submitter's concerns should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

2.1.2 Automated Payment Methods

Some submitters sought more automated payment methods on buses in Tauranga.

A consortium comprising nine regional councils, including the Bay of Plenty Regional Council, has been working together to deliver a new electronic ticketing system to replace the ageing technology currently in use.

The new system will be tag-on/off and provide for an online top-up feature. This should reduce the amount of cash-handling that bus drivers will have to do.

Recommendation:

It is recommended the Committee note that the submitter's concerns will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system.

2.1.3 Passenger Rail

Some submissions also requested investment in passenger rail services.

Passenger rail could play an important part in providing greater choice for inter- and intra- regional journeys, as well as playing a major role in improving public transport within the western Bay sub-region. Rail could support intensification and provide development opportunities that assist with the funding of transport infrastructure.

In 2002, SmartGrowth commissioned Booz Allen Hamilton to prepare a report on 'Public Transport Viability - Western Bay of Plenty Sub region'. This study identified:

"International experience has shown that relatively high passenger demand is required for a rail service to be 'viable' in economic or financial terms. A light rail service, for example, requires loadings of 5,000 - 10,000 passengers per hour in the peak direction to be viable, which is much higher than the expected loadings for a Tauranga public transport service."

Current Tauranga patronage in the peak periods is about 1,000 passengers an hour.

In the longer term, passenger rail may have a place and to that end, the draft Regional Land Transport Plan (which was consulted on in parallel with the LTP 2018-2028) contains an activity to investigate the feasibility of passenger rail.

Recommendation:

It is recommended the Committee note that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail.

2.1.4 Specific routes and other suggestions

This section of the submission analysis raised a number of matters including routes, passenger rail, park and ride and free bus services. These matters are addressed in other sections of this report.

2.1.5 New infrastructure - Park and Ride

A few submissions requested investment in park and ride facilities (primarily in the western Bay of Plenty sub-region) to complement either bus or rail services.

Park and ride facilities can enable public transport for users who are too far from a regular bus service and can reduce parking demand in Central Business District areas where the cost of providing parking is high and/or constrained.

The opportunity for park and ride facilities in the western Bay of Plenty sub-region was considered during the development of the Western Bay of Plenty Public Transport Blueprint and generally discounted for the start of the new network.

For park and ride to be successful:

1. bus services need to provide a time and/or cost advantage over private vehicles;
2. bus services need to be aligned with the destinations people want to access; and
3. the safety and security of people and property is assured.

In regard to the first bullet point above, journey to work statistics from the 2013 Census show that people in the western Bay (and probably the region) travel across the City in the morning peak. A significant number are not traveling to the same destination (for example, the CBD).

The draft Regional Public Transport Plan suggests that the Council's approach should be to *“support the development of park and ride facilities by providing appropriate bus services where the facilities:*

1. *make use of existing underutilised parking*
2. *there is a strong identifiable demand; or*
3. *park and ride is being implemented as a transition towards transit oriented development.”*

In the longer term, park and ride may have a role to fulfil, but that should be determined as part of future multi-modal investigations.

Recommendation:

It is recommended the Committee note that opportunities for park and ride will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.

2.1.6 New infrastructure - Bus Priority

A moderate number of submitters made specific suggestions regarding providing bus lanes and other supporting infrastructure. A few submitters stated that bus/priority lanes should be developed so that buses don't have to sit with normal traffic, while others stated specific places where bus lanes should be developed.

Providing priority for public transport is one of the keys to operating a reliable bus service. Bus lanes are one option, best implemented where there are a very high number of bus movements per hour.

The Regional, Tauranga City Council and NZ transport Agency have been working together to investigate opportunities for bus priority in Tauranga (for example, the Arataki Multi-Modal study).

Recommendation:

It is recommended the Committee note that opportunities for bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.

2.1.7 Tauranga to Ōmokoroa bus

Several comments stated that a bus should run from Tauranga to Ōmokoroa as a way to reduce congestion.

Bus services currently operate between the Western Bay District and Tauranga. From the end of 2018, services to/from Ōmokoroa will increase as part of the Western Bay of Plenty Public Transport Blueprint implementation.

Recommendation:

It is recommended the Committee note that the submitter's concerns should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

2.2 General improve services

A moderate number of submitters (around 20) stated that a better bus service is required to encourage people to get out of their vehicles and reduce congestion and associated negative impacts of personal vehicle use.

As noted earlier in the report, from the end of 2018 the Western Bay of Plenty Public Transport Blueprint will commence implementation to deliver the outcomes that the submitters are seeking.

Some comments stated that bikes should be allowed on buses.

The Regional Council is/will enable cyclists to also use public transport by providing bike racks on buses (now in Rotorua/Eastern Bay and from December 2018 in the western Bay).

A few regional bus routes were suggested, such as Tauranga to Rotorua, between Waihi and Tauranga, and from Katikati.

In general, these services currently operate, albeit some commercially.

2.3 Free bus services

A substantial number of submitters suggested free buses should be provided; over two-thirds of these suggested free school buses for children. The reasons given was that it was expensive to transport children and also that school buses would reduce congestion. A few submitters were opposed to free buses.

In May 2018 the Regional Council Public Transport Committee considered the making buses free in Tauranga for school students.

The Council's school transport survey indicates that if students could travel for free on Tauranga buses it would likely remove some car trips and car travel from the morning peak period. But without further analysis and modelling there is no way of knowing how much and the actual travel savings that would accrue.

There is also no way of knowing whether or not those bus services would still be caught in traffic congestion and therefore the need for bus priority, without that modelling.

While free-fares would lessen the financial burden on families of school students, the cost of the foregone fare revenue in Tauranga would be about \$1.2 million per annum. However, without further more detailed analysis it is unknown how much the Regional Council would forgo from displaced passengers, nor the additional cost of having to provide more bus capacity.

Just as importantly, for a fare-free initiative to be implemented someone has to meet the costs.

The Committee has recommended to the Regional Council that it investigate the case for investment and working with Tauranga City Council look at fast-tracking a Welcome Bay trial.

Recommendation:

It is recommended the Committee note that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga.

2.4 Rotorua bus network

One comment stated that a regular seasonal bus to the Rotorua Lakes should be developed. A similar submission has been made to the Regional Council's Draft Long Term Plan, along with other requests for new services (for example, Mamaku to Rotorua).

Staff have recommended to the Regional Council that during the 2018/19 financial year it further engage with the communities requesting those services to establish their need and form, with a view to the Regional Council considering funding for those requests in Year Two of the Long Term Plan.

Some of the requested services have previously been trialled (for example Murupara to Whakatāne), but were unsuccessful, while others will be addressed through implementation of the Western Bay of Plenty Public Transport Blueprint (for example, a more frequent service will be provided for Te Puke).

Recommendation:

It is recommended the Committee note that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process.

2.5 Other

Several submitters were in favour of electrifying the bus fleet to reduce environmental impacts.

One of the features that the Regional Council sought in tendering for the Western Bay of Plenty Public Transport Blueprint bus contracts was a requirement to operate some electric buses. Council has aspirations to increase this number over time.

A number of submissions highlighted that currently public transport and other paid transport options such as taxis are not an option in some parts of the region, or sought greater provision of public transport in rural areas, or to improve the service for disabled people.

The recent May meeting of the Regional Council's Public Transport Committee noted that the Eastern Bay Network Review highlighted that there were a number of community organisations operating transport services within the sub-region however there is limited coordination between these services and limited funding available to support them. As part of the review, staff identified an action to investigate the situation further and explore options to improve the coordination, visibility and access to community funded initiatives.

Since this time, Mobility-as-a-Service (MaaS) platforms and test cases have become more widely available and this technology could provide an opportunity to provide improvements to the coordination, visibility and access for community based transport.

The Draft Regional Public Transport Plan includes a policy to "aggressively pursue" MaaS for Total Mobility customers and for community based transport providers. Delivering MaaS would also allow Council to target subsidies to community providers based on the transport need they are fulfilling, particularly where this replaces the need for Total Mobility subsidies or low patronage public transport services.

