

# Regional Transport Committee

## NOTICE IS GIVEN

that the next meeting of the **Regional Transport Committee** will be held in **The Council Chamber, Rotorua Lakes Council, Civic Administration Building, 1061 Haupapa Street, Rotorua** on:

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**Friday, 6 September 2019 commencing at 9.30 am.**

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Fiona McTavish  
Chief Executive  
28 August 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 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.





## 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>	Councillor L Baldock (Tauranga City Council), Mayor A Bonne (Whakatāne District Council), Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor R Curach (Alternate, Tauranga City Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Mayor J Forbes (Ōpōtiki District Council), R I'Anson (Planning and Investment Manager, New Zealand Transport Agency), Councillor A Iles (Alternate, Whakatāne District Council), Councillor B Julian (Alternate, Kawerau District 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, Ōpōtiki District Council)
<b>Attendees:</b>	Inspector B Crowe (Road Safety Advisor, BOP District Police), G Crowther (Environmental Sustainability Advisor), J Galbraith (Freight Advisor), D Kneebone (Port Advisor/Property & Infrastructure Manager, Port of Tauranga)
<b>Committee Advisor:</b>	A Namana

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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 Confidential Business to be Transferred into the Open
- 6 Declarations of Conflicts of Interest
- 7 Previous Minutes

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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, 24 May 2019 commencing at 9.30 a.m.**

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## **Present:**

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

**Deputy Chairman:** J Nees

**Appointees:** Mayor M Campbell - Kawerau District Council, Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Councillor B Julian - Alternate, Kawerau District Council, Mayor S Chadwick - Rotorua Lakes Council, Councillor A Iles - Alternate, Whakatāne District Council, Councillor D Thwaites - Western Bay of Plenty District Council, R I'Anson - Acting Director of Regional, New Zealand Transport Agency, Councillor J Palmer - Alternate, Western Bay of Plenty District Council, A Talbot - Alternate, New Zealand Transport Agency, Councillor L Baldock - Tauranga City Council, Mayor John Forbes - Ōpōtiki District Council.

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

Bay of Plenty Regional Council: Chairman Leeder, Cr David Love, Namouta Poutasi – General Manager Strategy & Science, Bron Healey – Senior Transport Planner, David Phizacklea – Regional Development Manager, A Namana – Committee Advisor.

Other: Janeane Joyce – Channeled Planning and Contracting, John Hutchings – HenleyHutchings, Robert Brodnax – UFTI Project Director (via Video Link), Mark Tamura – Waikato Regional Council

**Apologies:** Mayor A Bonne - Whakatāne District Council, Councillor R Curach - Alternate, Tauranga City Council, Councillor K Young - Alternate, Ōpōtiki District Council, Councillor L Thurston - Alternate, Bay of Plenty Regional Council

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## **1 Apologies**

### **Resolved**

**That the Regional Transport Committee:**

**Accepts the apologies from Mayor A Bonne - Whakatāne District Council, Councillor R Curach - Alternate, Tauranga City Council, Councillor K Young - Alternate, Ōpōtiki District Council and Councillor L Thurston - Alternate, Bay of Plenty Regional Council tendered at the meeting.**

**Crosby/Nees  
CARRIED**

## 2 Public Forum

### **Carole Gordon – Engaging Elders in Transport Planning**

*PowerPoint Presentation – Reference A3250351*

**Tabled item 1** – BOP Longevity Graph – *Reference A3250357*. A supporting document - Final Engagement Report was to be circulated to members following the meeting – *Reference A3250355*.

#### Key Points

- Provided a follow up from a previous presentation to the Public Transport Committee
- The number of people over 75 years of age in the SmartGrowth region would increase 229% by 2036 and be the largest public transport consumer group
- Outlined research survey results of what elders sought from the public transport environment
- Described current issues of public transport provision
- Suggested a 3D printed self-driving shuttle concept
- Recommended that UFTI consider complementary urban, community focused “micro-transit” public transport services to complement key transit routes, increase patronage and address congestion
- Supported further investigation of the public transport requirements of ageing communities in the Bay of Plenty region.

#### Key Points – Namouta Poutasi – General Manager Strategy & Science

- Subsequent to the previous presentation to the Public Transport Committee on 10 May 2019, the report had been taken to UFTI and the project team with staff committing to propose how to work through the recommendations at the next Public Transport Committee
- As part of Bay of Plenty Regional Council's Annual Plan 2019-20 deliberations, smaller bus options were being considered as well as the extension of super gold card hours.

The Chairperson acknowledged the years of service provided by Councillor Curach and welcomed Councillor Baldock as the new appointed member from Tauranga City Council.

## 3 Acceptance of Late Items

Nil.

## 4 General Business

Nil.

## 5 Declaration of Conflicts of Interest

Nil.

## 6 Previous Minutes

### 6.1 Regional Transport Committee Minutes - 15 March 2019

**Resolved**

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 15 March 2019 as a true and correct record.

Crosby/Nees  
CARRIED

6.2 **Regional Transport Committee minutes - 24 April 2018**

**Resolved**

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee minutes - 24 April 2018 as a true and correct record.

Crosby/Nees  
CARRIED

6.3 **Regional Transport Committee minutes - 02 February 2018**

**Resolved**

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee minutes - 02 February 2018 as a true and correct record.

Crosby/ Nees  
CARRIED

7 **Reports**

7.1 **Update from Committee Members and Advisors**

**Mayor Steve Chadwick – Rotorua Lakes Council**

Key Points

- Requested clarification on the status of Connect Rotorua and an update on the timing for interim Stage 1 and completion of the Ngongotahā roundabout
- Supported UFTI in principle, but had concerns about its impact on Rotorua activities which were also addressing urban growth issues.

**John Galbraith – Freight Advisor**

Key Points

- Funding had been secured to set up a driver training centre in Kawerau to service the Eastern Bay of Plenty, complementing the existing network of training centres
- Acknowledged support of Freight Logistics Action Group (FLAG) at career expo events held in Rotorua and Edgecumbe.

**Mayor Malcolm Campbell – Kawerau District Council****Key Points**

- The quality of State Highway 34 pavements on the Rotorua side of Kawerau was a concern
- Noted the importance of catering to the needs of elderly people in small communities
- Waiū Dairy Plant would be operational in another six weeks.

**Inspector Brent Crowe – Road Safety Advisor/ Bay of Plenty District Police****Key Points**

- 40 people had died on Bay of Plenty roads in 2019 to date
- Approximately 50% of vehicle crashes involved impairment including fatigue, distraction or alcohol consumption
- In the majority of instances Heavy Motor Vehicles (HMs) were not at fault
- A national initiative would see an additional 30 policing staff from around the country arriving in the Bay of Plenty for the month of June 2019
- People could expect to observe a higher police presence on roads during this time and resources would be focussed on high-risk areas highlighted by emerging trends.

**Key Points – Members**

- Mayor Chadwick acknowledged the police and emergency services staff for their hard work over a difficult period on Bay of Plenty roads.

**Cr Stuart Crosby (Chairperson) – Bay of Plenty Regional Council****Key Points**

- Phase 3 of the review of the Western Bay Public Transport Blueprint network was well underway
- Dedicated school bus service was on track with Phase 1 showing success with students identifying with the same bus and driver
- Progress on the return of some Tauranga and Pāpāmoa routes had been delayed due to bus driver shortage
- Route 41 would now be reinstated on 24 June 2019 and 8 July 2019 for Pāpāmoa, a direct route would be taken in the morning and afternoon, but servicing every stop during the day
- The UFTI budget would be announced 30 May 2019.

**Dan Kneebone – Port of Tauranga****Key Points**

- First interim report of the upper North Island supply chain study had been released
- The Port supported the current competitive model
- Congestion on Totara Street and at Hewletts Road/ Totara Street intersection remained a major issue
- Continued to encourage growth in volumes on rail and via coastal shipping
- The large scale de-barker opened at Murupara meant logs would be transported without bark, reducing debris on rail and roads.

**Cr Andrew Iles – Whakatāne District Council****Key Points**

- Costing was being sought for a permanent compostable toilet for the swimming hole site at Waimana gorge where the next Tūhoe Ahurei would be held in 2020

- State Highway 2 Taneātua pedestrian and speed management concept options were close to being released
- LED lighting installations across the district were on track for completion by the end of June 2019.

### **Cr Larry Baldock – Tauranga City Council**

#### **Key Points**

- Cycle Action Plan report was due to go to the Urban Form and Transport Committee in July 2019
- A well-funded communication budget was essential for effective community engagement
- Plans were being finalised for Arataki/ Bayfair interchange and the central city terminal
- Updated members on Tauranga Transport Strategic Model and Tauranga Transport Hybrid Model, due to be completed by the end of June 2019.

### **Cr Don Thwaites – Western Bay of Plenty District Council**

#### **Key Points**

- 90% of urban growth in the Western Bay of Plenty occurred north of Wairoa bridge
- Funding models from Ministry of Transport were required to address the issues of public transport and accessibility for population growth.

### **Cr John Palmer – Western Bay of Plenty District Council**

#### **Key Points**

- A key component of completing the Ōmokoroa to Tauranga cycleway was crossing the Wairoa bridge
- Ōmokoroa Road project was now on hold awaiting funding from NZTA.

### **Mayor John Forbes – Ōpōtiki District Council**

#### **Key Points**

- New road development to service the harbour entrance needed to be addressed in the first part of 2020
- Street lighting on Ōpōtiki Bridge had been scheduled for repairs for seven months and was an issue for community safety.

## **Resolved**

**That the Regional Transport Committee:**

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

**Campbell/Crosby  
CARRIED**

## **7.2 New Zealand Transport Agency Update**

*PowerPoint Presentation – Reference A3241181*

Ross l'Anson – Acting Director Regional Relationships and Alistair Talbot – Lead Strategic Planner presented this item.

Key Points

- Working together with Creative Tauranga on the visual aesthetics of the Baypark to Bayfair Link
- Noted Mayor Chadwick's concerns about Connect Rotorua process and would continue engagement with Rotorua Lakes Council on this
- Trying to progress work on Ngongotahā roundabout and Ngongotahā to State Highway 5
- Ōpōtiki bridge lighting issues were to be resolved
- All National Land Transport Programme (NLTP) activity classes were oversubscribed due to an overwhelming response to the GPS and Target Enhanced Financial Assistance Rate (TEFAR)
- TEFAR scope was reduced and would now only cover low cost/ low risk safety projects
- Communication was being released to each Council advising which projects had been approved and which projects were likely or unlikely to be funded in the next two years
- Highlighted areas of focus for the NLTP 2021-24
- Provided a speed management update included in a suite of safety interventions to be delivered as part of the Safe Network Programme
- Standard Safety Intervention Toolkit had been released as part of the Safe Network Programme
- Mega Maps speed management tool was to become more readily available with access requests assessed on an individual basis.

Presenters in Response to Questions

- There were more projects than available funding
- NZTA would work closely with Councils on TEFAR projects and prioritisation.

Key Points – Members

- It was challenging to identify which cycle projects would be aligned to the new requirements
- There did not appear to be any immediate benefits from the changes at Barks Corner.

**Resolved**

**That the Regional Transport Committee:**

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

**Iles/Chadwick  
CARRIED**

### **7.3 Urban Form and Transport Initiative Update**

Robert Brodnax – Project Director for Urban Form and Transport Initiative (UFTI) provided a verbal update via Video Link, supported by David Phizacklea – Regional Development Manager.

Key Points

- Three people had been appointed to the UFTI Project Team – Robert Brodnax (Project Director), Ben Peacey (Technical Coordinator) and Janeane Joyce (Project Manager)

- Summarised the objectives and intentions the final UFTI report would provide to the Bay of Plenty region and how people and goods would be moving around now and within the next 50 years
- Current focus was on aligning evidence and information from Councils to complete the foundation report
- A co-design approach was being developed with stakeholders, where collaboration was important with both organisations and stakeholders across the wider Bay of Plenty region to ensure their engagement in the process
- Work was underway on an effective communications platform for the wider community
- More work was required around the potential of mode shift to make a difference in terms of how the transport system functioned now and in the long term
- Quick fixes and longer term solutions were being planned for pressure areas such as Hewletts Road and Totara Street
- Higher profile engagement material could be expected in the next four to six weeks.

#### Presenters in Response to Questions

- As part of the project, the impact of tourists flows would be considered
- Regional freight flows was a critical piece of work which included the entire Bay of Plenty region.

### **Resolved**

**That the Regional Transport Committee:**

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

**Crosby/ Iles  
CARRIED**

## **7.4 Regional Land Transport Plan Variation - Urban Form and Transport Initiative Programme Business Case**

Bron Healey – Senior Transport Planner presented this item.

### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Variation - Urban Form and Transport Initiative Programme Business Case;**
- 2 Adds the Urban Form and Transport initiative Programme Business Case to the Bay of Plenty Regional Land Transport Plan 2018; and**
- 3 Determines that the proposed variation is not significant for the purposes of public consultation.**

**Thwaites/Nees  
CARRIED**

## 7.5 Hamilton to Auckland Corridor Partnership

PowerPoint Presentation – Reference A3245165 and **Tabled Item 2** – Hei Awarua ki te Oranga – Reference A3245168

David Phizacklea – Regional Development Manager introduced Mark Tamura – Waikato Regional Council who attended the meeting to present this item.

### Key Points of Presentation

- Briefly covered the background and the context of the Corridor Plan
- Hamilton to Auckland Corridor was one of the most significant water, road and rail corridors in the country
- Waikato Awa had constraints including being oversubscribed, yet not over-allocated
- Major challenges were congestion, water availability and quality
- There was a strong collaborative leadership culture through Future Proof Partnership, similar to SmartGrowth
- Provided an overview of the process:
  - Collaborative but targeted
  - Accelerated
  - Evidence informed
- Detailed each of the six layers within the Statement of Shared Spatial Intent
- Objectives were effectively balanced between environmental wellbeing, community wellbeing, growth and development
- A corridor plan steering group had been created in addition to the existing structure
- Described the five parts to the Growth Management Partnership.

### Presenters in Response to Questions

- Freight growth needed to be considered with passenger capabilities and what a rapid service could look like
- Low carbon planning was a key aspect of the project.

### Key Points – Members

- Agreed that regional spatial planning was the way of the future.

## Resolved

**That the Regional Transport Committee:**

- 1 Receives the report, Hamilton to Auckland Corridor Partnership.**

**Forbes/Thwaites  
CARRIED**

12.05 pm - The meeting **adjourned**.

12.25 pm - The meeting **reconvened**.

## 7.6 Appointment of Environmental Sustainability Advisor

Bron Healey – Senior Transport Planner presented this item.

## Resolved

**That the Regional Transport Committee:**

- 1 **Receives the report, Appointment of Environmental Sustainability Advisor;**
- 2 **Notes that a public process will seek nominations for candidates to fill the Environmental Sustainability Advisor role; and**
- 3 **Appoints the Regional Transport Committee Chair and the Regional Council's General Manager – Strategy and Science as a selection panel and delegates authority to the Chair to appoint an Environmental Sustainability advisor.**

**Nees/Baldock  
CARRIED**

## 7.7 **Transport Planning Update**

John Hutchings – HenleyHutchings attended the meeting and provided an overview of national initiatives.

### Key Points

- The cost of living in large New Zealand cities was increasing compared to Australia
- Policy changes had funding implications and funding opportunities needed to be watched closely
- Identified the different initiatives and implications for the transport sector
- Highlighted the connecting themes and links back to the agenda for regional transport.

12.43 pm - Mayor Forbes **withdrew** from the meeting.

## **Resolved**

**That the Regional Transport Committee:**

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

**Crosby/Iles  
CARRIED**

## 7.8 **Bay of Plenty Passenger and Freight Rail Investigation - Draft Report**

*PowerPoint Presentation – Reference A3247392*

Janeane Joyce – Channeled Planning and Contracting attended the meeting for this item and provided an outline of the report.

### Key Points of Presentation

- Outlined the two phases of the investigation and covered the work undertaken to date in Phase 1
- Recognised the input and assistance of key stakeholders
- Three Government reviews linked to rail were in progress
- Detailed future opportunities involving:
  - Partnering with Central Government
  - Developing a Rapid Transit Transition Plan for Western Bay of Plenty
  - Encouraging protection and optimisation of the Bay of Plenty rail network

- Including all rail activities within the National Land Transport Fund / Programme
- Defining customer values within multi-modal choices

1.00pm - Cr Thwaites **withdrew** from the meeting.

- Access to rail was important to many industries including horticulture
- It was important to discover what people valued when making decisions about transport choices.

#### Presenters in Response to Questions

- Rapid Transit included all modes of transport
- Clarified that the conversation around Phase 2 would be built into UFTI and other regional work.

#### Key Points – Members

- Noted key points in terms of freight rail and potential for passenger rail need to be read together.
- Kaimai tunnel considerations needed to be included in Regional Rail Constraints
- There was a direct Rotorua to Auckland line which could be an opportunity to have reinstated.

1.23 pm - Mayor Chadwick **withdrew** from the meeting.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Passenger and Freight Rail Investigation – Draft Report;**
- 2 Support the exploration of rapid transit through UFTI and other relevant strategies;**
- 3 Endorses the Bay of Plenty Passenger and Freight Rail Phase 1 Investigation report, subject to any amendments arising from discussion of the item.**

**Crosby/Campbell  
CARRIED**

## **7.9 Review of Regional Land Transport Plan Measures and Targets**

Bron Healey – Senior Transport Planner presented this item.

1.26 pm - Dan Kneebone **withdrew** from the meeting.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Review of Regional Land Transport Plan Measures and Targets;**

- 2 Notes that there are several legislative and national policy development processes underway with significant implications for measures and targets in Regional Land Transport Plans;
- 3 Notes that staff and the Regional Advisory Group will continue to develop high level options for measures and targets for future consideration by the Committee.

**Nees/Iles  
CARRIED**

## 7.10 Bay of Plenty Regional Road Safety Report

Inspector Crowe – NZ Police responded to questions regarding this item.

### In Response to Questions

- New short term resources would likely be domiciled in Rotorua and deployed using an evidence based model
- Of the four multiple fatality Bay of Plenty crashes in the year to date, only one had involved a people mover
- The infringement fee for using cell phones whilst driving was \$80 and involved no demerit points for the driver. Attaching demerits could be a catalyst for change.

### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Regional Road Safety Report.

**Nees/Campbell  
CARRIED**

**The meeting closed at 1.47 p.m.**

Confirmed DATE

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Councillor Stuart Crosby  
Chairperson – Regional Transport Committee



# Reports



**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Key Highlights from the 2016-2019 Triennium**

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### **Executive Summary**

As we come to the end of the 2016-2019 Triennium, it is useful to reflect back and identify some key highlights achieved by the Regional Transport Committee during this period.

In particular:

- The development and approval of the Bay of Plenty Regional Land Transport Plan 2018, endorsed by the Committee in June 2018.
- Review of the role of the Regional Transport Committee.
- Appointment of additional external advisors to the Committee for Port, Road Safety, Freight and Environmental Sustainability.
- Submissions on national land transport policy proposals, including the Government Position Statements on Transport.
- Monitoring implementation of the Regional Land Transport Plan.
- Completing the Phase 1 Bay of Plenty Rail Study in April 2019.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Key Highlights from the 2016-2019 Triennium.**

#### **1 Introduction**

As the 2016-2019 Triennium draws to a close it is useful to reflect on some of the key highlights over that three year period.

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region, as soon as practicable after each triennial election.

