

Regional Transport Committee

NOTICE IS GIVEN

that the next meeting of the **Regional Transport Committee** will be held via **Zoom (Audio Visual meeting)**, **Bay of Plenty Regional Council, Virtual Meeting Room** on:

Friday, 8 May 2020 commencing at 9.30 am

This meeting is open to the public via live streaming on the BOPRC website. To watch the meeting live please click on this link <http://www.boprc.govt.nz/livestream>

Fiona McTavish
Chief Executive
30 April 2020



Regional Transport Committee

Membership

Chairperson (BOPRC)	Cr Lyall Thurston
Deputy Chairperson (BOPRC)	Cr Jane Nees Cr Norm Bruning (Alternate)
Members	
Kawerau District Council	Mayor Malcolm Campbell Deputy Mayor Faylene Tunui (Alternate)
Ōpōtiki District Council	Mayor Lyn Riesterer Cr David Moore (Alternate)
Rotorua Lakes Council	Mayor Steve Chadwick Deputy Mayor David Donaldson (Alternate)
Tauranga City Council	Mayor Tenby Powell Deputy Mayor Larry Baldock (Alternate)
Western Bay of Plenty District Council	Mayor Garry Webber Deputy Mayor John Scrimgeour (Alternate)
Whakatāne District Council	Mayor Judy Turner Deputy Mayor Andrew Iles (Alternate)
External Members	
New Zealand Transport Agency Alternate member to be nominated by NZTA appointed member	Steve Mutton – Director Regional Relationships
External Advisors	
Environmental Sustainability Advisor	Glen Crowther
Freight Advisor	John Galbraith
Road Safety Advisor	Inspector Brent Crowe – Road Policing Manager
Port Advisor	Dan Kneebone – Property and Infrastructure Manager
Ex Officio	Chairman Doug Leeder
Quorum	Five members, consisting of more than half the number of members
Frequency	Quarterly

Purpose

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

Role

- Prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- Approve any non-significant variation to the regional land transport plan.
- 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.
- Monitor implementation of the regional land transport plan.
- Make recommendations in support of land transport activities that are eligible for national funding and align with the regional land transport plan.
- Co-ordinate, integrate and adopt regional transport and land-use strategies and plans
e.g. sub-regional spatial plans.
- Provide advocacy on strategic regional and inter-regional transport matters to Central Government and other key stakeholders as appropriate.
- Provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
- Approve submissions to Central Government, local authorities and other agencies on Regional Transport Committee matters.
- Monitor and provide advocacy on regional road safety matters.

Committee Procedures

- Membership consists of two representatives of the Bay of Plenty Regional Council, the Mayor of each territorial authority in the region and a representative of the New Zealand Transport Agency.
- In the case of an equality of votes, the chair, or any other person presiding the meeting does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- 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.

- Under the Local Government Act 2002, the Regional Transport Committee is not defined as a joint committee however, 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.

Power to Act

To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

Power to Recommend

The Regional Transport Committee recommends and reports to 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.

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- 8 Verbal Update from Committee Members and Advisors**
- 9 Consideration of Late Items**

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, 21 February 2020 commencing at 9.30 AM

Present:

Chairperson: Cr Lyall Thurston

Deputy Chairperson: Cr Jane Nees

Councillors: Cr Andrew von Dadelszen, Cr David Love

Appointees: Deputy Mayor David Donaldson - Alternate, Rotorua Lakes Council, Mayor Judy Turner - Whakatāne District Council, Deputy Mayor Andrew Iles - Alternate, Whakatāne District Council, Ross I'Anson – Acting Director Regional Relationships, Waka Kotahi: New Zealand Transport Agency, Mayor Garry Webber - Western Bay of Plenty District Council), Councillor David Moore - Alternate, Ōpōtiki District Council

In Attendance: John Galbraith - Freight Advisor, Dan Kneebone - Port Advisor/Property & Infrastructure Manager, Port of Tauranga, Glen Crowther - Environmental Sustainability Advisor