In regard to some issues highlighted with on-bus provision for disabled people in the eastern Bay of Plenty Sub-region, these are operational matters that the Regional Council can investigate.

In order to better understand the transport requirements of the isolated elderly and disabled people in the sub-region Regional Council staff need to undertake an assessment of community transport needs, as resources permit.

Submitters also raised issues about the provision for seniors by public transport and their place in helping to plan for such.

The western Bay of Plenty Sub-region is experiencing transport stress and a rapid increase in the number of mature, older and older-old people.

It is claimed that people over 85 years of age are the fastest growing demographic in the Western Bay of Plenty and that there will be a 23% increase in the number of SuperGold Card holders in Tauranga City in the next ten years and a 33% increase in Western Bay of Plenty.

Given the demographic trends that are emerging in regard to our older citizens, there is value in undertaking some research along the lines recommended by the submitter.

As the geographic area proposed for the research is the only the western Bay of Plenty Sub-region, it has been recommended to the Regional Council through its Long Term Plan deliberations that it would be more appropriate for the project to be funded by SmartGrowth.

Some submissions also made reference to bus fares (in addition to implementing free fares), including extra concessions, etc.

It should be noted that the Regional Council conducted a review of its fare policy in 2017, including concession rates and classes and apart from introducing fare concession in to Rotorua (all other services currently offer fare concessions), decided not to make any further changes at this time.

Recommendations:

It is recommended the Committee note that the:

- Regional Council has procured the provision of electric buses for the new Tauranga contracts;
- Draft Regional Public Transport Plan includes a policy to “aggressively pursue” MaaS for Total Mobility customers and for community based transport providers;
- Regional Council will investigate requests for better services, including on-bus provision for disabled people, in the eastern Bay of Plenty Sub-region;
- Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning;
- Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua decided not to make any further changes at this time; and
- that the Committee recommends to the Regional Council that it uses the submissions on public transport improvements to inform its planning, and revisits its programme, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.

3 Council’s Accountability Framework

3.1 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.

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 on RLTP reviews is provided for in the Regional Council’s Long Term Plan 2018-2028.

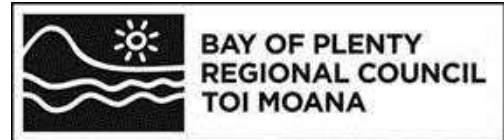
Bron Healey
Senior Transport Planner

for Transport Policy Manager

7 June 2018

APPENDIX 5

Regional Land Transport Plan Deliberations Paper - Rail



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Rail

Executive Summary

The Regional Transport Committee received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to Rail.

The RLTP highlights rail as critical in inter and intra-regional movement of freight to the Port of Tauranga. It also provides for investment in a regional rail study to investigate the feasibility of increasing the use of rail for passengers and freight. A number of projects that improve the resilience and reliability of the rail network are also included.

Submissions overwhelmingly supported investment in rail and proposed work to investigate wider use of the rail network. Strengthening of the strategic response was requested along with specific enhancements to objectives and policies. The Government Policy Statement on land transport (GPS) 2018 clearly signals government intent to make better use of the rail network and a second stage GPS (possibly in 2019) is anticipated to provide further funding for this activity.

It is recommended that the RLTP is amended to make much clearer reference to the Bay of Plenty Rail Study and response to the signals from the 2018 GPS, along with signposting the second stage GPS. Specific strengthening of the reference to rail in objectives and policies is also recommended in response to submissions.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Rail;**
- 2 Advances the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.**

- 3 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box¹:

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 4 Amends the Land use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to *'increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source)*.
- 5 Amends the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace *'decline'* with *'no adverse movement'*.
- 6 Amends the Policy Section (5.7 #28) to include *'future passenger rail'* alongside intra-regional freight in the strong advocacy.
- 7 Amends the Activities of Inter-regional Significance (7.6) to include *'the investigation of inter-regional passenger rail'* and *'the extension of the electrification on the North Island Main Trunk line'*.
- 8 Amends the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the *'Murupara Line'*.
- 9 Requests KiwiRail consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.
- 10 Amends the Strategic Context, Rail (2.3.4) section to:
- a. make reference to the *'interim passenger rail service proposal between Hamilton and Auckland'* as the initial stage in the *'Golden Triangle'*, and

¹ This recommendation also appears in the Policy Framework Deliberations paper

- b. include *'the electrification of the NIMT from Papakura to Pukekohe'* in the potential network improvements with implications for the Bay of Plenty.**
- c. include *'The Bay of Plenty would also support the electrification of the balance of the NIMT'*.**

1 Introduction

This paper makes recommendations on matters raised in submissions that relate to Rail. It identifies the relevant sections of the RLTP, summarises key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the GPS and recommends any changes to the RLTP to improve alignment.

The RLTP highlights rail as critical in the inter and intra-regional movement between major industries and the Port of Tauranga. It also identifies the potential to explore rail for increased movement of freight rail, as a potential public transport option for the high urban growth area of Tauranga, and acknowledges the government direction around the future of inter-regional passenger rail.

Recommended investment includes: the proposed Bay of Plenty Rail Study to investigate the feasibility of increasing the use of rail for passengers and freight and a number of projects to improve the resilience, reliability and capacity of the network. Currently, improvements to the rail network contribute to the objectives of the RLTP but are not funded by the National Land Transport Fund, rather funded by the government through KiwiRail. The Regional Programme however includes funding for the Bay of Plenty Rail Study.

2 Submissions

A substantial number of submitters supported commuter rail for greater Tauranga/Western Bay of Plenty, while a number also supported inter-regional passenger rail, along with better use of the rail network for freight. Submitters supported rail as contributing to multiple objectives including: safety, resilience, and environmental sustainability. To this end there was strong (and even urgent) support for the proposed Bay of Plenty Rail Study and for the proposed network improvements and any initiative to move more freight to rail.

Specifically, there was support for an enhanced focus on rail in the Strategic Response and a better emphasis on rail in the Policies. The addition of inter-regional rail investigations and the extension of the electrification on the North Island Main Trunk, were requested as additions to the Activities of Inter-Regional Significance. Some of the longer submissions requested specific wording changes related to rail².

The recently released GPS 2018 provides clear direction on government intent to re-balance transport investment and in particular making better use of the rail network. Initially there is a new Transitional Rail activity class for funding key rail projects that cannot wait for a rail review and the second stage GPS. The second stage GPS (expected in 2019) is anticipated to include specific funding for alternate transport modes such as rail. Moreover, it may reflect targets and strategic approach of the new Climate Commission.

² Longer Submissions that requested specific wording changes are detailed in the attached appendix.

3 Recommendations

To respond to the consensus in submissions and government direction on rail, while acknowledging a new GPS is due in 2019, the following amendments to the RLTP and related actions are recommended:

1. Advance the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.
2. Amend the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box³:

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

3. Amend the Land use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to 'increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source).
4. Amend the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace 'decline' with 'no adverse movement'.
5. Amend the Policy Section (5.7 #28) to include 'future passenger rail' alongside intra-regional freight in the strong advocacy.
6. Amend the Activities of Inter-regional Significance (7.6) to include 'the investigation of inter-regional passenger rail' and 'the extension of the electrification on the North Island Main Trunk line'.

³ This recommendation also appears in the Policy Framework Deliberations paper

7. Amend the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the 'Murupara Line'.
8. Request KiwiRail consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.
9. Amend the Strategic Context, Rail (2.3.4) section to:
 - a. make reference to the '*interim passenger rail service proposal between Hamilton and Auckland*' as the initial stage in the 'Golden Triangle', and
 - b. include '*the electrification of the NIMT from Papakura to Pukekohe*' in the potential network improvements with implications for the Bay of Plenty.
 - c. include '*The Bay of Plenty would also support the electrification of the balance of the NIMT*'.

4 Council's Accountability Framework

4.1 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 Regional Transport Committee (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.

4.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP review is provided for in the Regional Council's Long Term Plan 2018-2028.