Committee membership is made up of representatives from Kawerau, Ōpōtiki, Western Bay of Plenty, and Whakatane District Councils, Rotorua Lakes Council,

Tauranga City Council, New Zealand Transport Agency and Bay of Plenty Regional Council.

## 2 Key Highlights

The following are some highlights over the Triennium which is not an exhaustive list, and are in no particular order.

Key Highlight	Comments
Approval of the Bay of Plenty Regional Land Transport Plan 2018	<p>The Bay of Plenty Regional Land Transport Plan 2018 (RLTP) was endorsed by the Regional Transport Committee (RTC) on 15 June 2018. It was subsequently approved by the Regional Council on 26 June 2018 and submitted to the NZ Transport Agency.</p> <p>Approval of the RLTP followed an extensive review process commencing with a strategic issues workshop in December 2016. This was followed by two Investment Logic Mapping workshops and a series of Committee meetings and intermediate decisions leading to the approval of draft RLTP for public consultation in Feb 2018.</p> <p>In the meantime, a change of Government of in October 2017 led to a subsequent change in national land transport policy direction with the release of a revised draft of the Government Policy Statement on Land Transport in April 2018.</p> <p>Public consultation on the draft RLTP attracted significant community interest including:</p> <ul style="list-style-type: none"> <li>• 1,350 direct submissions;</li> <li>• 1,021 survey responses; and a</li> <li>• 6,093 signature petition.</li> </ul> <p>A total of 94 individuals and organisations then presented to the Hearings Committee over three days of hearings, prior to deliberations and the adoption of final recommendations on the RLTP.</p>
Review of the role of the Regional Transport Committee	<p>A workshop on the 23 November 2018 examined the role of the RTC. This led to recommendations on process and content changes for future RTC agendas. The Committee also recommended changes to its Terms of Reference, which were subsequently approved by the Regional Council.</p>
Appointment of additional external advisors	<p>The RTC confirmed Dan Kneebone (Port of Tauranga) in the role of Port Advisor at its meeting on 30 June 2017. Dan joined Brent Crowe (Road Safety Advisor) and John Galbraith (Freight Advisor) who were reconfirmed in their roles at the first meeting of the 2016-19 Triennium.</p> <p>At its meeting on 24 May 2019, the Committee made a decision to appoint an additional Environmental Sustainability advisor. Glen Crowther has been confirmed in this role following a public process seeking nominations, and will join the Committee at the final meeting of the triennium.</p>

Submissions on national land transport policy proposals	<p>The RTC made several submissions on national land transport policy proposals during the triennium, including:</p> <ul style="list-style-type: none"> <li>• two versions of the Draft Government Policy Statement on Land Transport (March 2017 and April 2018);</li> <li>• the draft NZ Transport Agency (NZTA) Investment Assessment Framework (March 2017);</li> <li>• the draft NZTA State Highway Investment Proposal (December 2017);</li> <li>• the Land Transport Management (Regional Fuel Tax Amendment Bill (April 2018);</li> <li>• the proposal for KiwiRail to become an Approved Organisation (April 2018); and</li> <li>• a letter to the NZTA on Bay of Plenty toll road price increases (March 2019).</li> </ul>
Monitoring implementation of the Regional Land Transport Plan	<p>Monitoring and reporting on RLTP implementation continued throughout the triennium. This included Annual Report Cards for the 2015/16, 2016/17 and 2017/18 years, and six monthly implementation reports.</p> <p>The RTC also considered and approved a number of variations to both the 2015 and 2018 RLTPs.</p>
Bay of Plenty Rail Study	<p>The RTC considered and endorsed the Bay of Plenty Passenger and Freight Rail Investigation Phase 1 Report at its meeting on 24 May 2019.</p>

### 3 Budget Implications

#### 3.1 Current Year Budget

There are no current budget implications.

#### 3.2 Future Budget Implications

There are no future budget implications.

### 4 Community Outcomes

The work of the Regional Transport Committee directly contributes to 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

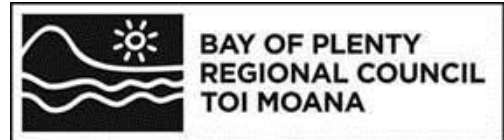
Bron Healey  
Senior Transport Planner

for Regional Development Manager

27 August 2019



**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 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**

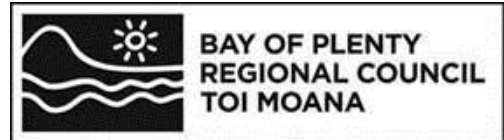
This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**27 August 2019**

**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 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 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**28 August 2019**

## **APPENDIX 1**

### **NZ Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee - 6 September 2019**



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

6 September 2019

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# 1. WORKING TOGETHER

- We met with our local government partners around the country in May and June to discuss funding for each region.
- We acknowledge that many councils were disappointed by the lack of available funding in the current NLTP.
- We had some great discussions and heard from people about the current priorities and challenges in their regions and want to use this feedback to keep improving our processes.
- We're continuing to focus on how we can better work together now in a challenging funding environment, as well as in the future.
- As part of developing the 2021–24 NLTP, we want to share and discuss our investment signals early and often to support you as you're putting together RLTPs. See update on 'Arataki' below for more detail.

# 2. RE-EVALUATIONS

- The SH29 Tauriko Network Plan, SH2 Te Puna to Omokoroa and the Tauranga Northern Link were among a number of projects reviewed by the NZ Transport Agency in 2018.
- These projects remain part of our long-term plan and the NZ Transport Agency Board has endorsed the plans and direction set out for these corridors.
- We understand how important it is to the community to get certainty around when these projects may be built. However, we do not currently have funding to progress this work further and we cannot say now if funding will be available in the next NLTP period (2021–24).
- When funding does become available these projects will be prioritised against other projects and programmes across the country.
- In the meantime, we will continue to look to secure funding for further safety improvements on the existing highways as part of the \$1.4 billion Safe Network Programme.
- Further updates on specific parts of this work are below:

## SH1 WAIHI TO OMOKOROA

- We know that improving safety is a priority, so we've started \$101million of safety upgrades between Waihi and Omokoroa. The upgrades include wide centrelines, side barriers and safety improvements to every intersection along the route.
- These are initial improvements to raise the safety rating of the highway. They have been designed to accommodate future changes or additions which we are presently investigating as part of the \$1.4billion Safe Network Programme.
- The improvements for the full 40km of highway between Waihi and Omokoroa are expected to be finished in 2023. *See Safe Network Programme updates below for more information.*

### TAURANGA NORTHERN LINK

- The re-evaluation confirmed that there is a need for a new highway subject to the Transport Agency and local councils demonstrating how the new route would integrate with the city's transport network in a way that supports and prioritises public transport and high occupancy vehicles.
- A new direction for the highway concept was that it would be a two-lane road (instead of four), with opportunity for two additional lanes to be used for multi-modal travel. This prioritised the Government's vision for a safer transport network free of death and injury, accessible and affordable transport, value for money and reduced emissions.
- Timing, design and construction of a new highway depends on the development of an integrated network plan and on available funding. There is currently no funding to progress this work.

### OMOKOROA TO TAURANGA

- The re-evaluation identified a need to revisit the business case for the Omokoroa to Te Puna section of SH2. There is currently no funding to progress this work.

### KATIKATI BYPASS

- As the Transport Agency balances safety and value for money across the country, the Katikati bypass is not considered an investment priority for the 2018–21 National Land Transport Programme. Construction of a bypass, if required, will be after 2028. We will continue to hold the land designation which protects the route of the bypass for future use.
- We are also wanting to investigate improvements within the township to address peak congestion issues and provide a better urban environment. However, there is currently no funding to progress this work.

### PIARERE TO TAURIKO

- We are continuing to look to secure funding for safety improvements to be made in the short to medium term at known hotspots on the existing highway as part of the \$1.4billion Safe Network Programme.

## 3. ARATAKI – OUR PLAN FOR THE LAND TRANSPORT SYSTEM

- We want to be more transparent about what our current investment plan is across a range of outcomes and in different places, and how this might change over the next decade.
- As a result, we're no longer focusing our efforts on developing the Long-Term View (30 years ahead), and this work is currently on hold.

- Instead, we're developing a 10-year plan, 'Arataki – Our Plan for the Land Transport System', to help focus our efforts on the most important things needed to future-proof the land transport system.
- This plan will present our view of opportunities and challenges for the land transport system, share the evidence that informs our view, and help decision-makers understand the impacts of choices and trade-offs when considering new interventions.
- It will also provide valuable input into the development of the next NLTP, RLTPs, GPS and spatial planning.
- This means that as we develop the 2021–24 NLTP we'll be able to better align our land transport system investments and councils' plans for their communities. We'll be able to partner more effectively with councils and others to achieve outcomes that require joint investment and action over time.
- We're in early stages of this plan now and aim to be able to share it with local government in early 2020.
- We'll keep you informed with our planning work as it progresses so you're up-to-date with the latest developments.
- For more discussion or if you have questions, please contact: [Arataki@nzta.govt.nz](mailto:Arataki@nzta.govt.nz)

## 4. SPEED MANAGEMENT UPDATE

- The Transport Agency is currently identifying state highways where reviewing speed limits could make a big difference in preventing deaths and serious injuries, and where communities are calling for change. These speed reviews are now getting underway across the country.
- There are four reviews currently identified in the Bay of Plenty region:
  - SH33 Paengaroa/SH33 and SH30 Okere Falls to Rotokawa Road
  - SH2 Katikati to Bethlehem
  - SH5/SH30 Old Taupo Road to Hemo Road Roundabout
  - SH5 Waiotapu

### SH33 Paengaroa/SH33 and SH30 Okere Falls to Rotokawa Road

- This is the first speed review underway in the region – with public consultation open from 19 August to 16 September 2019.
- We have heard from communities along this route that speeds feel too high to be safe. There are hazards such as narrow road shoulders and steep drop-offs on the roadside. More vehicles are also driving through areas where people live, and areas popular for recreation.

- We have undertaken a technical assessment and review of the road and agree that the current speed limits are not safe or right for these roads. We are proposing a number of speed limit changes.
- Before we make any changes, we want to know what our communities and stakeholders think.
- Once a decision is made based on the consultation submissions, we will let the public know. They can then expect to see new speed limit signs on the road.

## **SH2 Katikati to Bethlehem**

- We know that the community is concerned about safety along SH2 between Katikati and Bethlehem. The Agency is planning to review the speed limit between Katikati and Bethlehem.
- We have spoken with schools, local authorities and transport stakeholders to get their initial thoughts about safe and appropriate speeds for this section of state highway.
- The next step will be formal public consultation. Timing for this is still to be confirmed, though likely before the end of the year.

# **5. BAY OF PLENTY SYSTEM IMPROVEMENTS**

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

- The decision was made in July to not include an underpass because it was not value for money. The concept design initially costed \$13m however, detailed design increased to \$33m due to complexity and time. The complexity increases the physical works and adds two years to timeframe, which in turn increases the costs.
- The existing underpass will close in October 2019. It needs to be removed to allow for ground improvement works for the approach ramps to the flyover to be built.
- Temporary signalised crossing points will be installed in proximity to the existing underpass on Maunganui Road to provide safe crossing for pedestrians and cyclists.
- Once complete, the new Bayfair roundabout will provide a signalised at-grade crossing for pedestrians and cyclists through the roundabout.

- We are continuing to work closely with Tauranga City Council and other stakeholders to consider other options to improve pedestrian and cycling connections across the wider network. This includes exploring if an overbridge north of Concord Avenue is a viable option in the future.

### 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.
- We are currently completing the final design that enables us to safely reopen the Welcome Bay slip lane and expect construction to start in the next few weeks.
- This work will take around two months to complete and we expect the lane to be operational again before Christmas.

### Elizabeth St / Barks Corner roundabout metering.

- SH29A Barks Corner roundabout metering has been live since late December 2018, and ongoing monitoring is showing positive improvements in both the AM peak and PM peak.
- Monitoring will continue throughout the trial period (six–12 months).
- SH2 Elizabeth Street roundabout metering went live in April 2019 and is also performing well to date.
- As of the end of June, the average AM peak travel time for the Takitimu Drive southbound approach from the Port, was reduced from 250s (pre-metering) to 30s (post metering). That's an 88% average travel time reduction.

### 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.

### SH30 Owhata Roundabout improvements

- Work to increase safety and help improve traffic flow at peak times at the State Highway 30 Owhata roundabout is complete.
- Changes to the roundabout included the installation of a straight-through lane for city-bound traffic, as well as widening the existing shared path and cycleway.

### SH5 Maraeroa and Oturoa intersection improvements

- The safety improvements project at Maraeroa Rd and Oturoa Rd intersections is in a defects period. A review of the road condition will take place in spring.
- Two right turning bays have been installed to address ongoing safety concerns at the intersections by removing through traffic from the turning lane.

### SH5/SH36 Ngongotaha Roundabout

- The Ngongotaha roundabout is following the Business Case Approach. This is currently in the Point of Entry phase, which means the Transport Agency will assess the roundabout to determine if a business case should be completed.

## 6. SAFE NETWORK PROGRAMME

### Ngongotaha to Tarukenga (SH5)

- The Business Case for this work was endorsed at the start of July and pre-implementation was approved, subject to funding becoming available.
- Timing for the pre-implementation phase is yet to be confirmed.

### Wainui Road to Opotiki (SH2)

- The Business Case was endorsed at the start of July.
- Funding for the local road pre-implementation and implementation phases of this work has been approved. This work will be led by Whakatane and Opotiki district councils.
- There is currently no funding for the state highway pre-implementation phase in the 2018–2021 NLTP. Timing for next steps of this work is subject to the SNP programme, priorities and funding.

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

- Construction on Section 2B between Allport Road and the Paengaroa straights is underway with the main works expected to be complete in the next few months.
- Construction on the 1km long Section 2A, south of Allport Road, is expected to start construction in August/September.
- Design work is underway for the remainder of the stage 2 and 3 sections, including north of Okere Falls, with a view to construction commencing on more sections this summer.

### Waihi to Omokoroa Safety Improvements (SH2)

- Construction of the first section of safety improvements along SH2 between Waihi and Trig Road is expected to be complete in the next few months.
- HEB construction have now started preliminary construction works on two new sections: Trig Rd to Athenree Gorge; and Wharawhara to Sharp Rd. Work in these areas will progressively increase over the coming weeks.
- An iwi blessing was held in July to launch the new build activity.

**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Urban Form and Transport Initiative Update**

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### **Executive Summary**

Phase 2 of the Urban Form and Transport Initiative for the western Bay of Plenty was completed with the recent adoption of the UFTI Foundation report. The Foundation report sets out the challenges UFTI needs to address, and the supporting evidence.

As reported elsewhere in the meeting agenda, work is underway to better understand regional freight flows into and across the region as a key input to delivery of the UFTI output in March 2020.

A further update will be given by Robert Brodnax (UFTI Project Director) at the meeting.

### **Recommendations**

**That the Regional Transport Committee:**

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

### **1 Introduction**

The Urban Form and Transport Initiative (UFTI) is a project supported by a refreshed partnership between the New Zealand Transport Agency and the SmartGrowth partnership - Bay of Plenty Regional Council, Western Bay of Plenty District Council, Tauranga City Council and Tangata Whenua.

The Terms of Reference were signed on 11 March 2019 in which the parties have agreed to work together to identify an integrated strategic approach for the development of the western Bay of Plenty's urban form and transport system.

A strategic approach or masterplan for the western Bay of Plenty is to be produced as the key output by March 2020.

### **2 UFTI Update**

Key highlights since the last update report to the Committee include:

- Completion of the UFTI Foundation Report which was adopted by the SmartGrowth Leadership Group at its meeting on 21 August 2019.
- Confirmation of the UFTI challenges in the Foundation Report based on Treasury's 'Better Business Case' approach.
- The SmartGrowth partners working together collaboratively on the near-term priorities outside of the UFTI project, and looking for opportunities for early wins to unlock capacity for residential development.
- Implementation of targeted stakeholder engagement. There have been several spatial planning workshops with key stakeholders.
- Commencement of research and investigation work, including urban development scenarios, multi-modal options analysis, and regional freight flows to feed into the interim UFTI report due in October 2019.

Further information, including the Foundation report is available on the UFTI website at [ufti.org.nz](http://ufti.org.nz) and on the SmartGrowth website at [smartgrowthbop.org.nz](http://smartgrowthbop.org.nz).

Key next steps include:

- Investment objectives and measures being developed (and agreed to). These are critical for the multi criteria assessment process.
- Different programmes of integrated urban form and transport options will be prepared. These are likely be informed by the Draft Future Development Strategy and Tauranga Transport Programme, the spatial planning workshops held with stakeholders, and other partner work.

### **3 Budget Implications**

#### **3.1 Current Year Budget**

As this is an information only report there are no budget implications for the Regional Transport Committee to consider.

#### **3.2 Future Budget Implications**

As this is an information only report there are no budget implications for the Regional Transport Committee to consider.

### **4 Community Outcomes**

This project directly contributes to 'A Healthy Environment' and 'A Vibrant Region' Community Outcomes in the Regional Council's Long Term Plan 2018-2028.

David Phizacklea  
**Regional Development Manager**

**28 August 2019**



**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Ministry of Transport Update**

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### **Executive Summary**

The purpose of the report is for Ministry of Transport representatives to update the Committee on current national initiatives.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Ministry of Transport Update.**

### **1 Introduction**

Brent Johnston (Manager, Mobility and Safety) and Danielle Bassan (Senior Policy Advisor) from the Ministry of Transport will be present to update the Committee on current Ministry of Transport policy initiatives.

### **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 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Regional Development Manager**

**27 August 2019**

**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Draft Road to Zero Submission**

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### **Executive Summary**

The Ministry of Transport released 'Road to Zero: Consultation on the 2020-2030 Road Safety Strategy' on 17 July 2019. As the four week submission period fell between Regional Transport Committee meetings, staff prepared a draft submission and forwarded it to the Ministry subject to Committee consideration and approval at this meeting. Any amendments arising from discussion of the draft submission will subsequently be communicated to the Ministry.

Submissions will be analysed and fed into development of the final road safety strategy and first plan of actions, which are due to be released before the end of the year.

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Draft Road to Zero Submission;**
- 2 Approves the attached submission on the Ministry for Transport's 'Road to Zero' consultation document, subject to any amendments arising from discussion of the item.**

### **1 Purpose**

The purpose of this report is to enable the Committee to consider and approve a submission on the Ministry for Transport's 'Road to Zero' consultation document.

### **2 Background**

The Ministry of Transport (MoT) released 'Road to Zero: Consultation on the 2020-2030 Road Safety Strategy' on 17 July 2019. The summary document is attached in Appendix 1 for information.

The timeframe for public submissions was limited and fell between Regional Transport Committee (RTC) meetings, with submissions closing on 14 August 2019.

Given these timeframes, staff prepared a draft submission, contained in Appendix 2. This was submitted to the MoT noting that it was a draft until the RTC had an opportunity to consider the content. Prior to submission, the draft was circulated to the Regional Advisory Group (RAG) and discussed at the 15 August 2019 RAG meeting. Members indicated they generally supported the content of the submission.