Bay of Plenty Regional Council: Mat Taylor – General Manager, Corporate, Namouta Poutasi – General Manager, Strategy and Science, Mark Le Comte – Principal Advisor, Finance, Bron Healey – Senior Transport Planner, Amanda Namana – Committee Advisor

External: Janeane Joyce – Channeled Planning and Contracting

Apologies: Mayor Lyn Riesterer - Ōpōtiki District Council, Mayor Steve Chadwick - Rotorua Lakes Council, Inspector Brent Crowe – Road Safety Advisor, BOP District Police

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Chairman Doug Leeder, Mayor Lyn Riesterer - Ōpōtiki District Council, Mayor Steve Chadwick - Rotorua Lakes Council, Inspector Brent Crowe – Road Safety Advisor, Bay of Plenty District Police tendered at the meeting.

Thurston/Nees
CARRIED

2 Public Forum

Nil

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 - 20 December 2019

Matters arising:

- Minute Item 7.1, third bullet point – draft New Zealand Rail Plan:
The Ministry of Transport had requested a meeting hosted by Bay of Plenty Regional Council, which would be held at a venue to be confirmed at 12:30pm on Friday, 17 April 2020.

Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 20 December 2019 as a true and correct record.

**Nees/Webber
CARRIED**

7 Reports

7.1 Committee Chair's Report

Senior Transport Planner Bron Healey presented this item on behalf of the Committee Chair.

Key Points

- Highlighted key points from the Transport Special Interest Group submission on draft rail legislation
- KiwiRail representation was now mandated on Auckland and Wellington Regional Transport Committees, with a clause allowing the Minister to determine which other regions might require KiwiRail on their committees
- Noted that the Regional Freight Flows study was now complete and available to the public.

Members' Comments

- Item 2.5, page 3 of the report was interpreted as ‘in future, growth in bulk agricultural products would be limited and will decrease growth rates’
- Forestry harvest in the Bay of Plenty region was ahead of projection and likely to have limited growth in the future
- The Transport System Plan was restricted to Western Bay of Plenty and Tauranga and did not identify significant regional corridors in need of investment
- Supported the business case for reinstating passenger rail between Rotorua and Auckland
- Sensible locations for stock effluent disposal should be considered early in the planning process.

In Response to Questions

- Confirmed that the multi modal plan directed by central government would have a regional framework with components including Rotorua, Western Bay of Plenty and Eastern Bay of Plenty
- Aggregates transport was contained within the growth of construction activities stated in the second bullet point under item 2.5 of the report
- Stock effluent disposal was a complex issue with multi-party funding required and community engagement being critical
- The issue for stock effluent disposal at Tauriko was mostly related to consenting but there were other locations being considered.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Committee Chair's Report.**
- 2 Requests a detailed report on stock effluent disposal be reported back with urgency.**

**Thurston/Webber
CARRIED**

7.2 New Zealand Transport Agency Update

Refer PowerPoint Presentation Objective ID: A3485733 [Presentation: Waka Kotahi New Zealand Transport Agency Update](#)

Ross l'Anson – Acting Director Regional Relationships, Waka Kotahi: New Zealand Transport Agency (NZTA) updated the Committee on national and regional initiatives.

Members' Comments

- Timing and clarity on speed management plans was key in providing clear messages to central government to achieve the goals of the Regional Transport Committee
- Raised concern over patronage decline for public transport in Rotorua
- Additional police resources could make a significant difference to reducing accidents
- Robust plans were important to deliver on outcomes with a change of government
- Raised concern over lack of funding for widening roads and bridges from Waihi to Ōmokoroa
- Opportunities were being missed by not having a funded cycle plan for Tauranga city.