Nic Newman
Principal Advisor

for Transport Policy Manager

7 June 2018

APPENDIX 6

Regional Land Transport Plan Deliberations Paper - Walking and Cycling



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Walking and Cycling

Executive Summary

The Regional Transport Committee received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee.

This paper makes recommendations on matters raised in submissions that relate to walking and cycling. It outlines the relevant sections of the RLTP, then identifies key related themes in submissions, and finally makes recommendations to address the submissions.

The RLTP integrates walking and cycling as part of an Optimised Transport System and through policies that guide organisations implementing the Plan. The regional programme contains investment in a number of projects that enhance and integrate walking and cycling in the region.

A large number of submission supported investment in walking and cycling and moreover requested more investment and faster implementation. However, a number of submitters did not support the prioritisation of cycle action plans above State Highway 2 projects in the draft RLTP. Some specific submissions were made that can enhance walking and cycling in the Plan and others made specific suggestions for cycleway infrastructure.

Subsequent recommendations contained in this report for walking and cycling include: a travel planning policy for employers, explicit inclusion of mobility scootering in the Plan, and referral of specific project suggestions and cycle programme implementation timelines, to Territorial Authorities.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Walking and Cycling;**

- 2 **Maintains the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport.**
- 3 **Tauranga City Council and the District Councils use the submissions on specific cycleways /improvements, to inform their cycle network planning, and requests that Councils revisit their overall cycling programmes/implementation timelines, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.**
- 4 **Scores and prioritises the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).**
- 5 **Amends the Environmental Sustainability Policy (5.2) to include a new policy 'Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)'.**
- 6 **Clarifies that the Mōtū Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpōtiki and Whakatāne District Councils.**
- 7 **Amends the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.**
- 8 **Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.**
- 9 **Amend the Walking and Cycling Strategic Response (4.1) to add 'enhancement of walking and cycling routes to schools' to investment focus.**
- 10 **Amend the Public Health Policy (5.5) to add a new policy to 'Actively promote walking and cycling as travel options to improve public health. (City and District Councils, District Health Boards, NZTA, BOPRC)'.**

1 Introduction

This paper makes recommendations on matters raised in submissions that relate to walking and cycling. It identifies the relevant sections of the RLTP, summaries key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the Government Policy Statement on land transport (GPS) and recommends any changes to the RLTP to improve alignment.

The RLTP identifies walking and cycling as part of an Optimised Transport System including urban cycle networks, pedestrian environments, safety improvements, and inter and intra-regional cycle tourism networks. This flows through into the Policies for Environmental Sustainability, Land use and transport integration, Energy Efficiency and Safety.

The Regional Programme contains investment in a Whakatāne Walking and Cycling business case, Implementation of the Tauranga Cycle Action Plan, construction of

Totara Street improvements, implementation of improved cycling and walking on Marine Parade, Maunganui Road walking and cycling improvements, and an extension to the Mōtū Trails.

2 Submissions

There were a large number of submissions strongly supporting cycling infrastructure and access, in particular: safety improvements, cycle lanes, better signage and connectivity. Greater Tauranga specifically requested that the Tauranga Cycle Network is fast tracked to be implemented over ten years. In a survey conducted by Greater Tauranga, over 800 people agreed with this request. A number of submitters however did not agree with the prioritisation of cycle infrastructure over safety improvements on State Highways. Note - the updated priority list in the Prioritised Activities Deliberation Paper.

Submissions favoured the incentivising of cycling by walking (and public transport) by employers, such as the initiatives implemented by Tauranga City Council (TCC) and Trustpower.

SUPA NZ submitted that mobility scootering needs to form part of the walking and cycling network and given commensurate focus. Note - the previous Regional Walking and Cycling Strategy included “using a powered wheelchair or scooter” under the definition of a pedestrian.

There were a number of specific suggestions for improvements to cycle infrastructure in Tauranga and the wider region such as: a cycleway separated from traffic along Welcome Bay Road connecting to the Toi Ohomai and CDB cycleways, and the development of a wider Eastern Bay of Plenty cycle network. Note - the RLTP does not develop specific projects.

The draft GPS 2018 signals government direction to achieve a mode shift from private vehicles to walking and cycling (and public transport) in our towns and cities. Walking and cycling are key to delivering on GPS and RLTP objectives. Investment in urban areas should encourage a mode shift. Moreover, investment in cycling and walking is future proofed for transport sector targets that may come from the Climate Commission and be reflected in the second stage GPS.

3 Recommendations

To respond to the submissions received on Walking and Cycling in the RLTP the following is recommended:

1. Maintain the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport
2. Tauranga City Council and the District Councils use the submissions on specific cycleways /improvements, to inform their cycle network planning, *and requests that Councils revisit their overall cycling programmes/implementation timelines, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.*
3. Score and prioritise the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).

4. Amend the Environmental Sustainability Policy (5.2) to include a new policy 'Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)'.
5. Clarify that the Mōtū Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpōtiki and Whakatāne District Councils.
6. Amend the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.
7. Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.
8. Amend the Walking and Cycling Strategic Response (4.1) to add '*enhancement of walking and cycling routes to school*' to investment focus.
9. Amend the Public Health Policy (5.5) to add a new policy to '*Actively promote walking and cycling as travel options to improve public health. (City and District Councils, District Health Boards, NZTA, BOPRC)*'.

4 Council's Accountability Framework

4.1 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 Regional Transport Committee (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.

4.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP review is provided for in the Regional Council's Long Term Plan 2018-2028.

Nic Newman
Principal Advisor

for Transport Policy Manager

7 June 2018

APPENDIX 7

Regional Land Transport Plan Deliberations Paper - General and Other Matters

Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - General and Other Matters

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the RTC. This paper makes recommendations on matters raised in submissions not covered by other deliberations papers.

Other matters includes general statements about the RLTP, submissions about the RLTP process itself, and submissions on matters such as air and sea transport, freight integration, land use and transport, urban growth, regional development and funding.

Several submitters expressed general or qualified support for the RLTP. A considerable number of submitters commented on the RLTP consultation process itself and more broadly on decision-making on transport projects. Other submissions sought to emphasise certain matters in the RLTP including greater recognition of coastal shipping and inter-modal freight facilities, and more detail on urban growth and land use and transport integration, particularly in the western Bay of Plenty.

Recommended amendments include: strengthening recognition of coastal shipping; adding references to inter-modal facilities on inter-regional corridors and additional regional development opportunities on some corridors; additional contextual information on urban growth and land use and transport integration in the western Bay of Plenty sub-region and referencing urban growth in the Whakatāne context.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - General and Other Matters;**
- 2 Acknowledges statements made in general support of the RLTP;**

- 3 Notes feedback on the RLTP process and consultation materials and applies the lessons learned to future RLTP development and review processes;**
- 4 Prepares a final 'Plain English' RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form;**
- 5 Updates the RLTP to incorporate the draft GPS 2018;**
- 6 Notes that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes;**
- 7 Amends section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS;**
- 8 Adds references to freight hubs in the North Waikato and Hamilton to the following sections:**
 - a. 2.1.1 Inter-regional journeys;**
 - b. 6.1 Piarere-Tauranga; and**
 - c. 6.2 Waihi to Tauranga;**
- 9 Adds references to additional regional economic development opportunities in the following corridors as applicable:**
 - a. 6.8 Paengaroa to Whakatāne;**
 - b. 6.9 Rotorua to Whakatāne; and**
 - c. 6.11 Kawerau to Murupara;**
- 10 Adds figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth);**
- 11 Amends 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty;**
- 12 Amends 6.8 Paengaroa to Whakatāne by adding a reference to urban growth occurring near Whakatāne.**

1 Introduction

This paper covers general statements about the RLTP, submissions about the RLTP process itself, and other matters not covered in the topic based reports. Other matters includes submissions on:

- Air and sea transport
- Freight integration
- Land use and transport
- Urban growth

- Regional development
- Funding

The RLTP provisions corresponding to these 'other matters' are primarily in Chapter 2: Strategic Context. This chapter includes sections identifying strategic drivers for the region grouped under the four themes of society, economy, environment and technology (2.2); sections on sea ports (2.3.2) and airports (2.3.3); and a section outlining the strategic planning occurring in the region (2.4), which contains sub-sections on urban growth (2.4.1) and regional development (2.4.2). More detailed information on these matters is also included under the individual corridors and networks identified in Chapter 6: Corridors and Networks. Funding matters are covered in Chapter 8.