### **3 Key points**

Key points raised in the draft submission include:

- Strong support for the vision which aligns with the safety objective in the Bay of Plenty Regional Land Transport Plan 2018, while noting that a significant increase in investment will be required.
- Noting that the interim target of a 40% reduction in deaths and serious injuries (DSIs) by 2030 seems about right on the basis of recent DSI figures in the Bay of Plenty.
- General support for the proposed principles with some caveats. These include seeking greater recognition of culpability in many road crashes alongside those arising from genuine mistakes (Principle 1).
- The draft submission also suggests that Principle 6 (Our road safety actions support health, wellbeing and liveable places) is as equally applicable to small settlements, peri-urban areas and rural roadsides as it is to urban and residential settings.
- Strong support for four of the five key focus areas. The draft submission notes that in terms of Focus Area 3 (Work-related road safety) there are factors outside the control of a business or organisation regardless of the steps it takes to ensure the safety of its employees i.e. external risk on the road system.
- The draft submission prioritises three key system-wide interventions that will be critical to achieving the ambitious goals in the strategy. These are:
  - introduce a new approach to tackling unsafe speeds;
  - invest in safety treatments and infrastructural improvements; and
  - prioritise road policing.

### **4 Next steps**

The draft submission is now presented to the RTC for consideration and approval. Any amendments arising from the discussion will then be communicated to the MoT.

The MoT website notes that submissions will be analysed and fed into development of the final road safety strategy and first plan of actions, which are due to be released before the end of the year.

### **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 in making submissions is provided for in Council's Long Term Plan 2018-2028.

## **6 Community Outcomes**

This item directly contributes to the 'Safe and Resilient Communities' and 'A Vibrant Region' community outcomes in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**27 August 2019**



## **APPENDIX 1**

### **Road to Zero - Creating New Zealand's New Road Safety Strategy 2020-2030 - Summary Document**



# ROAD TO ZERO

Creating New Zealand's new  
Road Safety Strategy 2020-2030

Summary document



This is a summary of *Road to Zero*, a consultation document that outlines proposals for a new road safety strategy for New Zealand and some first actions. The strategy will replace *Safer Journeys*, which concludes at the end of this year.

Road safety is a really important issue in New Zealand; too many people are being killed and injured on our roads every day. We're keen to hear what you think about our plan to improve safety for everyone who uses our roads, streets and footpaths.

This document is intended to help people to complete the online submission. Visit our website at [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero) to find out more and share your views.

The public submission process is open from 17 July – 14 August 2019.

## 01



# The case for change

New Zealand's road system, including our streets, footpaths, cycleways, bus lanes and state highways, shapes how we get around and how we use public spaces.

Last year, 377 people were killed on our roads, and thousands more seriously injured. The impact of these tragedies on families, survivors and communities, as well as on the economy and health system, is devastating and it is unacceptable. Deaths or serious injuries should not be a cost of travelling around.

Most other developed countries have far lower rates of death and serious injury on their roads so we know we can do better. If New Zealand's roads were as safe as Norway's (a country with a similar road network and population to New Zealand), around two-thirds of the people who were killed last year would still be alive.

A good road safety outlines a plan to stop people being killed or injured on our roads. It also aims to give people more choice about how they get around because they'll feel safer to walk or bike, and won't worry so much about letting their families head out on the roads. It makes our towns and cities better places to live and work in and our communities more vibrant places to spend time in.

A good road safety strategy is about putting the needs of people, rather than vehicles, at the heart of decision making.

Our new strategy will details the steps we need to take over the next decade to reduce road trauma.

People in New Zealand spend an average of **AN HOUR A DAY TRAVELLING**



There are  
**94,000KM**  
OF ROADS ON THE NETWORK

**37%**  
of people aged 15+ in New Zealand have **USED PUBLIC TRANSPORT IN THE PAST YEAR**



**31%**  
of people aged 15+ in New Zealand have **CYCLED IN THE PAST YEAR**



There are  
**83,000KM**  
OF LOCAL ROADS

There are  
**11,000KM**  
OF STATE HIGHWAYS



## 02

### Vision



**Our proposed vision is: a New Zealand where no one is killed or seriously injured in road crashes.**

Our proposed vision is based on Vision Zero – a world-leading approach that says that no death or serious injury while travelling on our roads is acceptable.

Vision Zero has delivered significant reductions in road trauma in countries and cities that have adopted it, such as Sweden, New York and parts of Australia.

We recognise that we have a long way to go, but we need to be far more transformative in our approach.

Traditionally, we have focused most of our road safety efforts on trying to improve driving skills and tackling risk-taking behaviours. This is important, but it won't solve the road safety problem by itself. No one expects to crash, but everyone make mistakes – including those of us who are usually careful and responsible drivers.

We need to build a safe road system that is designed for people. This means doing our best to reduce the number of crashes, but acknowledging that mistakes will happen. When they do, we can prevent serious harm through safer vehicles, safer speeds and more forgiving road design.

We can achieve our vision if we shift the way we think about road safety and work together.

## 03

### Target



**On the way to achieving our vision, we propose to reduce death and serious injuries on our roads by 40 percent over the next decade. Steady progress towards this target would mean approximately 750 fewer people would be killed and 5,600 fewer would be seriously injured on our roads over the next 10 years, compared to now.**

Change will not happen overnight, it will take time, investment, and teamwork to make the changes we need. If we are truly committed to this vision, we need to set an ambitious interim target and hold ourselves to account.

We are proposing a target of reducing annual deaths and serious injuries on our roads by 40 percent by 2030 [from 2018 levels]. This is a challenging but achievable target, based on modelling of a substantial programme of road safety improvements over the next ten years. This target will ensure that we continue to prioritise effective road safety interventions and allow us to be held to account on overall outcomes.

The modelling tells us that investment in proven infrastructure upgrades, such as median barriers and rumble strips, and in effective enforcement will be a key part of achieving this target. This will need to be supported by a programme of safety changes, including setting safe and appropriate speeds, improving the safety of vehicles, and tackling risk taking on our roads.

# 04

## Principles



These guiding principles will be central to how we design the network and how we make road safety decisions. They provide a shared understanding of how we will work and the values that will direct our activities.

### 1

#### We plan for people's mistakes

We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.

### 2

#### We design for human vulnerability

There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.



### 3

#### We strengthen all parts of the road transport system

We will improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.

### 4

#### We have a shared responsibility for improving road safety

The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.

### 5

#### Our actions are grounded in evidence and evaluated

We will strengthen road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn't work and what needs to be altered.



### 6

#### Our road safety actions support health, wellbeing and liveable places

Our roads are not just used for getting from A to B. In urban areas in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.

### 7

#### We make safety a critical decision-making priority

We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.

# 05

## Focus areas



### Our five focus areas

- 1 Infrastructure improvements and speed management
- 2 Vehicle safety
- 3 Work-related road safety
- 4 Road user choices
- 5 System management

The journey towards our vision requires us to improve the quality of our roads, to encourage people to drive safer vehicles, to incentivise people to follow traffic laws and to create a transport culture that values and protects human life. We also need to ensure that the way we manage the road safety system enables all these changes to happen.

We have examined how and why crashes happen, and what road safety measures are most effective. This work has helped identify five areas for us to focus work on over the next decade.

### 1. Infrastructure improvements and speed management

We want to make the road network safer by investing in infrastructure changes that are long-lasting and proven to save lives. Evidence tells us that median barriers virtually eliminate the risk of head-on crashes. Rumble strips and side barriers help prevent run-off crashes. Roundabouts can help reduce the number of casualties at intersections.

Safer travel speeds on our highest risk roads will save lives. They also reduce stress for other road users, including passengers, and help people feel safe to walk, bike, or travel with children. Safer speeds can also reduce harmful emissions.

#### Won't lower speed limits in some areas mean slower journeys?

Research has shown that reducing your speed a little generally results in a very small increase in travel time. When you factor in traffic lights, congestion and intersections, travel times don't vary as much as many people think. If you drove for 10km at 80 km/h instead of 100 km/h, it would take you between 30 to 48 seconds more. In some instances, lower travel speeds can also save fuel.

Our **initial actions** in this area include:

- investing more in safety infrastructure
- taking a new approach to tackling unsafe speeds by changing the way we set speed limits, by reducing speeds in urban areas and around schools, and by taking a new approach to safety cameras
- reviewing infrastructure standards and guidelines to ensure they are fit for purpose
- improving the safety and accessibility of footpaths, bike lanes and cycleways for vulnerable users.



## 2. Vehicle safety

We know that safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen. We want to raise the safety standard of vehicles entering New Zealand, and to lift demand for safer vehicles. We will also support the uptake of proven safety technologies into our existing fleet.

**Did you know?:** You're at least 90 percent more likely to die or be seriously injured in a crash in a one-star safety-rated car than in a five-star safety-rated car.

Our **initial actions** in this area are:

- ▶ raising safety standards for vehicles entering the fleet
- ▶ promoting the availability of vehicle safety information
- ▶ requiring anti-lock braking systems to be fitted on new motorcycles over 125cc [or a simpler system known as a combined braking system on smaller motorcycles].

## 3. Work-related road safety

Every day, thousands of people travel on our roads while at work. Some of these people are professional drivers transporting goods. Others may be tradespeople moving between jobs or salespeople visiting clients. All of them have the right to come home from work healthy and safe.

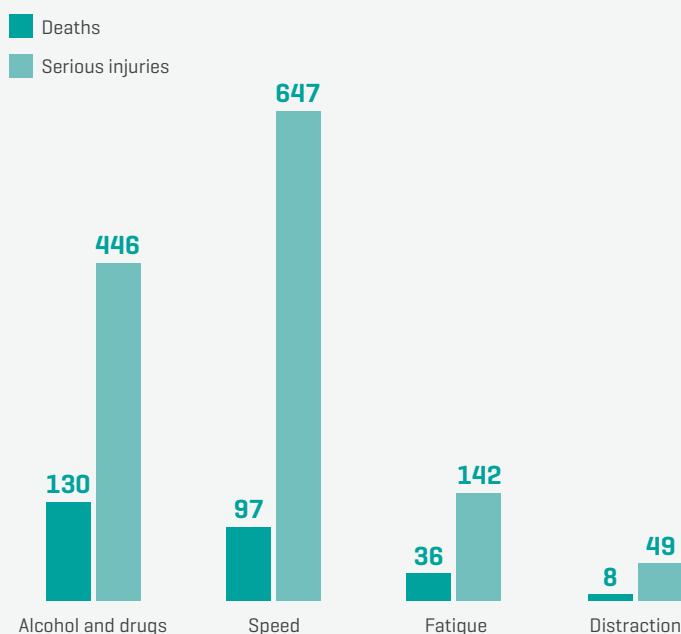
We know that not all businesses treat road safety as a critical health and safety risk, and that businesses in all sectors need better information about how to meet their obligations. This is especially important when it comes to rules about speed, fatigue and how long people can travel for before they should take a break.

While trucks are not involved in significantly more crashes per kilometre than other types of vehicles, these crashes are far more likely to be fatal, accounting for over 20 percent of road deaths.

Our **initial actions** in this area are:

- ▶ supporting best practice for work-related road safety. This includes collecting more data about work-related driving, and providing better information to businesses about how to keep workers safe on the roads.
- ▶ strengthening regulations governing commercial transport. This includes the rules on log books and work time requirements.

### Contributing factors to death and serious injuries (2017)



#### What we've heard

In developing the consultation document, we have spoken to a broad range of road safety experts, academics and representatives of local and central government and businesses. We have held meetings with groups that represent different types of road users, and members of the public have written to us to share their ideas and experiences.

There has been broad support for a more ambitious approach to road safety, with many people telling us that they want more investment and stronger leadership to support lasting change.

#### 4. Road user choices

Although most road users intend to follow the rules of the road, many will occasionally push the limits or make poor choices. It could be going too fast, misjudging the gap in traffic at a busy intersection, driving too close when passing someone riding a bicycle, or travelling too fast past a school bus picking up or dropping off children. Or it could be diverting attention – even for a second or two – to a phone or a passenger.

There is no doubt that if everyone followed the rules, stayed alert and sober, drove at safe travel speeds for the road and wore a seatbelt, fewer people would be killed or seriously injured on our roads. That's why it is important that the new road safety strategy promotes good, law-abiding and considerate road use.

Wearing a seatbelt during a crash doubles your chances of surviving a serious crash. Yet, every year, over 80 people die in crashes not wearing a seatbelt.

Our **initial actions** in this area are:

- ▶ prioritising road policing to tackle high-risk behaviours, particularly use of seatbelts, alcohol and drug impairment, driver distraction and speed
- ▶ reviewing financial penalties and remedies
- ▶ enhancing drug driver testing
- ▶ supporting motorcycle safety, including through rider training programmes.

#### 5. System management

Road safety belongs to everyone. This strategy's success will require visionary leadership, strong partnerships, sound governance, and communities working together. We need to build good relationships across the network so that we can share information and work together effectively. This is especially important in the area of post-crash response. Different agencies need to collaborate to ensure that emergency responders can get to crash scenes quickly and provide the best quality care.

We also need to make sure that decision makers can access sound data and evidence about what works if they are to take action with confidence.

A recent New Zealand report found that improved post-crash care could have affected 11 percent of fatal crashes sampled.

Most of these relate to crashes that occurred in rural areas. In some cases there was no one able to call 111 and in others it was difficult for emergency services to access the crash site.

Our **initial actions** in this area include:

- ▶ improving data collection and research by implementing the new Transport Evidence Base Strategy
- ▶ developing a monitoring framework to help agencies keep their road safety work on track
- ▶ helping transport, health and emergency services agencies to work together to improve the way we respond to road crashes and treat crash victims.

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## 06



# Measuring success

Road to Zero provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. This outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy.

The framework will continue to evolve as we develop the final strategy. If you would like more information, or to comment on our proposed measures, please see the full Road to Zero consultation document.

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## Next steps



Please let us know your views by completing a submission on our website at [www.transport.govt.nz/zero](http://www.transport.govt.nz/zero). Submissions must be lodged by 14 August 2019.

We will use your feedback to refine our approach and aim to deliver a final strategy and a first plan of actions before the end of 2019.

## **APPENDIX 2**

### **Draft Bay of Plenty Regional Transport Committee Submission on Road to Zero**



Your Ref:  
Our Ref: 8.00043

14 August 2019

Attn: Road Safety Strategy Team  
Ministry of Transport  
PO Box 3175  
WELLINGTON 6140

Dear Sir/Madam

## **DRAFT Bay of Plenty Regional Transport Committee Submission on Road to Zero: A New Road Safety Strategy for New Zealand**

### **Introduction**

Thank you for the opportunity to submit on Road to Zero. This draft submission represents the collective view of the Regional Transport Committee (RTC), a committee of the Bay of Plenty Regional Council, which comprises mayors and councillors from the Regional Council, and city and district councils in the region (Tauranga, Western Bay of Plenty, Rotorua, Whakatane, Kawerau and Opotiki). Please note this is a draft submission until it is considered at the next meeting of the Bay of Plenty Regional Transport Committee on 6 September 2019.

This submission has been structured according to the questions in the consultation form. We note that individual authorities in the region may also make submissions on the draft strategy.

### **1 Vision**

*Our proposed vision for road safety is: 'a New Zealand where no one is killed or seriously injured in road crashes'.*

*To what extent do you support the proposed vision?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*What was the reason for your rating? Do you have any other comments on the proposed vision?*

The safety objective in the Bay of Plenty Regional Land Transport Plan 2018 is 'zero deaths and serious injuries on the region's transport system'. We agree that its important to have an

aspirational vision for road safety in New Zealand. We accept the rationale that underpins Vision Zero and recognise that this approach has contributed to substantial improvements in road safety performance in many jurisdictions around the world.

An aspirational vision such as this will be need to be given substance through transformative actions that don't just target the 'highest risk' parts of the system but will need to largely eliminate the potential for death or serious injury on much of the road network. We anticipate this will require a step change in investment in safer road infrastructure and a far more rigorous and consistent approach to speed management, coupled with significant increases in speed monitoring and the resourcing of enforcement activities.

Countries that are recognised as world leaders in road safety have much more comprehensive investment in basic road safety infrastructure. For example, Swedish traffic safety advisor Lars Ekman has previously noted that in Sweden, median barriers are in place on 76 per cent of the kilometres travelled by vehicles on roads with a speed limit above 80kmh. We submit that this is the level of resourcing that will be necessary to achieve similar results in New Zealand.

## 2 Target

*As a step towards achieving this vision, we propose a target of a 40 percent reduction in deaths and serious injuries by 2030.*

*What do you think about this target?*

That target is too high

**That target seems about right**

That target is not high enough

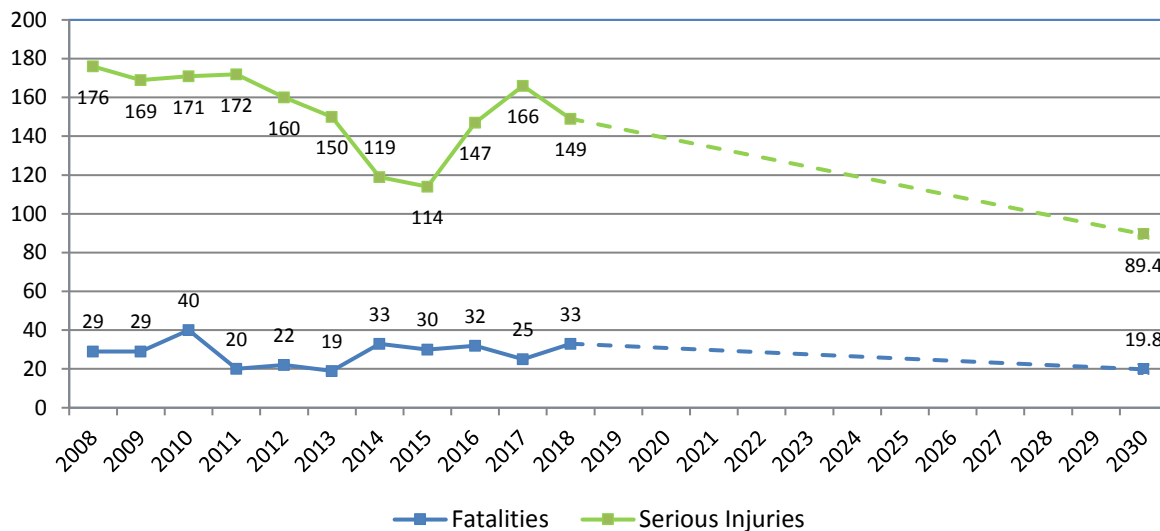
Don't know

*What was the reason for your response?*

The following figure shows the annual number of road deaths and serious injuries in the Bay of Plenty region for the last 10 years. Projecting forward, a 40% reduction in each of the categories would seem to be an achievable target for the region, even when taking into account population growth and fluctuations in economic cycles.

The 10 year trend shows that the target for road deaths has been achieved at least once in recent years. However, substantial improvements would need to be made to consistently achieve the targets for both deaths and serious injuries. As noted previously, this will require significantly higher levels of investment in safer infrastructure and far more comprehensive approaches to speed management and enforcement activities.

## Bay of Plenty Road Fatalities and Serious Injuries



### Do you have any other comments on our proposed target?

It would be useful to clarify whether the 40% reduction applies to each category separately or both categories taken together. There may also be a case for applying the target as a 'five year rolling average' or similar in order to smooth out the peaks and troughs of individual years.

The target is also currently framed as a national target. While this is entirely appropriate for a national strategy, it is also less tangible for those working to improve road safety throughout New Zealand on a daily basis. There may be value in a process of regionalising or localising the target to provide 'system managers' with a more tangible goal when developing interventions in local areas.

