

# 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:

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**Friday, 15 March 2019 commencing at 9.30 am.**

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Fiona McTavish  
Chief Executive  
7 March 2019





# 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

<b>Chairperson:</b>	S Crosby (Bay of Plenty Regional Council)
<b>Deputy Chairperson:</b>	J Nees
<b>Appointees:</b>	Mayor A Bonne (Whakatāne 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, Whakatāne 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)
<b>Attendees:</b>	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith, D Kneebone (Port Advisor/Property & Infrastructure Manager, Port of Tauranga)
<b>Committee Advisor:</b>	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 Transport Committee Minutes - 23 November 2018
- 7 Reports

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# Previous Minutes



# Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 23 November 2018 commencing at 9.30 a.m.

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## Present:

**Chairman:** S Crosby (Bay of Plenty Regional Council)

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

**Appointees:** Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Councillor T Molloy (Alternate, Tauranga City Council), Councillor R Curach (Tauranga City Council), Councillor B Julian (Alternate, Kawerau District Council), Councillor A Iles (Alternate, Whakatāne District Council), Councillor K Young (Alternate, Opotiki District Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency)

**In Attendance:** Advisors: Fane Troy – representing Inspector B Crowe (Road Safety Advisor, BOP District Police), John Galbraith – Freight Advisor, Dan Kneebone - Port Advisor/Property & Infrastructure Manager, Port of Tauranga

BOPRC: Cr D Love, Cr K Winters, Namouta Poutasi – General Manager: Strategy & Sciences, Bron Healey – Senior Transport Planner, T Nerdrum-Smith – Committee Advisor,

Others: Adam Francis - NZTA and Alex Jeffcoat – Beca (NZTA) –, John Hutchings – HenleyHutchings, David Cunliffe – Stakeholders Strategies Ltd (via Audio Visual Connection), Jim Paterson - WBOPDC

**Apologies:** Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Mayor A Bonne (Whakatāne District Council), Mayor J Forbes (Opotiki District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency)

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## 1 Apologies

### Resolved

That the Regional Transport Committee:

- 1 Accepts the apology/apologies from Mayor S Chadwick (Rotorua Lakes Council), Mayor A Bonne (Whakatāne District Council), Mayor J Forbes (Opotiki District Council), tendered at the meeting.

Crosby/Iles  
CARRIED

## 2 Public Forum

Nil

## 3 Acceptance of Late Items

Nil

## 4 General Business

## 5 Declaration of Conflicts of Interest

Cr Crosby – Quayside Holdings Ltd and Rangiuuru Business Park.

## 6 Previous Minutes

### 6.1 Regional Transport Committee Minutes - 14 September 2018

#### Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 14 September 2018 with the following amendments:
  - John Galbraith: Correct the title to Freight Advisor
  - 7.1 - Update from Committee Members and Advisers (pg. 3 of minutes)
    - John Galbraith – 3<sup>rd</sup> bullet: “...If successful, the consortium would seek support from the ...”
    - Mayor Bonne – 3<sup>rd</sup> bullet: “...safe freight alignment...”. 4<sup>th</sup> bullet: “...working with Tuhoe regarding...”

Nees/Iles  
CARRIED

## 7 Reports

### 7.1 Update from Committee Members and Advisers

John Galbraith – Freight Advisor

- Toi-Ohomai logistics cadetship had its first five students underway
- Was seeking to expand the cadetship programme across the region

Sought action on the Bay of Plenty Rail Study.

Cr Rick Curach – Tauranga City Council

- TCC Transport Committee was now a 'Committee of the Whole'
- Noted NZTA's announcement that the Bayfair underpass would be retained
- Links Avenue bus lane would be ready for the introduction of the enhanced bus service.
- The major gridlock caused by the recent accident on SH29/Maungatapu highlighted the vulnerability of the roading network
- Greerton roading enhancements were causing congestion, which was a challenge for the community
- Work would be commencing on the Elizabeth Street/Takitimu Drive signalisation
- Supported the progression of UFTI through SmartGrowth.

Dan Kneebone – Port of Tauranga Advisor/Property & Infrastructure Manager

- Port had submitted on the SmartGrowth Future Development Strategy, reemphasising the need to invest in urban network to keep traffic moving
- Genesis Energy was importing coal from Indonesia due to uncertainty around availability of gas.
- Handling of the coal was unlikely to be a major contributor to local air pollution due to its high moisture content
- Kāingaroa Timberlands was developing a log de-barker at Murupara which would reduce the amount of Methyl Bromide being used at the Port. It would also reduce the amount of bark and debris on the roads.

Cr Andrew Iles – Whakatāne District Council

- Council staff were working with NZTA regarding possible funding for Long Term Plan 2018-28 projects
- Final repairs following the storm in April 2018 were being carried out
- Horomanga River Bridge rebutment preparation had been completed and the next phase would commence once all required consents had been obtained.

Cr Stuart Crosby – Bay of Plenty Regional Council

- Western Bay of Plenty was working together on an urban form and transport initiative to improve alignment with GPS outcomes.
- Had met with NZTA senior staff/Board Members regarding the interface with the Regional Transport Committee
- Funding was allocated in the 2018-19 Regional Council Annual Plan for the free school bus trial in Welcome Bay and to assess any unintended effects, e.g. students currently walking might choose to use a free bus instead.

Cr Ken Young – Ōpōtiki District Council

- Public consultation with regards to the Wainui Road to Ōpōtiki/SH2 safety upgrade project had previously been undertaken and he was seeking information regarding the next stage

Cr Berice Julian – Kawerau District Council

- Concerned that the new road seal of SH34 at the entry point to Kawerau would not support the heavy traffic

- Deteriorating railway conditions could have a negative impact on the adjacent roading network.

Deputy Mayor Dave Donaldson – Rotorua Lakes Council

- The decline in public transport patronage could to some extent be attributed to Toi-Ohomai withdrawing its funding of student fares
- New parcels of land were ready for development; however was dependent on upgrades to the State Highway network.

Cr Don Thwaites – Western Bay of Plenty Regional Council

- Multi-modal changes were well received by the community e.g. Waihi Beach bus service, with a 'use it or lose it' approach
- Noted the increasing number of cycleways throughout the district
- Concerned regarding the number of accidents on SH2 and SH29.

Fane Troy – Senior Sergeant Taupō Area, NZ Police

- Overall road toll in the Bay of Plenty remained unchanged from the previous year, however there were increases in some areas, e.g. Eastern Bay of Plenty
- Although a number of heavy motor vehicles were involved in fatal crashes, few were attributable to the driver of the heavy vehicle
- There were a number of safety aspects with regards to heavy vehicles that could be more effectively applied, i.e. improved driver training
- The allocation of police resources was determined by Police National Head Quarters
- Recognised that all police staff had a responsibility towards road safety.

Adam Francis - NZTA

- Roundabouts were intended to reduce traffic speed and, in the event of a crash, minimise the impact of the collision due to the angle of the cars.

Cr Jane Nees – Bay of Plenty Regional Council

- Free bus service for students would add a cost of approximately \$40 p.a. per household in the region
- Impatient drivers and significantly increased traffic movements had created challenges with regards to roundabouts in the Tauriko area
- Requested a report back on the \$300,000 funding the Regional Council had previously allocated to route security in the Eastern Bay of Plenty.

Staff Follow-up

- NZTA to provide an update with regards to traffic movements in Tauriko at a future meeting.
- Report back on Eastern Bay of Plenty route security funding.

## **Resolved**

**That the Regional Transport Committee:**

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

**Thwaites/lles**

**CARRIED**

## 7.2 New Zealand Transport Agency Update

*Refer PowerPoint Presentation – Objective A3047380*

Alistair Talbot, Adam Francis and Alex Jeffcoat (Beca) – NZTA presented this item.

### Key Points of Presentation

- Targeted Enhanced Funding Assistance Rates (TEFAR)
- Safe Networks for our Communities
- Provincial Growth Fund applications
- Long term view
- Developing Better Investments Proposal
- Update to Economic Evaluation Model
- State Highway 2 / State Highway 29.

### In Response to Questions

- NZTA assessed whether or not projects met the criteria for inclusion in the National Land Transport Programme (NLTP). If not, the Provincial Growth Fund might represent an alternative source of funding
- High traffic volumes was the key generator for the accidents on SH2/SH29
- SH29 was a heavy vehicle route, which was recognised as a contributing factor to incidents.

### Staff Follow-up

- NZTA information to be provided in statistical/graph form to identify any trends
- Information to be provided regarding the cost of accidents. The cost should not be limited to the cost of injuries/fatalities, rather include the cost of the roading network being inhibited with the loss of traffic flow; what was being done to minimise incidents and effectiveness assessment of implemented measures
- Regular updates regarding safety information to be provided to the Committee.

## **Resolved**

**That the Regional Transport Committee:**

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

**Crosby/Nees  
CARRIED**

## 7.3 Regional Land Transport Plan Variations

Cr Crosby **declared an interest** in this item, vacated the Chair and Cr Nees **assumed** the Chair.

Bron Healey – Senior Transport Planner and Jim Paterson – Western Bay of Plenty District Council presented this item.

Presenters in Response to Questions

- Roading developments connected to the Rangiuru Business Park were anticipated to have a positive flow-on effect on the surrounding area.

Key Points – Members

- Port of Tauranga supported the developments of the Rangiuru Business Park.

Staff Follow-up

- Detailed design concept information for the Rangiuru Interchange to be provided to the Committee Members once it is available.

**Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Variations;**
- 2 Adds the State Highway 2 Interchange for Rangiuru Business Park activity to the Bay of Plenty Regional Land Transport Plan 2018;**
- 3 Adds the State Highway 29 Ruahihi Bluff Rock Protection Project to the Bay of Plenty Regional Land Transport Plan 2018;**
- 4 Adds the Ngatai Road Cycling and Safety Improvements activity to the Bay of Plenty Regional Land Transport Plan 2018; and**
- 5 Determines that the proposed variations are not significant for the purposes of public consultation.**

**Thwaites/Curach  
CARRIED**

Cr Nees **vacated** the Chair and Cr Crosby **assumed** the Chair.

11.00 am The meeting **adjourned**.

11.20 am The meeting **reconvened**.

**7.4 Urban Form and Transport Initiative Update**

*Refer PowerPoint presentation – Objective A307664*

David Cunliffe – Stakeholders Strategies Ltd joined the meeting via audio visual connection.

Key Points of Presentation

- Western Bay of Plenty - Urban Form and Transport Initiative
- The content we present here should be considered preliminary and draft
- The brief: Reconsider WBOP's urban form and transport plans
- Central government's transport policy and priorities have changed
- Growth in the wider bay will impact urban form and transport demand in WBOP



- Local transport issues are identified and becoming increasingly urgent
- Seven transport system priorities have been identified
- Transport corridor interventions have been planned, but gaps exist
- The characteristics of the WBOP combine to form a distinctive planning challenge
- Global trends are creating new opportunities and challenges
- UFTI proposes to deliver high level urban form and transport recommendations throughout 2019
- Through UFTI, local authorities are seeking to deliver on four objectives
- Which depend on three sets of interdependent processes
- Engage with NZTA to reposition and mobilise the near term projects
- Resolve acute transport challenges in the context of a long-term plan
- Develop a revised long-term, integrated, urban form and transport plan
- UFTI setup involves integrating WBOP, NZTA, ministerial and public processes
- Next steps include engaging with NZTA & developing detailed project plan.

#### Key Points – Members

- Recognised the legal responsibility in accordance with the Land Transport Management Act, as well as the commitment to open communication with the community
- Noted that UFTI would be a standing item on future agendas
- Sought assurance that there was an overall strategy in place to respond to the challenges of regional growth, with recognition of the particular issue of freight movements.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Urban Form and Transport Initiative Update.**

**Crosby/Curach/  
CARRIED**

## **7.5 Bay of Plenty Transport-Related Provincial Growth Fund Proposals**

Bron Healey – Senior Transport Planner presented this item.

#### Key Points

- Any applications to the Provincial Growth Fund which included transport components were required to be referenced in the Regional Land Transport Plan.

#### Key Points – Members

- Presentations regarding Rotorua’s Lakefront and Whakarewarewa developments had been provided at yesterday’s Rotorua Lakes Council meeting
- A copy of the David Cunliffe – Eastern Bay of Plenty growth report to be provided to the Committee by Kawerau District Council (Cr Julian).

## Resolved

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Transport-Related Provincial Growth Fund Proposals.

Nees/Julian  
CARRIED

## 7.6 Regional Land Transport Plan Review

*Refer PowerPoint – Objective A3055896*

### Key Points of Presentation

- Considerations
- Timeline
  - RLTP 2018 implementation
  - RLTP 2021 development
- Implementation
- Review.

### Staff in Response to Questions

- A review of the Plan as a result of any changes to the Government Policy Statement would depend on their scope and extent.

### Key Points – Members

- The RLTP had been developed with high levels of community engagement and input
- The Plan was a fluid document, subject to regular amendments
- A formal review of the Plan would commence in 2019.

## Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Review.

Nees/Iles  
CARRIED

12.26 pm Cr Iles withdrew from the meeting.

## 7.7 Other Matters of Interest

John Hutchings – Henley Hutchings presented this item and provided an outline of the separate agenda attachment: Transport and Infrastructure-National Context.

### Key Points

- Regional Fuel Tax
- GPS 2
- National Land Transport Programme
- Other Government Initiatives related to Infrastructure.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Other Matters of Interest.**

**Crosby/Julian  
CARRIED**

**The meeting closed at 12.34 pm**

Confirmed DATE

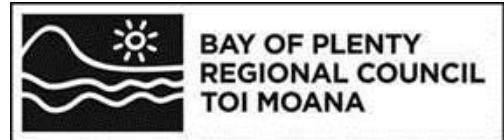
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Cr Stuart Crosby  
Chairperson Regional Transport Committee



# Reports





Receives Only – No Decisions

**Report To:** Regional Transport Committee

**Meeting Date:** 15 March 2019

**Report From:** Garry Maloney, Transport Policy Manager

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## Update from Committee Members and Advisors

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### 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:

- 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 Budget Implications

#### 2.1 Current Year Budget

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

#### 2.2 Future Budget Implications

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

### 3 Community Outcomes

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**5 March 2019**





Receives Only – No Decisions

**Report To:** Regional Transport Committee

**Meeting Date:** 15 March 2019

**Report From:** Garry Maloney, Transport Policy Manager

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## **New Zealand Transport Agency Update**

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### **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:**

- 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 Budget Implications**

##### **2.1 Current Year Budget**

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

##### **2.2 Future Budget Implications**

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

#### **3 Community Outcomes**

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**6 March 2019**

# **APPENDIX 1**

## **NZ Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee - 15 March 2019**



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# Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

15 March 2019

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## 1. NEW ROAD SAFETY STRATEGY

- New Zealand has a safety issue on its roads and we need to turn the upward trend of deaths and serious injuries around. How we achieve this will be detailed in the national 10-year road safety strategy, which we are jointly developing with the Ministry of Transport.
- With the current Safer Journeys strategy ending in 2020, we have been working with the Ministry to develop the next strategy and action plan to come into effect next year. The next step in the development of the strategy is a discussion document which will be released for public consultation in April.
- The consultation period will include engagement with our partners and the public, to seek feedback on the direction and principles of the strategy, our ambitions and whether we should adopt a Vision Zero approach.
- We encourage you to get involved in the external consultation, which is likely to include regional roadshows. This is a great opportunity to help shape the direction of the country's road safety strategy. Feedback will inform the strategy which will be finalised in September.

## 2. SAFE NETWORKS

- We're under way with the Safe Network programme - a collaborative initiative with local government which aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local roads.
- Up to \$1.5 billion will be invested over the three years to make our roads safer, working in partnership with local government and the wider safety sector to find the right safety solutions for each region.
- Unique to the programme is a new funding model to ensure rapid delivery of safety projects on the ground. We will subsidise local road safety improvements at a higher rate than current through the [Targeted Enhanced Financial Assistance Rate \(TEFAR\)](#).