2 Submissions on other matters

2.1 General - support

Several submitters expressed general or qualified support for the draft RLTP. These included:

- Industrial Symbiosis Kawerau
- Rotorua Regional Airport Ltd
- SmartGrowth
- Toi EDA
- Port of Tauranga
- Waikato Regional Transport Committee
- New Zealand Kiwifruit Growers Incorporated
- Te Tumu Landowners Group
- Toi Te Ora Public Health
- New Zealand Transport Agency
- Priority One
- New Zealand Automobile Association
- National Road Carriers Inc
- KiwiRail

2.2 General – process and decision-making

A considerable number of submitters commented on the RLTP process itself and more broadly on decision-making on transport projects. These can be summarised as:

- difficulties with accessing RLTP consultation materials and making submissions;
- provide more information on the roles and responsibilities of various agencies;
- increased transparency around the process and how calculations were made;
- documents could be made more accessible by using plain English; and

- a perceived lack of action or not following through with previous decisions, or alternatively, that issues need to be urgently addressed (this was particularly in reference to SH2 and the Katikati Bypass, with many pointing out that inaction is resulting in further road deaths).

Several submitters noted the release of the draft Government Policy Statement on Land Transport 2018/19-2028/29 (GPS) and requested that the RTC ensures that the RLTP is consistent with the draft GPS.

2.3 Air transport

Whakatāne District Council supported the RLTP acknowledgement of Whakatāne Airport in relation to facilitating and enhancing economic development in the eastern Bay of Plenty. One submitter noted that the Regional Council should be actively encouraging competition between airlines on routes serving regional airports.

2.4 Sea transport

Submissions from the general public on this topic primarily focused on the impacts that trucks servicing the Port of Tauranga had on the region's roads. The vast majority of these submissions discussed the impact on SH2 between Waihi and Tauranga and the effects of trucks passing through Katikati. Consequently, these comments are strongly linked to arguments supporting a higher priority for the Katikati Bypass.

A moderate number of submitters made points in favour of ensuring that the road network supports the needs of the Port of Tauranga, while a small number suggested that the Port of Tauranga had too much influence on priorities and that economic outcomes were favoured over safety concerns.

The Port of Tauranga noted that 'strategic growth is evident in new markets, commodities and products and these are expected to drive further and increased growth at the Port'. Additional detail is being sought from the Port of Tauranga to enable this information to be included in the strategic drivers section.

The Sustainable Business Network submitted in support of increased use of coastal shipping (see attached table).

2.5 Freight Integration

Waikato Regional Transport Committee noted the ongoing development of inter-modal freight facilities in Hamilton and North Waikato and requested their greater recognition in the RLTP (see attached table). National Road Carriers Inc submitted on the need to ensure network integration between road and rail freight.

2.6 Urban growth

The SmartGrowth submission primarily focused on the topics of urban growth in the western Bay of Plenty sub-regional context, and land-use and transport integration. SmartGrowth requested that more references and greater detail on the western Bay of Plenty context be included in the RLTP and provided a number of specific drafting suggestions to support this. The SmartGrowth suggestions and recommended responses are included in the attached table. Whakatāne District Council requested recognition of urban growth in the Whakatāne area (see attached table).

2.7 Land use and transport

In addition to the SmartGrowth submission, several submitters made the point that new developments were being approved prior to the necessary transport infrastructure being in place. This was particularly in reference to Omokoroa and SH2. Some noted that the funds generated are a factor in approving new developments ahead of the infrastructure.

2.8 Regional development

Submitters primarily focused on opportunities for developing freight hubs given projected increases in key export sectors e.g. kiwifruit, forestry and wood processing. Kawerau and Rangiuru were noted as potential locations for the further development of freight hubs, given their proximity to the Port of Tauranga and existing rail access.

Industrial Symbiosis Kawerau (ISK) submitted in general support for the regional development section in the RLTP and recognition of the critical role transport infrastructure plays in realising economic (and therefore social and community) opportunities.

In addition to noting the potential for the Kawerau Container Terminal to be a regional asset, ISK also emphasised the importance of maintaining a high level of state highway access and resilience for the eastern Bay of Plenty, particularly given the potential increases in freight volumes from forestry, horticulture and aquaculture.

Toi EDA noted the main economic drivers in the eastern Bay of Plenty and potential risks that impact on transport, logistics and infrastructure requirements. Responses to specific requests are in the table appended to this report.

2.9 Funding

The Sustainable Business Network requested that different funding options for land transport be investigated (see attached table).

3 Recommendations

3.1 Support for RLTP

1 Acknowledge statements made in general support of the RLTP.

The level of support for the draft RLTP should be noted and acknowledged.

3.2 RLTP review process and document

2 Note feedback on the RLTP process and consultation materials and apply learnings to future RLTP development and review processes.

3 Prepare a final 'Plain English' RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form.

4 Update the RLTP to incorporate the draft GPS 2018.

3.3 Consistency between RLTP and draft GPS

- 5 Note that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes.**

A high level assessment of consistency was undertaken in the RTC submission on the draft GPS. The submission concluded that overall there is good alignment between the documents, while noting that due to the late release of the draft GPS some of the region's highest priority improvement activities may be deferred or cancelled due to the reprioritisation of funding through the new GPS.

The short timeframes between the release of the draft GPS (3 April), the subsequent release of the NZTA's draft Investment Assessment Framework (IAF) (16 April) and draft Transport Agency Investment Proposal (TAIP) (27 April), and the deadline for submitting a final RLTP on the 30 June means that the RLTP proposed programme may not be fully aligned with activity class funding in the draft GPS.

However, the Government has clearly signalled that the draft GPS 2018 is the beginning of a transformational shift in the national land transport operating environment. The draft GPS notes that a 'second stage' GPS is likely to be required to fully realise the Government's direction for transport investment and that some matters have not been included in the initial draft due to time constraints.

This suggests that a review of the RLTP 2018 (once submitted) may be necessary sooner rather than later. Given the prospect of further changes to the national operating environment, it would be prudent to recognise that some matters may need to be addressed through subsequent variation and review processes.

This approach would seem consistent with NZTA thinking on the timing of policy announcements. In an update from the NZTA sent out 4 April 2018, CEO Fergus Gammie noted:

'Given the relatively tight timeframe between reviewing the draft GPS and submitting RLTPs, we encourage Regional Transport Committees (RTCs) to adjust your programmes where you can by 30 June, to align with the Government's new transport priorities. The RLTP can be varied at any time, and more substantial changes are likely to be made through variations.'

3.4 Other matters

- 6 Amend section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS.**
- 7 Add references to freight hubs in the North Waikato and Hamilton to the following sections:**
- **2.1.1 Inter-regional journeys**
 - **6.1 Piarere-Tauranga**
 - **6.2 Waihi to Tauranga**
- 8 Add references to additional regional economic development opportunities in the following corridors as applicable:**

- **6.8 Paengaroa to Whakatāne**
 - **6.9 Rotorua to Whakatāne**
 - **6.11 Kawerau to Murupara**
- 9 Add figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth).**
- 10 Amend 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty.**
- 11 Amend 6.8 Paengaroa to Whakatāne by adding a reference to urban growth occurring near Whakatāne.**

4 Council's Accountability Framework

4.1 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.