## Principles

*Clear guiding principles provide a shared understanding of how we will work, and the values that will guide our actions and decision-making.*

*Our proposed seven guiding principles for our road safety strategy are:*

- 1) *We plan for peoples' mistakes.*
- 2) *We design for human vulnerability.*
- 3) *We strengthen all parts of the road transport system.*
- 4) *We have a shared responsibility for improving road safety.*
- 5) *Our actions are grounded in evidence and evaluated.*
- 6) *Our road safety actions support health, wellbeing and liveable places.*
- 7) *We make safety a critical decision-making priority.*

### 3 Principle 1: We plan for peoples' mistakes

*We accept that people will make mistakes and take risks but that these mistakes should not result in people dying or suffering serious injuries on our roads.*

*Our first principle is: 'we plan for peoples' mistakes'.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

**Somewhat support**

Strongly support

Don't know

*Do you have any further comments about this principle?*

We accept the premise that people make mistakes and that mistakes should not result in people dying or suffering serious injuries. However, this is only part of the broader picture of why road crashes occur. The supporting statement reflects the somewhat confusing message in this principle. The first part references both 'making mistakes' and 'taking risks' which have different levels of culpability. The second part references 'these mistakes' only.

A more realistic perspective may be that the underlying causes of road crashes exist on spectrum of culpability ranging from 'genuine mistakes' through 'carelessness' and 'negligence' to 'taking risks' and 'deliberately breaking the law'. Focusing only on an acceptance that people make mistakes risks designing interventions that do not address all potential causes. In our view this is not a sound basis for a comprehensive road safety strategy because it downplays, for example, the role of enforcement and penalties in discouraging behaviours that have the potential to kill or injure innocent parties.

In fact, countries with much better road safety records than New Zealand place a great deal of emphasis on enforcement activities as a deterrent to risk taking behaviour. For example, it is estimated that the automation of the French speed camera programme through the deployment of more than 4,000 speed cameras avoided over 16 000 fatalities over the 2003-2010 period and achieved a significant decrease in operating speeds.

**Outcome sought.** Amend the wording or include a separate principle that recognises varying levels of culpability in the underlying causes of road crashes. A complementary principle may be 'we work to minimise the level of unsafe user behaviour'.

### 4 Principle 2: We design for human vulnerability

*There are physical limits to the amount of force our bodies can take before we are injured in a crash and we will design our road system to acknowledge this.*

*Our second principle is: 'We design for human vulnerability'.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*Do you have any further comments about this principle ?*

We support the rationale underlying this principle. This suggests there needs to be a much greater emphasis on appropriate travel speeds in different contexts (e.g. lower speeds in urban environments) to ensure that the impacts of crashes do not result in death or serious injuries.

## **5 Principle 3: We strengthen all parts of the road transport system**

*We will improve the safety of all parts of the system – roads and roadsides, speeds, vehicles, and road use – so that if one part fails, other parts will still protect the people involved. We will make roads and streets safer for more vulnerable road users such as pedestrians, cyclists, motorcyclists and scooter riders.*

*Our third principle is: We strengthen all parts of the road transport system*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*Do you have any further comments about this principle?*

We support this principle which underpins the Safe System approach.

## **6 Principle 4: We have a shared responsibility for improving road safety**

*The people who design, build and manage the road transport system, as well as the individuals and communities who use it, all have a part to play in making our roads safe.*

*Our fourth principle is: 'We have a shared responsibility for improving road safety'.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

**Somewhat support**

Strongly support

Don't know

*Do you have any further comments about this principle?*

We support this principle which underpins the Safe System approach. However, the consultation document notes that: '*Individuals and communities also need to play a part and use our roads with care, but the burden of road safety responsibility cannot rest on the individual road user alone*' (p30).

We believe that this language needs to be stronger, particularly for those individuals who have been issued with a driving licence. A duty of care should be inherent in the right to drive a motor vehicle. Licence holders who do not meet this requirement must be held accountable.

**7 Principle 5: Our actions are grounded in evidence and evaluated**

*We will strengthen our road safety research so that we can base our decisions on the best evidence available. We will evaluate the changes we make so that we see what works, what doesn't work and needs to be altered.*

*Our fifth principle is: 'Our actions are grounded in evidence and evaluated'.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*Do you have any further comments about this principle?*

Evidence based planning built on sound research is a prerequisite for improved system-wide road safety performance. Post-implementation evaluation is an area that is often overlooked in New Zealand and needs greater emphasis.

**8 Principle 6: Our road safety actions support health, wellbeing and liveable places**

*Our roads are not just used for getting from A to B. In urban places in particular, they are often places where people meet, shop and where children play. We will acknowledge this in our decision-making process to support healthier and more liveable places.*

*Our sixth principle is: Our road safety actions support health, wellbeing and liveable places.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*Do you have any further comments about this principle ?*

We recognise that safety is intimately connected to health, wellbeing and liveability, and that the form and function of the roads, streets, footpaths and other movement infrastructure throughout New Zealand can either support or detract from these outcomes.

The text supporting this principle focuses exclusively on infrastructure and the built environment in urban and residential areas. We submit that the same thinking must also be applied to the countless small settlements, peri-urban areas and rural roadsides where the same interactions are occurring albeit on a smaller scale.

In rural areas, roadsides are often the only way for people to connect or get from A to B. Ignoring this will not support improved road safety or health and wellbeing outcomes for all of New Zealand. A local example in the Bay of Plenty is SH35, which is the only coastal connection running from Ōpōtiki to the East Cape. SH35 passes through several small communities where inadequate roadside infrastructure such as footpaths creates safety issues for pedestrians and other vulnerable road users, including schoolchildren.

## **9 Principle 7: We make safety a critical decision-making priority**

*We will treat safety as a higher priority in the way we make decisions. This does not mean that other objectives, such as efficiency, are no longer important, but that they should not be achieved at the cost of safety.*

*Our seventh principle is: We make safety a critical decision-making priority.*

*To what extent do you support this principle?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*Do you have any further comments about this principle?*

We support this principle and agree that safety must be a fundamental consideration in our investment and regulatory frameworks. Safety is the single most important objective in the Bay of Plenty Regional Land Transport Plan 2018.

## 10 Do you have any final comments about our principles?

### Focus Areas

*Our target will be achieved through action in five key areas:*

- 1) Improve the safety of our cities and regions through infrastructure improvements and speed management.*
- 2) Significantly improve the safety performance of the vehicle fleet.*
- 3) Treat road safety as a critical health and safety at work issue.*
- 4) Encourage safer choices and safer behaviour on roads.*
- 5) Drive action through effective system management.*

### 11 Focus Area 1: Infrastructure and Speed

*Our roads and streets reflect our natural landscape and changing communities: our roads are winding, hilly and often narrow, and our streets can be full of people, and bustling retail areas. Not all risks are visible, and the wrong speed can result in an unforeseen tragedy. Improving our road infrastructure and setting and enforcing safe speed limits are some of the most powerful ways we can create a road system that is forgiving of human mistakes.*

*Our first focus area is: 'Improve the safety of our cities and regions through infrastructure improvements and speed management'.*

*To what extent do you support this focus area?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*What was your reason for this rating. Do you have any further comments about this focus area?*

We strongly support this focus area and believe that is fundamental to improving New Zealand's road safety performance. As noted in earlier comments, this requires a step change in investment in safer road infrastructure and a far more rigorous and consistent approach to speed management. Countries that are recognised world leaders in road safety such as Sweden demonstrate the gains that can be made by this approach.

### 12 Focus Area 2: Vehicle safety

*The design and safety features of our vehicles matter. Safer vehicles not only help drivers avoid crashes, but also protect occupants and other road users when crashes do happen.*

*Our second focus area is: 'Significantly improve the safety performance of the vehicle fleet'.*

*To what extent do you support this focus area?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*What was your reason for this rating. Do you have any further comments about this focus area?*

New Zealand has an aged vehicle fleet by global standards, particularly when compared with other OECD countries. This means many of the vehicles on New Zealand's roads today have poor safety ratings. While the plentiful supply of cheap, used vehicles enables greater access to a car for a broader cross section of New Zealanders, it also impacts on our safety record.

Strong government leadership is required to ensure that safer vehicles enter the New Zealand market and to speed up the exit of unsafe vehicles. If the principle of making safety a critical decision-making priority is going to be followed, then safety considerations must outweigh equity concerns.

A new regulatory regime to improve the safety standards of vehicles entering the New Zealand market, alongside promoting or incentivising the removal of unsafe vehicles, must be treated as immediate, urgent priorities rather than medium or long term actions as suggested in the consultation document.

### **13 Focus Area 3: Work-related road safety**

*Employers have a responsibility to ensure that work-related road travel is safe for their staff and the public. About 25 percent of the deaths on our roads involve someone driving for work, whether as a commercial driver or as a secondary part of their main role. Ensuring that road safety is treated as a critical health and safety at work issue has the potential to significantly reduce this harm.*

*Our third focus area is: 'Ensure that businesses and other organisations treat road safety as a critical health and safety issue'.*

*To what extent do you support this focus area?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*What was your reason for this rating. Do you have any further comments about this focus area?*

The consultation document notes that ‘about 25 percent of the deaths on our roads involve someone driving for work, whether as a commercial driver or as a secondary part of their main role’. What is not clear is the proportion of these road crashes that are caused by the individual who is working and what proportion are the result of exposure to external risk on the road system.

The Bay of Plenty Regional Transport Committee has previously examined statistics relating to deaths and serious injuries (DSIs) in the Bay of Plenty involving heavy vehicles (i.e. commercial drivers). The statistics showed that over the 2012-16 period, only 16% of all DSIs involving a heavy vehicle were directly or partially attributed to the actions of the heavy vehicle driver.

We submit that an organisation can make significant efforts to ensure the safety of employees driving through having safe vehicles, promoting safe driving behaviour and providing training programmes. However, an employee’s exposure to external risks on the road system is outside the control of the organisation.

Regardless of what risk factors can and can’t be controlled by an individual organisation, we strongly support an overhaul of the commercial transport regulatory system.

#### **14 Focus Area 4: Road user choices**

*Everyone has a responsibility to act with care and consideration on our roads. We need to continue to shift public attitudes and behaviour through road safety education and promotion, ensure that our training and licensing systems equip people with the skills required to be safe, alert and compliant, and deliver effective enforcement targeted towards risk.*

*Our fourth focus area is: ‘Encourage safer choices and safer behaviour on our roads’.*

*To what extent do you support this focus area?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don’t know

*What was your reason for this rating. Do you have any further comments about this focus area?*

We support a greater emphasis on enforcement and stronger penalties to discourage unsafe driving behaviour. As noted earlier, this focus area needs more emphasis in the principles underpinning the strategy.

#### **15 Focus Area 5: System management**

*Everyone who uses, designs, manages and maintains our roads, streets and footpaths has an important role to play. Leadership, co-ordination, engagement and accountability will therefore be critical if we are to achieve our road safety ambitions.*

*Our fifth focus area is: 'Development a management system that reflects international best practice.'*

*To what extent do you support this focus area?*

Strongly oppose

Somewhat oppose

Somewhat support

**Strongly support**

Don't know

*What was your reason for this rating. Do you have any further comments about this focus area?*

The Regional Transport Committee strongly supports a management system that leads to greater leadership, co-ordination, engagement and accountability. In partnership with central government, local government and forums such as the Regional Transport Committees have a major role to play in strengthening this approach. However, the consultation document provides little detail in terms of immediate actions that will be taken to implement a stronger road safety management system.

**16** *Do you have any final comments about our focus areas?*

## **17 Action Plan Priorities**

*We have proposed a list of 14 priority actions under our five focus areas.*

*Please tick your top three priorities from the list below:*

*Introduce a new approach to tackling unsafe speeds ✓*

*Invest in safety treatments and infrastructural improvements ✓*

*Review infrastructure standards and guidelines*

*Raise safety standards for vehicles entering the fleet*

*Promote the availability of vehicle safety information*

*Implement mandatory anti-lock braking systems for motorcycles*

*Support best practice for work-related travel*

*Strengthen the regulation of commercial transport services*

*Enhance the safety and accessibility of footpaths, bike lanes and cycleways*

*Prioritise road policing ✓*

*Enhance drug driver testing*

*Support motorcycle safety*

*Review financial penalties and remedies*

*Strengthen, system leadership, support and co-ordination*

*Do you have any comments about these priority actions?*

The list of priority actions seems to include both system-wide interventions and what might be termed 'niche' interventions that address a specific issue e.g. anti-locking systems for motorcycles. We have selected three critical system-wide interventions relating to infrastructure, speed management and enforcement that we believe, if they are implemented in a comprehensive fashion, have the greatest potential to systematically improve New Zealand's road safety performance. More important than the level of 'priority' accorded to these areas will be the speed and magnitude of change from the current status quo that is able to be achieved.

We believe many of the actions on the list, such as reviewing standards and guidelines and introducing new regulations should be actioned as part of 'business as usual'. While others such as 'enhancing the safety and accessibility of footpaths, bike lanes and cycleways' should be delivered regardless of a specific road safety strategy in order to achieve broader land transport objectives.

## **18 Additional Actions**

*Do you have any suggestions about other actions we could consider for future actions plans?*

## **19 Measuring Success**

*The Road to Zero consultation document provides a draft outcomes framework, which provides a list of key measures that can help us track progress and performance indicators to help us meet our targets. The outcomes framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy. The framework will continue to evolve as we develop the final strategy.*

*Do you have comments about the way we intend to monitor our performance?*

We suggest that road safety data collection, monitoring and reporting is undertaken down to at least the regional level to enable regions to report to their Regional Transport Committees with robust regional data on the indicators in the draft outcomes framework.

Yours faithfully,

Councillor Stuart Crosby, Bay of Plenty Regional Council

**Chair – Bay of Plenty Regional Transport Committee**

**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Transport Planning Update**

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### **Executive Summary**

A summary of key national, inter-regional and regional transport planning initiatives is provided in order to inform members of current thinking in the transport planning space.

The report includes an update from Henley Hutchings on national transport policy and contextual matters. A key recent transport-related national policy announcement is the Proposed National Policy Statement on Urban Development, which was released on 21 August. This responds to housing and urban development issues in high growth areas, such as Tauranga, including worsening traffic congestion and lack of transport choice.

At the regional level, a Regional Freight Flows Study has been initiated to develop an updated evidence base on regional freight flows within, and through, the Bay of Plenty region, which is due to be completed in October 2019.

### **Recommendations**

**That the Regional Transport Committee:**

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

#### **1 Purpose**

The purpose of the report is to provide the Committee with an update on key national, inter-regional and regional transport planning initiatives not covered elsewhere in the agenda.

#### **2 Introduction**

The following sections provide an update on transport planning initiatives.

#### **3 National activities**

<b>Initiative</b>	<b>Update</b>	<b>Next steps</b>
Update on national	John Hutchings from Henley Hutchings has	

Initiative	Update	Next steps
transport policy and contextual matters	provided a round-up of recent national transport policy and contextual matters. This report is included as Appendix 1. The report references the recently released Proposed National Policy Statement on Urban Development (Proposed NPS-UD), which is considered in more detail below.	
Proposed National Policy Statement on Urban Development	<p>The Proposed NPS-UD is part of the Government's response to the wide range of problems they are currently seeing in housing and urban development, including worsening traffic congestion and lack of transport choice. It applies particularly to the 'major urban centres' of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown.</p> <p><u>Context for the changes the Government is trying to achieve</u></p> <p>Successful and prosperous cities provide a transport system that allows for the effective and efficient movement of people and goods, and promotes safe, healthy and active lifestyles. Likewise, we know that liveability is improved through more public transport and more walking and cycling opportunities, which also help reduce our carbon footprint and increase resilience to the effects of climate change.</p> <p>If transport systems only provide limited choices, then people are locked into using private cars on increasingly congested roads. High congestion decreases people's mobility and access, and in turn lowers the productivity of cities. Car dependency and limited transport choice also mean that towns and cities are not adequately supporting healthy, inclusive and safe travel, particularly for middle-low income households that rent, including young people and Maori.</p> <p><u>Quality urban environments – problem definition</u></p> <p>The Government argues that in relation to transport, we have poor access to amenities, jobs and services; traffic congestion; and high use of non-renewable energy and carbon emissions.</p> <p><u>Strong new intensification direction is linked to transport</u></p> <p>The NPS-UD requires a greater share of the intensification being located around centres with employment, services and passenger transport (than is currently the case). The regulatory impact statement for the proposed NPS refers to a significant body of literature which concludes that accommodating growth via intensification of existing urban areas has greater net benefits than the alternative of growing outwards in Greenfield</p>	The deadline for submissions is 10 October 2019.

Initiative	Update	Next steps
	<p>areas. The societal costs of Greenfield development tend to occur at a sub-regional level, such as through increased traffic congestion on major roads. For actual monetary costs, transport and water infrastructure are the main cause of higher greenfield development costs.</p> <p>Agglomeration benefits of centres-based intensification have also been observed through improved productivity and social impacts related to the health benefits of changes to active transport participation and social inclusion benefits from being able to reach more destinations.</p> <p>In their consultation during development of the proposed NPS-UD, the Ministry of Transport and NZTA have inputted to the quality intensification policies to ensure they support transport modal shift to reduce emissions and promote health.</p> <p>There are many specific proposed policies that refer to transport, including enabling higher-density development in areas where urban amenities and services are easily accessible by existing or planned active transport and public transport networks. Some of the policy options are prescriptive or descriptive, but both refer to intensification of areas that are accessible by high-frequency PT. Regarding car parking, it is clear that Government wants a significant change to traditional approach of requiring developments to have a certain amount of on-site car parking. This has led to oversupply and perverse outcomes.</p> <p>Local authorities must give effect to all national direction, with none taking priority over others. This inevitably involves making trade-offs to achieve the best outcomes in urban environments. The required Future Development Strategy for the western bay will need to be implemented through our next RLTP.</p>	

## 4 Regional activities

Initiative	Update	Next steps
Regional Freight Flows Study	<p>The Regional Freight Flows Study has been initiated to develop an updated evidence base on regional freight flows within and through the Bay of Plenty region.</p> <p>The Urban Form and Transport Initiative (UFTI) component will provide outputs to inform the Tauranga Transport Model (TTM) and subsequent UFTI planning &amp; modelling.</p> <p>There is a separate but related piece of work to identify current and future freight flows (road and rail) to, from and through the wider Bay of Plenty region that may not impact on the western Bay</p>	<p>Indicative timing:</p> <p><u>August</u></p> <p>Data collection</p> <p><u>September</u></p> <p>Stakeholder meetings (key freight movers)</p> <p>Data analysis</p> <p>Projections/potential scenarios</p>

Initiative	Update	Next steps
	<p>of Plenty sub-region.</p> <p>The procurement process has been completed and Beca (in conjunction with Richard Paling and Murray King) have been selected to undertake both pieces of work using a common methodology but with slightly different requirements in terms of outputs.</p> <p>A project initiation meeting was held on 22 August 2019 and the team are currently in the data collection phase. The aim is to have the study completed by the end of October 2019.</p>	<p><u>October</u></p> <p>Outputs and reporting</p>
Regional Advisory Group (RAG)	RAG meetings were held on 27 June and 15 August 2019. The meeting minutes are attached in Appendices 2 and 3.	The next RAG meeting will be scheduled following local government elections.

## 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 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**28 August 2019**

## **APPENDIX 1**

### **Henley Hutchings - Transport - National Policy and Context Update**



# Transport – national policy context

**Client:** Bay of Plenty Regional Council  
**Subject:** Quarterly update on national transport policy and other contextual matters  
**Version date:** 28 August 2019

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## Introduction and purpose

This note draws your attention to national transport contextual and policy matters that have surfaced in the quarter since our last similar report (24 May 2019).