- To achieve this, we have created a streamlined investment approach to simplify approval processes around standard safety treatments. This will allow more rapid delivery of safety improvements that protect and benefit everyone on our roads. We will be rolling out the standard safety treatment toolkit over the coming weeks.

## 3. BAY OF PLENTY HIGHWAY PROJECTS

### Re-evaluations

- SH29 Tauriko Network Plan, SH2 Te Puna to Omokoroa and the Tauranga Northern Link were among several projects reviewed by the NZ Transport Agency to evaluate whether they align with the new vision for our transport network. The re-evaluations were completed, and the outcomes announced late last year: <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/project-re-evaluations/>
- We are now considering funding and timing for these projects against funds available nationally. We expect to be able to provide an update on the next steps for these projects in the coming months.

### Baypark to Bayfair Link (SH2 and SH29A)

- Work is progressing well with recent traffic switch near the Bayfair roundabout to allow work to get underway on the Bayfair side of Maunganui Road, and to conduct preliminary ground improvements for the proposed new underpass.
- This year will see significant visible progress as much of last year's work was dealing with services, and issues underground.

### SH2 Speed Review

- The Transport Agency will begin engagement on the speed review for SH2 between Katikati and Bethlehem in 2019.

## Maungatapu underpass/Hairini link (SH29A)

- The Transport Agency and Tauranga City Council have been working together on safety issues around Welcome Bay Lane and the Hairini bus lane. People's safety remains the Transport Agency's top priority. Detailed traffic modelling results were presented to the Transport Committee in December 2018 with a view to returning to the committee this year with a formal recommendation. Tauranga City Council is leading the next part of the process.

## Elizabeth St / Barks Corner roundabout metering.

- SH29A Barks Corner roundabout metering has been live since late December 2018, and early indications are positive. Monitoring will continue throughout the trial period.
- SH2 Elizabeth Street roundabout metering is under construction and is expected to go live in April 2019.

## Connect Rotorua

### Eastern Corridor: SH30 / Te Ngae Road

- The tender for Eastern Corridor Stage 1 (SH30/Te Ngae Road between Sala Street and Iles Road) is currently under evaluation.
- The Business Case for Eastern Corridor Stage 2 (SH30/Te Ngae Road corridor between Iles Road and Rotorua Airport) is currently on hold. The intention is for the Business Case to tie into a Network Operating Plan for Rotorua which is currently being developed.

### Central Corridor: SH30A / Amohau Street

- The detailed design phase for the Central Corridor is expected to be completed later in 2019.



- This project includes walking and cycling improvements, as well as safety initiatives, to enable the further growth and revitalisation of business and tourism in the city centre.
- SH30A will become a local road managed by Rotorua Lakes Council.
- A public drop-in information session for people who would like to learn more about the proposed improvements is being planned for April-May 2019.

### SH30 Owhata Roundabout improvements

- Work to increase safety and help improve traffic flow at peak times at the State Highway 30 Owhata roundabout beginning March 2019 and should be completed by May.
- Changes to the roundabout include the installation of a straight-through lane for city-bound traffic, as well as widening the existing shared path and cycleway.
- Approximately 100m either side of the roundabout will be widened to accommodate the extra lane.

### SH5 Maraeroa and Oturoa intersection improvements

- Safety improvements at Maraeroa Rd and Oturoa Rd intersections beginning March 2019.
- Installing two right turning bays to address ongoing safety concerns at the two intersections by removing through traffic from the turning lane.
- Works expected to be completed May 2019.

### SH5/SH36 Ngongotaha Roundabout

- The installation of a slip lane at Ngongotaha roundabout was designed and programmed for construction in 2018.
- However, this project had a funding cap of \$1 million, and unforeseen ground conditions and the scope of work to ensure the roundabout was safe for all road users resulted in tenders that were significantly over the budget cap.
- We recognise efficiency issues remain and are committed to investigating, through the business case process, if works of this magnitude can be funded through the NLTP. The first step is Point of Entry evaluation.

## 4.SAFE ROADS

### Ngongotaha to Tarukenga (SH5)

- The Detailed Business Case for this project has recently been lodged, with the recommended option including a median barrier along a shortened passing lane.
- The current passing lane ends on a bridge and at the intersection of two local roads.
- Funding to progress beyond the business case phase will be considered by the Transport Agency and depends on how it is prioritised against funding criteria.

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

- The business case has been submitted to the Transport Agency for interim IQA, and then the full business case will be completed.
- There is a particular focus on the SH30/SH33 (Te Ngae Junction) intersection, where we're considering a roundabout, among other options.
- We're expecting to discuss the recommended option with the public and stakeholders in mid-2019.
- A proposal has been drafted to carry out a speed limit review along this section of state highway.

### Wainui Road to Opotiki (SH2)

- The business case is expected to be lodged shortly. Once approved, an application for funding will be made to progress into the pre-implementation stage.
- The recommended safety improvements include side road re-alignment at the Ohiwa Beach/Waiotaha Back Valley Rd intersections, to create right turn bays separated from the bridge. A roundabout is proposed for the SH2/Wainui Rd (Matekerepu) intersection.
- Initial community feedback on the recommended options has been supportive, further engagement is planned for mid-2019.

## Te Ngae Junction to Paengaroa safety improvements (SH33)

- Stage 1 build is complete and stage 2 design work is progressing for sections planned for construction start in early to mid-2019. The new sections, South of Paengaroa, South of Allport Rd and north of Okere Falls will predominantly join onto already completed sections.
- The Transport Agency is reviewing a proposal to carry out a speed review in Paengaroa, and from Okere Falls to Rotorua Airport.

## Waihi to Omokoroa Safety Improvements (SH2)

- Delivery of the first section of safety improvements along SH2 between Waihi and Trig Road is underway. 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.
- The next two sections, north and south of Katikati are expected to start construction by spring 2019.





Receives Only – No Decisions

**Report To:** Regional Transport Committee  
**Meeting Date:** 15 March 2019  
**Report From:** Garry Maloney, Transport Policy Manager

## Transport Planning Update

### Executive Summary

This report summarises some key national, inter-regional and regional transport planning initiatives. It is intended to keep members informed of current thinking in the transport planning space.

### Recommendations

**That the Regional Transport Committee:**

- 1 Receives the report, Transport Planning Update.**

#### 1 Purpose of Report

The purpose of the report is to provide the Committee with an update on key national, inter-regional and regional transport planning initiatives.

#### 2 Introduction

The following sections provide an update on transport planning initiatives arranged according to their geographical coverage.

#### 3 National activities

Initiative	Update	Next steps
Government Policy Statement on Land Transport 2021 (GPS 2021)	The Ministry of Transport (MoT) have commenced work on GPS 2021 with the intention of releasing an engagement draft 12 months prior to it taking effect. MoT have advised that they will be talking to local government stakeholders early, and throughout the process to ensure the GPS direction informs the development of 2021 regional land transport plans and the 2021 National Land Transport Programme.	Seek opportunities to engage with MoT during the GPS 2021 development process.

Initiative	Update	Next steps
	To date, there has been no further information on whether there will be an interim update of GPS 2018. If this proceeds, it will be limited to matters that need immediate attention outside the regular three-year GPS cycle, such as investment in rail.	
Long Term View (LTV)	<p>The NZ Transport Agency (NZTA) is currently developing the LTV. The LTV will look ahead at the big issues facing New Zealand over the next thirty years and it will go on to set an agreed direction about how the sector wishes to position the land transport system over the next ten years to address these issues.</p> <p>The LTV is being developed collaboratively with the wider transport sector.</p> <p>The intention of the LTV is not to determine future outcomes, set policy direction or make decisions on individual activities.</p>	Seek a presentation on the LTV at the next RTC meeting.
New Zealand Road Safety Strategy	<p>The Ministry of Transport and its road safety partners are developing a new national road safety strategy to drive substantial improvements in road safety in New Zealand. The new strategy will replace the current Safer Journeys strategy, which ends in 2020.</p> <p>The development of the new road safety strategy is being overseen by a cross-agency National Road Safety Committee made up of chief executives, and a Ministerial Group focused on road safety.</p> <p>A new, more ambitious 'Vision Zero' approach is being considered as part of the strategy development process. The strategy will also include consideration of broader harms to health, such as road-related air and noise pollution and physical inactivity.</p>	Seek opportunities to engage with MoT to provide a Bay of Plenty perspective during the strategy development process.
LGNZ Transport Workstream	The Committee Chair is involved in the LGNZ Transport Workstream. A summary of key transport focus areas from the draft LGNZ Business Plan is shown in Appendix 1. The Chair will provide an update on this activity.	

#### 4 Inter-regional activities

Initiative	Update	Next steps
Upper North Island	The Government is conducting a	

Initiative	Update	Next steps
Supply Chain Strategy	<p>comprehensive Upper North Island logistics and freight review with the stated purpose of to ensuring New Zealand's supply chain is fit for purpose in the longer-term.</p> <p>An Upper North Island Supply Chain Strategy Working Group, chaired by Wayne Brown has been established to seek stakeholder views on supply chain matters and assist them in the development of the Upper North Island Supply Chain Strategy.</p> <p>A Regional Council submission was developed and submitted to the Working Group on 1 February 2019. The submission is included as Appendix 2 for members' information.</p>	
SH1/29-ECMT Working Group	<p>The most recent meeting of this group was in October 2017. A proposed meeting in 2018 was delayed and then cancelled due to uncertainty around the NZTA business case for the corridor. This uncertainty has continued following the release of GPS 2018 and a re-prioritisation process for activities on major corridors.</p>	<p>Seek update from the NZTA on the status of the SH1/29 business case.</p> <p>Discussion with Waikato on future role and activities of Working Group.</p>

## 5 Regional activities

Initiative	Update	Next steps
Urban Form and Transport Initiative (Western Bay of Plenty)	Update to be provided in separate agenda item.	Ongoing updates. RTC feedback on emerging conclusions.
Bay of Plenty Rail Study	Update to be provided in separate agenda item.	See report. Ongoing updates and opportunities for RTC input.
Regional Advisory Group (RAG)	At a recent meeting, RAG reflected on the RLTP 2018 development process and lessons learned. A number of suggested improvements were made in terms of the technical process to support the prioritisation of activities.	Develop proposals further and incorporate them into the RLTP 2021 process.
Bay of Plenty Toll Road Price Increases	<p>On 1 March 2019, toll price increases of \$0.10 for cars and motorcycles, \$0.20 for trucks and buses came into effect on the Tauranga Eastern Link and Takitimu Drive toll roads in the Bay of Plenty.</p> <p>This was a planned increase to cover rising costs and, as such, there was no consultation</p>	A draft letter to the NZTA is included as Appendix 3 for members to discuss.

Initiative	Update	Next steps
	process. However, there is a view that the region should provide a perspective on the price increases and broader tolling/road pricing considerations in a letter to the NZTA.	

## 6 Budget Implications

### 6.1 Current Year Budget

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

### 6.2 Future Budget Implications

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

## 7 Community Outcomes

This item/project directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**6 March 2019**



# **APPENDIX 1**

## **Draft LGNZ Business Plan - Transport Workstream**



LGNZ workstreams	Possible areas to partner with Government	LGNZ role (lead/partner/ support)	Funding support
<b>Transport</b>			
This project is to put greater focus on collaborating with central government to ensure the LGNZ member transport issues are acknowledged and addressed in the GPS and wider transport programme. Roothing will be the substantive area of focus.			
<p><b>Develop transport sector knowledge</b></p> <ul style="list-style-type: none"> <li>Partner with MoT to improve engagement with LGNZ members, with a focus on broadening MoT's engagement with territorial authorities in the GPS 2021 development process.</li> <li>Facilitate and coordinate the two-way transfer of information on local issues.</li> </ul> <p><b>Road Controlling Authorities Forum (RCA)</b></p> <ul style="list-style-type: none"> <li>Maintain ongoing forum engagement, including representation on executive committee and support.</li> <li>Advocate for greater RCA Forum voice in major decisions on transport</li> </ul> <p><b>GPS Policy resilience</b></p> <ul style="list-style-type: none"> <li>Advocate for greater political stability where the GPS Investment Framework interacts with the local government sector.</li> <li>Lead the a quantitative research project, showing the financial and other costs to New Zealand due to political volatility.</li> <li>Develop and advocate for a framework to manage political change to transport priorities</li> </ul> <p><b>National Land Transport Programme</b> Identify policy issues for local government sector regarding NLTP to 2040.</p> <p><b>Roothing Efficiency Group (REG) refresh</b> Assess performance of REG ahead of 2021 renewal assessment</p>	<ul style="list-style-type: none"> <li>LGNZ, Partner with Government</li> <li>LGNZ, partner with Government</li> <li>LGNZ</li> <li>LGNZ</li> <li>LGNZ, bipartisan partnership with all major political parties</li> <li>Partner with Government</li> <li>LGNZ, bipartisan partnership with all major political parties</li> <li>LGNZ, partner with Government</li> <li>LGNZ, partner with Government</li> </ul>	<ul style="list-style-type: none"> <li>Partner</li> <li>Partner</li> <li>LGNZ</li> <li>LGNZ</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> </ul>	<ul style="list-style-type: none"> <li>Partner</li> <li>Partner</li> <li>LGNZ</li> <li>LGNZ</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> <li>Partner</li> </ul>



## **APPENDIX 2**

### **Bay of Plenty Regional Council submission on the Upper North Island Supply Chain Strategy**



## Upper North Island Supply Chain Working Group



*By email*

*Ministry of Transport*

[Stephanie.Dorne@transport.govt.nz](mailto:Stephanie.Dorne@transport.govt.nz)

*1 February 2019*

### Upper North Island Supply Chain Strategy

Thank you for the opportunity to submit on behalf of the Bay of Plenty Regional Council regarding the government's proposal to develop an Upper North Island Supply Chain Strategy.

This is a significant area of focus and priority for the Bay of Plenty region.

The Bay of Plenty's transport vision is to deliver *"Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all"*.

Transport is fundamental to our way of life. It enables businesses to get their goods to market, employees to get to work, students to get to school and visitors to reach their destinations. But along with economic and population growth comes additional demand for transport, placing pressure on existing transport networks.

Together, the Bay of Plenty, Waikato, Auckland and Northland regions are responsible for generating more than half of New Zealand's GDP, housing more than half the population and moving more than half of New Zealand's freight.

The Bay of Plenty is also home to the Port of Tauranga, New Zealand's largest export port, which handles 43% of the country's exports. The Port is a key connection between the upper North Island and international markets.

We note the Minister of Regional Development and Associate Minister of Transport's cabinet paper clearly states, that the government will undertake "a comprehensive upper North Island logistics and freight review, with the goal of creating a robust supply chain action plan that delivers to New Zealand's interests over the next 30 years".

With the significant growth in the Bay of Plenty region and the critical importance of connections to and across the upper North Island, it is essential that this review is undertaken at an upper North Island scale, and we fully support this whole of system approach as outlined within the cabinet paper and subsequent media releases and presentations.

We acknowledge the review has a strong focus on the future for the Port of Auckland. This is an important consideration; however the future of the Port must be looked at within a whole of upper North Island strategic approach, to ensure that any recommendations and/or actions deliver effective integrated solutions for the regions and New Zealand.

As a significant decision maker in the upper North Island, our expectation is that early consultation and engagement with our Council is given high priority by the panel and review team.