4.2 Long Term Plan Alignment

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

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on RLTP reviews is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

7 June 2018

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Coastal shipping	Sustainable Business Network (EM15)	2.6 Sea	Coastal shipping is another important part of the transport system that should be strongly supported, with freight targets.	<p>The Government has signalled that a second stage GPS will investigate enabling funding for coastal shipping.</p> <p>Remove the word 'ports' from the title of section 2.3.2 and add the following:</p> <p><i>'Coastal shipping plays an important role in the movement of freight to and from the Bay of Plenty region. The National Freight Demand Study (2014) estimated that approximately 2.7% of regional freight volumes were moved by coastal shipping. This figure will have increased as transshipments increased 48% in the 6 months to December 2017 and the Port of Tauranga is projecting considerable growth in transshipments.</i></p> <p><i>The Government has signalled that a second stage GPS will investigate enabling funding for coastal shipping. The Bay of Plenty region supports strengthening the role of coastal shipping and will be seeking to explore potential opportunities presented in the second stage GPS.'</i></p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Freight integration	Waikato Regional Transport Committee (EM11)	2.1.1 Inter-regional journeys 6.1 Piarere-Tauranga 6.2 Waihi to Tauranga	In 2.1.1 requests reference to ECMT providing an efficient link between the Port of Tauranga and freight hubs in North Waikato and Hamilton. In 6.2 requests amendment to bullet point under "freight integration" to recognise inter-modal facilities in the North Waikato as follows: The ongoing development of inter-modal facilities in South Auckland and Hamilton and the North Waikato supports the relative efficiency of rail for direct inter-regional freight movements between Auckland and the Bay of Plenty on this corridor.	Request adds value to the description of inter-regional freight integration in general and on the relevant corridors. Add references to 2.1.1 and the Piarere-Tauranga and Waihi to Tauranga freight integration sections. Accept
Funding	Sustainable Business Network (EM15)	Chapter 8: Funding	Requests urgent investigation of funding options, including road/congestion pricing and a (sub)regional fuel tax. Include an analysis of road tolls to ensure they are not a barrier to freight using optimal highway routes.	The Government has recently introduced the Land Transport Management (Regional Fuel Tax) Amendment Bill and the RTC has made a submission expressing support for the ability to establish a regional fuel tax. Tolling options are also currently being explored in proposals for new roading infrastructure in the Bay of Plenty. The RTC is also recommending that variable road user charges be explored as a means of encouraging road freight to use optimal state highway routes. The introduction of road/congestion

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Land use and transport	SmartGrowth (EM1)	Chapter 6 – Corridors and Networks	Align the Bay of Plenty corridors and networks with the SmartGrowth Corridors (see Map 3, page 93 of the SmartGrowth Strategy 2013). If this is not possible then a separate map illustrating the SmartGrowth Corridors should be included.	<p>pricing and associated regulation is a matter the needs to be explored at a national level.</p> <p>The RLTP includes a region-wide corridors and networks framework. Care has been taken to ensure the relevant corridors and networks in the western Bay of Plenty sub-region align with the SmartGrowth Strategy. This alignment is noted in the description of those corridors.</p> <p>Other factors that need to be taken into account when depicting the region's corridors and networks in the RLTP include:</p> <ul style="list-style-type: none"> - the corridors used in the corridor management plans that underpin the NZTA's investment proposal; - the use of similar terminology to the SmartGrowth corridors elsewhere in the region (e.g. Rotorua also has Western, Eastern and Southern corridors) which could lead to confusion when applied regionally; and - the need to divide the region spatially to a degree that allows local level information to be considered while retaining an understanding of the significance of the wider intra and interregional journeys occurring in these

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Regional development	Toi EDA (EM5)	2.4.2 Regional development	Requests RLTP 2018 support to undertake an Eastern Bay of Plenty Logistics Study to inform potential future freight movements, modes of transport and impacts on road, sea, air transport links.	<p>corridors.</p> <p>The current approach as detailed in the RLTP is considered to provide the most appropriate balance between these potentially competing demands.</p> <p>As part of its Provincial Growth Fund, the Government has provided \$250,000 to KiwiRail to further investigate the feasibility of developing a freight hub in Kawerau. This is the most appropriate starting point for further exploring inter-modal freight logistics in the eastern Bay of Plenty.</p> <p>The Bay of Plenty Regional Council Transportation Infrastructure Study Report – Eastern Bay of Plenty was completed in 2014. Following completion of the KiwiRail study, the region will consider whether there is a need to update the 2014 study.</p>
Regional development	Toi EDA (EM5)	Chapter 6 – Corridors and Networks	<p>Add references to development proposals for mussels, kiwifruit, water bottling, large scale developments at Kawerau, Minginui expansion and developments of SH38 as a tourism attractor in the following corridors:</p> <ul style="list-style-type: none"> - Paengaroa to Whakatane - Rotorua to Whakatane - Kawerau to Murupara 	<p>Comment noted</p> <p>Where applicable, add references to development proposals in the relevant corridor.</p> <p>Add a general reference to development proposals in the wider eastern Bay of Plenty in cases where the development is not in the specific corridor.</p>

Topic / Theme	Submitter	RLTP reference	Submission	Accept	Recommendation
Urban growth	SmartGrowth (EM1)	2.2 Strategic drivers	<p>SmartGrowth would like to see the western Bay of Plenty story and context referenced in greater detail. Under 'Regional growth' add the following:</p> <p><u>The western Bay of Plenty sub-region has and continues to be an area of rapid population growth. By 2033 the population of the sub-region will be 221,000 – a 34% increase over the 2013 population.</u></p>	Accept	<p>Figures for forecast population growth in the western Bay of Plenty sub-region provide additional contextual information for strategic drivers.</p> <p>Add text to 'Regional growth' in 'Strategic drivers'</p>
Urban growth	SmartGrowth (EM1)	2.2 Strategic drivers 2.4.1 Urban growth	<p>SmartGrowth would like to see the western Bay of Plenty story and context referenced in greater detail.</p> <p>Add a new section on the western Bay of Plenty sub-region (suggested drafting included in submission).</p>	Accept in part	<p>Include a significant proportion of the suggested text to highlight the growth pressures and integrated planning occurring in the western Bay of Plenty.</p> <p>However, the RLTP is a regional document and a balance must be maintained to ensure that the range of pressures facing different parts of the region (including growth pressures) are appropriately represented.</p> <p>Include traffic growth figures under 'traffic growth' in strategic drivers.</p>
Urban growth	SmartGrowth (EM1)	2.4 Strategic planning 2.4.1 Urban growth	<p>Insert and reference the strategic work currently underway in the western Bay of plenty sub-region. Add the following wording:</p> <p><u>The Housing and Business Development Capacity Assessment</u></p>	Accept in part	<p>The RLTP is a regional land transport policy document with specific requirements on form and content set out in the Land Transport Management Act (LTMA). The strategic context and corridors</p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
Urban growth	Whakatane District Council (EM26)	6.8 Paengaroa-Whakatane	<p><u>completed by the SmartGrowth partnership under the NPS-JDC indicates that there is a demand for 43,000 new dwellings in the sub-region by 2047. The NPS-JDC requires that infrastructure and services, including transport be identified to support the housing and business demand identified.</u></p>	<p>and networks chapters clearly reference the more detailed spatial planning and business cases occurring at the sub-regional level. Adding a further level of sub-regional planning detail is considered inappropriate in a document primarily governed by LTMA requirements.</p> <p>The National Policy Statement on Urban Development Capacity sets new requirements including producing a future development strategy in high growth urban areas such as the western Bay of Plenty sub-region. The requirement to prepare a future development strategy is noted in Appendix 1 (Statutory and Policy Context). There is value in noting this requirement for the western Bay of Plenty sub-region in 2.4.1 (Urban Growth).</p> <p>However, sub-regional plans such as the future development strategy are considered to be the appropriate documents for providing more detailed information on land use and transport integration in each sub-region.</p>
			<p>WDC seeks that the Draft RLTP acknowledge the urban growth expectations, particularly given the</p>	<p>Accept</p> <p>Add new heading 'urban growth' accompanied by the following text: <i>'There is urban growth occurring in</i></p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
			development of the Opihi and Shaw Road subdivisions	the Coastlands area on the north side of Whakatane River.'