In Response to Questions

- NZTA would be working together with councils on Park and Ride facilities
- Multiple aspects would need to be considered as part of the mode shift plan, including looking at all transport modes on all key corridors
- Aiming to deliver Te Puna to Ōmokoroa road works by the end of the year
- Ways to combine the Rotorua Network Review and Rotorua Mode Shift Plan were being considered to address existing public transport issues and would be reported back to the next meeting of the Committee
- Ministry of Transport consultation on the speed management process would occur in the second quarter of 2020
- Decision-making for speed limit setting may need to go through a bylaw process
- A key message from NZTA was that people should look for the safety rating on the vehicle and buy the safest vehicle they could afford
- Generally a reduction in speed limit was put in place to increase safety in areas where it was difficult to install median barriers through curves in the road
- The State Highway 29 and State Highway 36 intersection safety issues raised would be relayed back to NZTA for consideration
- Provided background information to the Committee about new NZTA appointed member, Steve Mutton, who would be replacing Ross l'Anson.

10.25 am Cr David Moore **entered** the meeting

Resolved

That the Regional Transport Committee:

- 1 Receives the report, New Zealand Transport Agency Update.**
- 2 Extends a formal invitation to the NZTA CEO, Minister Twyford and Associate Minister Jones to meet with the Regional Transport Committee members to discuss alignment of national and regional priorities, coordinating with the scheduled meeting of 17 April 2020.**

**Thurston/Webber
CARRIED**

10.47 am – The meeting **adjourned**.

10.47 am – Mayor Powell **withdrew** from the meeting.

11:02 am – The meeting **reconvened**.

7.3 Update from Committee Members and Advisors

Deputy Mayor David Donaldson – Rotorua Lakes Council

Key Points

- Rotorua Lakes Council were progressing their housing master plan with central government
- Key transport corridors east, west and south were significantly constrained to land development potential
- CBD transport functionality assessment emphasis was on active modes and public transport
- Had completed the Rotorua network operating framework along with NZTA, forming the basis of the 2021-2024 National Land Transport Programme cases

- Significant traffic management was set for State Highway 5, Fairy Springs Road for the 4-8 March 2020 due to the Crankworx Mountain Bike Festival, for which ticket sales were up 40% from 2019.

John Galbraith – Freight Advisor

Key Points

- The New Zealand Upgrade Programme requirement of 800-1,000 direct new jobs in the civil construction industry over the next 12 months and 7-9,000 wider supply chain opportunities fitted with the demand space for driver and operator training being worked on with the Freight Logistics Action Group (FLAG) for the region.

Cr David Moore – Ōpōtiki District Council

Key Points

- Speed reviews were being considered, particularly in areas with trucks and heavy traffic.

Mayor Judy Turner – Whakatāne District Council

Key Points

- Working with NZTA on areas of projected traffic flow
- Active Whakatāne programme was due to present a plan to council for adoption
- Repair work had now been completed from April 2017 cyclone damage
- Had identified areas prone to accidents around the coastal arterial route
- Ngāi Tūhoe were performing 'road to nature' trials, experimenting with more natural products than bitumen with which to treat and seal Te Urewera roads between Murupara and Waikaremoana.

Mayor Garry Webber – Western Bay of Plenty District Council

Key Points

- Highlighted the importance of the committee focusing on strategic issues only.

Dan Kneebone – Port of Tauranga

Key Points

- Predicted significant growth volumes through the port, particularly in the Tauranga container terminal
- Planning was underway for a 220m berth extension at Sulphur Point
- A new crane had arrived and assembly was underway
- New hybrid straddle carriers had arrived and as many of the existing ones as possible were being converted to hybrid to maximise fuel efficiency
- Service levels in Totara Street were still a substantial issue.

Glen Crowther – Environmental Sustainability Advisor

Key Points

- Highlighted the number of businesses putting in place carbon reduction plans with a strong focus on reducing transport emissions and the importance of infrastructure planning to enable them to achieve these goals.