*Objective ID: A3127204*

Key considerations we strongly support being included in the review are:

- Regional freight growth and demand. The region provides 5.2% of national GDP, with freight volumes expected to grow by 35-42% by 2042. Key export sectors include forestry and wood products, horticulture and agriculture. Logs and processed forest products represent 53% of the total export tonnes handled by Port of Tauranga.
- Regional emerging trends and development opportunities that have the potential to impact on future transport planning and investment include:
  - aquaculture development;
  - new freight hubs;
  - kiwifruit development, expansion and containerisation;
  - new industries making use of geothermal energy;
  - afforestation;
  - development of tourism initiatives; and
  - water bottling.
- Port of Tauranga growth and demand. International shipping growth projects that by 2030, 80% of global activity will be by ships larger than 4,000 TEUs. Therefore, it is inevitable that New Zealand's ports will continue to experience continuous growth in shipping sizes, volumes and value. (Port of Tauranga evidence shows that in 2013, larger ships were 68% of global activity).
- Provincial Growth Fund initiatives planned for or already underway in the region including the eastern Bay of Plenty aquaculture industry and the planned Kawerau Container Terminal.

There is also a number of important strategies and plans that have been developed in recent years in the region and across the upper North Island, that are important background documents and evidence to this review.

Our expectations are these will be utilised through the Strategy review and development, including:

- Bay of Plenty Regional Land Transport Plan 2018  
<https://cdn.boprc.govt.nz/media/760427/bay-of-plenty-regional-land-transport-plan-2018-web.pdf>
- Upper North Island Freight Story (developed by the Upper North Island Strategic Alliance)  
<https://www.unisa.nz/project/freight-story/>
- Upper North Island Independent Port Study (developed by the Upper North Island Strategic Alliance)  
<https://www.unisa.nz/project/independent-port-study/>

The Bay of Plenty Regional Council works very closely with our regional freight and logistic partners. The Council is responsible for regional transport planning and approves the Regional Land Transport Plan. It funds and facilitates the Bay of Plenty Freight and Logistics Advisory Group (FLAG), supporting economic development and has a long-established Council Controlled Organisation (CCO) Quayside Holdings Limited, that manages on behalf of Council, the majority shareholding in the Port of Tauranga. We also work very closely with our upper North Island regions and partners, including being an active partner in the Upper North Island Strategic Alliance (UNISA).



To support your review and Strategy development, we invite the members of the panel overseeing this work to meet with us in the Bay of Plenty. This initial meeting would be with representatives of the Bay of Plenty Regional Council and Quayside Holdings Limited.

We would appreciate urgency for this meeting given the importance of ensuring the scope of the review and strategy, as well as research to be undertaken, reflects accurate regional and partner evidence, priorities and expectations.

Yours sincerely

A handwritten signature in black ink, appearing to read 'J Nees', written in a cursive style.

**Jane Nees**  
Deputy Chair  
**Bay of Plenty Regional Council Toi Moana**



## **APPENDIX 3**

### **Draft Letter to NZTA - Bay of Plenty toll road price increases**





15 March 2019

Mark Ratcliffe  
Interim Chief Executive  
NZ Transport Agency  
Private Bag 6995  
Wellington 6141

Dear Mark

**Bay of Plenty toll road price increases**

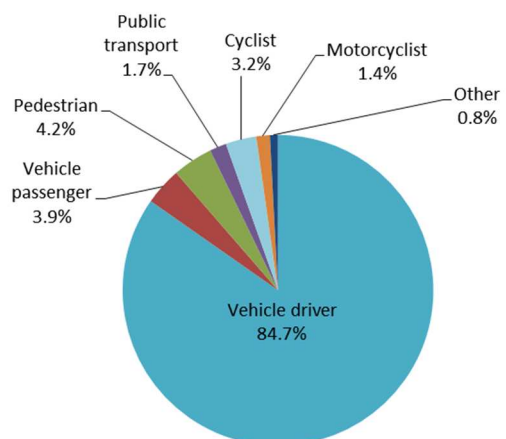
I am writing to you regarding the toll price increases of \$0.10 for cars and motorcycles, \$0.20 for trucks and buses that came into effect on 1 March 2019 on the Tauranga Eastern Link and Takitimu Drive toll roads in the Bay of Plenty.

In principle, the Bay of Plenty Regional Transport Committee supports targeted and accurate road pricing as a mechanism for recovering the full costs of developing and operating an efficient transport system. The western Bay of Plenty community has also previously accepted tolls to implement the infrastructure needs for planned growth as part of the SmartGrowth strategy first adopted in 2004, which includes the NZ Transport Agency (NZTA) as a partner organisation.

We note that the NZTA has made a statement that the 2019 toll increases are in line with movements in the Consumer Price Index and are necessary in order to meet debt repayments. NZTA has also provided some information on the proportions of a sample toll that go towards debt repayment, toll operating costs and tax revenue. The \$0.70 per transaction that goes towards 'operating costs to run the entire tolling business' is still very high and will also incur further increases over time unless volume increases to reduce the per unit cost. The Regional Transport Committee would not like to see users discouraged by pricing and taking alternative routes.

In broader terms, the Regional Transport Committee supports targeted road pricing as a potential lever for reducing the proportion of single occupancy vehicles and achieving a more balanced multi-modal transport system. As you are aware, the Bay of Plenty, and Tauranga City in particular, have high levels of car dependency. Figures from the previous Census show that 84.7% of all people who travelled to work in Tauranga were vehicle drivers and just 3.9% were passengers (Figure 1), indicating very high levels of single

**Figure 1 : Tauranga City travel to work mode share (2013 Census)**

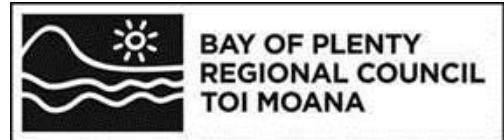


occupancy vehicle use. The Regional Transport Committee would like to see NZTA further exploring the potential of variable rates as a demand management tool.

In contrast, there are low levels of public transport use in a city of Tauranga's size and we recognise that road pricing and other direct charges for motorists (e.g. parking) can be part of a package of measures to incentivise increased use of the public transport system and achieve modal shift.

Yours faithfully

Councillor Stuart Crosby, Bay of Plenty Regional Council – Toi Moana  
**Chair - Bay of Plenty Regional Transport Committee**



Receives Only – No Decisions

**Report To:** Regional Transport Committee

**Meeting Date:** 15 March 2019

**Report From:** David Phizacklea, Regional Development Manager

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## Urban Form and Transport Initiative - western Bay of Plenty

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### Executive Summary

The Urban Form and Transport Initiative seeks to develop a strategic approach for the development of the western Bay of Plenty sub-region's urban form and transport system which provides short (0 to 10 years), medium (10 to 30 years) and long term (30+ years) recommendations to help guide decision-making processes.

The Urban Form and Transport Initiative is an important opportunity to work with key investment partners in one of the country's five high growth areas to resolve current, emerging and long-term urban form and transport system challenges.

The Urban Form and Transport Initiative will produce a coordinated approach that brings together more than 24 transport and urban development projects currently underway in the western Bay of Plenty aligned with central government's new Government Policy Statement on Land Transport 2018 and Urban Growth Agenda. It is intended to provide a clear way forward and confidence for government to support through investment and funding.

The Urban Form and Transport Initiative will be publicly launched following the upcoming SmartGrowth Leadership Group meeting on 20 March 2019. More detailed information will be available at that time.

### Recommendations

**That the Regional Transport Committee:**

**1 Receives the report, Urban Form and Transport Initiative - western Bay of Plenty.**

#### **1 Purpose**

To update the Committee on the Urban Form and Transport Initiative (UFTI) for the western Bay of Plenty involving Bay of Plenty Regional Council, Western Bay of Plenty District Council, Tauranga City Council and the New Zealand Transport Agency.

#### **2 What is UFTI?**

Councils, through the SmartGrowth partnership, and the New Zealand Transport Agency are working together on Phase 1 of a major strategic urban development and

transport project called the Urban Form and Transport Initiative. This includes the project plan for phases 2-4 which will conclude in the latter half of 2019.

In a nutshell UFTI will:

- provide the blueprint for identifying the common transport, housing, liveability and urban development challenges shared by western Bay of Plenty communities.
- deliver a refreshed and coordinated approach for housing development and transport infrastructure planning across the western Bay of Plenty, focusing on a multi-modal future and identifying and progressing key short and long-term priority areas.
- use an integrative and strategic approach based on robust evidence and quantitative modelling of future scenarios to develop sustainable options.
- support the western Bay of Plenty as urban form changes and it transitions from a car and road first environment to a *modern, integrated, multi-modal, future*.

### 3 Why UFTI?

The SmartGrowth Leadership Group has agreed that the western Bay of Plenty sub-region needs a revised and integrated strategic approach to urban form and transport. The drivers for the Urban Form and Transport Initiative include:

- Rapid current and forecast population and economic growth of the western Bay of Plenty and its surrounding areas is placing pressure on housing and infrastructure, compromising desired social, cultural, environmental and economic outcomes.
- The characteristics of the western Bay of Plenty, such as its complex natural topography, increasingly aging population and economically important port and industries, combine to create distinctive planning challenges which require unique solutions.
- Changes to the Government's urban and transport priorities place a stronger emphasis on broader outcomes, including supporting more compact liveable urban areas, travel safety, increased travel choices, improved access to social and economic opportunities, and reducing environmental harm.
- Several major transport projects in the WBOP are being re-evaluated, to reassess their outcome focus, priority, and timing within the context of the 2018 Government Policy Statement on Land Transport. The projects include the SH2 Tauranga to Waihi, SH2 Tauranga Northern Link and SH29 Tauriko West.
- The UFTI project builds on work done by preceding strategy projects including the Tauranga Transport Plan, the Future Development Strategy and the Tauranga Urban Strategy, and UFTI is the vehicle to ensure that the strategic direction is integrated and supported by robust evidence
- Global and local trends are creating new opportunities and challenges which will need to be navigated including climate change, global socio-economic and geopolitical uncertainty, and emerging and future technologies.



## 4 Planning and Development

A Terms of Reference for UFTI were approved by the SmartGrowth Leadership Group in November 2018. The key deliverables for Phase 1 are a project plan, key issues briefs of work, resourcing plan and communications and engagement plan. These are being presented to the SmartGrowth Leadership Group on 20 March 2019 for their consideration.

A broad programme of analytic and strategy work has been underway to identify, workplan and scope what is needed to resolve the complex issues at the heart of the western Bay of Plenty's urban form and transport challenge. This work has been led by Stakeholder Strategies Ltd, working with a team of staff from each of the three councils and the New Zealand Transport Agency.

David Cunliffe, Partner, Stakeholder Strategies, will provide an overview of the Urban Form and Transport Initiative at the Regional Transport Committee meeting, which will include the work undertaken to date and intended work programme for Phases 2-4.

## 5 Regional Implications

A key component of the next phase of UFTI is a better understanding of the regional flows of freight, vehicles, people and economic drivers (including the growth potential of Provincial Growth Fund projects). It is important that improvements to the western Bay of Plenty transport system and a confirmed future urban settlement pattern, takes into account the wider region, in particular Rotorua and the Eastern Bay of Plenty, as well as linkages across the upper North Island.

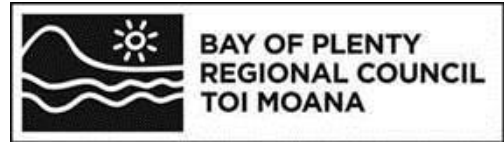
The Regional Transport Committee will be provided with regular updates on UFTI as the project progresses and will have a key role in reviewing the regional flows work module.

The outputs of the UFTI project will input into the next Regional Land Transport Plan.

David Phizacklea  
**Regional Development Manager**

**7 March 2019**





**Report To:** Regional Transport Committee  
**Meeting Date:** 15 March 2019  
**Report From:** Garry Maloney, Transport Policy Manager

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## **Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline**

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### **Executive Summary**

This report provides an update on the Bay of Plenty Passenger and Freight Rail Phase 1 Investigation.

Key objectives for the Phase 1 Investigation are to:

- better understand current information, evidence and expertise to support future planning and investment decision making and priorities for regional passenger and freight rail in the Bay of Plenty; and
- position the Bay of Plenty region for any future passenger and freight rail conversations and strategic planning and investment with central government and other government and community partners.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline;**
- 2 Considers and endorses the planned approach for the Phase 1 Investigation.**

### **1 Purpose of Report**

The purpose of the report is to provide an update on the Bay of Plenty Passenger and Freight Rail Phase 1 Investigation.

### **2 Background**

The Bay of Plenty Regional Land Transport Plan 2018 (RLTP) makes provision for a Bay of Plenty Rail Study to explore the potential for increased use of the rail network for passengers and freight in the region.

A key driver for the study is the recent update to the Government Policy Statement on Land Transport 2018 (GPS), which states the intention to support existing and new interregional commuter rail services as well as the increased use of rail to move freight.

The GPS also supports accelerating the development of rapid transit where it is key to support development in major metropolitan areas.

Tauranga is defined as a 'high growth urban area' under the National Policy Statement on Urban Development Capacity (NPS-UDC) and given its rapid growth, there is potential to explore rail and/or light rail as future public transport options if they are likely to provide benefits over and above alternatives such as bus rapid transit.

The Regional Council has contracted Janeane Joyce, who previously led development of the Upper North Island Freight Study, to progress this Bay of Plenty Passenger and Freight Rail Phase 1 Investigation. Janeane will speak to the report and seek input from Committee members.

### **3 Investigation Considerations**

The Investigation will be undertaken in the following two phases:

- Phase 1 will focus on improving the current understanding and updating evidence to support future planning and investment decision making.
- Phase 2 will look at what this could mean for a rapid transit system for Tauranga.

#### **3.1 Phase 1 Investigation**

Phase 1 includes a review of current information, evidence and expertise to update our understanding on:

- Traffic/freight on the rail lines in the Bay of Plenty (how much, where it's going to and from);
- Capacity of the rail lines (at what point do they reach capacity);
- Projected future demand, particularly to and from the Port;
- Investments made in recent years to the upper North Island rail system and the benefits these delivered;
- Investments planned for (including current funding and timing) on the upper North Island rail system and projected benefits;
- Early learnings being found in the Hamilton to Auckland business case for passenger / freight rail and rapid transit;
- Possible constraints on growing rail usage (i.e. increasing the number of trains), both in and outside the region (e.g. connections to Auckland) including conflict between passenger and freight (both within Tauranga and between Tauranga and Auckland); and

- Source relevant international evidence with regard to passenger rail movements for a service to be considered economically/financially viable.

## **4 Stakeholder and Partner Engagement**

Key stakeholders and partners to be involved in the initial stage include:

- Local government authorities in the Bay of Plenty region;
- KiwiRail;
- NZ Transport Agency;
- primary freight rail interest groups including FLAG, EDAs and Port of Tauranga;
- primary passenger rail interest groups including the Sustainable Business Network and Greater Tauranga; and
- SmartGrowth western Bay of Plenty – initially through one of the Urban Form and Transport Initiative (UFTI) workstreams.

## **5 Outputs**

Outputs of Phase 1 include:

- Interim and Final report with relevant evidence, data and recommendations.
- Council reports and presentations.
- Partner and stakeholder updates and presentations.

## **6 Timeframes**

Phase 1 of the Investigation is planned for completion by 30th June 2019.

The interim report and recommendations will be considered by the Regional Transport Committee prior to finalisation of Phase 1.

## **7 Budget Implications**

### **7.1 Current Year Budget**

There is funding for this investigation in the current year of the Regional Council's Long Term Plan 2018-2028.

### **7.2 Future Budget Implications**

Any future recommendations requiring investment will be subject to direction and prioritisation through future Regional Land Transport Plans and Annual or Long Term Plans.

## **8 Community Outcomes**

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**5 March 2019**



**Report To:** Regional Transport Committee  
**Meeting Date:** 15 March 2019  
**Report From:** Garry Maloney, Transport Policy Manager

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## **Role of the Regional Transport Committee**

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### **Executive Summary**

In November 2018, the Regional Transport Committee held a workshop on its current and future role. This report provides a follow-up on actions identified in the workshop based on the following themes:

- relationship to the Urban Form and Transport Initiative (UFTI);
- communication / sector connectivity;
- Regional Transport Committee terms of reference; and
- ancillary actions.