**SUPPORTING DOCUMENT - Bay of Plenty Regional
Land Transport Plan, 2018, (Clear copy incorporating
Hearings Subcommittee recommendations)**



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Draft Regional Public Transport Plan

Executive Summary

The Regional Council must review, renew, or vary its Regional Public Transport Plan as soon as practicable after the public transport service components of the Regional Land Transport Plan are approved or varied. As part of the review process, the Council must consult the Regional Transport Committee

The purpose of the Plan includes encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure and to provide a statement of the public transport services that are integral to the network.

Some of the outcomes of the Plan review are:

- an update to be consistent with the objectives of the Draft Regional Land Transport Plan 2018;
- to signal intent for investigations into passenger rail;
- to signal intent to pursue Mobility as a service within the Region;
- to update fare policies to reflect changes sought through the Regional Fare Review;
- to update fare policies so that reduced fares or free student fares are supported by appropriate policies;
- review policies to give effect to the Public Transport Blueprint (the Blueprint) and increase focus on increasing patronage in Tauranga and Rotorua urban areas; and
- encourage the delivery of appropriate bus infrastructure in new developments.

As such, the Plan is well aligned with the relevant policies and objectives within the RLTP whilst supporting the strategic responses that have been developed.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Public Transport Plan.
- 2 Notes that it has been consulted on the review of the Regional Public Transport Plan and that the Draft Plan is well aligned with the Draft Regional Land Transport Plan.

1 Introduction

The Regional Council must review, renew, or vary its Regional Public Transport Plan (RPTP) as soon as practicable after the public transport service components of the Regional Land Transport Plan (RLTP) are approved or varied (S 126 (1) (b)). As part of the review process, the Council must consult the Regional Transport Committee (RTC) and other significant stakeholders as specified by the Land Transport Management Act 2003 (LTMA).

The RPTP fits within the following framework:

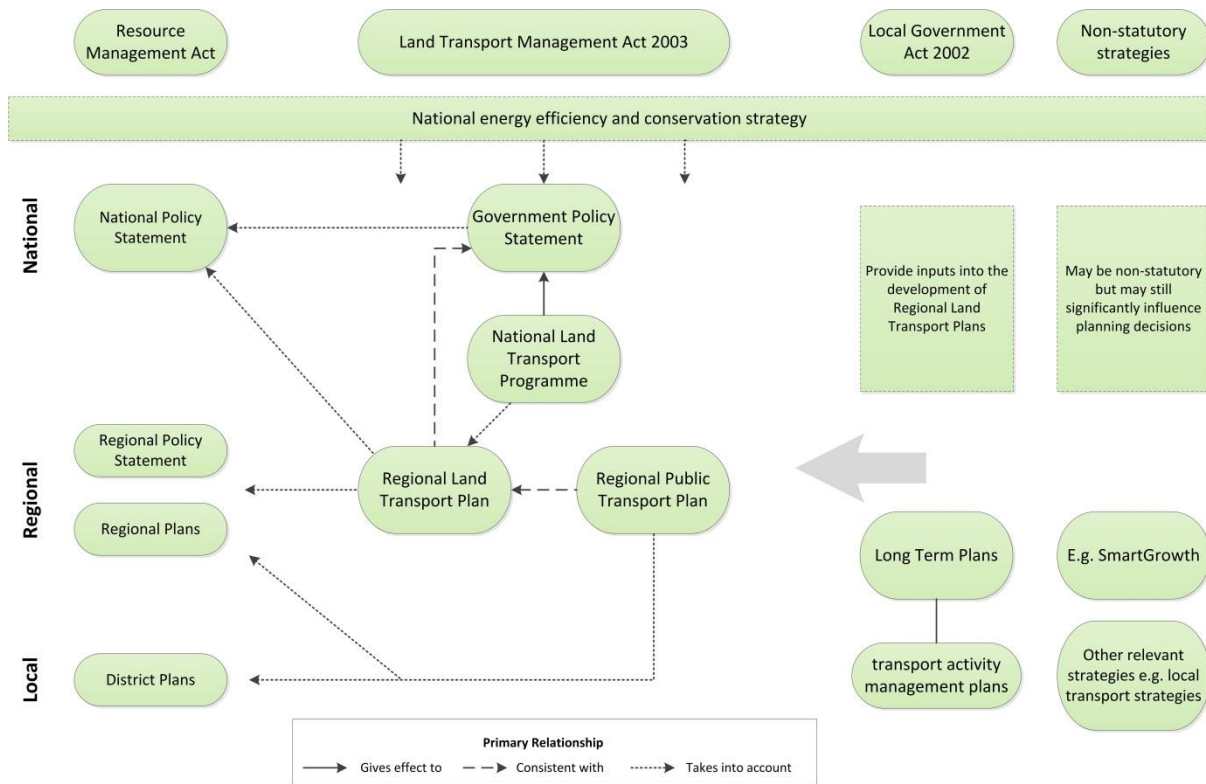


Figure 1: Transport policy framework

The purpose of the RPTP is:

- as a means for encouraging regional councils and public transport operators to work together in developing public transport services and infrastructure,
- an instrument for engaging with the public in the region on the design and operation of the public transport network, and
- to provide a statement of:
 - the public transport services that are integral to the public transport network,
 - the policies and procedures that apply to those services, and
 - the information and infrastructure that support those services.

The RPTP must be prepared in accordance with provisions within the LTMA and any guidance provided by the New Zealand Transport Agency (NZTA).

The purpose of this report is to consult the RTC with regard to the RPTP.

2 Key outcomes of the RPTP review

Key outcomes from the review are:

- an update to be consistent with the objectives of the Draft Regional Land Transport Plan 2018;
- to signal intent for investigations into passenger rail;
- to signal intent to pursue Mobility as a service within the Region;
- to update fare policies to reflect changes sought through the Regional Fare Review;
- to update fare policies so that reduced fares or free student fares are supported by appropriate policies;
- review policies to give effect to the Public Transport Blueprint (the Blueprint) and increase focus on increasing patronage in Tauranga and Rotorua urban areas;
- encourage the delivery of appropriate bus infrastructure in new developments; and
- update Total Mobility policies to reflect legislative changes affecting the operation of small passenger services and to take advantage of technological changes with potential to improve service delivery and outcomes.

3 Giving effect to the Regional Land Transport Plan

The following section aligns the RLTP objectives, strategic responses and policies with the appropriate policies, themes or opportunities identified within the RPTP. A full list of the RPTP objectives and policies is attached as Appendix One.

3.1 Objectives

The table below provides a brief summary of how the RPTP responds to the objectives of the RLTP.

Access and resilience (15%)	Provides Policy 7 for the maintenance of access to essential
------------------------------------	--

	community goods and services. Supports the implementation of Mobility-as-a-service and changes to Total Mobility that will provide better access for isolated communities and disadvantaged users
Environmental sustainability (10%)	Implements Policy 23 to reduce CO ₂ emissions where practical and affordable. Also delivered through Policy 1 that supports a shift from single occupancy vehicles reducing carbon emissions and reducing the need for road space in new developments.
Land use and transport integration (10%)	Policy 4 considers the role of public transport to support growth areas, while Policy 5 stipulates that this will only be done where appropriate, integrated infrastructure is provided in the western bay sub-region.
Energy efficiency (5%)	RPTP identifies electric vehicles as a key opportunity for public transport to reduce its carbon intensity.
Public Health (5%)	Common theme of the document is the encouragement of patronage growth that will support more active lifestyles and reduce health risks for the population. Reduction in car use will also reduce harmful VOC/PM10 emissions reducing mortality rates in the population.
Safety (30%)	Not specifically considered through the RPTP but the theme of increasing patronage reduces shifts people to a safer mode of transport.
Economic Efficiency (20%)	Policy 1 supports high quality public transport on key transport corridors to assist with congestion reduction where it is most needed and provide a reliable transport alternative for people movement.
Affordability (5%)	A policy target of maintaining a farebox recovery above 30% and achieving 40% by 2028, reflecting a need to maintain public transport at an affordable level for the Region.