Cr Nees – Bay of Plenty Regional Council

Key Points

- Outlined initiatives across the region to increase uptake in public transport use

- A free one year regional tertiary commuter bus trial had been initiated through partnership with Toi Ohomai and University of Waikato
- Free school bus trials for students reported a 60% increase in patronage
- Fare review was underway looking at how to incentivise the use of public transport.

Ross l'Anson – Waka Kotahi New Zealand Transport Agency

Key Points

- A business case was being undertaken together with Whakatāne District Council, Wairoa District Council and Ngāi Tūhoe for the road to nature initiative.

Resolved

That the Regional Transport Committee:

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

**Thurston/Turner
CARRIED**

7.4 Regional Transport Committee feedback on Arataki

Senior Transport Planner Bron Healey presented this item.

Key Points

- Noted consistency and alignment between Arataki and the Regional Land Transport Plan on key policy provisions
- Volcanic and seismic activity was a strategic risk that was not well covered in the draft
- Climate change effects had major implications for inland transport links as well as coastal.

Members' Comments

- Consideration had to be given to the potential impact on the Port of Tauranga and the transport network with the outcome of the decision regarding location of an alternate port for Auckland
- Highlighted that the Bay of Plenty was topographically very different to other regions
- Working together to ensure all the plans aligned was crucial
- Logic and process around prioritisation should also be aligned
- Rural roading networks were a major part of product to port transport
- Add a paragraph on how the populations of main urban centres were depicted
- Requested potential high risk corridors State Highway 30 and State Highway 33 be added to the paragraph on highways with resilience issues.

In Response to Questions

- The port had a clear strategic plan in terms of accommodating growth
- Statistics New Zealand urban definitions affected the forecast population change map on page 85 of the agenda.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Regional Transport Committee feedback on Arataki;
- 2 Updates the draft letter Bay of Plenty Regional Transport Committee feedback on Arataki in Appendix 2 of the report, subject to adding amendments arising from the Regional Transport Committee meeting held 21 February 2020; and
- 3 Delegates to the Committee Chair the authority to approve and send the final letter.

Thurston/Donaldson
CARRIED

11.20 am – Mayor Powell entered the meeting.

7.5 Update from Committee Members and Advisors - Continuation

Mayor Tenby Powell – Tauranga City Council

Key Points

- From a strategic perspective, the growth of the port and increase of heavy vehicle transport had to be at the centre of forward thinking
- It was important to look at the strategies first, which would then lead to tactical discussions.

Resolved

That the Regional Transport Committee:

- 1 Receives the update from Mayor Tenby Powell.

Webber/Donaldson
CARRIED

7.6 Tactical Review of the Regional Land Transport Plan

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Tactical Review of the Regional Land Transport Plan;
- 2 Approves the outcomes of the comparative analysis between the Regional Land Transport Plan 2018 and current government direction detailed in Figure 2 of the report; and
- 3 Agrees that the review process will focus on two key areas:
 - a. the development of ten-year transport investment priorities (and alternative options); and
 - b. confirming and applying a prioritisation approach and methodology.

**Webber/Donaldson
CARRIED**

7.7 Urban Form and Transport Initiative (UFTI) Update

Channeled Planning Contracting consultant Janeane Joyce responded to questions.

In Response to Questions

- Clarified that UFTI was limited to the definition of transport function and received its governance structure through the SmartGrowth Leadership Group
- The Tauranga Transport System Plan was a fully collaborative process which took on the strategic framework of UFTI
- Decision-making in terms of local government responsibilities would not change
- Implementing the UFTI strategic direction would be consistently applied through the separate decision-making processes.

Item for Staff Follow-up

- Mayor Turner to be provided copies of the UFTI interim reports.

Resolved

That the Regional Transport Committee:

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

**Thurston/Nees
CARRIED**

7.8 Regional Land Transport Plan Implementation Report

Resolved

That the Regional Transport Committee:

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

**Webber/Donaldson
CARRIED**

7.9 Establishment of an Operational Western Bay Road Safety Group

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, Establishment of an Operational Western Bay Road Safety Group;**
- 2 **Approves the establishment of the Operational Western Bay Road Safety Group.**

- 3 Notes that the Operational Western Bay Road Safety Group intends to report back to the Regional Transport Committee quarterly.**

**Webber/Donaldson
CARRIED**

The meeting closed at 11.48 am.