The report includes a recommendation on amendments to the Committee's terms of reference to more comprehensively describe some aspects of its role.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Role of the Regional Transport Committee.**

**That the Regional Transport Committee recommend that the Regional Council:**

- 1 Approves amendments to the Regional Transport Committee's terms of reference as detailed in Appendix 2 of the report.**

#### **1 Purpose of Report**

The purpose of the report is provide a follow-up to the 23 November 2018 workshop on the role of the Regional Transport Committee (RTC) and make recommendations on amendments to the Committee's terms of reference.

#### **2 Background**

Members will recall that a workshop was held on the role of the RTC immediately following the Committee meeting on the 23 November 2018. The purpose of the workshop was to:

- 1) re-examine the role of the Committee; and
- 2) consider if any changes to its terms of reference were required.

The workshop discussion and a number of follow-up actions were captured in a set of notes prepared by John Hutchings (refer Appendix 1). This report provides an update on the follow-up actions and recommends amendments to the Committee's terms of reference in response to the workshop outcomes.

### 3 Follow-up actions from the Committee workshop

The workshop record notes a number of challenges and opportunities for the Committee in the current operating environment (see Appendix 1). Potential solutions are then outlined in a number of actions arranged under the following headings:

- relationship to the Urban Form and Transport Initiative (UFTI);
- communication / sector connectivity;
- Regional Transport Committee terms of reference; and
- ancillary actions.

#### 3.1 Relationship to UFTI

The following actions arose from a discussion on the relationship between SmartGrowth, the projects to be undertaken as part of the UFTI project, and the RTC.

Action	Comment
1. An update on UFTI should become a standing item on the RTC agenda.	An UFTI update has now been added as a standing item.
2. RTC statutory role is being considered in the link to UFTI.	UFTI partners and the project team have been made aware of the RTC statutory role in setting priorities in the Regional Land Transport Plan.  The UFTI terms of reference recognise the RTC's role as a key stakeholder and provide for Committee feedback on emerging conclusions.

#### 3.2 Communication / sector connectivity

These actions arose from a discussion about achieving better stakeholder understanding of the role of the RTC and strengthening connections with other transport, urban form and economic development leaders.

Action	Comment
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<p>1. Prepare a newsletter after each RTC meeting containing information about critical transport matters and matters raised on each RTC agenda. Distribute this to a wide regional audience.</p>	<p>A newsletter was prepared and distributed following the 23 November 2018 meeting and provision has been made for future newsletters.</p>
<p>2. More actively connect / communicate with transport / urban form / economic development leaders from Waikato and Auckland by inviting participation (in person or in writing) on the Bay of Plenty RTC agenda.</p>	<p>There was an opportunity for Waikato and Bay of Plenty RTC members to meet during the recent Port of Tauranga tour. Future opportunities are being actively sought.</p>
<p>3. Add rigor to the information shared with the RTC from different parts of the region by establishing a 'reporting template' designed to ensure that intra-regional matters are addressed in a disciplined way.</p>	<p>The current procedure of providing verbal updates appears to be working well. A more formal template can be actioned if members see merit in this.</p>
<p>4. Invite government department leaders to more regularly report to / discuss with the RTC matters affecting transport, infrastructure, urban growth and infrastructure funding.</p>	<p>Future opportunities are being actively sought. Ministry of Transport officials will be invited to the next RTC meeting.</p>
<p>5. Invite leaders from Bay of Connections (in its new format) to report to the RTC about business / economic development matters on a regular basis.</p>	<p>Bay of Connections is being replaced by a new regional economic development approach. Invitations will be extended once this new structure is established.</p>

### 3.3 Regional Transport Committee terms of reference

The following actions arose from a discussion of the RTC's terms of reference and the scope of activities that it currently has oversight of.

Action	Comment
<p>1. Include a 'traffic light' RLTP implementation report on each agenda to clearly indicate the status of all projects referenced in the RLTP.</p>	<p>A 'traffic light' report on RLTP implementation has been included in the current agenda. This will be updated on a six monthly basis.</p>
<p>2. Understand the reasons for any transport project not meeting timeline expectations and, if appropriate, provide for the Committee to actively advocate for accelerated implementation of these projects.</p>	<p>The RLTP implementation report will identify projects not being progressed or not meeting timeline expectations. This will provide the basis for the RTC to identify the appropriate steps to advocate for these projects.</p>
<p>3. Further consider the merit and mechanisms / options for more tightly integrating the deliberations of the RTC and the Regional Public</p>	<p>Not actioned to date. There is an opportunity to provide regular updates from the Regional Public Transport Committee if members see merit in this.</p>

Action	Comment
Transport Committee.	
4. Invite KiwiRail to become a member of the RTC.	Enquiries are being made in terms of identifying an appropriate KiwiRail representative. Further engagement is also under way as part of the regional rail study.
5. Provide more regular and more informed reporting to the Committee on safety and resilience.	This is an outstanding action for the Regional Advisory Group to agree on an appropriate format and metrics for reporting. The current agenda includes high level reporting on road safety statistics and a summary of sub-regional activities.

### 3.4 Ancillary actions

The ancillary actions relate to the legislative framework and any potential future changes to it.

Action	Comment
1. Seek clarity from the Ministry of Transport about the timing and extent of potential amendments to the LTMA.	There is potential for legislative reform across the key statutes as part of the Government's urban growth agenda. However, no substantive information about timing and extent is currently available.
2. Urge legislators to more actively consider the interface between the Local Government Act, the Resource Management Act and the Land Transport Management Act.	As above.

## 4 Amendments to the Committee's terms of reference

The workshop notes do not explicitly address the issue of amending the RTC's terms of reference. However, the workshop discussion suggests there would be value in a more comprehensive description of the functions that the RTC currently carries out. Recommended amendments to the terms of reference are shown in track changes in Appendix 2. These are based on the workshop discussion and a review of other RTCs' terms of reference.

## 5 Budget Implications

### 5.1 Current Year Budget

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

## **5.2 Future Budget Implications**

Future work to support the RTC is provided for in Council's Long Term Plan 2018-2028.

## **6 Community Outcomes**

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**6 March 2019**



# **APPENDIX 1**

## **Regional Transport Committee Workshop Notes - 23 November 2018**



# Workshop Notes of the Regional Transport Committee Workshop held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 23 November 2018 commencing at 12.35 p.m.

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## Present:

**Chairman:** S Crosby (Bay of Plenty Regional Council)

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

**Appointees:** Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Councillor T Molloy (Alternate, Tauranga City Council), Councillor R Curach (Tauranga City Council), Councillor B Julian (Alternate, Kawerau District Council), Councillor A Iles (Alternate, Whakatāne District Council), Councillor K Young (Alternate, Opotiki District Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council)

**In Attendance:** Advisors: Fane Troy Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith – Freight Advisor, D Kneebone - Port Advisor/Property & Infrastructure Manager, Port of Tauranga

BOPRC: Cr Kevin Winters, Namouta Poutasi – General Manager Strategy and Sciences, Bron Healey – Senior Transport Planner, T Nerdrum-Smith – Committee Advisor

WBOPDC: Jim Paterson

Other: John Hutchings - HenleyHutchings

**Apologies:** Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Mayor A Bonne (Whakatāne District Council), Mayor J Forbes (Opotiki District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency)

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## 1 **Purpose: Role of the Regional Transport Committee**

*Refer PowerPoint presentation – Objective A3055929*

### 1.1 **Background and purpose of the workshop and this note**

A workshop was convened immediately after the 23 November 2018 meeting of the Regional Transport Committee (RTC) to

- Re-examine the role of the Committee and
- Consider if any changes to its terms of reference were required.

The workshop involved all members of the Committee who were present on the day.

The purpose of this note is to record the matters raised during workshop discussions and to anticipate the implications arising from these matters. (NB This note is not a formal record. It is

designed to record and offer further direction about the changes to the way the RTC works to progress / resolve the concerns raised at the workshop).

## 1.2 Context

The workshop was well timed because it occurred after the Committee's earlier, more formal discussion about the content and implications of the Urban Form and Transport Initiative (UFTI). This included a presentation on the Project by project principal David Cunliffe. One of the matters thereby requiring clarification – but not specifically addressed in the formal meeting, was the relationship between SmartGrowth, the projects to be undertaken as part of the UFTI project and the RTC.

The workshop also noted that other regions had established special institutional arrangements or processes to address the interface between transport investment and urban growth, for example those related to ATAP, 'Keep Wellington Moving' and the Queenstown Partnership. These arrangements appear to work in parallel with the RTC's in each location, but with regular, defined and respectful relationships / information sharing and with use of the RTC to formalise funding arrangements for the transport projects put forward by other processes.

In addition, the workshop noted that the Land Transport Management Act (2003) was from an era when transport was regarded as an outcome, 'in its own right', as opposed to part of a more complex fabric. The current paradigm may be viewed as placing transport as an enabler of higher-level outcomes such as economic development, social cohesion, safe and healthy communities etc.

An implication that may be taken from this contextual point is RTC's should not try to become the place where all these high-level outcomes are brought together. Rather, it is the place at which transport decisions (particularly as an avenue to prioritise and formalise funding) are best able to serve these outcomes.

## 1.3 Workshop structure / agenda

The workshop commenced with a power-point presentation by Senior Transport Planner Bron Healey. A discussion followed with the core discussion points grouped on a white board by Strategy and Policy General Manager, Namouta Poutasi. Consultant John Hutchings assisted discussions and contributed ideas drawn from his experience with central government and other regional authorities.

## 1.4 Background PowerPoint

The background power-point may be summarised as follows:

- Statutory requirements (Land Transport Management Act 2002)
  - Functions of RTC's: to prepare and vary a Regional Land Transport Plan and provide advice and assistance to the Council on transport responsibilities
  - Composition: two persons from the Council, one from each territorial authority, one person from NZTA and other stakeholders including a Port, road safety and freight advisor
- Governance model of which the Committee is a part of:
  - Partnership approach – working with other transport related providers and stakeholders
  - Regional / inter-regional focus
- Support provided by a Regional Advisory Group (technical advice with membership drawn from organisations with membership on the RTC)
- Prompts for discussion



- Is membership still appropriate?
  - What's the institutional relationship between agencies leading transport, urban form and economic development – how should they be woven together?
  - Should the Committee be doing more advocacy or providing more leadership or facilitating more information sharing / communication
- Arrangements applied in other regions:
    - Smaller councils combine Passenger Transport within their RTC
    - All RTC's appear to actively monitor implementation of RLTPs
    - Larger RTC's liaise with Central Government and provide advice about new or emerging transport-related policies and initiatives

### Workshop discussion points

The key points made during the workshop discussion may be summarised as follows

## 1.5 Challenges and opportunities

The workshop did not expressly generate a list of the matters affecting the functionality of the Committee but the following 'challenge or opportunity' points were implied:

- Seek more participation and make better use of the technical advice provided by the RAG
- Achieve a broader / deeper stakeholder understanding of the role and importance / value of the RTC
- Include more items of interest on the agenda to generate higher levels of participation in the RTC's meetings by Mayors / Chair
- Achieve a clearer relationship between the RTC and the institutions responsible for urban form and economic development
- Develop a clearer understanding about the transport policy / initiatives being applied in other regions
- Become a stronger advocate for preferred transport solutions
- Escalate the importance of safety in the Committee's deliberations
- Have a clearer understanding of the transport and development strategy / ambitions of the region – with a strong evidential base underpinning it
- Consider regional resilience against transport disruptions and safety issues

## 1.6 Possible solutions to the above challenges

Additional information about the challenges to be addressed follows. Ideas about the solutions or potential amendments to the way the RTC operates to accommodate them, are also raised.

**Relationship to UFTI:** The RTC should operate more strategically. Transport, urban form and economic development should be interwoven 'considerations' for the RTC – but with an emphasis on transport. UFTI can help to fill this 'connection' gap by gathering information to populate a transport (and urban form) strategy with short, medium- and long-term horizons.

### Actions:

1. An update on UFTI should become a standing item on the RTC agenda.
2. RTC statutory role is being considered in the link to UFTI.

**Communication / sector connectivity:** The value of RTC would be enhanced if the value of its deliberations were more apparent and if the content of its agenda was viewed as 'vital, informed and topical'.

### Actions:

1. Prepare a newsletter after each RTC meeting containing information about critical transport matters and matters raised on each RTC agenda. Distribute this to a wide regional audience.
2. More actively connect / communicate with transport / urban form / economic development leaders from Waikato and Auckland by inviting participation (in person or in writing) on the BOP RTC agenda (say twice per year).
3. Add rigor to the information shared with the RTC from different parts of the region by establishing a 'reporting template' designed to ensure that intra-regional matters are addressed in a disciplined way.
4. Invite government department leaders to more regularly report to / discuss with the RTC matters affecting transport, infrastructure, urban growth and infrastructure funding
5. Invite leaders from Bay of Connections (in its new format) to report to the RTC about business / economic development matters on a regular basis (twice per year).

**Ancillary actions:** Participants in the workshop were uncertain about when the LTMA 2003 may be amended / refreshed. (We have subsequently been informed that some amendments may be considered in 2019 but the extent of these is currently unclear).

**Actions:**

1. Seek clarity from MOT about the timing and extent of potential amendments to the LTMA.
2. Urge legislator to more actively consider the interface between the Local Government Act, the RMA and the LTMA.

**Terms of reference of BOPRC RTC:** The workshop felt all the above matters should be considered as part of the required review of the RTC. Agreed amendments to the RTC's TOR should be prepared in time for application after the next local government elections (October 2019). The following formal / mechanical changes were supported.

**Actions:**

1. Include a 'traffic light' RLTP implementation report on each agenda to clearly indicate the status of all projects referenced in the RLTP.
2. Understand the reasons for any transport project not meeting timeline expectations and, if appropriate, provide for the Committee to actively advocate for accelerated implementation of these projects.
3. Further consider the merit and mechanisms / options for more tightly integrating the deliberations of the RTC and the Regional Public Transport Committee.
4. Invite Kiwi-Rail to become a member of the RTC.
5. Provide more regular and more informed reporting to the Committee on safety and resilience.

**The workshop closed at 1.25 pm**

## **APPENDIX 2**

# **Recommended changes to Regional Transport Committee Terms of Reference**



# 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 monitor implementation of the regional land transport plan.
- To provide advocacy on strategic regional and inter-regional transport matters to central government and other key stakeholders as appropriate.
- 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 monitor and provide advocacy on regional road safety, and 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.



**Report To:** Regional Transport Committee  
**Meeting Date:** 15 March 2019  
**Report From:** Garry Maloney, Transport Policy Manager

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## **Regional Land Transport Plan Variation - State Highway 2 : Wainui Road to Opotiki (Wainui Road)**

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### **Executive Summary**

Whakatāne District Council (WDC) and Ōpōtiki District Council (ODC) have jointly requested that the scope of the following activity in the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) is changed by way of a variation:

- State Highway 2: Wainui Rd to Opotiki (Wainui Rd).

The scope change entails adding a local road component to the existing state highway activity. This comprises of road safety improvements on the section of Wainui Road in Whakatāne and Opotiki Districts. The project also includes resilience improvements at the SH2/Wainui Rd (Matekerepu) Intersection.

The Regional Advisory Group (RAG) has considered the variation request and recommends that it is approved by the Committee in accordance with its delegated authority.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Variation - State Highway 2: Wainui Road to Ōpōtiki (Wainui Road).**
- 2 Approves the requested scope change to the State Highway 2: Wainui Road to Ōpōtiki activity in the Bay of Plenty Regional Land Transport Plan 2018.**
- 3 Determines that the proposed variation is not significant for the purposes of public consultation.**

### **1 Introduction**

Section 18D of Land Transport Management Act enables the Regional Transport Committee (RTC) to prepare a variation to the RLTP if good reason exists for doing so. A variation may be prepared at the request of an approved organisation or the NZ Transport Agency. Public consultation is not required for any variation that is not

significant; or arises from the declaration or revocation of a State highway. The RTC has the delegated authority to approve non-significant variations to the RLTP.