3.2 RLTP Strategic Responses

Rail – The RPTP supports the investigation of rail for passenger transport and it is identified as a key opportunity within the Region.

Public Transport – The RPTP supports initiatives identified with the Western Bay Public Transport Blueprint and Region wide technology improvements to support public transport uptake and improve accessibility.

3.3 RLTP Policies

RLTP Policy	Alignment to RPTP Policy
Policy 11: Ensure that the location and design of new brownfield and greenfield development in urban areas, gives effect to.... increasing the uptake of walking, cycling and public transport.	Supported by Policy 4 to consider services to growth areas and Policy 5 to only do so where appropriate infrastructure is provided.
Policy 17: Actively promote alternative transport and fuel technologies that reduce	RPTP identifies electric vehicles as a key opportunity for public transport to reduce its

the use of fossil fuels.	carbon intensity.
Policy 18: Adopt national best practice fuel efficiency and emissions standards when procuring public transport services.	Implemented through Policy 18 where procurement is consistent with the Public Transport Operating Model and consequently best practice vehicle emissions.

3.4 Reflecting a Changing Operating Environment

As with the RLTP, the RPTP may need to be either reviewed or varied once a final Government Policy Statement for Transport has been approved by Central Government. If this is the case, then the Regional Council will make the required changes to ensure consistency with the GPS and RLTP and again consult with the RTC and other identified stakeholders where the changes are considered significant as per the LTMA.

4 Conclusions




As discussed earlier in the report, the RPTP is well aligned with the relevant RLTP policies and objectives and supports the RLTP strategic responses that have been developed.

It is also noted that the submissions on the RLTP relating to public transport are largely well supported through the RPTP showing a strong alignment with public expectations and desires for public transport. This is evidenced in the committee report “*Regional Land Transport Plan Deliberations Paper – Public Transport*”.

As such, it is recommended that the Committee note that the Draft RPTP is well aligned with the RLTP.

5 Process

The RPTP has been reviewed according to the process outlined in the following table:

Date	Step	
31 October 2017	Total mobility workshop with providers	
23 November 2017	Report to Committee to gain direction on RPTP policy changes	
11 May 2018	Draft for consultation to Committee for approval	
June-July 2018	Stakeholder Consultation	Current
16 August 2018	Committee recommends adoption to Council	
13 September 2018	Council Adopts RPTP	
10 December 2018	RPTP becomes operative	

5.1 Stakeholder Consultation

Consultation on the RPTP is targeted to stakeholders identified through the LTMA and those with a significant interest in the plan. This includes the following:

- Territorial Authorities in the Region;
- Total mobility operators;
- Public transport operators in the Region;
- Ministry of Education;
- Kiwirail;
- the New Zealand Transport Agency; and
- the RTC.

Public consultation has not been undertaken as the Public Transport Committee consider that public consultation will not provide any new information with regard to the views that have already been expressed through public consultation on: the Public Transport Blueprint, Long Term Plan, and Regional Land Transport Plan.

6 Council's Accountability Framework

6.1 Community Outcomes

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

6.2 Long Term Plan Alignment

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

Current Budget Implications

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

Future Budget Implications

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

Joe Metcalfe
Senior Transport Planner

for Transport Policy Manager

8 June 2018

APPENDIX 1

Draft Regional Public Transport Plan Objectives and Policies

Draft Regional Public Transport Plan - Objectives and policies

The objectives and the policies of the Plan are:

Quality and performance	
Objective: Reliable and integrated public transport services that go where people want to go.	
1	Provide high quality (frequent, reliable, convenient, and efficient) urban services to support mode shift from single occupancy vehicles on key transport corridors.
2	Provide public transport services on Connector Routes to support Regional Strategic corridors.
3	Regularly review service levels on Urban Connector Routes to support areas demonstrating high demand for public transport.
4	Consider providing public transport to growth areas with a density of at least 15 dwellings per hectare with a developed area of at least 10 ha and where a high level of priority infrastructure is provided.
5	Consider financial support for viable ferry services in the Region that provide access to essential community goods and services or reduces congestion on key transport routes.
6	Further investment in public transport service for the western bay sub-region will be subject to City, District and the Transport Agency supporting service through infrastructure investment and policy changes.

Accessibility	
Objective: Pursue improved accessibility for isolated communities and for mobility impaired persons where this can be delivered at reasonable cost.	
7	Provide public transport services on Rural Connector Routes that link to Regional Strategic corridors and maintain access to essential community goods and services.
8	Support the operation of the Total Mobility Scheme (subject to Government funding) in the Bay of Plenty using a variety of transport providers that are able to meet Council requirements and demonstrate a current gap in service levels.
9	Aggressively pursue the development of Mobility-As-A-Service platform that delivers innovative transport services for small communities and for those with special transport needs.

Fares, ticketing and information

Objective: Fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.

10	Maintain region-wide fare box recovery ratio for public transport services above 30% with a target of achieving 40% by 2028.
11	Review fare levels annually to support the achievement of the fare box recovery target.
12	Set fares on Urban Connector Routes at a level that attract and retain customers, are largely consistent across the Region and offer incentives for frequent use, whilst balancing user contributions against public funding.
13	Investigate, develop and implement public transport service enhancements, including region-wide integrated ticketing, and new technology that provides real-time information to users.
145	Promote public transport as the preferred mode for travel in urban centres.
15	Set fares on Rural Connector Routes at levels that attract customers and recognise the needs of the transport disadvantaged, while balancing user contributions against public funding.
16	Establish zone or distance based fares across the Region including urban centres when practical.
17	Investigate and provide special fare concessions or free travel where there is a significant benefit to the transport system and this is supported by benefit cost analysis

Contracting requirements

Objective: A procurement system that enables efficient and effective delivery of public transport services.

18	Implement a procurement system that is consistent with the NZTA Public Transport Operating Model (PTOM).
19	Establish new units where there is the need for new services that would not be efficiently or effectively delivered through existing units or where there is no geographically similar unit.

Infrastructure

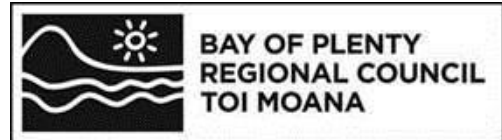
Objective: High quality and accessible public transport infrastructure that supports safe and comfortable travel.

20	Investigate, develop and implement bus priority measures in urban areas.
21	Implement the 'accessible journey' approach to public transport by providing infrastructure and information that enables all people to access public transport services.
22	Integrate public transport with other transport modes to encourage patronage growth.

CO² reduction

Objective: Reduce carbon intensity of transport to assist in meeting greenhouse gas targets.

23	Actively seek methods for reducing the CO ² emissions from public transport and apply where practical and affordable.
----	--



Report To: Regional Transport Committee
Meeting Date: 15 June 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Variation - Tauranga City Council Eastern and Western Corridor Local Transport Improvements

Executive Summary

Tauranga City Council (TCC) has requested that the following activities be added to the Bay of Plenty Regional Land Transport Plan 2015-45 (RLTP) by way of a variation:

- Eastern and Western Corridor local transport improvements 2015-18.

This is because the activities have been identified as being eligible for National Land Transport Fund funding and the variation will enable funding to be approved retrospectively.

The Regional Advisory Group (RAG) has considered the variation request and made a recommendation that the Regional Transport Committee approves it subject to Tauranga City Council providing more background information and including an assessment against the RLTP significance policy. This additional information is included in the memo attached to the report.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Variation - Tauranga City Council Eastern and Western Corridor Local Transport Improvements.**
- 2 Adds 'Tauranga City Council Eastern and Western Corridor local transport improvements 2015-18' to the Bay of Plenty Regional Land Transport Plan 2015-45.**
- 3 Determines that the variation is not significant for the purposes of public consultation.**

1 Introduction

At its 26 April 2018 meeting, RAG considered a variation request from TCC to add 'Eastern and Western Corridor local transport improvements 2015-18' to the RLTP.