Confirmed DATE

Cr Lyall Thurston – Chairperson
Regional Transport Committee

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Waka Kotahi New Zealand Transport Agency Update

Executive Summary

The purpose of the report is for Waka Kotahi 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, Waka Kotahi New Zealand Transport Agency Update.**

1 Introduction

Waka Kotahi 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.

Andrew Williams
Transport Planner

for General Manager, Strategy & Science

29 April 2020

APPENDIX 1

Waka Kotahi NZ Transport Agency Quarterly report to the Regional Transport Committee

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

May 2020

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1. COVID-19 AND NEW WAY OF WORKING

- On Wednesday 25 March at 11:59 pm New Zealand moved to Alert Level 4. In response, Waka Kotahi activated our Local Incident Management Team, closed the physical regional offices, while staff began working from home.
- During Alert Level 3, work on capital projects that were stopped under Alert Level 4 can re-commence, however each project will need to adhere to strict health and safety protocols for workers and road users.

Capital

- Each project that resumes will be required to have a specific COVID19 Plan to work safely at Level 3, which aligns with strict industry standards provided by Construction Health and Safety NZ (CHASNZ).
- Once up and running, each COVID19 Start-Up Plan will be closely monitored to ensure each contractor is complying with the requirements. Failures in compliance may result in changes being required for work practices, or the worksite being shut-down.
- The transition back to on-site work will be different for every project, and the timing will depend on the complexity of the projects. Some activity onsite can start straight away, however it will take some time for sites and projects to be fully operational.
- It is likely that interregional travel restrictions may impact some projects due to a limited workforce.

Regulatory

- Legislative changes to driver licencing and vehicle certification requirements came into effect 10 April 2020 to help drivers and vehicle owners safely navigate through the COVID-19 lockdown period and beyond.
- Transport Minister Phil Twyford announced a series of changes which will temporarily extend the validity of driver licences, endorsements, Warrants of Fitness (WoFs), Certificates of Fitness (CoFs) and other certification documents during the lockdown period.

Engagement

- We have stopped all face-to-face engagement in our communities so where necessary, we're extending engagement/consultation periods to ensure everyone can participate. We're also looking at different ways and new channels to reach you and those in your community and may include speed reviews currently underway.

2. STIMULUS PACKAGE

- The Government has tasked a group of industry leaders to identify infrastructure projects that are ready to start construction in the immediate and medium term to help create employment and rebuild the economy to lessen the impact of the COVID-19 pandemic.
- This work is being led by an Infrastructure Industry Reference Group, headed by Crown Infrastructure Partners (CIP) chairman Mark Binns.
- Waka Kotahi has shared a list of possible projects with CIP. This will be considered alongside an extensive and diverse range of construction projects from other stakeholders. CIP will provide a suite of options for Ministers to then consider.
- Waka Kotahi has focused on projects which may be suitable to best deliver the Government's priorities of a safe, multi-modal, low-carbon land transport system that will position New Zealand strongly for the future. Projects have also been considered against how they support Government objectives of improving productivity, unlocking housing opportunities, supporting regions, creating an urban and freight mode shift, and building safer and more resilient communities.

3. NZ UPGRADE PROGRAMME

Regional Package:

- The Government announced a further \$300M Regional Investment Opportunities Fund as part of the NZ Upgrade Programme. \$88.2M will be used for roading projects.
- In addition to the 24 projects included within the \$6.8b road and rail stimulus package, there are 13 roading projects within the NZUP Regional Package.
- In the Bay of Plenty \$14M was allocated to the SH5 Tarukenga to Ngongotaha improvements (approximately 8 kilometres)
 - This includes safety improvements between Ngongotaha and Tarukenga and an upgrade of the SH5 / SH36 Ngongotaha roundabout.
 - Work at Waka Kotahi is now underway, with construction expected to start later this year. The project team will keep the community informed as information becomes available.