WDC and ODC have jointly requested that the scope of the following activity in the RLTP is changed by way of a variation:

- State Highway 2: Wainui Rd to Opotiki (Wainui Rd).

The scope change entails adding a local road component to the existing State highway activity. This comprises road safety improvements at seven sites on the section of Wainui Road in Whakatāne and Opotiki Districts. The project also includes resilience improvements at the SH2/Wainui Rd (Matekerepu) Intersection.

The activity is expected to make a significant contribution to the safety and access and resilience objectives in the RLTP through a reduction in deaths and serious injuries and by reducing the number of times the road is closed due to flooding.

The full background to the variation request and assessment against the RLTP is included in the memo in Appendix 1.

At its 21 February 2019 meeting, RAG reviewed the evidence provided by WDC and ODC and is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

## **2 Budget Implications**

### **2.1 Current Year Budget**

Reporting on RLTP variations is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2018-2028.

### **2.2 Future Budget Implications**

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

## **3 Community Outcomes**

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**6 March 2019**



# **APPENDIX 1**

## **Variation Request - State Highway 2 : Wainui Road to Opotiki (Wainui Road)**

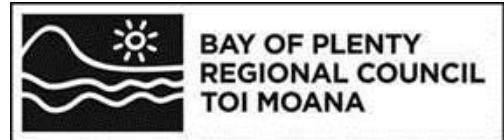


<b>Variation Request for Bay of Plenty Regional Land Transport Plan 2018</b>	
<b>Purpose</b>	To enable the Bay of Plenty Regional Advisory Group to make a recommendation to the Bay of Plenty Regional Transport Committee on the variation request.
<b>Title</b>	State Highway 2: Wainui Rd to Opotiki (Wainui Rd)
<b>Date</b>	8 February 2019
<b>Requesting organisation</b>	Whakatāne District Council Opotiki District Council
<b>Contact(s)</b>	Martin Taylor, Whakatāne District Council Ari Erickson, Opotiki District Council
<b>Description of request</b>	A scope change to the existing state highway activity by adding a component to the local road improvements activity class. This comprises of road safety improvements on the section of Wainui Road in Whakatāne and Opotiki Districts.
<b>Background</b>	<p>The SH2: Wainui Rd to Opotiki project is included in the National Safe Roads and Roadsides Programme because of its high number of death and serious injury crashes. The scope of the project was extended in 2016 to include Wainui Rd, a local arterial controlled by Whakatane and Opotiki District Councils. The reason for this was in recognition that during stakeholder engagement meetings, safety issues and concerns were being raised along the whole corridor between Ōhope and Ōpōtiki, and not just on the SH portion of the route. Inclusion of the local road section also aligned with the Safe Road Alliance principle of treating whole road corridors and not just isolated road sections. The project also includes resilience improvements at the SH2/Wainui Rd (Matekerepu) Intersection.</p> <p>The State highway 2 section of the project is included in the RLTP as a State highway Activity. The local Wainui Rd component has not been included to date as the scope of work and funding mechanism for this section was unclear. A recommended option for the project has now been identified and this includes safety improvements along Wainui Rd. The Business Case is currently being issued to NZTA for formal review and approval. To be considered for funding from either the National Land Transport Fund (NLTF) or the Provincial Growth Fund, transport projects or projects with transport components need to be referenced in an RLTP. This requirement is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic social and environmental outcomes in regions.</p>
<b>Location</b>	Six sites on Wainui Road within the Whakatāne District. One site on Wainui Rd within the Opotiki District
<b>Scope</b>	<p>The scope of work includes:</p> <ul style="list-style-type: none"> <li>Shoulder widening and/or side barriers at the six highest risk curves along Wainui Rd (five in WDC, one in ODC)</li> </ul>

	<ul style="list-style-type: none"> <li>• Sight distance improvements at the Wainui Rd/Paparoa Rd intersection – vegetation and embankment clearance</li> <li>• Centreline ATP along the length of Wainui Rd from Matekerepu Intersection to RP Wainui Rd/0.460</li> </ul>
<b>Phase/Year(s)</b>	<p>Currently in Business case.</p> <p>Pre-implementation (pending funding approval) – July 2019 to early 2020</p> <p>Implementation – Early 2020 to June 2021</p>
<b>Estimated cost</b>	<p>Whakatane District Council:</p> <ul style="list-style-type: none"> <li>• Pre-implementation: \$450,000</li> <li>• Implementation: \$5.6million</li> <li>• TOTAL: \$6.05million</li> </ul> <p>Opotiki District Council:</p> <ul style="list-style-type: none"> <li>• Pre-implementation: \$80,000</li> <li>• Implementation: \$990,000</li> <li>• TOTAL: \$1.07million</li> </ul>
<b>Alignment with RLTP objectives</b>	<p>The project will make a significant contribution to the following RLTP objectives:</p> <ul style="list-style-type: none"> <li>• Safety (anticipated decrease in deaths and serious injuries along the corridor); and</li> <li>• Access and resilience (reducing the number of times the road is closed due to flooding at the Matekerepu intersection).</li> </ul>
<p><b>Assessment against RLTP significance policy</b></p> <p>Section 106(2) of the LTMA requires each RTC to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation of the RLTP in the six years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.</p> <p>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:</p>	
The addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million.	The expected combined cost of the work is \$7.12million. This cost is not expected to impact other projects in the RLTP because it is expected to be eligible for NZTA TEFAR funding assistance.
The addition or removal of a phase or phases of a prioritised activity that varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme.	n/a
A scope change to a prioritised activity that	Inclusion of Wainui Rd into the SH2: Wainui Rd to Opotiki project is considered to be a scope change to the activity currently in the RLTP.

<p>impacts on the contribution of the activity towards GPS objectives and/or varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme.</p>	<p>The expected combined cost of the work is \$7.12million. The scope change is expected to positively impact on the contribution of the activity to GPS objectives.</p>
<p>Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.</p>	<p>The Regional Transport Committee has the discretion to deem it a significant activity.</p>
<p><b>Recommendation on significance</b></p>	<p>Recommend that the request is considered to be a non-significant variation because it doesn't trigger any of the criteria in the RLTP significance policy.</p>





**Receives Only – No Decisions**

**Report To:** Regional Transport Committee

**Meeting Date:** 15 March 2019

**Report From:** Garry Maloney, Transport Policy Manager

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## **Bay of Plenty Transport-Related Provincial Growth Fund Proposals**

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### **Executive Summary**

This report provides an update on known Provincial Growth Fund (PGF) proposals or potential proposals relating to transport in the Bay of Plenty. As of 1 March 2019, 90 Bay of Plenty projects had sought PGF funding. A high level breakdown shows only four land transport projects but a large number of projects that may potentially have land transport components.

The report includes a list of known Bay of Plenty transport-related PGF proposals or potential proposals that the Regional Council is aware of because:

- funding has been announced by the Government;
- the project owner has requested a variation to include the proposal in the Regional Land Transport Plan (RLTP); or
- the project owner has shared information on a proposal or potential proposal.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Transport-Related Provincial Growth Fund Proposals.**

- 1 Purpose**

The purpose of the report is to provide an update on known Provincial Growth Fund (PGF) proposals or potential proposals relating to transport in the Bay of Plenty.

- 2 Background**

The New Zealand Government has allocated three billion dollars over a three-year term to invest in regional economic development through the PGF. The Bay of Plenty is one of the 'surge' regions identified as a particular priority for funding.

There are three tiers to the PGF. These are:

- a) Regional Projects and Capability: smaller scale initiatives aimed at smaller economic development projects, feasibility studies and capability building.
- b) Sector Investment (including One Billion Trees Programme): larger scale initiatives targeted at priority and/or high value economic opportunities.
- c) Enabling Infrastructure Projects: investments in regional infrastructure projects that enable regions to be well-connected from an economic and social perspective.

The PGF is open to applications from a wide range of entities and parties including central and local government, State Owned Enterprises, Māori organisations, iwi and related authorities, and commercial enterprises.

Proposals must contribute to most of the following objectives, with a particular focus on the first objective:

- a) increased jobs and sustainable economic development;
- b) increased social inclusion and participation;
- c) Māori development;
- d) environmental sustainability and help in addressing climate change; and
- e) increased resilience (infrastructure and economic).

### **3 Bay of Plenty applications of as 1 March 2019**

The PGF dashboard In Appendix 1 provides a high level summary of the 90 Bay of Plenty projects that have sought funding as of 1 March 2019 (up from 66 in November 2018). While individual projects can't be identified for reasons of confidentiality, the sector breakdown shows four that are primarily land transport projects:

- Cycle Trail (2)
- Road (1)
- Rail (1)

There are also a large number of proposals in potentially related areas that may or may not have transport components:

- Agriculture/Horticulture (15)
- Fishing/Aquaculture (4)
- Forestry (2)
- Other (11)
- Ports/Wharves and Shipping (1)
- Regional Projects (6)



- Tourism (24)

## **4 Known Bay of Plenty transport-related proposals**

The Provincial Development Unit (PDU) within the Ministry of Business, Innovation and Employment administers the PGF on behalf of the Crown. The PDU is generally unwilling to share information on individual applications until funding has been announced for successful projects. There is however a requirement for transport projects or projects with transport components to be referenced in the RLTP in order for them to be considered for funding from the National Land Transport Fund and/or the PGF. This is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic, social and environmental outcomes in regions, including decisions about the best mode for doing this.

Consequently, Regional Council staff have been made aware of the proposals in Appendix 2 due to one of following reasons:

- funding has been announced by the Government;
- the project owner has requested a variation to include the proposal in the RLTP;
- the project owner has shared information on a proposal or potential proposal.

Proposals that have had PGF funding approved for business case development since the previous update in November 2018 are:

- Ōpōtiki Harbour Redevelopment Project;
- Eastern Bay of Plenty Aquaculture Developments; and
- Whakatāne Waterfront and Town Centre Regeneration.

There may be additional proposals still under consideration or yet to go through the formal application process. An update will be provided at the meeting should any additional information come to light.

## **5 Budget Implications**

### **5.1 Current Year Budget**

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

### **5.2 Future Budget Implications**

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

## **6 Community Outcomes**

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**7 March 2019**

# **APPENDIX 1**

## **Bay of Plenty Provincial Growth Fund Dashboard - February 2019**



### Highlights

As of 1 March 2019

**90**

Projects seeking funding in Bay of Plenty

**\$448m**

Total funding sought by both EoI and Applications in Bay of Plenty

**\$60m**

Funding announced in Bay of Plenty

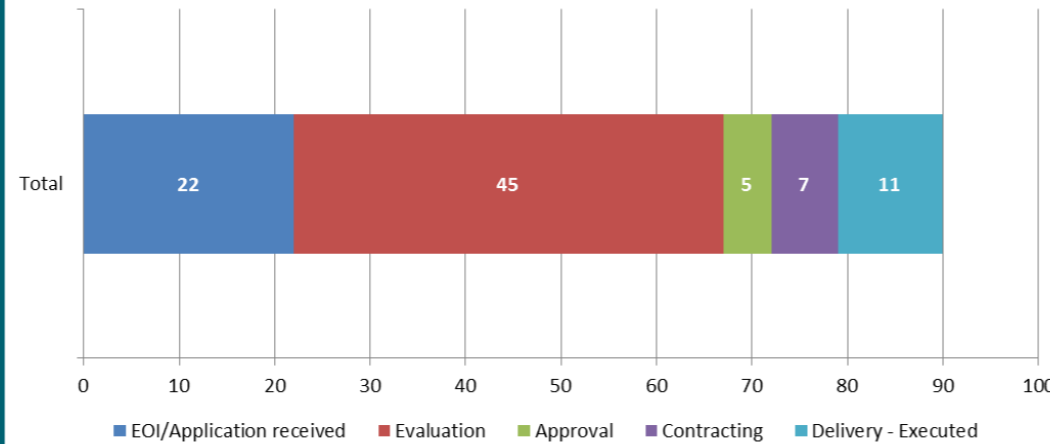
**1**

Project was sent to IAP/SRO in February for Bay of Plenty

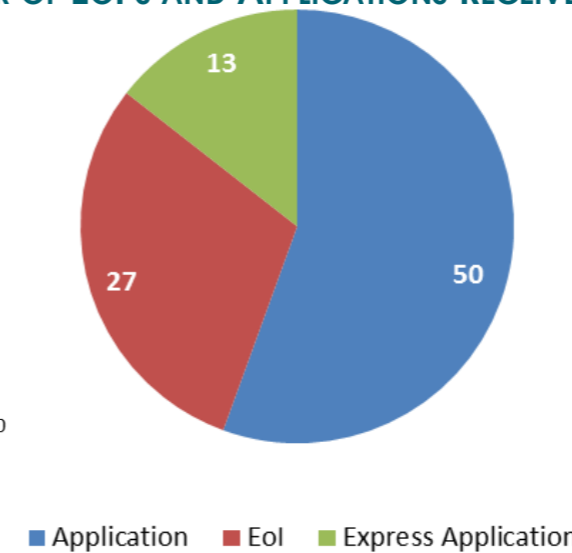
### PROJECTS BY VALUE

Funding Range	Funding Sought	Number of projects
Up to 1 million	\$18,446,734	57
1 million to 10 million	\$70,224,760	17
10 million to 20 million	\$207,758,000	13
20 million and above	\$152,100,000	3
<b>Grand Total</b>	<b>\$448,529,494</b>	<b>90</b>

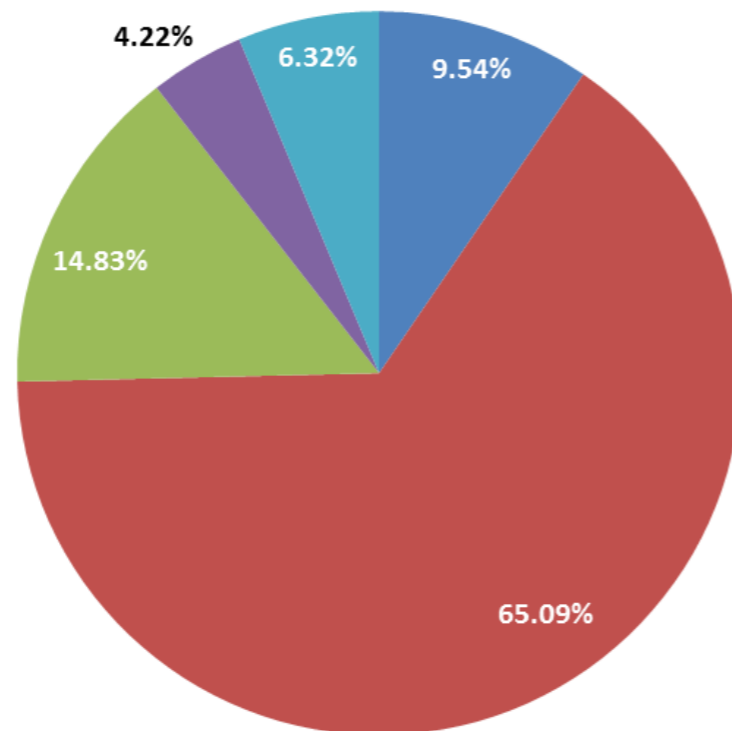
PROGRESSION THROUGH STAGE BY NUMBER



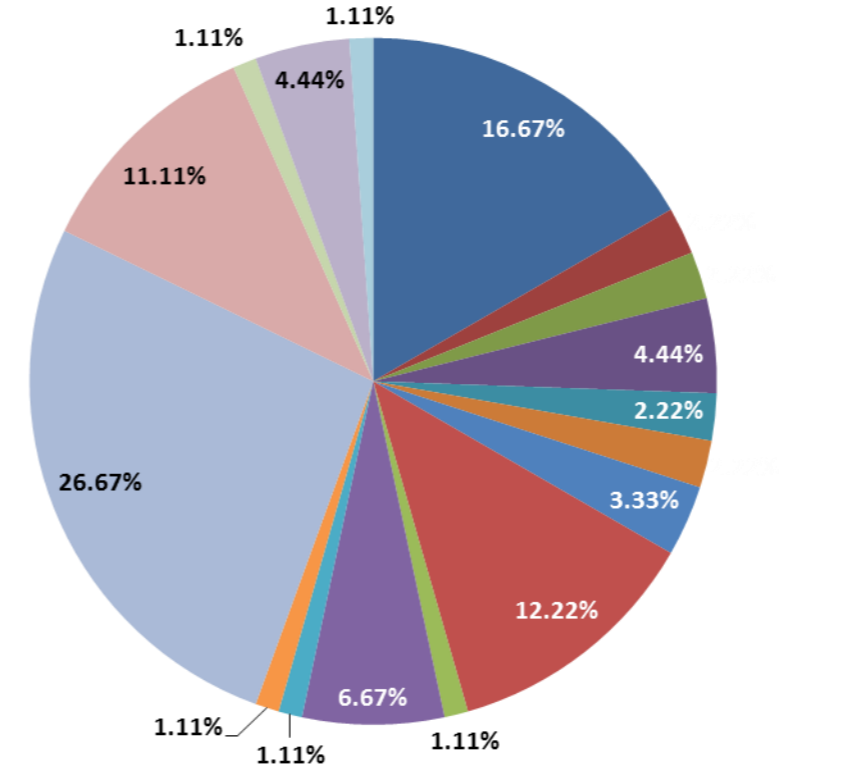
NUMBER OF EOI'S AND APPLICATIONS RECEIVED