## Overview

- The **National Party** have stepped up their advocacy for an alternative approach to transport planning and funding.
- The upcoming local government elections have surfaced some points of difference between Auckland **Mayor Phil Goff** and mayoral candidate John Tamihere.
- The pace of **central government's new policy** initiatives has not slowed – if anything, recent initiatives such as the National Policy Statement on Urban Development indicate it has increased.
- The **Commerce Commission** has released its draft report on fuel pricing.
- Various commentators have expressed concern about the alleged current '**underspend**' by **NZTA** on transport projects.
- The Government announced plans for a scheme that could make **higher emitting cars** more expensive.
- The **Productivity Commission** have released their draft report on local government funding and financial arrangements.
- Planned new **National Policy Statements** are proposed covering urban development and the protection of highly productive land.
- The economic outlook is softening.
- Debate about the detail contained in '**Let's get Wellington Moving**' policy announcements continues.

## Emerging National Party policy

The next elections are more than a year away, but already National vs Labour transport policy differences are beginning to surface.

National Leader Simon Bridges is promising more infrastructure expenditure to generate faster growth in the economy. National believes it makes sense to use long-term debt financing to fund infrastructure. New Zealand Government net debt is lower than other developed nations. National believe there is opportunity to use the headroom within the 15-25 percent of GDP range, to increase net national debt.

Congestion charging also remains on [National's agenda](#) to help "efficiently manage the flow of traffic." They believe this can be achieved in a way that is "revenue neutral." Work on that project began under the previous National-led government but, back then, it was always viewed as being some years over the horizon owing to the immaturity of available charging systems. Labour is also open to congestion charging, but only when enough public transport options are available to replace private car use.

National's promise also includes a [reversal of the 11.5 cent per litre regional fuel tax](#) in Auckland and a promise not to increase fuel excises in National's next term in government.



The party would also repeal the repeal the offshore oil and gas exploration ban. National is also considering new approaches to infrastructure funding and procurement ranging from commercial revenue schemes, partnerships with the private sector and capital injections from general government spending.

### Auckland promises

Auckland mayoral candidate John Tamihere has promised to fire the Board of Auckland Transport, freeze rates and build a double decker harbour bridge.

### Transport infrastructure spending

Ex Minister of Transport Stephen Joyce has re-entered the 'transport commentator' game by suggesting: [Stephen Joyce \(Sunday Times\)](#)

- The Labour led government "is risking a further economic slowdown by halting major spending on major roading projects."
- The big opportunity to lift infrastructure investment in New Zealand quickly is in transport, notably new roads.
- Treasury is concerned about lower spending in infrastructure. It's also concerned that when the last of National's projects wrap-up, there won't be any new projects ready to replace them.
- There are around \$4.8 billion worth of "major projects" due to be completed in the next two years, but there are only \$1 billion worth of new projects getting ready to start, leading to a potential loss of sector capability and capacity.
- The amount for new State Highway projects is being cut from 40 per cent of the money collected from fuel taxes to 13 per cent. That's a \$3.5 billion decline over just six years.

In contrast, the Government says it is committed to spending \$42 billion on infrastructure over the next five years and more on transport than the last Government, around \$4 billion a year though a "different mix of projects". Transport Minister Phil Twyford says "Because of our commitment to rebalance transport spending and invest more in safety, local roads, rail, public transport and walking and cycling, and demand more value for money, there are fewer new four lane expressways planned than was the case under the former government."

By way of example of the Labour Coalition commitment, transport Minister Phil Twyford announced funding had been approved for the implementation of the [Hamilton to Auckland passenger rail service is now a reality](#), with the NZ Transport Agency (NZTA) approving funding for its construction. This includes construction and operation funding of \$92.37 million, made up of \$79.8m from the NZTA and \$12.57m from local authorities.

The service will initially carry 150 passengers - with two morning trains and two afternoon trains. The service is expected to roll out in mid-2020.

### Fuel Prices – Commerce Commission

The Commerce Commission's draft report was released on 20 August 2019. There were two parts to the Commerce Commission study – the first looking at factors affecting competition in the market; the second on the Commission's proposed approach to assessing profitability in the retail fuel sector.

The draft report suggests the 'core problem' is at the 'wholesale' level – and clearly pinpoints the major fuel companies (BP, Mobil and Z) as having a defined market advantage due to shared infrastructure and limited incentive to compete, which flows through to high retail pricing. The draft report positions the discount and loyalty programmes as poor substitutes for more generalised price competition.



The report says “our preliminary findings suggest many fuel companies are earning returns on investment that are higher than what we would consider a reasonable return to be. In our view, the problem is the lack of an active wholesale market in New Zealand.”

Current infrastructure sharing arrangements date back to before the fuel market was deregulated in 1988. This includes allocated or ‘closed’ use by New Zealand’s major fuel suppliers of the Marsden oil refinery, a fuel pipeline to Auckland and a coastal shipping operation, with supporting logistics connecting to a network of storage terminals at regional ports. Without access to this shared network or the wholesale market, any new importer faces the challenge of establishing its own stand-alone supply chain, at considerable expense.

### Electric vehicle policy

In July, The Government announced plans for a scheme that could make dirtier cars more expensive but there’s [criticism from some quarters](#) that it won’t apply to the majority of cars being sold i.e. only newly-imported used and brand new light vehicles, when they are sold for the first time.

Heavy-emitting vehicle users could be required to pay an additional import fee, with the revenue going towards subsidising clean, green vehicles. It would mean a discount of about \$8000 off the price of new or near-new imported electric vehicles (EVs). Fuel-efficient petrol cars would also be cheaper, while the heaviest-emitting vehicles would cost \$3000 more. Vehicles with middling fuel efficiency would face neither a discount nor a fee.

In addition, a new fuel efficiency standard would be introduced, requiring importers to gradually reduce the average emissions of the vehicles they bring in.

The Productivity Commission last year recommended this “feebate” scheme be introduced, but also warned the policy would hit poor people the hardest.

### Low Emission’s Vehicles Contestable Fund

With transport making up 19% of the country’s emissions, the Government has focused on Electric Vehicles as a key part of its plan to tackle climate change. Energy and Resources Minister Megan Woods has announced [29 low-emissions vehicle](#) projects being granted funding. Woods says “these grants will include \$4.5m of Government funding, matched by \$12m from the private sector”.

In October 2017, there were 5,363 registered EVs compared with 15,453 now. Starting in round eight (opening next February), the investment focus will also include support for publicly available secure e-bike storage facilities.

### Examples of projects

- The Warehouse will get \$257,287 grant to lease four electric trucks for daily home delivery function. The company plans to locate them in Auckland, Christchurch, Hawke's Bay and Manawatu.
- Meridian Energy will get \$150,000 to install up to 14 electric vehicle charging stations in businesses in Otago and Canterbury, to add to available charging infrastructure.
- KiwiRail - which was already given \$1 billion in Budget 2019 - will get a \$65,000 grant to install six electric vehicle chargers on three Interislander ferries to provide travellers with the ability to charge their electric cars and campervans.
- Kiwi Property Holdings will get \$211,209 to install at least 43 charging stations at shopping malls including Sylvia Park and Lynn Mall in Auckland and The Base and Centre Place in Hamilton.
- ChargeNet NZ, which has built more than 100 charging stations across New Zealand, will receive three separate grants totalling \$343,000, and will share a \$318,500 grant with Orion NZ to connect South Island coasts to EVs.

## Productivity Commission – draft report on local government funding and financing

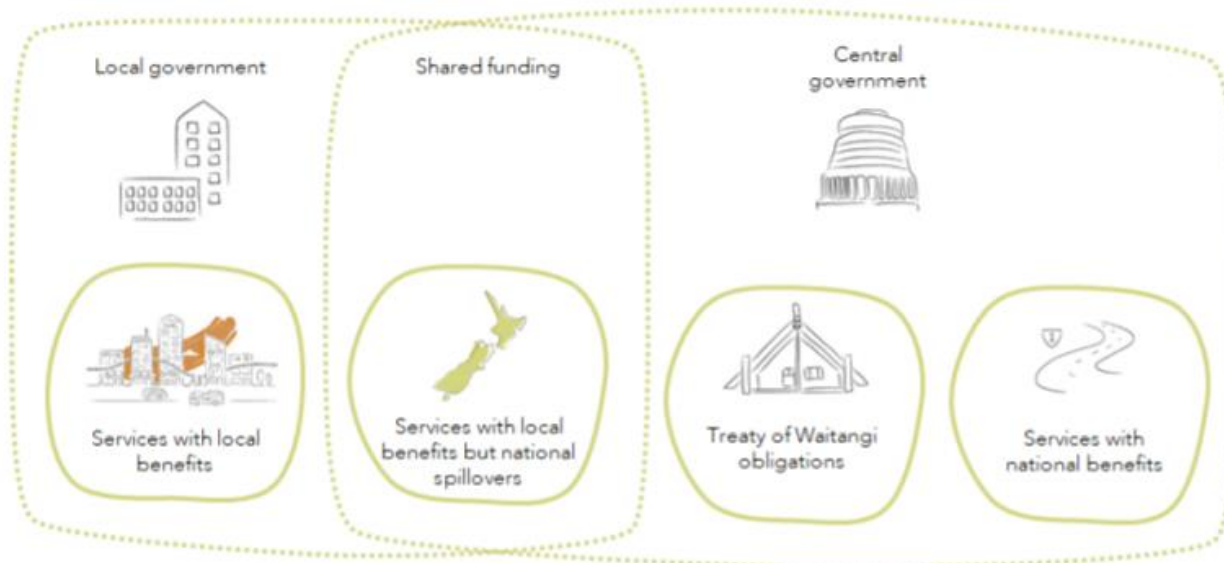
Late in 2018, and with due respect to the increasing pressures being placed on local government funding - the Government asked the Productivity Commission to undertake an inquiry into the adequacy of current local government funding and financing arrangements. The Commission's draft report was released in July 2019.

The report notes that local government debt has risen significantly over the last two decades but, for most councils the Commission does not view this as a cause for concern. They view the current main funding tools of local government measuring up well against their 'principles of appropriateness'.<sup>1</sup>

The Commission recommended better incentives for improved council performance, including the more rigorous application of the 'benefit principle,' the wider application of user charges and the wider use of targeted rates on specific groups of properties that benefit from a service.

Of interest was also the attention the Commission drew to the obligation for deeper central government consideration of the case for a contribution toward regional assets, and their associated services, in circumstances when those assets served national interests (figure one). Central government co-investment in river management schemes is an example of how and why this 'benefit principle' provides grounds for more active involvement of central government in shared funding arrangements with regional councils.

*Figure one: Productivity Commission case for shared funding*



The Commission identified four key areas where the existing funding model is insufficient to address cost pressures, and new tools are required:

- Supplying enough infrastructure to support rapid urban growth;
- Adapting to climate change;

<sup>1</sup> As an aside, we wonder if the Productivity Commission could have been a little more courageous in its findings. The three waters debate, for example, tends to point toward an appetite for more corporate involvement in the funding of core local government infrastructure. Transport investment may also fit into this box. Perhaps it will be left to the Infrastructure Commission to deliver the solutions not fully reflected in the Productivity Commission's report.



- Coping with the growth of tourism; and
- The accumulation of responsibilities placed on local government by central government.

The Commission also suggested this should include greater emphasis on regulatory regimes being co-designed with local government and jointly implemented.

### Financing tools for growth infrastructure

The Commission says failure of high-growth councils to supply enough infrastructure to support housing development has led to some serious social and economic problems. Councils currently have funding and financing tools to make growth “pay for itself” by ensuring revenue for new property developments is derived from new residents rather than existing ratepayers. However, the long time it takes to recover the costs of development, the risks involved, debt limits, and the continued perception that growth does not pay for itself are significant barriers.

### Role of NZTA co-funding

The commission also stated that the Government should extend the **role of the New Zealand Transport Agency in co-funding local roads** to include assistance to councils facing significant threats to the viability of local roads and bridges from climate change.

## National Policy Statements

### NPS on Urban Development

An initial NPS on Urban Development Capacity was released in 2016. MFE and the Ministry of Housing and Urban Development (MHUD) have now released a discussion document (21 August 2019) to replace the 2016 NPS. The new document is intended to overcome restrictive planning that creates an artificial scarcity of land, or floor space in the case of density limits, with negative effects on the price of housing and inappropriate restrictions to housing options.

Together with the proposed NPS on Highly Productive Land, the two documents are intended to prioritise urban intensification over sprawl. For example, the Urban Development NPS ‘directs’ territorial local authorities to provide for intensification, including by directing that certain rules in district plans be replaced.

It plans to do this by directing councils – particularly in the six high growth centres of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown – to free up their planning rules while focusing on high-quality streets, neighbourhoods and communities.

### NPS on Highly Productive Land

In April 2018, a report from the Ministry for the Environment and Stats NZ warned that urban expansion could block future options for agricultural production in New Zealand. Nearly 30 percent of new urban areas developed between 1990 and 2008 were on some of the country’s most productive land, while in 2013 lifestyle blocks took up a tenth of the most versatile soil.

On Wednesday 14 August, the Government released a consultation document for a policy change to deal with the negative impacts of urban sprawl into more rural parts of the country. The purpose is to:

- Recognise the full range of values and benefits associated with its use for primary production
- Maintain its availability for primary production for future generations
- Protect it from inappropriate subdivision, use and development.

Some fear the policy will exacerbate the housing shortage already blighting parts of the country. LGNZ president and Dunedin Mayor Dave Cull told Newsroom councils were supportive of the policy intent behind the NPS, but the Government’s proposed solution was “a rather simplistic way of dealing with what’s a rather complex set of issues.”



It is clear to us that regional councils should play an active role in assisting to identify highly productive land that deserves protection. This perhaps may be best achieved by sustaining active involvement in spatial planning exercises such as Smart Growth and UFTI that combine several fields of regional council expertise.

### General Economic Outlook

Weekly newsletter "TransTasman" says the next 12 months does not present good news for the Government (also see the latest ASB Quarterly Economic Report). It says the expected rocket back to economic growth has stalled somewhat, despite several factors continuing to propel it forward. With the major parties getting into election mode and National determined to campaign on the economy, this is not what Grant Robertson will want to hear right now.

### Let's Get Wellington Moving

Light rail, rapid bus transit, and an extra Mount Victoria tunnel are what Wellington wanted - and largely what Wellington got. Then came the ifs, the buts, and the reality that many of the Let's Get Wellington Moving (LGWM) big-ticket items are years, multiple election cycles, and billions of dollars away from happening.

The Government announced in May what it was willing to fund via the Transport Agency, but the \$6.4 billion project is in partnership with Wellington City Council and Greater Wellington Regional Council, meaning they too needed to approve it. The Government is expected to pick up 60 per cent of the total cost. One Wellington City Councillor claimed Wellington City Council would need to cut about \$300 million from its budget in order to fund its share of the capital's \$6.4 billion transport plan. <https://www.stuff.co.nz/dominion-post/news/114912999/lets-get-wellington-moving-what-people-wanted-versus-what-they-got>

## **APPENDIX 2**

### **Minutes of the Regional Advisory Group Meeting - 27 June 2019**



# Minutes of the Regional Advisory Group Meeting held on 27 June 2019 at the Bay of Plenty Regional Council, Quay St, Whakatane

## Present:

Name	Organisation	Name	Organisation
Bron Healey (BH) (Chair)	Bay of Plenty Regional Council (BOPRC)	Junine Stewart (JS)	NZTA
Tammy Bryan (TB) (Minutes)	BOPRC	Cole O'Keefe (CO)	NZTA
Martin Taylor (MT)	Whakatane District Council	Hanno van der Merwe (HV)	Kawerau District Council
Rex Humpherson (RH)	Opus (for Opotiki District Council)	Jim Paterson (JP)	Western Bay of Plenty District Council
Rob Bullick (RB)	NZ Transport Agency (NZTA)		

1. Welcome	ACTIONS
<ul style="list-style-type: none"> <li>BH opened the meeting and welcomed everyone</li> </ul>	
<b>Apologies</b>	
<ul style="list-style-type: none"> <li>Mark Haseley (NZTA), Rob Campbell (NZTA). Peter Dine (RLC), Jodie Lawson (RLC), Ari Erickson (ODC)</li> </ul>	
<b>Matters arising from minutes of 2 May 2019</b>	
<ul style="list-style-type: none"> <li>Monitoring of travel delay – CO has followed up with Nigel D'Ath (NZTA Journey Manager). Team understaffed so don't currently have resource to pursue this; looking to employ 1-2 more staff. It would then need to be prioritised by NZTA. <b>Action:</b> CO/ND to follow-up once resource available.</li> <li>Procurement strategies – RB has been following up with relevant RCAs to achieve sign off or approve extensions to existing strategies.</li> <li>RLTP Measures and Targets – BH prepared paper that went to 24 May RTC; watching brief on central government policy developments. Regional Council has declared climate change emergency – increased focus on emissions targets etc. RAG discussed uptake of EVs; potential for unintended outcomes – e.g. increased use of fossil fuels to generate electricity. <b>Action:</b> BH to undertake follow-up work.</li> <li>Safety reporting- report focusing on DSIs went to 24 May RTC</li> </ul>	<p><b>CO/ND</b></p> <p><b>BH</b></p>

<p>meeting. <b>Action:</b> BH to keep refining and begin reporting on trend information.</p> <ul style="list-style-type: none"> <li>• RLTP Variation to include UFTI PBC – approved at RTC with some discussion. NZTA representative (Ross l’Anson) was going to follow-up with RLC on Rotorua activities.</li> <li>• Bay of Plenty Rail Investigation – endorsed by RTC. <b>Action:</b> BH to send link to final report once on BOPRC website.</li> </ul>	<p><b>BH</b></p> <p><b>BH</b></p>
<p><b>2. National policy initiatives (BH)</b></p>	
<ul style="list-style-type: none"> <li>• BH provided an update on the following national policy initiatives: <ul style="list-style-type: none"> <li>– NZ Road Safety Strategy</li> <li>– Future of Rail / development of ‘New Zealand Rail Plan’</li> </ul> </li> </ul>	
<p><b>3. Safe Networks Programme/Speed Management (JS)</b></p>	
<ul style="list-style-type: none"> <li>• JS presented on the Safe Networks Programme and the implementation of a new approach to speed management.</li> <li>• Key points on Safe Networks Programme <ul style="list-style-type: none"> <li>– Aiming to save 160 DSIs per year</li> <li>– Making the country’s highest risk roads safer</li> <li>– State highways and local roads</li> <li>– Priority areas: Waikato, Auckland, Canterbury</li> <li>– Have developed a ‘Standard Safety Intervention Toolkit’ to provide guidance for practitioners</li> </ul> </li> <li>• Key points on speed management: <ul style="list-style-type: none"> <li>– Waikato region has been involved in demonstration of Speed Management Guide</li> <li>– Regional approach through RTC</li> <li>– Have looked into value of streamlining bylaw process i.e. standardising the process across the region</li> <li>– RCA feedback tending towards ‘enhanced status quo’</li> </ul> </li> <li>• RAG discussion centred around appropriate general settings for speed limits and issues of compliance.</li> <li>• There is an upcoming change to the speed limit setting rule.</li> <li>• Ministry of Transport is also signalling a large increase in speed camera deployment including ‘point to point’.</li> </ul>	
<p><b>4. RLTP improvement workstream (BH)</b></p>	
<ul style="list-style-type: none"> <li>• BH shared Greater Wellington presentation on ‘Improving the Value of Regional Land Transport Plans’.</li> <li>• It covered the challenges all regions are facing in terms of putting</li> </ul>	