Bay of Plenty Waikato package:

- The \$991M NZ Upgrade Programme for Waikato and Bay of Plenty will deliver improved safety and support continued growth of the area.

- Tauranga Northern Link: \$478 million, connecting State Highway 29 (SH29) Takitimu Drive through to SH2 near Loop Road, west of Te Puna.
- Te Puna to Omokoroa – \$455 million to build a new 7km, four-lane corridor
- SH1/29 Piarere intersection – \$58 million to replace the T-intersection with a large roundabout. This roundabout will be on the alignment that future proofs the route for the extension of the Waikato Expressway from Cambridge to Piarere.

4. URBAN FORM TRANSPORT INITIATIVE

- Waka Kotahi continues to work with partners to develop the UFTI Final Report.
- In this phase the partners are undertaking further analysis and evaluation of the four shortlisted programmes to outline a preferred programme, and the suite and sequence of strategic land use and transport interventions to achieve it.
- A draft technical report will be delivered by the end of May with a June deadline to deliver the Final Report and recommendations.

5. SPEED MANAGEMENT UPDATE

- The Speed Executive Leadership Team are finalising an analysis of all the submissions and our technical data relating to the state highways.
- Changing speed limits is a legal process and there are numerous steps that we need to carefully follow once the analysis is completed. We are waiting for confirmation on the next steps for the ELT. We acknowledge that speed is an important issue for local authorities and the wider community, and we appreciate the support we have received to get the speed review process underway.

1. SH2 Katikati to Bethlehem

Formal consultation for proposed speed limit changes along SH2 between Katikati and Tauranga closed in November 2019.

2. SH33 Paengaroa/SH33 and SH30 Okere Falls to Rotokawa Road

Formal consultation for proposed speed limit changes along SH33 and SH30 between Paengaroa and Rotokawa Road closed in September 2019. ELT supports the recommended changes. The timeframes for communications are waiting outcome of Covid-19.

3. SH5/SH30 Old Taupo Road to Hemo Road Roundabout

Preliminary stakeholder engagement for the proposed speed limit changes started late 2019, this will resume mid-2020, followed by public engagement. Formal consultation will be confirmed in 2020.

4. SH5 Waiotapu

Formal consultation for proposed speed limit changes along SH5 in Waiotapu closed in October 2019. ELT supports the recommended changes. The timeframes for communications are waiting outcome of Covid-19.

6. BAY OF PLENTY SYSTEM IMPROVEMENTS

Baypark to Bayfair Link (SH2 and SH29A)

- Waka Kotahi has confirmed the inclusion of an underpass for pedestrians and cyclists as part of the Bay Link project.
- Thorough technical investigations were undertaken to ensure an underpass could be included at this stage of construction and the additional funding required could be secured. The investigation showed retaining the existing underpass is not possible. The existing structure will need to be demolished and a new one built.
- To accommodate the underpass, the Bayfair flyover will require an additional bridge span, taking it from a three-span to a four-span bridge. The underpass will be made up of two separate, specially strengthened box culverts linked by an open-air trench under the new bridge span, north of the Bayfair roundabout. The height and width of the new underpass will be similar to the existing structure and the total length will be approximately 90 metres long. Detailed design is underway.
- The existing underpass will need to close in the coming months and a second temporary signalised crossing on the Bayfair side will be made operational to facilitate construction of the new underpass.
- The underpass has been costed at \$26 million and will be funded through Waka Kotahi's Walking and Cycling activity. This is in addition to the project cost of \$120 million for the State Highway Improvements.
- The full implication of how the Bay Link construction programme will be affected and extended by the works is being considered.