PROGRESSION THROUGH THE STAGES BY VALUE



SECTOR BREAKDOWN BY NUMBER



- EOI/Application received
- Evaluation
- Approval
- Contracting
- Delivery
- Agriculture / Horticulture
- Energy
- Manufacturing / Construction
- Regional Projects
- Tourism
- Fishing / Aquaculture
- Capabaility / capacity
- Forestry
- Other
- Research & Development, Other
- Training skills / employment
- Ports / Wharves & Shipping
- Cycle Trail
- ICT & Digital Connectivity
- Rail
- Road
- Water Storage

### Overall Status

- **863** projects have sought funding from the PGF
- **\$3.53b** total funding sought
- **\$736m** funding has been announced to date

### Recent announcements

- **\$100m** Investment to support Māori landowners and drive regional growth
- **\$82.4m** towards initiatives to boost skills and employment



## **APPENDIX 2**

# **Known Bay of Plenty Transport-Related Provincial Growth Fund Proposals**



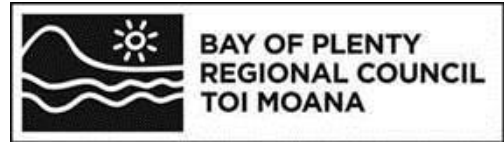


**Known Transport-Related Provincial Growth Fund Proposals and Potential Proposals (as of 1 March 2019)**

<b>Name</b>	<b>Description</b>	<b>Project Owner</b>	<b>Type</b>	<b>Amount</b>	<b>Status</b>	<b>RLTP</b>
Redevelopment of Rotorua Lakefront	Redevelopment of the Rotorua Lakefront to improve tourism and hospitality experience. Includes walkways and cycleways to improve access by these modes.	Rotorua Lakes Council	Economic Development/ Infrastructure	\$19.9M	Funding approved	Yes
Development of Whakarewarewa Forest	Development of Whakarewarewa Forest including an improved access road, a cycleway from the park to Rotorua CBD and a visitor centre.	Rotorua Lakes Council	Economic Development/ Infrastructure	\$7M	Funding approved	Yes
Kawerau Putauaki Industrial Development	<p>Phase 1 of three connected developments:</p> <ul style="list-style-type: none"> <li>• Kawerau Putauaki Industrial Development</li> <li>• Kawerau Container Terminal</li> <li>• Off Highway Road Development</li> </ul> <p>Phase 1 involves an internal local road and the formation of a roundabout and right turn bay on State Highway 34.</p>	Kawerau District Council	Infrastructure	Approx \$20M total	\$2M of funding for Phase 1 approved in principle	Yes
Rail Freight Opportunities Kawerau/Murupara	Feasibility study to investigate options for creating an inland hub to connect exports from Murupara and Kawerau to rail.	KiwiRail	Feasibility Study	\$250,000	Funding approved in principle	Study - variation not required
State Highway 2 Interchange for Rangiuru Business Park	Interchange to connect Rangiuru Business Park to State Highway 2 to enable full development of the	Western Bay of Plenty District Council	Infrastructure	\$15-18M	Application	Yes

Name	Description	Project Owner	Type	Amount	Status	RLTP
	business park and realise economic opportunities.					
Ōpōtiki Harbour Development Project	To assist with the development of a business case to progress an affordable Ōpōtiki Harbour plan.	Ōpōtiki District Council	Business Case	\$750,000	Funding approved in principle. Drafting contract.	RLTP currently includes 'Ōpōtiki Harbour Access Roads' activity
Eastern Bay Aquaculture developments	Progress further work on a business case for a mussel processing factory.	Whakatōhea Mussels Ōpōtiki Ltd	Business case Factory construction	\$850,000 \$19M	Funding approved in principle. Dependant on Business Case.	Currently identified as Economic Development projects in RLTP.
Whakatāne Waterfront and Town Centre Regeneration	Progressing Whakatāne redevelopment plan.	Whakatāne District Council	Business Case	\$ 646,000	Drafting contract	No
Waihi to Waihi Beach Cycle Trail	Development of a cycleway linkage that connects the Hauraki Cycle Trail in the Waikato Region to the Bay of Plenty.	Western Bay of Plenty District Council	Infrastructure	TBC	Potential application	Waikato and/or Bay of Plenty
Eastern Bay of Plenty Transport Improvements	Collection of roading, bridge and cycleway improvements; HPMV route extensions, and a driver education and licensing initiative to underpin resilience and sustainability of economic growth across the sub-region.	ToiEDA Whakatane/ Opotiki/Kawerau district councils	Planning study Infrastructure	TBC	Next steps to be determined following NZTA review of individual components	RLTP variation likely to be required if infrastructural components proceed

Note: previous proposals to investigate Bay of Plenty/Eastern Bay of Plenty transport/freight flows are now being delivered in the Regional Flows module of the Urban Form and Transport Initiative.



Receives Only – No Decisions

**Report To:** Regional Transport Committee  
**Meeting Date:** 15 March 2019  
**Report From:** Garry Maloney, Transport Policy Manager

## Regional Land Transport Plan Implementation Report

### Executive Summary

This report provides the Committee with a six monthly update on progress in implementing the Bay of Plenty Regional Land Transport Plan 2018. The report includes ‘traffic light’ reporting on transport planning and improvement activities and a summary of road safety activities both for the region as a whole and each of the sub-regions.

### Recommendations

That the Regional Transport Committee:

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

### 1 Introduction

The Bay of Plenty Regional Land Transport Plan 2018 (RLTP) was adopted by the Regional Council and submitted to the NZ Transport Agency (NZTA) in June 2018. The National Land Transport Programme was then released by the NZTA on 31 August 2018.

The programme in Figure 1 has been developed to meet the commitments outlined in the monitoring and review section of the RLTP. This includes six monthly reporting on implementation progress, which is the subject of this report.

**Figure 1 RLTP monitoring programme**

Document	Purpose	Frequency	Timing
RLTP Implementation Report	Track progress in implementing RLTP activities	Twice a year	First and third meeting of each calendar year
RLTP Financial Report	Measure actual spend against forecast spend	Annual	Meeting following completion of financial year
RLTP Annual Report Card	Track progress against RLTP key performance	Annual	Final meeting of each calendar year

Document	Purpose	Frequency	Timing
	indicators		

## 2 Transport planning and improvement activities

Appendix 1 provides a progress update on transport planning and improvement activities in the RLTP by activity class. Progress has been reported by the lead organisation responsible for each activity. The update includes a summary of the project stage, NLTP funding status, and comments on any project milestones, barriers or issues over the past six months that may be positively or negatively affecting progress.

Progress has not been reported on RLTP activities or phases not included in the NLTP 2018-21 because they are either being re-assessed, have failed to meet minimum NLTP assessment requirements, or are timed to start in the 2021-24 period. These activities are shaded blue in the table and have been included for the purposes of completeness.

Some of these activities may be brought forward into the 2018-21 period as they progress through stages in the business case approach.

## 3 Road safety update

The following sections provide an update on region-wide and sub-regional road safety initiatives.

### 3.1 Region

Currently at the regional level, preparations are being made for the release of central government's new road safety strategy. The region partners with NZTA, Police and ACC, and works closely with sub-regions to share information and collaborate on certain programmes such as:

- winter Pit Stops and Drive to the Conditions;
- a summer Drive to Survive campaign targeting young people in the areas of distraction, fatigue, alcohol impairment and speeding behaviours; and
- a social media distraction campaign.

Recent activity and highlights include:

- an alcohol awareness campaign aimed at increasing awareness of zero alcohol tolerance for the under twenties and setting a good example in older age groups;
- a fatigue awareness campaign over the long weekends in January and February; and
- a successful Blue Light Young Driver Navigator programme.

### 3.2 Rotorua

In Feb 2019 Rotorua's Road Safety Governing Committee approved changes to the structure and delivery of road safety in Rotorua as a result of the recent Government Policy Statement. The new team structure is strengthened with the addition of a dedicated Cycle Skills Instructor, a Bike Ready Coordinator and a Bikes in

Schools/Active Modes facilitator. The additional roles enable delivery of a programme that better aligns and supports the national direction. The governing committee and team has been renamed the Safe and Sustainable Journeys Team.

A new Safe and Sustainable Implementation Plan was approved with a provision to update it when the national road safety strategy is released in September 2019.

Recent activity and highlights include:

- the New Bike Ready programme was launched in October 2018 with funding from ACC. Rotorua is working towards accreditation for this national programme;
- Road Safety Youth Expo to be held in March – delivery to 1300 Year 11 students from Rotorua and Eastern Bay of Plenty Schools; and a
- Fatigue stop was delivered with the Police at the end of the summer school holidays.

### 3.3 Eastern Bay of Plenty

All eastern Bay of Plenty road safety education and promotion programmes are in collaboration with the non-government organisation sector, government agencies, hapū and Iwi, working closely with NZ Police, NZTA, Regional Council and local council road engineering teams.

Recent activity and highlights include:

- Police continue to identify drink/drug impaired drivers as a problem. A two day marae programme for repeat offenders has been successful in reducing recidivist driving. Sixty offenders participated in 2018 with a 94% success rate in non-reoffending.
- Eastern Bay Road Safety has a new programme aimed at promoting and encouraging cycling, and increasing cycle skills. It is funded by NZTA and ACC and is part of the Whakatāne District Council's 'Active Whakatāne' Strategy. Delivery of the Bike Ready component into schools aims to promote and increase the number of children who can bike competently and safely in the Eastern Bay.
- The Eastern Bay restraint programme aims to educate on correct use of car seats and how caregivers can obtain assistance.
- A fatigue stop held 1 January in Matatā attracted over 2,000 people. A large number were young people travelling back from the Gisborne Rhythm and Vine concert. It was noted many drivers were fatigued and police attended four crashes.

### 3.4 Western Bay of Plenty

Western Bay road safety and sustainable travel is delivered by the Travel Safe Team who operate from Tauranga City Council. Travel Safe focus on empowering communities, by building strong partnerships and working closely with community organisations, NZ Police, NZTA, Regional Council and other agencies.

Recent activity and highlights include:

- Travel Safe has a mature multi-pronged cycling programme which continues to grow and develop. Last year over 4000 students participated in the kids can ride

cycling programme, a Powerco sponsored programme for intermediate children was successfully trialled and the Ride Leader programme continues to attract new adult riders.

- The addition to the team of a Workplace Travel Co-ordinator to promote alternative modes of transport to workplaces aligns with the increased emphasis on sustainable modes of transport in the recent GPS.
- Population growth across the district is proving challenging with the team actively working with school on travel plans to ensure safe travel for students. Strong partnerships with local schools saw over 600 Travel Smart Students from 31 schools attend the Orange Day parade in December.
- Travel Safe programmes also target the safety of older New Zealanders with Carfit and Mobility Scooter workshops. The increase in Mobility Scooters and other shared path users has been identified as an issue.

## **4 Budget Implications**

### **4.1 Current Year Budget**

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

### **4.2 Future Budget Implications**

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

## **5 Community Outcomes**

This item/project directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**7 March 2019**

# **APPENDIX 1**

## **Regional Land Transport Plan - Transport Planning and Improvement Activities Progress Update**





**Status :**



Activity in RLTP but not included in NLTP 2018-21



Activity included in RLTP through a variation

**Stage or phase :**



completed stage



current stage

**NLTP Status :**

- Committed** Funding approved for the activity in a previous NLTP and carried forward to NLTP 2018-21.
- Approved** Funding approved for the activity in NLTP 2018-21.
- Probable** Funding has not yet been approved for the activity but, based on its profile and the robust evidence provided in developing the NLTP, funding approval is likely for an application made in 2018–21, subject to funds being available.
- Proposed** Funding has not been approved for the activity in the 2018–21 NLTP. Based on its profile and the evidence provided in developing the NLTP, funding approval may be given when an application is made in 2018–21. Further evidence is required to confirm the assessment profile and provide confidence in the funding priority and availability of funds.