<p>significant effort into developing RLTPs but not being reflected in the NLTP; isolated development of SH programmes; timing misalignment between RLTP and LTPs etc.</p> <ul style="list-style-type: none"> <li>Regions are working together through Transport Special Interest Group (TSIG), key areas: <ul style="list-style-type: none"> <li>Developing a consistent approach to RLTP development and content</li> <li>Engaging with Ministry of Transport and NZTA on the processes they lead: <ul style="list-style-type: none"> <li>Legislation</li> <li>GPS development</li> <li>NLTP development</li> </ul> </li> </ul> </li> </ul>	
<p><b>5. End of Year procedures and funding update (RB)</b></p>	
<ul style="list-style-type: none"> <li>RB noted timeframe for EoY reporting is tight (1 week only) – for final claims it is 5 July; supplementary reviews are also due on same day.</li> <li>Feedback on timeframes can be directed to John Coulter at NZTA <a href="mailto:john.coulter@nzta.govt.nz">john.coulter@nzta.govt.nz</a></li> <li>Low cost low risk programmes – <b>Action:</b> in August will need to know what you delivered this year and actual costs and what you want to deliver next year and updated costs.</li> <li>Procurement strategies still to be finalised: <ul style="list-style-type: none"> <li>Ōpōtiki (looking at extension of existing)</li> <li>Kawerau</li> <li>Rotorua</li> <li>Tauranga</li> </ul> </li> <li><b>Action:</b> Councils will need endorsed strategies by 31 August.</li> <li>NZTA has a new Chair - Sir Brian Roche who has previous experience in this role (about 10 years ago).</li> <li>There are encouraging signs that more decision making will be devolved to NZTA regions.</li> <li>Schedule of upcoming procedural audits for Bay of Plenty councils has been released.</li> </ul>	<p><b>ALL</b></p> <p><b>ODC,KDC, RLC,TCC</b></p>

<b>6. UFTI Regional Freight Flows workstream (BH)</b>	
<ul style="list-style-type: none"> <li>• BH shared information on purpose and scope of UFTI Regional Freight Flows workstream: <ul style="list-style-type: none"> <li>– UFTI commissioning work that will cover freight impacting on WBOP sub-region e.g. to/from Port of Tauranga.</li> <li>– BOPRC will commission additional work to identify regional freight flows not impacting on WBIOP. This will assist with evidence base for RLTP 2021 development.</li> <li>– Technical group has been formed: BH (BOPRC), JP (WBPDC), Bruce Robinson (TCC), Mark Haseley (NZTA). Looking to also include John Galbraith as advisor.</li> </ul> </li> <li>• MT: Just SHs or also local road Networks? BH: scope includes SHs, LRs and rail. Will include looking for evidence of freight travelling on networks outside main SH corridors e.g. off road/local road networks.</li> <li>• Local authority RAMM databases identified as potential data source.</li> </ul>	
<b>7. General Business</b>	
<ul style="list-style-type: none"> <li>• <i>Plastics in Asphalt / Emerging Technologies (MT)</i> – MT noted that Tauranga-based Road Science were trialling use of plastics in asphalt in New Plymouth. Open question about what happens at end of life and during wear and tear of road surface i.e. does it end up as microplastics in the environment?</li> <li>• MT also noted that Tūhoe (supported by Opus laboratories) were trialling use of pitch (by-product of paper industry) as treatment for unsealed road surfaces. Product appears to be performing well as alternative to traditional treatments.</li> <li>• <b>Action:</b> Invite Road Science to present on plastics in asphalt trial at next Meeting.</li> </ul>	<b>BH</b>

Next RAG meeting: 15 August 2019  
Bay of Plenty Regional Council, Rata St, Mount Maunganui

## **APPENDIX 3**

### **Minutes of the Regional Advisory Group Meeting - 15 August 2019**



# Minutes of the Regional Advisory Group Meeting held on 15 August 2019 at the Bay of Plenty Regional Council, Rata St, Mount Maunganui

## Present:

Name	Organisation	Name	Organisation
Bron Healey (BH) (Chair)	Bay of Plenty Regional Council (BOPRC)	Cole O'Keefe (CO)	NZ Transport Agency (NZTA)
Tammy Bryan (TB) (Minutes)	BOPRC	Mark Haseley (MH)	NZTA
Martin Taylor (MT)	Whakatane District Council	Adam Francis (AF)	NZTA
Rex Humpherson (RH)	Opus (for Opotiki District Council)	Peter Dine (PD)	Rotorua Lakes Council

1. Welcome	ACTIONS
<ul style="list-style-type: none"> <li>BH opened the meeting and welcomed everyone</li> </ul>	
<b>Apologies</b>	
<ul style="list-style-type: none"> <li>Hanno van der Merwe (KDC), Rob Bullick (NZTA), Jodie Lawson (RLC), Ari Erickson (ODC), Jim Paterson (WBOPDC), Junine Stewart (NZTA)</li> </ul>	
<b>Matters arising from minutes of 27 June 2019</b>	
<ul style="list-style-type: none"> <li>There are several ongoing actions: <ul style="list-style-type: none"> <li>Monitoring of travel delay</li> <li>Regional Land Transport Plan (RLTP) measures and targets follow-up</li> <li>Road safety reporting to the Regional Transport Committee (RTC)</li> </ul> </li> <li>Road Science – BH didn't get around to inviting them to present at this meeting – will try for next meeting. MT suggested brief could be extended to 'new innovations' not just the Plastics in Asphalt trial.</li> </ul>	<b>CO/ND</b>  <b>BH</b>  <b>BH</b>  <b>BH</b>
<b>2. RLTP implementation report (BH)</b>	
<ul style="list-style-type: none"> <li>BH presented draft six monthly report to the RTC on progress in implementing the RLTP.</li> <li>Thanked those who had provided updates and noted that TCC</li> </ul>	

<p>update was still to come.</p> <ul style="list-style-type: none"> <li>• Overall impression is that the programme has made progress since the last update, with several activities moving through their business case phases.</li> <li>• MH provided a summary of the state highway programme. Smaller projects are progressing and the SH2 safety programme is being implemented.</li> <li>• <i>SH2 Wainui Rd to Ōpōtiki</i> - there was a query about the difference in status between the SH and local road components of the project. Funding has been approved for local road components while funding of SH component is still subject evaluation as part of Safe Networks programme. MT wanted to have input into this.</li> <li>• <b>Action:</b> MH suggested MT contact JS.</li> <li>• <i>SH30 Whakatane West Access</i> – this was a placeholder for a business case to link in with the LR activity. Not currently in the NLTP.</li> <li>• <i>Accelerated LED Renewals for SH Street Lighting</i> – issue with local authorities going ahead with their LED programmes but the SH one on hold due to lack of funding. This causes problems in terms of joint maintenance programmes.</li> <li>• <b>Action:</b> MH to make some changes to SH report following discussion to clarify status of some activities.</li> </ul>	<p><b>MT</b></p> <p><b>MH</b></p>
<p><b>3. Regional Freight Flows Update (BH)</b></p>	
<ul style="list-style-type: none"> <li>• The procurement process completed for UFTI component. Have contracted Beca in conjunction with Richard Paling and Murray King.</li> <li>• They are also being contracted to undertake the wider regional work using the same methodology but without the detailed modelling requirements.</li> <li>• Project initiation meeting 22 August; aiming to have investigation completed by end of October.</li> <li>• BH checked on the status of Whakatāne and Rotorua transport models. Neither really set up for this type of modelling; more focused on detailed modelling of local road networks.</li> <li>• MH observed that this work may provide some insights on whether a wider regional model is needed.</li> </ul>	
<p><b>4. NZTA Update (CO)</b></p>	
<ul style="list-style-type: none"> <li>• NZTA going through a 'revitalisation' process. General managers are shaping their respective groups. Strategic Planning (CO) and System Design (MH) in the same group.</li> <li>• RH asked whether delegations to make decisions had changed. CO – work in progress.</li> </ul>	

<ul style="list-style-type: none"> <li>MT raised the issue of Tūhoe seeking to become a road controlling authority. CO – not something he was aware of.</li> </ul>	
<b>5. RLTP variations (CO,PD)</b>	
<ul style="list-style-type: none"> <li><i>SH2 HPMV Upgrade – Gisborne to Ōpōtiki</i> – variation to strengthen bridges and enable full HPMV capability between Ōpōtiki and Gisborne via SH2.</li> <li>RAG considered the information and voted in favour of the recommendation that it be approved.</li> <li><b>Action:</b> CO to update memo noting benefits in terms of RLTP economic objective and confirm funding source as NLTP.</li> <li><i>Bay of Plenty SH Speed Management Guide Implementation</i> – AF introduced; noting that the \$1.88M figure is a placeholder. National programme covering 500kms of top 10% at highest risk of DSIs. Based on Megamaps information. MT/PD questioned the quality of the data in Megamaps noting there are better data sources available.</li> <li>AF – this is a starting point; not to be taken as gospel.</li> <li>Following discussion, RAG voted in favour of the recommendation that it be approved.</li> <li><b>Action:</b> AF to follow-up with Glen Bunting (NZTA) on data inputs into Megamaps.</li> <li><i>Rotorua Lakes Council – LED Conversion of Streetlights</i> – RLC taking up enhanced FAR to convert to LED streetlights. Have had unsolicited proposals but will be going through tender process. PD/RH discussed potential for collaboration to achieve bulk savings in purchasing units.</li> <li>RAG considered the information and voted in favour of the recommendation that it be approved.</li> </ul>	<div>CO</div> <div>AF</div>
<b>6. Road to Zero submission (BH)</b>	
<ul style="list-style-type: none"> <li>BH introduced noting that the closing date was 14 August; RTC submission was submitted as a draft subject to RTC consideration at 6 Sept meeting.</li> <li>MT noted that WDC had also submitted.</li> <li>RAG members generally supported the content. AF (NZTA) provided an alternative view on the ‘planning for mistakes’ principle.</li> <li>RAG discussed the effectiveness of side vs centre line barriers. MT cited a couple of examples with perverse outcomes – cars flipping over side barriers and also bouncing into opposite lane.</li> <li>There was also some discussion of underlying causes of increase in DSIs. BH noted presentation by NZTA expert on links between economic growth, increase in travel and increased DSIs etc.</li> </ul>	

<ul style="list-style-type: none"> <li>• <b>Action:</b> CO to follow-up with Dr Paul Graham.</li> </ul>	<b>CO</b>
<b>7. General Business</b>	
<ul style="list-style-type: none"> <li>• Next RAG meeting to be scheduled following local government elections and confirmation of next RTC meeting date.</li> </ul>	<b>BH</b>

Next RAG meeting: *TBC*

**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Regional Land Transport Plan Implementation Report**

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### **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 for each of the sub-regions.

### **Recommendations**

**That the Regional Transport Committee:**

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

#### **1 Purpose**

The purpose of the report is to update the Committee on progress in implementing the Bay of Plenty Regional Land Transport Plan 2018 (RLTP).

#### **2 Background**

The RLTP is a statutory document developed under the Land Transport Management Act (LTMA). The RLTP sets out a strategic framework for the longer term development of the region's land transport system. The RLTP also includes a programme of all land transport activities proposed to be undertaken in the six year period 2018-24, and the regional priority of all significant activities<sup>1</sup>.

The proposed activities in the RLTP are submitted by the NZ Transport Agency (NZTA) and Approved Organisations in the region (the six city and district councils, the Regional Council and the Department of Conservation). The current RLTP was adopted by the Regional Council and submitted to the NZTA in June 2018. The National Land Transport Programme was then released by the NZTA on 31 August 2018.

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<sup>1</sup> Defined as improvement activities with a total anticipated cost exceeding \$1 million over the duration of the activity.

### 3 Monitoring RLTP implementation

The LTMA requires the RLTP to include a description of how monitoring will be undertaken to assess implementation of the plan. The programme in Figure 1 has been developed to monitor progress in implementing the RLTP. This includes six monthly reporting on implementation progress, which is covered in 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 indicators	Annual	Final meeting of each calendar year

### 4 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.

### 5 Road safety update

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

#### 5.1 Rotorua

The Rotorua Safe and Sustainable Journeys team has made a significant shift towards using social media marketing in the delivery of campaigns. The team currently manages 3 Facebook pages and 1 webpage, and uses photography as a communications tool at events and celebrations. This shift in thinking has enabled a better connection to its community in terms of reach and has reduced excessive spend on advertising through traditional mediums such as newspaper and radio. The success of this change is reflected in end of year reporting which showed a 34% increase in followers.

Recent activity and highlights include:

- delivery of a youth driver training programme (50 young drivers and their parent/coach/mentor - 100 in total);
- delivery of cycle training in schools to 350 students at Grade 1 and 2 level;
- training of six cycle training instructors, two of whom are fluent in Te Reo Māori;
- delivery of five Alcohol Impairment Education Programmes to 50 people; this is a collaborative programme delivered in conjunction with other agencies such as Police, Corrections, and drug and alcohol counsellors;
- delivery of three Agewise theory-based training courses to 30 older road users over 65 years of age;
- development of two walking school buses;
- two back2school campaigns delivered in urban schools in Rotorua;
- two schools at activation phase of school based travel planning; and
- the development of a Rotorua Lakes Council workplace travel plan is underway.

## 5.2 Eastern Bay of Plenty

Recent activity and highlights include:

- young driver mentoring programme delivered in the Ōpōtiki district with 15 achieving their restricted licence;
- delivery of BikeReady cycle skills training in schools to 800 students in Grade 1 and 2 level;
- training of four cycle training instructors;
- Safe Ways to Schools was implemented by consultant ViaStrada ascertaining head counts of walking and cycling numbers; this resulted in a proposed alternative transport map and action plan;
- delivery of three two-day Recidivist Alcohol & Drug Impairment Education Programmes to 55 people; this has a 96% success of non-offending in alcohol/drug driving post-programme;
- seven car seat clinics were held across the Eastern Bay, which identified faults in 56% of cases; in some communities non-compliance is as high as 80%;
- Police are prioritising distraction and cell phone use in particular; 139 offences have been recorded in the six month period;
- Use of social media is achieving a total reach of 14,500, with 4,500 'engagements'.

## 5.3 Western Bay of Plenty

Recent activity and highlights include:

- delivery of 30+ Travel safe School Travel Action Plans working alongside local communities;

- Travel Safe workshops delivered to over 150 local school students at all levels. These set the scene for working alongside these students on School Travel Action Plans;
- workshop with intermediate students focused on road safety citizenship and included sessions on bus safety procedures and cyclist/bus driver interactions;
- very favourable community response to safe pedestrian crossing campaign 'Big Thumbs Up' initiated by Travel Smart students;
- delivered a number of footpath user/mobility scooter and driver refresher workshops alongside Age Concern;
- training workshops for 20 cycle skills instructors to upskill to NZTA Bike Ready; and professional development days for all local Cycle Skills instructors;
- delivery of Grade 1 and 2 Kids Can Ride cycle skills to 1,317 Year 5 and 6 students as part of integrated approach under Travel Safe School Action Plans;
- over 100 Zespri employees went through adult cycle skills training in the workplace;
- Bright, Be Safe, Be Seen checkpoints for commuter cyclists;
- supported Plunket and the Police in delivery of community restraint checkpoints.

## **6 Budget Implications**

### **6.1 Current Year Budget**

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

### **6.2 Future Budget Implications**

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

## **7 Community Outcomes**

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Transport Policy Manager**

**27 August 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 :**

<b>Committed</b>	Funding approved for the activity in a previous NLTP and carried forward to NLTP 2018-21.
<b>Approved</b>	Funding approved for the activity in NLTP 2018-21.
<b>Probable</b>	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.
<b>Proposed</b>	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 :**

<b>Red</b>	not progressing as planned, project has largely stalled, major issue/barrier identified
<b>Orange</b>	progressing, but slower than anticipated timing, some funding uncertainty, some issues/barriers identified
<b>Green</b>	progressing well, consistent with anticipated timing, funding certainty, no major barriers
<b>Black</b>	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	-	-	Bay of Plenty Passenger and Freight Rail Phase 1 Investigation completed and endorsed by Regional Transport Committee. Phase 2: Tauranga Rapid Transit Investigation is to be considered as part of the UFTI Mode Shift and Multi-Modal Solutions workstream.	
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	Approved	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	Approved	Model build progressing. Single Stage Business Case approved and investment agreed.	
Te Urewera Rainforest Route Improvements	WDC	M	Probable	Changes in NZTA staff have meant this project has not been able to progress further at this stage. Reengagement with NZTA to take place shortly, once end of financial year activities and new year project commencement activities are complete	
Urban Form and Transport Initiative	TCC NZTA BOPRC WBOPDC	H	Approved	UFTI Programme Business Case phase added to RLTP through a variation (RTC meeting 24 May 2019). <i>Update to be added.</i>	

Activity	Org	NLTP Profile	NLTP Status	Comment	Overall Progress Indicator
Whakatane Coastal Arterial Route	WDC	L	Not included in NLTP 2018-21		
Whakatane Network Resilience	WDC	L	Not included in NLTP 2018-21		
Whakatane Southern Transport Links	WDC	L	Not included in NLTP 2018-21		
Whakatane Urban Arterial Access	WDC	M	Probable	Draft Business Case has been assessed by NZTA, and the final document is being finalised for submission mid-August. NZTA Funding approval is anticipated Sept / Oct 2019.	
Whakatane Walking and Cycling	WDC	L	Not included in NLTP 2018-21		

## 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	Planning continues to progress to support development in the eastern Corridor (e.g. Papamoa Eastern Corridor). HIF funding agreed in principle, NLTF share still to be confirmed. Te Tumu appeal still to be resolved.	
				Construction				
2	Western Corridor Growth Management -	TCC		Detailed Business Case	Proposed	2018-30	The substantive Detailed Business Case remains on hold following decisions made by	
				Construction				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	Tauriko West connections						the NZTA as part of their State Highway Re-evaluation project and NLTF funding priorities. In the meantime, work is progressing to identify an 'Early Works Package' that enables a still to be determined level of new housing development, improves safety and aligns with the long term planning direction for the area.	
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 under construction without NLTF funding. Later stages require business case point of entry approval.	
				Construction				
5	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC		Construction	Proposed	2018-19	Deferred to 2021.	
6	Domain Road upgrade	TCC	►	Construction	Not included in NLTP 2018-21	2018-20	Under construction. No NLTF funding.	
7	Whakatane Urban Arterial Access	WDC		Implementation	Proposed	2019-21	Implementation likely to be 20/21 or in next NLTP period.	
8	Smith's Farm Access	TCC		Construction	Proposed	2020-21	Reliant on Tauranga Northern Link. Review of project underway to see if development is economic if the access is a stand-alone project.	
9	Seismic Resilience of	TCC		Detailed Business Case	Proposed	2018-22	Relates to Network Resilience planning activity. Progressing.	
				Construction				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	bridges and other assets							
10	Opotiki Harbour Access Roads	ODC		Construction	Not included in NLTP 2018-21	2018-20	Point of entry for single stage business case being prepared for review.	
11	Te Urewera Rainforest Route Improvements	WDC		Implementation	Proposed	2018-21	Improvement work options still to be identified through the business case process. Implementation likely to be 20/21 or in next NLTP period.	
-	Omokoroa Road Corridor Improvements	WBOP DC		Construction	Committed	2018-20	Requires NZTA business case approval. This is a timing risk due to completion of the business case and the NLTF being over committed.	
-	SH2 Interchange for Rangiuru 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. Timing subject to land development requirements.	
-	SH2: Wainui Road to Ōpōtiki (Wainui Rd)	WDC ODC		Pre-implementation	Approved	2019-20	Added to RLTP through a variation (RTC meeting 15 March 2019). Local road component of SH2: Wainui Road to Opotiki project. ODC and WDC looking at a collaborative approach to delivery. Procurement of detailed design anticipated Sept/Oct 2019.	
				Implementation		2020-21		
n/a	Low cost / low risk improvements 2018-21	DOC		Implementation	Approved	2018-21	No update available at time of writing.	