Many of the individual activities are identified in section 8.5 of the 2015-45 RLTP as investments that did not attract NLTF funding. TCC and NZTA have now agreed that some of these activities are eligible for NLTF funding because they are key arterials that serve a wider network function. NZTA has subsequently agreed to permit, as an exception, a retrospective claim for the 2015-18 period.

The RAG reviewed the evidence provided by TCC and accepted the recommendations in the memo, subject to TCC providing additional background information and including an assessment against the RLTP significance policy. This information has subsequently been included in the attached memo and the recommendation is that the Committee approves the variation request in accordance with its delegated authority.

2 Council's Accountability Framework

2.1 Community Outcomes

This proposal 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 variations to the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

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

Reporting on variations to the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future reporting on variations to the RLTP is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

6 June 2018

APPENDIX 1

Tauranga City Council Eastern and Western Local Transport Improvements.

To: Bay of Plenty Regional Advisory Group
From: Clare Cassidy, Tauranga City Council
8 June 2018
Subject: Bay of Plenty Regional Land Transport Land Transport Plan (RLTP) 2015-45
Proposed Variations

1. Summary

Tauranga City Council (Council) has invested approximately \$46.3 million over 2015-18 to deliver a number of local transport improvement activities in the eastern and western corridors necessary to support Tauranga's growth.

The transport activities will continue with Council investing a further \$33 million over the 2018-21 and 2021-24 periods. The improvement activities have been delivered to support the outcomes identified in the Western Bay of Plenty SmartGrowth Strategy and other relevant transport strategies with the larger projects being identified individually within the RLTP.

2. Purpose

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the Bay of Plenty Regional Land Transport Plan 2015-45 (RLTP) by adding the retrospectively approved local transport improvement activities in the eastern and western corridors.

3. Recommendation

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- **Adds** the local transport improvement activities in the eastern and western corridors activity to the RLTP.

4. Background

In section 8.5 of the 2015-2045 RLTP a number of activities were identified as investments that did not attract NLTF funding. These activities relate to the impact of new growth areas on the transport network where TCC has adopted a more stringent approach to securing development contributions than most other Councils.

Through discussions with NZTA we have established that some of the activities we have implemented are eligible for NLTF funding because they are key arterials that serve a wider network function.

NZTA has agreed to permit, as an exception, a retrospective claim for the 2015-18 period. Council now have full alignment with NZTA on activities that are potentially eligible for NLTF investment.

Council has taken a whole of network approach and considered mode neutrality when planning projects included in this report. The projects are predominantly in the local road improvement and new local road categories and provide better connectivity for walking and cycling, public transport and car trips.

5. Alignment with GPS and Regional Policy

The local transport improvement activities in the eastern and western corridors give strategic effect to the provision of access to employment, economic and social opportunities, and having demonstrable levels of service gaps.

6. Significance of the eastern and western corridor transport activities

In the past 30 years, Tauranga's population has more than doubled, with population projections suggesting Tauranga city will reach approximately 164,000 by 2033 and nearly 200,000 by 2063. The majority of Tauranga's growth is predicted to be in greenfield urban growth development areas, identified through the SmartGrowth Settlement Pattern.

The identified retrospective transport activities are based within Tauranga's eastern corridor, primarily in Papamoa, Wairakei, and Te Tumu areas and the western corridor: Pyes Pa, Pyes Pa West, and Tauriko areas to support the planned housing and business growth occurring in Tauranga.

These areas have been identified in the SmartGrowth strategy as growth areas to be developed for residential, commercial and industrial use. The transport improvements improve safety, reliability, and travel choice outcomes.

With the exception of Te Okuroa Drive none of the eastern and western corridor activities exceed the RLTP threshold of \$10M over the three-year period. Individually the activities range from \$86k to \$5.3M.

It is of note that while the total value of the Te Okuroa Drive activities exceeds the RLTP threshold, it is comprised of a number of individual transport improvements ranging from \$370k to \$16.5M.

A number of the eastern and western corridor improvement activities were identified individually within the RLTP and were consulted on accordingly; they were not however identified as projects that would attract NLTF funding.

The corridor activities are aligned with the key RLTP objectives of economic performance, land use and transport integration and safety, with a number of these projects included in the Bay of Plenty RLTP 2015-45.

The improvement activities delivered by Council have been planned, designed, and delivered based on the relevant land use and transport planning strategies and plans. The activities have been integrated into strategies and plans to support the achievement of Tauranga’s transport outcomes of improved access, reliability, safety, and travel choices.

7. RLTP Variation Consideration

Section 10.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

“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 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...” (Column 1 – Criteria, below):

RLTP/LTMA Criteria	Eastern Corridor	Western Corridor
<i>Public consultation is not required for any variation that arises from the declaration or revocation of a State highway</i>	N/A	N/A
<i>The addition or removal of an activity with a total cost in the three years of the programme of more than \$10 million;</i>	The local transport improvement activity delivered has a total value of approximately \$9.4M. The individual improvements within the programme in the eastern corridor are individually valued between \$370K to \$1.4M. It should be noted however that the activities at Te Okuroa Drive exceed the threshold at \$13.4M. This activity has been individually itemized	While the programme of activities is estimated to be approximately \$23.4M which exceeds the threshold. However, the individual improvements within the programme in the western corridor are individually valued between \$129K to \$5.7M.

RLTP/LTMA Criteria	Eastern Corridor	Western Corridor
	separately from the total value.	
<i>A change in the priority of an activity with a total cost in the three years of the programme of more than \$10 million;</i>	There is no change to the priority level.	
<i>The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$10 million in the three years of the programme;</i>	N/A	
<i>A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$10 million in the three years of the programme;</i>	N/A	N/A
<i>Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.</i>	N/A	N/A

8. Conclusion

In conclusion, it is considered that the decisions to vary the RLTP by adding the retrospective funding for local transport improvement activities are not deemed as significant for the following reasons:

- While these corridor activities (excluding Te Okuroa Drive) combined have an estimated value that exceeds the threshold of \$10M, the retrospective activities individually range from \$33k to \$5.9M which are within the threshold of \$10M over the three-year period.
- Te Okuroa Drive has a total value of approximately \$20.4M over the 2015-18 period. It is important to note that within this project there a number of individual local transport improvement activities that contribute to this total ranging in value from \$370k to \$16.5M.
- As these eastern and western corridor activities were not originally recognised as being eligible for NLTF funding Council has already undertaken construction of these projects and NZTA has retrospectively approved funding of these activities.
- The eastern and western corridor activities are identified in the SmartGrowth strategy as growth areas to be developed for residential, commercial and industrial use. The transport improvements improve safety, reliability, and travel choice outcomes.

- The requirement for consultation on these activities has been achieved through the consultation undertaken on the Tauranga City Council 2017 Long Term Plan, and were identified and consulted on individually through the RLTP.

9. Appendices

1. Eastern and western corridor local transport improvement projects 2015-18

Appendix 1: Table one: Eastern and Western local transport improvement projects 2015-18

Corridor	Activities
Eastern	Te Okuroa Drive – Wairakei Boundary to Main Street Te Okuroa Drive – Boulevard intersection Te Okuroa Drive – Roundabout at Ch870 Te Okuroa Drive - Intersections Wairakei Storm water pond – Superpond H, Pond H2, & Pond H3 Wairakei Stormwater management (Area 2/1) – Te Okuroa Drive Wairakei – Te Okuroa Drive Stormwater Management Wairakei - Te Okuroa Drive Te Okuroa Drive – Parton Road to Wairakei boundary Papamoa Beach Road East Roundabouts – Parton Road
Western	Kennedy Road upgrade Pyes Pa West Kennedy Road roundabout Storm water pond 25 construction Hastings Road upgrade Hastings Road related storm water Kennedy Road land costs Storm water pond land purchase Taurikura Drive property costs Offroad cycle path property cost Pedestrian Overbridges at the Lakes/Tauriko Link to Kennedy Road Bridge over Kopurererua Stream on road to Kennedy Road Taurikura Drive Tauriko business park roundabouts