**Overall progress indicator :**

- Red** not progressing as planned, project has largely stalled, major issue/barrier identified
- Orange** progressing, but slower than anticipated timing, some funding uncertainty, some issues/barriers identified
- Green** progressing well, consistent with anticipated timing, funding certainty, no major barriers
- Black** project completed

## Investment management

Activity	Org	NLTP Profile	NLTP Status	Comment	Overall Progress Indicator
Activity Management Plan Development	WBOPDC	H	Probable	Requires further iterations between WBOPDC and NZTA.	
Bay of Plenty Rail Study	BOPRC	-	-	Funded by Regional Council. Study underway.	
Network Resilience	TCC	M	Probable	Developing project scope and business case point of entry. Contingent on outcomes of Tauranga Transport Programme and the Urban Form and Transport Initiative.	
Regional Land Transport Planning Management 2018-21	BOPRC	H	Probable	Monitoring implementation of RLTP 2018 and preparing RLTP 2021.	
<i>Rotorua Transport Plan development</i>	<i>RLC</i>	<i>L</i>	<i>Not included in NLTP 2018-21</i>		
Tauranga Transport Model	TCC	H	Probable	Model build progressing independent of potential for NZTA investment. Single Stage Business Case in progress.	
Te Urewera Rainforest Route Improvements	WDC	M	Probable	<i>No update available at time of writing.</i>	
<i>Whakatane Coastal Arterial Route</i>	<i>WDC</i>	<i>L</i>	<i>Not included in NLTP 2018-21</i>		
<i>Whakatane Network Resilience</i>	<i>WDC</i>	<i>L</i>	<i>Not included in NLTP 2018-21</i>		
<i>Whakatane Southern Transport Links</i>	<i>WDC</i>	<i>L</i>	<i>Not included in NLTP 2018-21</i>		
Whakatane Urban Arterial Access	WDC	M	Probable	<i>No update available at time of writing.</i>	
<i>Whakatane Walking and Cycling</i>	<i>WDC</i>	<i>L</i>	<i>Not included in NLTP 2018-21</i>		

## Local road improvements

Regional Priority	Activity	Org	Stage or Phase	NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
1	Eastern Corridor Growth projects	TCC	Detailed Business Case	Proposed	2018-21	Stage 1 ready for tender award. Point of entry for business case not yet approved, funding not secured.	
			Construction				
2	Western Corridor Growth Management - Tauriko West connections	TCC	Detailed Business Case	Proposed	2018-30	Subject to NZTA re-evaluation processes. On hold.	
			Construction				
3	Improvements to Key State Highway Intersections	TCC	Construction	Proposed	2018-20	TCC contribution to NZTA projects unlikely to be required.	
4	15th Avenue and Turret Road Upgrade	TCC	Detailed Business Case	Proposed	2018-27	Stage 1 ready for tender award. Point of entry for business case not yet approved, funding not secured.	
			Construction				
5	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC	Construction	Proposed	2018-19	Deferred to 2021.	
6	<i>Domain Road upgrade</i>	<i>TCC</i>	<i>Construction</i>	<i>Not included in NLTP 2018-21</i>	<i>2018-20</i>	<i>Ready for tender award. Single Stage Business Case being developed, funding not secured.</i>	
7	Whakatane Urban Arterial Access	WDC	Implementation	Proposed	2019-21	<i>No update available at time of writing.</i>	
8	Smith's Farm Access	TCC	Construction	Proposed	2020-21	Subject to NZTA re-evaluation processes for Tauranga Northern Link. On hold.	
9		TCC	Detailed Business Case	Proposed	2018-22		

Regional Priority	Activity	Org	Stage or Phase	NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	Seismic Resilience of bridges and other assets		Construction			Relates to Network Resilience planning activity. Progressing.	
10	Opotiki Harbour Access Roads	ODC	Construction	Not included in NLTP 2018-21	2018-20		
11	Te Urewera Rainforest Route Improvements	WDC	Implementation	Proposed	2018-21	No update available at time of writing.	
-	Omokoroa Road Corridor Improvements	WBOP DC	Construction	Committed	2018-20	Requires NZTA business case approval. This is a timing risk.	
-	SH2 Interchange for Rangiora Business Park	WBOP DC				Added to RLTP through a variation (RTC meeting 23 November 2018). Local road and state highway components of Provincial Growth Fund application.	
n/a	Low cost / low risk improvements 2018-21	DOC	Implementation	Approved	2018-21	No update available at time of writing.	
n/a	Low cost / low risk improvements 2018-21	KDC	Implementation	Approved	2018-21	No update available at time of writing.	
n/a	Low cost / low risk improvements 2018-21	ODC	► Implementation	Approved	2018-21	Street and urban lighting improvements underway.	

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
n/a	Low cost / low risk improvements 2018-21	RLC	▶	Implementation	Approved	2018-21	Programme altered to include resilience projects not funded through emergency works. Projects to be tendered over next month	
n/a	Low cost / low risk improvements 2018-21	TCC	▶	Implementation	Approved	2018-21	Progressing	
n/a	Low cost / low risk improvements 2018-21	WBOP DC	▶	Implementation	Approved	2018-21	Physical works design to schedule. Awaiting NZTA Targeted Enhanced FAR decision (TEFAR). This is a programme risk.	
n/a	Low cost / low risk improvements 2018-21	WDC		Implementation	Approved	2018-21	<i>No update available at time of writing.</i>	

## Public transport

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
1	Public Transport Priority for key routes	TCC		Detailed Business Case	Probable	2018-23	Bus priority measures for Arataki delivered. Single stage business case being developed for other improvements. Tender award planned for May. NLTF funding is a risk. NZTA suggested “design sprint” process for Cameron Road multi-modal project being progressed.	
				Construction				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
2	New Tauranga bus services	BOP RC	▶	Operations	Approved	2018-21	New Tauranga network and contract commenced 10 December 2018. Ongoing community engagement over network adjustments and driver shortages.	
3	National Ticketing Programme	BOP RC		Implementation	Committed	-	Project delivery delayed until mid-late 2019	
n/a	Low cost / low risk improvements 2018-21	BOP RC	▶	Implementation	Approved	2018-21	Changes to some LC/LR projects are anticipated following annual plan process and TEFAR confirmation from NZTA. Free fares trial for Welcome Bay students implemented from 2019.	

### State highway improvements

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
-	Hairini Link - Stage 4	NZTA	✓	Construction	Committed	2018-19	Completed.	
-	SH2 Baypark to Bayfair link upgrade	NZTA	▶	Construction	Committed	2018-20	Design refinements to better align the upgrade with current GPS priorities are continuing in parallel with construction.	
-	SH30A Urban Revitalisation, Connect Rotorua	NZTA	▶	Detailed Business Case	Committed	-	Detailed Design targeted for completion in 2019. A Network Operating Plan is also being drafted. Both will inform the revocation of SH30a as agreed with Rotorua lakes Council.	
				Pre-implementation				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator	
				Implementation	<i>Not included in NLTP 2018-21</i>	2018-20	<i>Start year outside NLTP 2018-21.</i>		
1	Tauranga Northern Link	NZTA		Pre-implementation	Committed	2018-23	This project is one of a number of projects currently being reviewed by the NZ Transport Agency, to evaluate whether they align with the new vision for our transport network. Once this work has been completed, work on these projects may proceed as currently planned, be staged differently or explore lower cost options. The NZTA Board met in December to consider next steps, however there is still more work to be done. We expect to be able to make announcements about decisions on these projects in the coming months.		
				Implementation					
1	SH2 Te Puna to Omokoroa	NZTA		Detailed Business Case	Committed	2018-23			
				Pre-implementation					
						Implementation		<i>Not included in NLTP 2018-21</i>	2023-27
2	SH2/Omokoroa Road Intersection Upgrade*	NZTA		Implementation		-		See Regional Priority 1.	
3	SH2 Waihi to Omokoroa (Safer Corridor)	NZTA	✓	Pre-implementation	Committed	2018-22		See Regional Priority 1.	
			▶	Implementation	Committed	2018-24			
4	SH29 Tauriko West Network Connections	NZTA	▶	Detailed Business Case	Committed	2018-19		See Regional Priority 1.	
				Pre-implementation	<i>Not included in NLTP 2018-21</i>	2018-29		<i>Start year outside NLTP 2018-21.</i>	
				Construction					
5	Katikati Urban	NZTA		Pre-implementation	Committed	2018-23	See Regional Priority 1.		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator	
				Implementation	Not included in NLTP 2018-21	2019-28	Start year outside NLTP 2018-21.		
6	SH29 Kaimai Summit to Tauriko	NZTA		Pre-implementation	Not included in NLTP 2018-21	2023-28	Start year outside NLTP 2018-21.		
				Implementation					
7	SH2: Wainui Rd to Opotiki, NSRRP*	NZTA	▶	Business Case	Committed	-	Recommended option includes improvements on Wainui Road. Whakatane and Opotiki District Councils identifying these activities for inclusion in the RLTP.		
				Pre-implementation	Not included in NLTP 2018-21				A variation request has been submitted to include in the NLTP 2-18-21
				Implementation					
8	SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)	NZTA		Implementation	Committed	2018-19	Request for tender under evaluation. Works forecast to commence March 2019 subject to contract being agreed.		
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)*	NZTA		Detailed Business Case	Committed	-			
					Implementation	Not included in NLTP 2018-21			
9	SH2 Opotiki to Gisborne (Resilience and Safety)*	NZTA		Implementation		-	A programme business case has been completed. A detailed business case to identify preferred resilience improvements through the Waioeka Gorge is underway.		



Regional Priority	Activity	Org	Stage or Phase	NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
10	SH33 Te Ngae Junction to Paengaroa (Stage 1)	NZTA	► Implementation	Committed	2018-19	Included in the Safe Network Programme.	
10	SH33 Te Ngae Junction to Paengaroa (Stages 2 and 3)*	NZTA	► Implementation	Committed	-	Included in the Safe Network Programme.	
11	SH29A Barkes to Poike Urban Access*	NZTA	Detailed Business Case		-	<i>No update available at time of writing.</i>	
			Pre-implementation		-		
			Implementation		-		
12	SH30 Whakatane West Access*	NZTA	Implementation		-	<i>No update available at time of writing.</i>	
13	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-28		
			Pre-implementation				
			Implementation				
14	SH5/38 Intersection to Springfield Safer Corridor	NZTA	Implementation	Not included in NLTP 2018-21	2021-28	Start year outside NLTP 2018-21.	
15	SH36 Tauranga to Ngongotaha Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-28	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
16	SH35 Opotiki to Gisborne Safer Corridor and Resilience	NZTA		Detailed Business Case	Not included in NLTP 2018-21	2021-28	Start year outside NLTP 2018-21.	
			Pre-implementation					
			Implementation					
17	SH5 Tarukenga to Ngongotaha Safety Improvements*	NZTA	▶	Business Case	Committed	-	Nearing completion.	
				Pre-implementation	Proposed		Candidate for inclusion in the Safe Network Programme.	
				Implementation				
18	ITS Improvement Programme	NZTA		Implementation	Probable	2018-21	No update available at time of writing.	
19	Weigh Right Tauranga Port	NZTA		Implementation	Committed	2018-21	No update available at time of writing.	
20	Accelerated LED Renewals for SH Street Lighting	NZTA		Implementation	Probable	2018-22	No update available at time of writing.	
21	Stock Effluent Disposal Facility*	NZTA		Implementation		-	Business case on hold.	
-	Active Road User Intersections	NZTA		Detailed Business Case	Probable	2018-21	No update available at time of writing.	
				Pre-implementation				
				Implementation				
-	Kawerau Container Terminal	NZTA		Implementation		-	Added to RLTP through a variation (RTC meeting 14 September 2018). State highway and local road components of Provincial Growth Fund application.	

Regional Priority	Activity	Org	Stage or Phase	NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
-	SH2 from SH33 to Matata Safety Management	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-24	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				
-	SH2 Matata to Station Rd Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-24	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				
-	SH2 Paeroa to Tauranga Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2018-21		
			Pre-implementation				
			Implementation				
-	SH5 Barnard Rd to SH5/36 Intersection Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2018-21		
			Pre-implementation				
			Implementation				
-	SH5 Dalbeth Road to Tapapa Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-24	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				
-	SH5/30 Intersection to Springfield Safe System Enhancements	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2018-21		
			Pre-implementation				
			Implementation				
-		NZTA	Detailed Business Case		2021-24		

Regional Priority	Activity	Org	Stage or Phase	NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	SH5/36 Intersection to Dalbeth Rd Safer Corridor		Pre-implementation	Not included in NLTP 2018-21			
			Implementation				
-	SH29 Ruahihi Bluff Rock Protection	NZTA	Implementation		2018-19	Added to RLTP through a variation (RTC meeting 23 November 2018).	
-	SH30 Awakeri to Whakatane Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2018-21		
			Pre-implementation				
			Implementation				
-	SH30 Owhata to SH33 Intersection Safer Corridor	NZTA	▶ Detailed Business Case	Committed	2018-21	Scope under review as part of the Safe Network Programme. (Currently safe roads: SH30 Owhata to Te Ngae Junction).	
			Pre-implementation	Not included in NLTP 2018-21			
			Implementation				
-	SH30 Rotorua to Atiamuri Safety Management	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-24	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				
-	SH30 Te Teko to Onepu Spring Rd Safer Corridor	NZTA	Detailed Business Case	Not included in NLTP 2018-21	2021-24	Start year outside NLTP 2018-21.	
			Pre-implementation				
			Implementation				
-		NZTA	Detailed Business Case		2018-21		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	SH33/30 Intersection Improvement			Pre-implementation	Not included in NLTP 2018-21		Candidate for inclusion in the Safe Network Programme as part of corridor project.	
				Implementation				
-	Weigh Right Paengaroa	NZTA		Implementation	Committed	2018-20	No update available at time of writing.	
n/a	Low cost / low risk improvements 2018-21	NZTA	▶	Implementation	Approved	2018-21	2018/19 financial year programme of 81 projects to be delivered. Progressing well with 31% progress at the overall programme level.	

## Walking and cycling improvements

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
1	Cycle Action Plan Implementation	TCC		Construction	Proposed	2018-23	Network planning progressing. Business case point of entry not agreed. NLTF funding risk is high.	
2	Totara Street Improvements	TCC		Construction	Proposed	2018-20	On hold. Planned for 2021-31 cycle. Level crossing safety improvements being progressed through low cost low risk category.	
3	Maunganui Road Walking and Cycling improvements	TCC		Pre-implementation	Proposed	2018-21	Ready for tender award. Single Stage Business Case in development. NLTF Funding a risk.	
				Construction				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
4	Marine Parade Walking and Cycling Facilities	TCC		Detailed business case	Proposed	2018-21	On hold pending development of cycle network hierarchy.	
				Implementation				
5	<i>Opotiki to Ohiwa Cycle Trail</i>	ODC		<i>Implementation</i>	<i>Not included in NLTP 2018-21</i>	<i>2019-21</i>	<i>Awaiting feedback from MBIE/NZCT on amended Business Case.</i>	
-	Ngatai Road Cycling and Safety Improvements	TCC					Added to RLTP through a variation (RTC meeting 23 November 2018). Ready for tender award. Single Stage Business Case in development. NLTF Funding a risk.	
-	Rotorua Lakefront	RLC				2018-21	Added to RLTP through a variation (RTC meeting 14 September 2018). Walking and cycling components of Provincial Growth Fund application.	
-	Whakarewarewa Forest	RLC				2018-21	As above.	

**Receives Only – No Decisions**

**Report To:** Regional Transport Committee

**Meeting Date:** 15 March 2019

**Report From:** Garry Maloney, Transport Policy Manager

## Regional Land Transport Plan Annual Report Card 2017/18

### Executive Summary

The Regional Land Transport Plan Annual Report Card monitors regional transport trends and measures progress towards achieving Plan objectives. The attached report card updates the Regional Transport Committee on key regional land transport trends and their implications.

### Recommendations

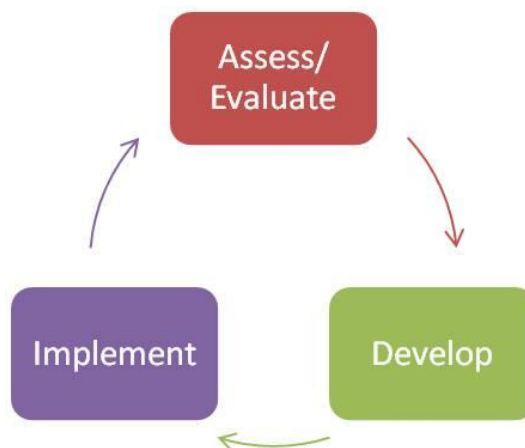
**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Annual Report Card 2017/18.**

### 1 Background

Monitoring is an integral part of measuring progress in implementing a plan, and assessing the effectiveness of the policies and activities it contains. Monitoring provides the information necessary to complete the policy cycle (Figure 1).

**Figure 1 Policy cycle**



The Regional Land Transport Plan (RLTP) includes a commitment to undertake annual reporting of key performance indicators (KPIs) to measure progress towards achieving the Plan's objectives. To fulfil this commitment, the Regional Council collates data on the KPIs on behalf of the Regional Transport Committee and produces an Annual Report Card.

## **2 Regional Land Transport Plan Annual Report Card 2017/18**

The Annual Report Card 2017/18 is appended to this report. It includes the transport demand indicators reported in previous years, as well as information on the 23 KPIs with targets in the RLTP.

This Report Card covers the final year of RLTP 2015. The current RLTP was adopted in June 2018, meaning the first Report Card for the RLTP 2018 will be produced following completion of the 2018/19 financial year.