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	KDC		Implementation	Approved	2018-21	<i>No update available at time of writing.</i>	
n/a	Low cost / low risk improvements 2018-21	ODC	►	Implementation	Approved	2018-21	Street and urban lighting improvements underway.	
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 all tendered but due to resource issues some projects partially constructed by June 2019 but will be complete early 2019/20 year.	
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. NZTA Targeted Enhanced FAR (TEFAR) has been discontinued. Programme delivery timing is expected to result in an application for greater NLTF support in year 3. This is a programme delivery risk.	
n/a	Low cost / low risk improvements 2018-21	WDC	►	Implementation	Approved	2018-21	2019/20 programme underway.	

## 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	<p>Bus priority measures for Arataki delivered. Business case Point of Entry agreed with NZTA for shorter-term Cameron Road (CBD to Hospital) multi-modal project. Next step is to develop preliminary design.</p> <p>Te Papa Spatial Plan project is underway. NZTA suggested "design sprint" process is being scoped and supports a more innovative approach to developing the business case.</p>	
				Construction				
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 late 2019	
n/a	Low cost / low risk improvements 2018-21	BOP RC	►	Implementation	Approved	2018-21	Free fares trial for Welcome Bay students implemented from 2019. Regional tertiary services to be implemented from 2019 pending co-funding arrangement with tertiary providers.	

## 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	Working on design refinements to better align the upgrade with current GPS priorities and emerging sub-regional responses to them.	
-	SH30A Urban Revitalisation, Connect Rotorua	NZTA	▶	Detailed Business Case	Committed	-	Detailed Design targeted for completion in 2019. The design will inform the revocation of SH30A as agreed with Rotorua Lakes Council.	
				Pre-implementation				
				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	There is currently no funding available to progress these corridor activities. Furthermore, the timing, design and implementation of the Northern Link and any further related investment towards Omokoroa depend on the completion of an integrated network plan by the Urban Form and Transport Initiative (UFTI) for the Western Bay of Plenty.	
				Implementation				
1	SH2 Te Puna to Omokoroa	NZTA		Detailed Business Case	Committed	2018-23		
				Pre-implementation				
				<i>Implementation</i>	<i>Not included in NLTP 2018-21</i>	<i>2023-27</i>	<i>Start year outside NLTP 2018-21.</i>	
2	SH2/Omokoroa Road Intersection Upgrade*	NZTA		Implementation		-	See Regional Priority 1.	
3		NZTA	✓	Pre-implementation	Committed	2018-22		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	SH2 Waihi to Omokoroa (Safer Corridor)		►	Implementation	Committed	2018-24	The rollout of safety improvements is continuing. Further potential improvements are being investigated under the Safe Network Programme.	
4	SH29 Tauriko West Network Connections	NZTA	►	Detailed Business Case	Committed	2018-19	There is currently no funding available to progress this activity. Plans for SH29 through Tauriko will be developed as part of the Urban Form and Transport Initiative (UFTI) to ensure they are aligned with the wider strategic plan for the area.	
				Pre-implementation	Not included in NLTP 2018-21	2018-29	Start year outside NLTP 2018-21.	
				Construction				
5	Katikati Urban	NZTA		Pre-implementation	Committed	2018-23	See Regional Priority 1.	
				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	-	Completed and endorsed.	
				Pre-implementation	Not included in NLTP 2018-21		State Highway sections subject to funding availability. See related WDC/ODC activity for related local road components.	
				Implementation				
8	SH30 Eastern Corridor,Connect Rotorua (Stage 1:	NZTA		Implementation	Committed	2018-19	Request for tender under evaluation. Works forecast to commence March 2019 subject to contract being agreed.	

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	Sala Street to Iles Road)							
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)*	NZTA	►	Detailed Business Case	Committed	-	The business case, yet to be completed, was re-examined in late 2018 against the priorities of the new GPS. This resulted in the business case being put on hold until a Network Operating Framework (NOF) was completed. The NOF is underway.	
				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.	
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		-	There is currently no funding available to progress this activity. Plans for this part of the network will be developed as part of the Urban Form and Transport Initiative (UFTI) to ensure they are aligned with the wider strategic plan for the area.	
				Pre-implementation		-		
				Implementation		-		
12	SH30 Whakatane West Access*	NZTA		Implementation	Not included in NLTP 2018-21	-		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
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				
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	Approved	2018-21	National programme to modernise transport operating systems across our major centres. Business case in development.	

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
19	Weigh Right Tauranga Port	NZTA		Implementation	Committed	2018-21	Property requirements are being worked on for the selected site at Sulphur Point. Construction is expected in 2020/21.	
20	Accelerated LED Renewals for SH Street Lighting	NZTA		Implementation	Probable	2018-22	No funding available within the SH activity class.	
21	Stock Effluent Disposal Facility*	NZTA		Implementation		-	NZTA continues to support completion of the business case and implementation plan being led by BOPRC.	
-	Active Road User Intersections	NZTA		Detailed Business Case	Not included in NLTP 2018-21	2018-21		
				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.	
-	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				
-		NZTA		Detailed Business Case		2018-21		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	SH2 Paeroa to Tauranga Safer Corridor			Pre-implementation	Not included in NLTP 2018-21			
				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				
-	SH5/36 Intersection to Dalbeth Rd Safer Corridor	NZTA		Detailed Business Case	Not included in NLTP 2018-21	2021-24		
				Pre-implementation				
				Implementation				
-	SH29 Ruahihi Bluff Rock Protection	NZTA		Implementation		2018-19	Added to RLTP through a variation (RTC meeting 23 November 2018).	
-		NZTA		Detailed Business Case	Not included in NLTP 2018-21	2018-21		
				Pre-implementation				

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	SH30 Awakeri to Whakatane Safer Corridor			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	Candidate for inclusion in the Safe Network Programme.		
				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				
-	SH33/30 Intersection Improvement	NZTA		Detailed Business Case	Not included in NLTP 2018-21	2018-21	Candidate for inclusion in the Safe Network Programme as part of corridor project.	
				Pre-implementation				
				Implementation				
-	Weigh Right Paengaroa	NZTA		Implementation	Committed	2018-20	Completion of physical works expected October 2019.	
n/a	Low cost / low risk	NZTA	►	Implementation	Approved	2018-21	Of 81 projects in the 2018/19 programme, 74 are complete with 7 rolled into the 19/20 programme for completion.	

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	improvements 2018-21						New programme for 19/20 being finalised.	

## 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	At the July 23rd Urban Form, Transport and Development Committee meeting, strategic cycle corridors were endorsed in principle. Now the project is focussed on progressing the more detailed route investigation. This will include further development of the business case to support NLTF investment decision-making (which remains at risk).	
2	Totara Street Improvements	TCC		Construction	Proposed	2018-20	On hold pending network function direction from UTFI. Level crossing safety improvements largely completed and delivered through the '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				
4		TCC		Detailed business case	Proposed	2018-21		

Regional Priority	Activity	Org	Stage or Phase		NLTP Status	RLTP Indicative Timing	Comment	Overall Progress Indicator
	Marine Parade Walking and Cycling Facilities			Implementation			On hold while Cycle Action Plan prioritisation is progressed.	
5	Opotiki to Ohiwa Cycle Trail	ODC		Implementation	Not included in NLTP 2018-21	2019-21	Not funded through NLTP review. Possible funding through MBIE / NZ Cycle Trails.	
-	Ngatai Road Cycling and Safety Improvements	TCC	►	Detailed Business Case	Approved		Added to RLTP through a variation (RTC meeting 23 November 2018). Ready for tender award. Single Stage Business Case completed and submitted. Awaiting NLTF decision-making for Implementation from the NZTA.	
				Pre-implementation				
				Implementation				
-	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. Project in design/consenting stage.	
-	Whakarewarewa Forest	RLC				2018-21	As above. Project is under construction.	

**Receives Only – No Decisions**



**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

**Report From:** David Phizacklea, Regional Development 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 proposals, or potential proposals, relating to transport in the Bay of Plenty region.

Highlights since the previous update include:

- development of Whakarewarewa Forest in Rotorua moving to implementation phase;
- funding of the Eastern Bay of Plenty Driver & Operator Training Centre in Kawerau;
- development of a proposal to upgrade State Highway 2 between Ōpōtiki and Gisborne to High Productivity Motor Vehicle (HPMV) capability (to be funded from the National Land Transport Fund);
- funding for roading infrastructure for Phase 1 of the Kawerau Pūtauaki Industrial Development; and
- the announcement of a contribution to Te Tomokanga, the Tauranga Cruise Gateway and Welcome Hub.

These proposals reflect a focus on integrated transport planning enabling positive economic, social and environmental outcomes for the region.

### **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 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 Regional Land Transport Plan (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 1 due to one of the 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.

Highlights since the previous update include:

- the development of Whakarewarewa Forest in Rotorua moving to implementation phase;
- funding of the Eastern Bay of Plenty Driver & Operator Training Centre in Kawerau;
- development of a proposal to upgrade State Highway 2 between Ōpōtiki and Gisborne to High Productivity Motor Vehicle (HPMV) capability (to be funded from the National Land Transport Fund);
- funding for roading infrastructure for Phase 1 of the Kawerau Pūtauaki Industrial Development; and
- the announcement of a PGF contribution to Te Tomokanga, the Tauranga Cruise Gateway and Welcome Hub.

## **4 Budget Implications**

### **4.1 Current Year Budget**

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

### **4.2 Future Budget Implications**

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

## **5 Community Outcomes**

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey  
**Senior Transport Planner**

**for Regional Development Manager**

**27 August 2019**



## **APPENDIX 1**

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



### Known Bay of Plenty Transport-Related Provincial Growth Fund Proposals and Potential Proposals (as of 22 August 2019)

Name	Description	Project Owner	Type	Amount	Status	RLTP
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 Under construction	Yes
Eastern Bay of Plenty 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
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	Infrastructure and Services	\$598,000  \$4.1M (NLTP)	Funding approved for EBOP Driver & Operator Training Centre in Kawerau  NZTA have proposed activity to upgrade SH2 Gisborne to Ōpōtiki to HPMV capability  Next steps for other improvements to be determined following NZTA review	Variation request to add HPMV activity to RLTP to be considered at 6 Sept RTC meeting
Kawerau Putauaki Industrial Development	Phase 1 of three connected developments: <ul style="list-style-type: none"> <li>• Kawerau Putauaki Industrial Development</li> <li>• Kawerau Container Terminal</li> <li>• Off Highway Road Development</li> </ul> Phase 1 involves an internal local road and the formation of a roundabout and right turn bay on State Highway 34.	Kawerau District Council	Infrastructure	Approx \$20M total	\$2M of funding for Phase 1 approved in principle	Yes

Name	Description	Project Owner	Type	Amount	Status	RLTP
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
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
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 Project in design/consenting phase	Yes
State Highway 2 Interchange for Rangiuru Business Park	Interchange to connect Rangiuru Business Park to State Highway 2 to enable full development of the business park and realise economic opportunities.	Western Bay of Plenty District Council	Infrastructure	\$15-18M	Application	Yes
Te Tomokanga, the Tauranga Cruise Gateway and Welcome Hub	Multi-purpose welcome centre primarily catering for cruise ship passengers arriving in the Bay of Plenty.	Tauranga City Council and Tourism Bay of Plenty	Infrastructure	\$980,000 contribution	Funding approved in principle	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
Whakatāne Waterfront and Town Centre Regeneration	Progressing Whakatāne redevelopment plan.	Whakatāne District Council	Business Case	\$ 646,000	Drafting contract	No

**Report To:** Regional Transport Committee

**Meeting Date:** 06 September 2019

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

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## **Regional Land Transport Plan Variations**

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### **Executive Summary**

The Regional Transport Committee (RTC) has received variation requests to add the following activities to the Bay of Plenty Regional Land Transport Plan 2018 (RLTP):

- State Highway Speed Management Guide Implementation (NZ Transport Agency);
- State Highway 2 High Productivity Motor Vehicle (HPMV) Upgrade – Gisborne to Ōpōtiki (NZ Transport Agency);
- Light Emitting Diode (LED) Conversion of Streetlights (Rotorua Lakes Council); and
- Te Papa Spatial Plan Indicative Business Case (Tauranga City Council).

The State Highway Speed Management Guide implementation activity is part of a national programme designed to implement safe and appropriate speeds on the 10% of the state highway network at most risk of death and serious injury crashes.

The SH2 HPMV Upgrade – Gisborne to Ōpōtiki activity is a programme of bridge strengthening to enable full HPMV capability on SH2 between Gisborne and Ōpōtiki.

The Rotorua Lakes Council LED Conversion of Streetlights activity is part of an ongoing programme of replacing current high pressure sodium lights with LED technology that is more energy efficient and requires less maintenance.

Tauranga City Council is progressing the development of a Te Papa Spatial Plan in partnership with NZTA and the Regional Council. Funding is being sought from the new Rapid Transit activity class to develop the transport component of an Indicative Business Case.

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

### **Recommendations**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Variations.**
- 2 Adds the State Highway Speed Management Guide Implementation activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 3 Adds the State Highway 2 High Productivity Motor Vehicle Upgrade – Gisborne to Ōpōtiki activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 4 Adds the Light Emitting Diode Conversion of Streetlights activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 5 Adds the Te Papa Spatial Plan Indicative Business Case activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 6 Determines that the proposed variations are not significant for the purposes of public consultation.**

## **1 Introduction**

Section 18D of the Land Transport Management Act enables the 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 (NZTA). 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.

The RTC has received variation requests to add the following activities to the RLTP:

- State Highway Speed Management Guide Implementation (NZTA);
- State Highway 2 High Productivity Motor Vehicle (HPMV) Upgrade – Gisborne to Ōpōtiki (NZTA);
- Light Emitting Diode (LED) Conversion of Streetlights (Rotorua Lakes Council); and
- Te Papa Spatial Plan Indicative Business Case (Tauranga City Council).

## **2 State Highway Speed Management Guide Implementation**

The State Highway Speed Management Guide implementation activity is part of a national programme designed to implement safe and appropriate speeds on the 10% of the state highway network at most risk of death and serious injury crashes.

The NZTA is now requesting the inclusion of this activity in all RLTPs throughout New Zealand. The estimated cost of \$1.88 million for the Bay of Plenty is a placeholder to enable further work, and the activity is subject to the development of a business case and final NZTA funding approval.

Additional background information to support the variation request and an assessment against the RLTP is included in the memo in Appendix 1.

At its 15 August 2019 meeting, RAG reviewed the evidence provided by NZTA and accepted the recommendation in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

### **3 State Highway 2 HPMV Upgrade – Gisborne to Ōpōtiki**

The SH2 HPMV Upgrade – Gisborne to Ōpōtiki activity is a programme of bridge strengthening to enable full HPMV capability on SH2 between Gisborne and Ōpōtiki. This activity was identified following the development of the Tairāwhiti Programme Business Case and the Eastern Bay of Plenty Development Project Report.

Additional background information to support the variation request and an assessment against the RLTP is included in the memo in Appendix 2.

At its 15 August 2019 meeting, RAG reviewed the evidence provided by NZTA and accepted the recommendation in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

### **4 LED Conversion of Streetlights – Rotorua Lakes Council**

The Rotorua Lakes Council LED Conversion of Streetlights activity is part of an ongoing programme of replacing current high pressure sodium lights with LED technology that is more energy efficient and requires less maintenance. Rotorua Lakes Council is taking advantage of the 85% Funding Assistance Rate that the NZTA is offering local authorities.

Additional background information to support the variation request and an assessment against the RLTP is included in the memo in Appendix 3.

At its 15 August 2019 meeting, RAG reviewed the evidence in the memo and accepted the recommendation. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

### **5 Te Papa Spatial Plan Indicative Business Case**

Tauranga City Council is progressing the development of a Te Papa Spatial Plan in partnership with NZTA and the Regional Council. The project is progressing at the same time as the Urban Form and Transport Initiative (UFTI) and the need for integration and alignment between the two projects is recognised as being essential.

Developing an Indicative Business Case for the Te Papa Spatial Plan is estimated to cost \$1 – 1.5 million. The transport component is estimated to be approximately 50% of the total project cost (i.e. around \$600,000). A more detailed project cost plan is anticipated to support a multi-party funding agreement with the NZTA.

Funding assistance will be sought from the Rapid Transit activity class. This will be the first Bay of Plenty project in this activity class, and consequently, it is not expected to impact on investment decisions for other activity classes.

Additional background information to support the variation request and an assessment against the RLTP is included in the memo in Appendix 4.