RLTP 2018 includes some changes to the existing indicators. It also includes a commitment to undertake a review of targets for the KPIs in the plan, which may have implications for subsequent reporting periods.

In terms of the current Report Card, it should be noted that new results from the latest iteration of the NZ Household Travel Survey (NZHTS) have now been released. This data is not directly comparable to previous NZHTS data sets so the results have been reported as new baselines. In addition, some data previously sourced from the NZ Transport Agency is no longer collected meaning there is no information currently available for some indicators.

The Report Card shows that RLTP targets have been met (or partially met) for 6 of the 11 KPIs (55%) that can currently be measured against existing targets. However, the lack of continuity as a result of the changes to other organisations' data collection methods means it is difficult to make a comprehensive evaluation on the extent to which the RLTP's objectives are being met.

## **3 Budget Implications**

### **3.1 Current Year Budget**

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

### **3.2 Future Budget Implications**

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

## **4 Community Outcomes**

This item/project directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey



**Senior Transport Planner  
for Transport Policy Manager**

**6 March 2019**



# **APPENDIX 1**

## **Regional Land Transport Plan Annual Report Card 2017-18**



# Regional Land Transport Plan Annual Report Card 2017/18



## THE REPORT AT A GLANCE

### TARGETS

ECONOMIC PERFORMANCE		
	TARGET	ACTUAL
Regional GDP (\$b)	↑ 11.93	14.37 ✓
Contribution to national GDP (%)	↑ 5.1	5.3 ✓
Network reliability (mins delay/km)	↓ 0.36	ND
Rail freight (billion net tonne kms)	↑ 1.006	1.396 ✓

SAFETY		
	TARGET	ACTUAL
Road trauma (deaths & serious injuries)	↓ 181	167 ✓
Alcohol (factor in deaths & serious injuries)	↓ 40.4	44.4 ✗
Speed (factor in deaths & serious injuries)	↓ 40.2	41.0 ✗
Rail trauma (deaths & injuries)	↓ 2.0	ND

LAND USE AND TRANSPORT INTEGRATION		
	TARGET	ACTUAL
Person kilometres (million kms/year)	B	3,095
Public transport (trips/person/year)	↑ 11.0	8.2 ✗
Distance cycled (kms/person/year)	B	78
Time walking (hours/person/year)	B	31

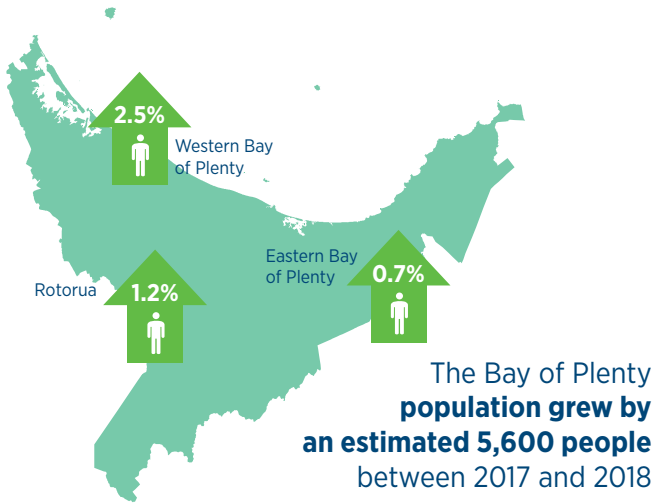
ENERGY EFFICIENCY		
	TARGET	ACTUAL
Energy use (person kms/litre of fuel)	B	4.76
Single occupancy vehicles (kms/person/year)	↓ 2,600	ND

ACCESS AND RESILIENCE		
	TARGET	ACTUAL
Closure of strategic road routes (hours/year)	↓ 48	47 ✓
Public transport reliability (% buses on time)	-	ND
Sustainable mode share (% trips)	B	12

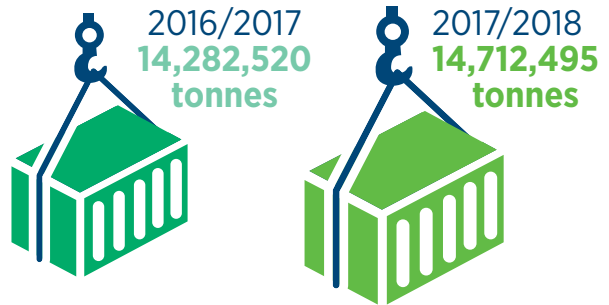
AFFORDABILITY		
	TARGET	ACTUAL
Local road condition/COST (% smooth travel exposure/\$ lane km)	↑ 88.7/↑ 6,392	ND
SH condition/cost (% smooth travel exposure / \$ lane km)	↑ 97.35/↑ 24,398	ND
Rail track quality (track quality index)	↑ 28.2	29.1 ✓

ENVIRONMENTAL SUSTAINABILITY		
	TARGET	ACTUAL
Travel on unsealed roads (vehicle kms travelled/day)	↓ 36,878	ND
Particulate matter (number of days PM10 levels exceed NES)	↓ 12	14 ✗
Nitrogen dioxide (NO <sub>2</sub> micrograms/m <sup>3</sup> air - Tauranga/Rotorua)	↓ 24.48/18.5	28.26/22.01 ✗

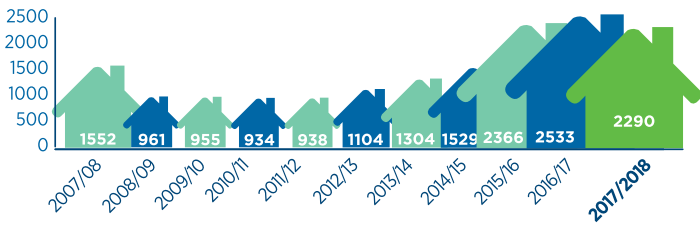
# DEMAND INDICATORS



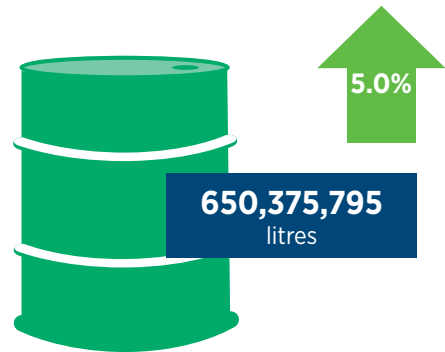
Export volumes loaded at the Port of Tauranga increased 3% in the last year



Housing development is maintaining current growth trends



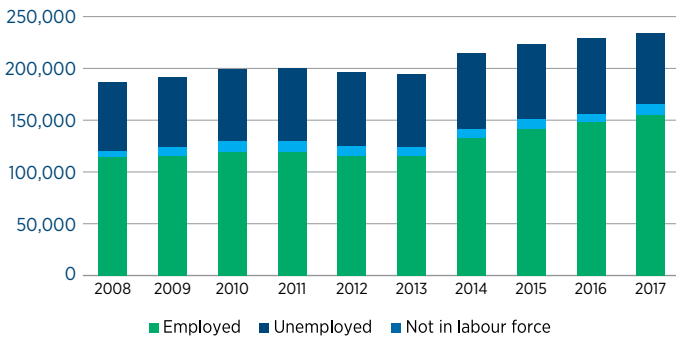
Fuel consumption continues to increase



58% of the fuel sold was **DIESEL**

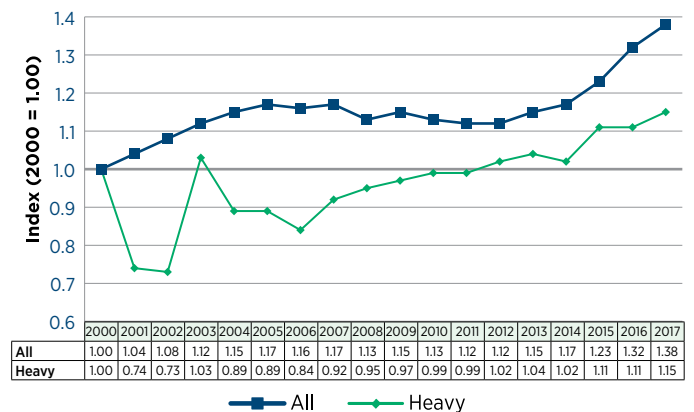
The employed labour force continues to grow

**Bay of Plenty Labour Force**



State highway general and heavy traffic volumes continued to increase

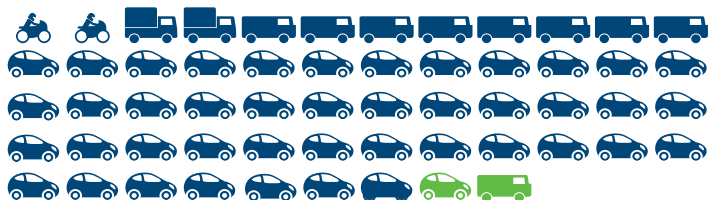
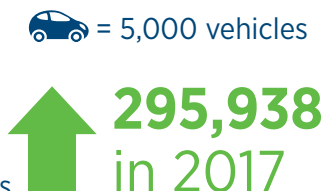
**Indexed Bay of Plenty State Highway Traffic Volumes (continuously monitored sites)**



The region's vehicle ownership rate is **0.90** per person - up from **0.88** the previous year

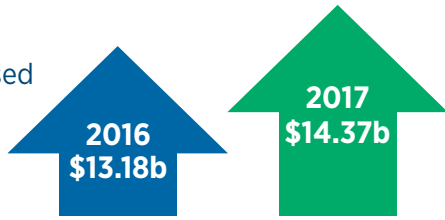


The region's road vehicle fleet has increased by almost 12,000 in the past year - mainly light commercial vehicles and cars

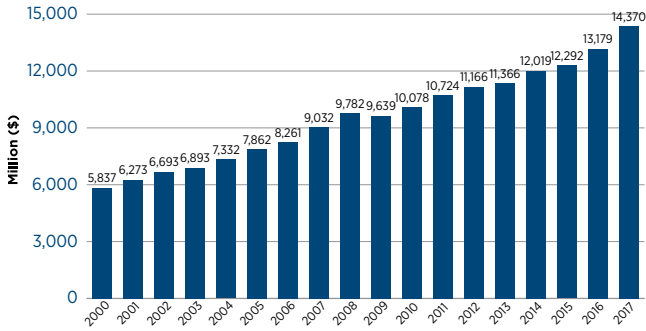


# ECONOMIC PERFORMANCE

Regional GDP increased by **9.0%**



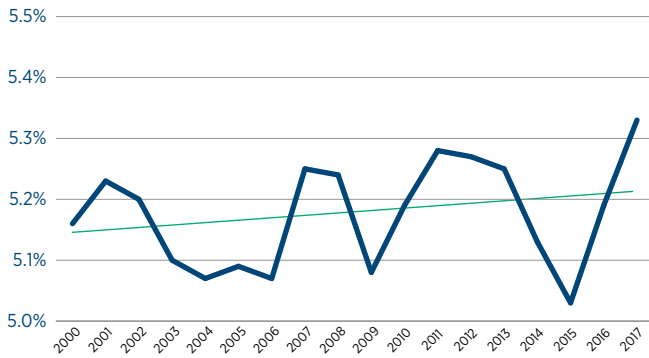
**Regional Gross Domestic Product**



**Year Ended March**

Regional GDP as a proportion of national GDP **increased**

**Regional GDP (% of National GDP)**



**Year Ended March**

**1.396 billion**

net tonne kilometres of **rail freight** was moved to/from or within the region



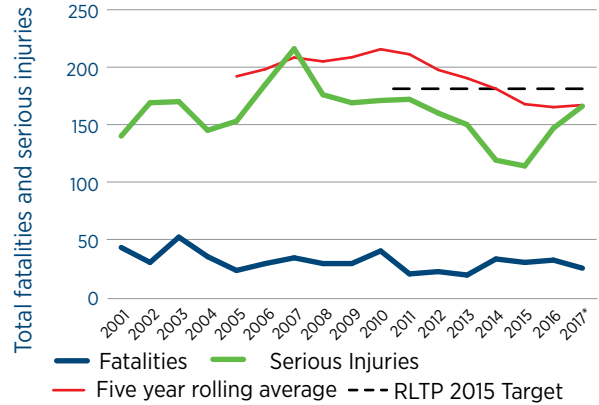
**Approximately 445,000 containers** were carried on the East Coast Main Trunk Rail Line



A decrease of **2.9%** from the previous year

# SAFETY

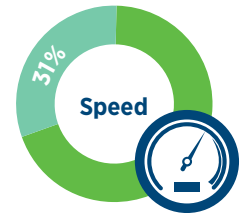
**Fatalities and serious injuries increased** on our roads between 2016 and 2017, while the five year average trended upwards



**Alcohol** contributed to **29%** of all deaths and serious injuries.



**Speed** contributed to **31%** of all deaths and serious injuries.

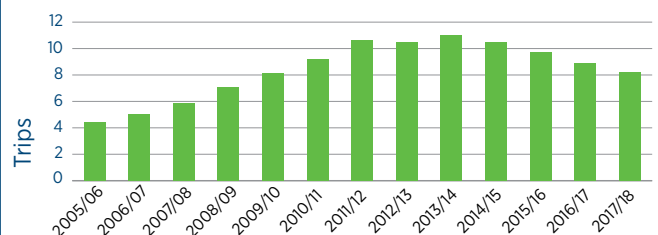


# LAND USE & TRANSPORT INTEGRATION

The annual **number of trips on public transport** per person has continued to trend downwards



**Annual bus trips per person, Bay of Plenty**



This year each person on average... **walked for 31 hours** **and cycled 78 kms**

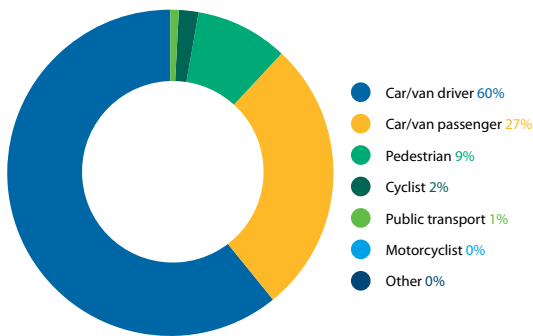
## ACCESS & RESILIENCE

National and regional **strategic road routes** were closed for a total of **47 hours** in 2017

**96%** of these closures were for **crashes or road incidents**



The proportion of all **trips using more sustainable modes (walking, cycling or public transport)** was **12%**



## AFFORDABILITY

**Track quality** on the East Coast Main Trunk rail line **improved**



## ENVIRONMENTAL SUSTAINABILITY

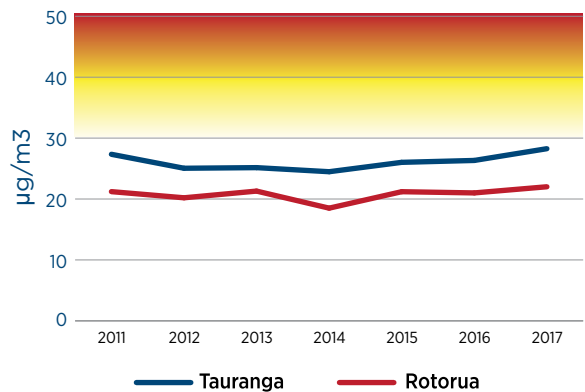
Levels of particulate (**PM10**) in Rotorua **exceeded the national environmental standard on 14 days** in 2017 (transport accounts for around 17% of PM10 emissions in Rotorua)



Average annual **nitrogen dioxide** concentrations were **28.26 micrograms/m<sup>3</sup>** of air across 6 sites in Tauranga (concentrations above 30 micrograms may have adverse effects on human health)



Average annual **No<sub>2</sub>** concentrations



For more information visit our website  
[www.boprc.govt.nz](http://www.boprc.govt.nz), call 0800 884 880  
or email [info@boprc.govt.nz](mailto:info@boprc.govt.nz)