RAG members have reviewed the evidence provided by TCC and voted in support of the recommendation in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

## **6 Budget Implications**

### **6.1 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.

### **6.2 Future Budget Implications**

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

## **7 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**

**27 August 2019**

## **APPENDIX 1**

# **State Highway Speed Management Guide Implementation**



<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>	SH Speed Management Guide Implementation
<b>Date</b>	12 <sup>th</sup> August 2019
<b>Requesting organisation</b>	NZ Transport Agency
<b>Contact(s)</b>	Chris Gasson
<b>Description of request</b>	<p>The request is to ask the Regional Transport Committee to vary the Regional Land Transport Plan (RLTP) to include the Bay of Plenty SH Speed Management Guide Implementation activity.</p> <p>This request is made pursuant to section 18D of the Land Transport Management Act 2003 (LTMA)</p>
<b>Background</b>	<p><b>Background</b></p> <p>The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. The Investment Assessment Framework (IAF) assessment methodology enables programmes of safety projects to be included in the 2018-21 National Land Transport Programme (NLTP) to deliver the step change in safety outcomes sought in the GPS by allowing for assessment and investment decisions to be made at a programme rather than individual project level.</p> <p>Safer speed is a pillar of the Safe System approach that can deliver safety outcomes, ie in some situations the best safety improvement option may be to simply lower the operating speed to a safe and appropriate level through the use of speed limit signs and minor infrastructure improvements that align with the adjusted speed limit.</p> <p>When the RLTP was published the SH Speed Management Programme was being developed as a national programme and hence was not submitted to the Regional RLTP's. The Transport Agency has now formalised the approach to speed management and seeks to include regional SH activities in all RLTP's.</p> <p>Implementing a speed management approach focusing on the top 10 percent of the SH network will result in the greatest reduction in deaths and serious injuries and has a Very High results alignment (Priority 1) under the IAF.</p> <p>The Safe Networks Programme (SNP) was endorsed by the NZTA Board at their November 2018 meeting. Three key components will be used to deliver the three-year national safety programme through the 2018-21 NLTP.</p> <p>The key workstreams include:</p> <ul style="list-style-type: none"> <li>• Safe Roads and Roadsides - State highways and Local Roads</li> <li>• Safe and appropriate speeds</li> </ul>

	<ul style="list-style-type: none"> <li>• Safe level crossings</li> </ul> <p>The workstreams are complemented by a toolbox of measures to support their rollout, including investment in cycling, walking, effective enforcement, safer vehicles and customer behaviour measures.</p> <p>The NZTA Board reconfirmed its commitment to the acceleration of the speed management approach at its December 2018 Board meeting, including the implementation of the Speed Management Guide (SMG).</p> <p>The SMG is a document that helps modernise the approach to managing speed in New Zealand. It supports a consistent approach to speed that is appropriate for road function, design, safety, use and the surrounding environment (land use). It helps Road Controlling Authorities (RCAs) to identify and prioritise the parts of their networks where better speed management will contribute most to reducing deaths and serious injuries, while supporting overall economic productivity. It also assists RCAs to have better conversations and engagement with their communities, to better understand priorities and perspectives on local roads, and improve understanding of speed management activities.</p> <p>To help ensure future speed management efforts are better targeted to risk and applied consistently across the country, regional maps are produced by the NZTA for RCAs that identify the top 5-10 percent 'high benefit' speed management opportunities. These maps highlight the appropriate intervention based on the road's function, which may be a mix of safety improvements that support current or higher travel speeds and possible changes to the limits, up or down. These maps provide a starting point for RCAs to engage with their communities. The SMG promotes a tailored approach to engagement, supported by a variety of engagement tools. RCAs can use and adapt these tools to suit their engagement needs.</p> <p>For many roads, no change to travel speeds – or speed limits – will be needed. It is for those corridors where current travel speeds or speed limits may be too low or too high that changes should be made.</p> <p>The endorsement from the Board enables the Agency to now approach Regional Transport Committees (RTC) to seek inclusion of the implementation of the Speed Management Guide on the state highway in their RLTP.</p> <p><b>Key Points</b></p> <p>The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. NZTA has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide.</p>
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	<p>GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency.</p> <p>MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions.</p> <p>As part of the SNP, a nationwide programme of activities is being developed and the Bay of Plenty region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements.</p> <p>The Agency has established a framework through its Speed Management Guide to allow a systematic and consistent application and implementation of safe and appropriate speed across both the state highway network and local roading network under local government jurisdiction.</p> <p>This comprehensive programme has identified those sections of the network which have the top 10% Death and Serious Injuries (DSI) savings on the network and because they will provide the greatest immediate benefit due to the level of traffic, regional speed reviews in Auckland, Waikato and Canterbury have commenced.</p> <p>The Bay of Plenty SH Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Bay of Plenty region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.</p> <p>Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.</p> <p>Complementing this systematic approach, the Agency is concurrently seeking to undertake speed reviews of state highway corridors and parts of the network where it has given a historic commitment or there has been similar sustained historic local authority or community interest and where a similarly high potential benefit has been identified.</p> <p>Public engagement and consultation form an important part of the speed review process so the community will be informed when the speed review publicly commences. This specific initiative and the wider programme are proceeding as they are a critical part of the Governments stated policy of improving road safety for all New Zealanders.</p>
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	Note that the cost estimates presented are budget only and are subject to the business case and final NZTA funding approval process. We re-iterate that inclusion in the RLTP is the first step in the process to access funding from the National Land Transport Fund, with subsequent steps for inclusion in the National Land Transport Programme and more stringent tests that apply to activities for which funding approval is sought.
Location	State Highway network
Scope	As above
Phase/Year(s)	Pre-implementation / Implementation - 2020/21
Estimated cost	\$1.88 million
Alignment with RLTP objectives	<p>This activity will have a strong alignment with the direction and priorities provided in the RLTP. It is considered that the activity will contribute to the RLTP's safety objectives:</p> <ul style="list-style-type: none"> <li>• <i>Safety - zero deaths and serious injuries on the region's transport system (30%).</i></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.	N/A
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 impacts on the contribution of the activity towards GPS objectives and/or varies the total anticipated cost of the activity by more than \$20	N/A

million in the six years of the programme.	
Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.	The Regional Transport Committee has the discretion to deem it a significant activity.
<b>Recommendation on significance</b>	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.




## **APPENDIX 2**

### **State Highway 2 High Productivity Motor Vehicle Upgrade - Gisborne to Opotiki**



Variation Request for Bay of Plenty Regional Land Transport Plan 2018	
<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>	SH2 HPMV Upgrade - Gisborne to Opotiki
<b>Date</b>	29 July 2019
<b>Requesting organisation</b>	NZTA
<b>Contact(s)</b>	Simon Barnett
<b>Description of request</b>	The request is to vary the Bay of Plenty RLTP to accommodate enabling full HPMV capability on SH2 between Opotiki and Gisborne.
<b>Background</b>	<p>The Tairāwhiti Programme Business Case (PBC), approved in September 2017, was funded through Regional Economic Development funds in response to the Tairāwhiti Economic Action Plan. The geographical scope of this PBC included the journey on SH2 between Napier and Opotiki. The strengthening of bridges to ensure that they are HPMV capable is one project that was highlighted. It was seen by stakeholders as a project that could deliver a significant contribution to the programme outcomes. The problems that are identified in the PBC are:</p> <ul style="list-style-type: none"> <li>• <b>SAFETY</b> The unforgiving nature of terrain combined with typically long journeys and poor driver behaviour is resulting in high personal safety risk (25%)</li> <li>• <b>RESILIENCE</b> Due to relative isolation and a lack of viable alternatives, when transport infrastructure is closed there is significant impact on communities and economic productivity (35%)</li> <li>• <b>ACCESS</b> The nature of access in the region constrains the ability to realise community and economic opportunities (40%)</li> </ul> <p>The Eastern Bay of Plenty Development Project Report acknowledges that HPMV vehicles would help with inter-regional logistic efficiency around the Ports of Tauranga and Eastland. It also identifies that the first transport challenge the region faces is the Opotiki/East Coast (SH2) route where trucks are currently restricted to 50MAXX. It states:</p> <p><i>“Upgrading bridges along the route would allow up to 62tn and a length of 23meters and rated as High Productivity Motor Vehicles (HPMV). The alternate route in case of slips, SH35 Opotiki to Gisborne, is also restricted to 50MAXX. The freight movement efficiencies enabled by HPMV's is therefore not able to be realised for Gisborne freight travelling to the Port of Tauranga and other upper NI destinations, or for the East Coast produce, such as Kiwifruit, logging, honey, aquaculture etc. Because these are isolated communities with the longest and most expensive freight journeys, they would also be the ones that benefit most by having their freight routes accessible by HPMV's”.</i></p>

<b>Location</b>	SH2 Between Opotiki to the Gisborne boundary.					
						
<b>Scope</b>	Programmed bridge strengthening will allow for the opening of this route to HPMV, to the benefit the region.					
<b>Phase/Year(s)</b>	There is an opportunity to open the route immediately to HPMV, once this project is in the RLTP and the funding to undertake the structural work for the 3yr programme, has been secured.					
<b>Estimated cost</b>	Year	2019/20	2020/21	2021/22	2022/23	TOTAL
	NLTF	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
	ADMIN (2.6%)	\$26,000	\$26,000	\$26,000	\$26,000	\$104,000
	<b>TOTAL</b>	<b>\$1,026,000</b>	<b>\$1,026,000</b>	<b>\$1,026,000</b>	<b>\$1,026,000</b>	<b>\$4,104,000</b>
<b>Alignment with RLTP objectives</b>	<p>This activity directly relates to objectives of the 2018 RLTP:</p> <p><b>Economic Efficiency</b> - Strengthening to HPMV allows the movement of more goods, improving economic connectivity.</p> <p><b>Energy Efficiency</b> – Strengthening to HPMV allows the movement of goods to be optimised.</p> <p><b>Safety</b> - Enabling HPMV allows for the movement of greater loads, reducing the exposure of crashes by reducing the truck kilometres travelled.</p> <p>The rule requires HPMVs to comply with minimum static roll threshold (SRT) requirements that reduce the risk of roll-over (the cause of around one-third of crashes). The SRT requirements are not necessarily required for standard trucks and represent an expected safety gain from HPMVs. Roll stability control will be required on any trailer fitted with ABS brakes.</p> <p><b>Environmental sustainability</b> - Reduced vehicle movements will result in a lowering of emissions in the short term, and a reduction in the rate of</p>					

	<p>increase of heavy vehicle activity over time to meet the forecast freight demand.</p> <p>The purpose of strengthening these seven bridges is to:</p> <ul style="list-style-type: none"> <li>• Support improved economic and social outcomes for the region in line with the government's commitment to support regional economic development.</li> <li>• Create safe, reliable and efficient connections through SH2 to the rest of the country.</li> <li>• Improve full HPMV access on SH2 as increased forestry harvesting in the region impacts the network; with HPMV vehicles a growing proportion of traffic on SH2 south of Gisborne.</li> <li>• Allow industry within the region to operate competitively in international and national markets.</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.	N/A
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 impacts on the contribution of the activity	N/A

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.	
Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.	N/A
<b>Recommendation on significance</b>	The recommendation is to include this activity in the Bay of Plenty RLTP. The value of the strengthening work for these bridges is \$4 million and sits well below the \$20 million threshold that would elevate it as significant variation that would require public consultation.

## **APPENDIX 3**

### **Rotorua Lakes Council - Light Emitting Diode Conversion of Streetlights**



<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>	Rotorua Lakes Council - LED Conversion of Streetlights that are CMS capable
<b>Date</b>	9 August 2019
<b>Requesting organisation</b>	Rotorua Lakes Council
<b>Contact(s)</b>	Peter Dine
<b>Description of request</b>	Conversion of existing high pressure sodium street lights to Light Emitting Diode (LED).
<b>Background</b>	<p>LED street light luminaires provide a more energy efficient option than previous technologies and also require less maintenance throughout their life, when compared to the dominant current technology namely high pressure sodium (HPS). It can be shown for many HPS installations, regardless of their age, that the current installation should be renewed now with LED. On condition that a favourable business case is provided, the Transport Agency are encouraging an 'accelerated renewal' programme by offering an 85% FAR to local authorities if conversions are completed by the end of this NLTP (30 June 2021). The 85% FAR is also available retrospectively to council's that have installed LED technology during the 2015-18 and current NLTP periods.</p> <p>All councils in the Bay of Plenty region other than Rotorua Lakes Council have taken advantage of the enhanced FAR and have completed or in the implementation phase of their conversion programme. Rotorua Lakes Council have completed a business case and have created a project in the Work Category 324 - Road Improvements.</p> <p>The Rotorua Lakes Council LED upgrade project proposed to come into the RLTP and NLTP will be assessed and approved by the NZ Transport Agency pending the business case being robust and economically viable.</p> <p>As part of the process, if necessary, there will be a need to reconcile the difference between the councils 'normal' FAR and the enhanced FAR to ensure the work carried out to date is paid at the enhanced FAR.</p>
<b>Location</b>	District Wide Rotorua Lakes Council
<b>Scope</b>	Convert approximately 5000 luminaires to LED
<b>Phase/Year(s)</b>	Implementation in 2019-20 & 2020-21
<b>Estimated cost</b>	\$4.3 million
<b>Alignment with RLTP objectives</b>	The project will make a contribution to the following RLTP objectives:

	<ul style="list-style-type: none"> <li>• <i>Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised (10%); <b>Energy efficiency and less maintenance providing less environmental impact. 50% plus cost savings</b></i></li> <li>• <i>Energy efficiency - people choose the best way to travel and move goods to improve energy efficiency and reduce reliance on non-renewable resources (5%); <b>Energy efficiency. 50% plus cost savings</b></i></li> <li>• <i>Affordability - investment in the transport system maximises use of available resources and achieves value for money (5%). <b>Best whole of life long term cost</b></i></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 estimated cost of the work is \$4.3 million. This cost is not expected to impact other projects in the RLTP because it is eligible for NZTA 85% 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 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.	N/A
Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.	The Regional Transport Committee has the discretion to deem it a significant activity.

<b>Recommendation on significance</b>	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
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## **APPENDIX 4**

### **Te Papa Spatial Plan Indicative Business Case**



<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>	Te Papa Spatial Plan
<b>Date</b>	20 August 2019
<b>Requesting organisation</b>	Tauranga City Council
<b>Contact(s)</b>	Alistair Talbot
<b>Description of request</b>	<p>The request is for a new activity, the Te Papa Spatial Plan, to be added to the RLTP. This activity will be an Indicative Business Case phase that will be eligible for funding assistance from the National Land Transport Fund through the Rapid Transit activity class. This activity class is considered appropriate given the intent for the Project to consider:</p> <ul style="list-style-type: none"> <li>• enabling and supporting transit oriented urban development</li> <li>• the attributes (e.g. design, infrastructure) required to support a rapid transit system; and</li> <li>• how to deliver a substantial increase in public transport patronage.</li> </ul>
<b>Background</b>	<p>The Te Papa Spatial Plan project has been launched to provide a 30-year blueprint that provides strategic direction for growth of the Te Papa peninsula, forming the basis for the co-ordination of decision making within and across multi agencies in an urban growth context. The spatial framework will take form within a wider growth context, including building on the outcomes of the draft Tauranga Urban Strategy and the Urban Form and Transport Initiative (UFTI). This includes responding to Council's obligation to contribute to the extra 43,000 new homes needed over the next thirty years in the western Bay of Plenty, as expressed in the Future Growth Strategy.</p> <p>Early stages of the Te Papa project will assist to inform and refine the Intensification Plan Changes; however, the project's main focus will be on the development of a supporting plan for public investment in amenities, infrastructure (including transport) and other initiatives required to support and deliver sustainable growth for delivery through future long-term plans and by other organisations.</p> <p>The Te Papa Peninsula (Harbour Bridge to Greerton) provides for a wide range of activities including commercial, leisure, residential, cultural, community and civic services. It is a focal point for community interaction, commercial growth and development. It has significant employment hubs located along the Cameron Road corridor around the CBD, 11th Ave, Tauranga Hospital/Gate pa and Greerton areas. It has a number of primary, intermediate and secondary schools as well as tertiary education facilities. It has significant areas of concentrated social housing stock; and it is relatively resilient to natural hazards.</p>

	<p>The Government's Urban Growth Agenda aims to improve housing affordability, underpinned by affordable urban land; improve choices for the location and type of housing; improve accessibility to employment, education and amenities; ensure emission reductions; and enable quality-built environments. The Te Papa peninsular provides a unique opportunity to deliver on the Government's and Council's shared priorities to increase quality affordable housing, alongside high-quality urban development, increased employment opportunities, and better social, cultural and environmental outcomes. Unlocking the potential requires a greater co-ordinated and aligned approach by partners that have investments, infrastructure, services and an in interest in the area.</p> <p>This area and how it transforms will have a significant influence on the rest of the Western Bay of Plenty sub-region as a few strategic routes connect into this central city area which has substantial current and future transport demand. Through a spatial planning process Tauranga City Council wishes to partner with local communities to understand their vision for the Te Papa area, and how they want to see it grow and change. From this point an agreed long-term implementation strategy would be developed as part of the Te Papa Spatial Framework, with actions and KPI's to realise this vision and outcomes.</p> <p>The approach through the Spatial Planning Framework is to investigate a large-scale development transformation project between partners and prepare an implementation strategy for a multi-party approach to transformation of the Te Papa peninsular.</p>
<p><b>Location</b></p>	<p><i>Te Papa Peninsula (Barkes Corner to CBD), Tauranga</i></p>  <p>The image is an aerial photograph of Tauranga, New Zealand. A red line outlines the Te Papa Peninsula, which is a large, irregularly shaped area of land. The peninsula is surrounded by water on three sides. The land is mostly covered in green vegetation, with some urban development visible along the edges. The red line starts near the top right, follows the coastline, and then winds inland to the bottom left before returning to the top right.</p>

<p><b>Scope</b></p>	<p>The purpose of the Te Papa Spatial Framework is to:</p> <ul style="list-style-type: none"> <li>• Set a clear vision and shared expectations of outcomes for the area aligned with community aspirations;</li> <li>• Provide for future sustainable urban growth, recognising the ability of the area to provide higher density of housing and a wider range of types of homes noting existing local constraints;</li> <li>• Define clear land use planning settings in support of the expected outcomes for the area;</li> <li>• Define clear requirements of land use and trade-offs for major infrastructure and transport network projects;</li> <li>• Recognise and support economic development opportunities for the area.</li> </ul> <p>It will produce a single report comprising two parts:</p> <ul style="list-style-type: none"> <li>• The Te Papa Spatial Planning Framework: a 30-year blueprint that sets the strategic direction for the Te Papa community and forms the basis for the co-ordination of decision-making, infrastructure, services and investment across agencies.</li> <li>• The Te Papa Implementation Plan: an agreed road map to guide to the location and timing of future infrastructure, land use investigation, services and investment.</li> </ul> <p>The Te Papa Spatial Planning Framework will, amongst other things, provide a visual illustration of the intended future location, form and mix of residential, business and community areas, along with the critical transport and infrastructure required to service these areas and any relevant environmental constraints. The Te Papa Implementation Plan is anticipated to include lead agencies, phasing, timelines and funding requirements and aim to balance certainty and flexibility.</p> <p>The Te Papa Spatial Planning Framework process and deliverables apply the BCA principles to answer the first 16 investment questions. The intention is to use one planning and investment document to invest in the stated outcomes and supporting package of activities to deliver that. More importantly the Plan will record the land use control interventions necessary along with transport investments to realise outcomes – so it helps to ensure land use and transport decisions are integrated (and sequenced and timed) to realise the urban outcomes.</p> <p>Inspired by BCA Practice Note 5 - Innovation and creativity in business case development. The optioneering process will pilot the use of the Design Sprint methodology to develop a land use and transport intervention package that supports the longer-term delivery of the Spatial Planning Framework and achieve the agreed outcomes and KPI's.</p>
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	Post the design sprint work will be undertaken on developing the economic case to support the preferred package, as well as producing the financial and commercial case.
<b>Phase/Year(s)</b>	<i>Indicative business case: November 2019 – April 2020</i>
<b>Estimated cost</b>	<p><i>The Ta Papa Spatial Plan project is estimated to cost approximately \$1 – 1.5 million for the Indicative Business Case (IBC). The transport element of the overall IBC is estimated to be approximately 50% of the total project cost (i.e. around \$600,000).</i></p> <p><i>A more detailed Project cost plan is anticipated to support a multi-party funding agreement with the NZTA.</i></p>
<b>Alignment with RLTP objectives</b>	<p><i>The Te Papa Spatial Plan development project will have a strong alignment with the direction and priorities of the RLTP.</i></p> <p><i>The focus of the project, as outlined in the Background section above, means that it will contribute to all of the 8 RLTP objectives:</i></p> <ul style="list-style-type: none"> <li><i>• Safety - zero deaths and serious injuries on the region's transport system (30%);</i></li> <li><i>• Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region (20%);</i></li> <li><i>• Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs (15%);</i></li> <li><i>• Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised (10%);</i></li> <li><i>• Land use and transport integration - long term planning ensures regional growth patterns and urban form reduce travel demand, support multi-modal freight efficiency, public transport, walking and cycling (10%);</i></li> <li><i>• Energy efficiency - people choose the best way to travel and move goods to improve energy efficiency and reduce reliance on non-renewable resources (5%);</i></li> <li><i>• Public health - the transport system minimises the health damaging effects of transport for all members of society (5%);</i></li> <li><i>• Affordability - investment in the transport system maximises use of available resources and achieves value for money (5%).</i></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 request is for a new activity to be added to the RLTP with an estimated cost for the activity to be \$ 1 – 1.5 million. This is well under \$20 million threshold.
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 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.	N/A
Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.	The Regional Transport Committee has the discretion to deem it a significant activity.
<b>Recommendation on significance</b>	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.