Hairini Wetlands

- Work is underway at the Tongaparaoa wetland at Ila Park and Te Pahou wetland at Hammond Street Reserve on more than five hectares (50,000m²) of Transport Agency and Tauranga City Council-owned land.
- Two wetlands are being expanded and restored in the Hairini area as part of a collaborative project between the Transport Agency and local hapū Ngati Hē, Ngati Ruahine and Ngāi Te Ahi.
- More than 60,000 plants will be planted over the next five years – both to restore the current wetlands and expand them to include an additional 12,000m² of wetland.

Pyes Pa School parking facility (SH36)

- Construction on the new parking facility at Pyes Pa School on SH36 is largely complete.
- The Transport Agency and the Ministry of Education partnered to deliver the project to improve safety of children, parents and the community by allowing school drop offs and pick-ups to occur off the state highway.
- The parking facility includes designated drop-off and pick-up areas, a bus stop, pedestrian crossing, turnaround facility and visitor parking.

Elizabeth St / Barkes Corner roundabout metering (SH2 / SH29A)

- Ongoing monitoring of the SH29A Barkes Corner and Elizabeth Street roundabout metering continues to show positive improvements in both the AM peak and PM peak.
- We anticipate finalising the trial before June 2020.

Eastern Corridor: SH30 / Te Ngae Road

- Construction of the Eastern Corridor Stage 1 project in Rotorua started in mid-February 2020 and will take approximately 18 months to complete.
- The project includes the upgrade of the Tarawera roundabout to a signalised intersection operated by traffic lights, four-laning between Allan Mills and Iles roads, Sala Street intersection improvements, new shared paths, new watermain, and undergrounding the overhead powerlines.
- The Transport Agency is underway with the Stage 2 Iles Road to Airport Detailed Business Case with a view to do engagement mid-2020. Completion expected to take 12 months.

Central Corridor: SH30A / Amohau Street

- The detailed design phase for the Central Corridor is expected to be completed by mid-2020.
- Revocation of SH30A is progressing, next steps will be to complete a Multi-Party Funding Agreement with Rotorua Lakes Council
- 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.

Tauriko Network Plan (SH29)

- Work is underway to identify future initiatives for a safe multi-modal transport system which increases the attractiveness of public transport and walking, cycling and other active modes, connecting residential housing to wider Tauranga.
- We continue to support Tauranga City Council's work on the structure planning of the area as they investigate a package of short-term improvements.
- Public engagement on the two packages is planned for July 2020.

Tāneatua Safety Improvements (SH2)

- Construction is largely complete and we're awaiting the Safety Audit Report.
- The project included a new flush median through the length of the town, one new pedestrian refuge island and two new pedestrian crossings, a dedicated bus bay outside Tāneatua School, and narrowing of the traffic lanes and no parking lines.

7. SAFE NETWORK PROGRAMME

Wainui Road to Ōpōtiki (SH2)

- As part of the Safe Network Programme, \$7.6 million funding has been confirmed for safety improvements on State Highway 2, from the SH2/Wainui Road intersection to Ōpōtiki.
- Preliminary works are underway. This stage includes shoulder widening, side barriers at high risk locations, and edgeline and centreline rumble strips. Timing for construction is still to be confirmed. The work also includes the design for the Matekerepu and Waiōtahe Valley Road intersections and confirm any land requirements.
- The remaining stages require more time to finalise property and consents for the intersections; SH2/Waiōtahe Valley Back Road, SH2/Ōhiwa Beach Road and SH2/Wainui Road intersection. Construction funding for these sections will be considered as part of future National Land Transport Programmes (NLTP).
- In July 2019, \$7.1 million was approved for Whakatāne and Ōpōtiki District Councils to complete the design and construction of the safety improvements for Wainui Road, between SH2 and Ōhope.

Te Ngae Junction to Paengaroa safety improvements (SH33)

- The State Highway (SH33) Te Ngae Junction to Paengaroa safety improvement project is more than halfway through its construction programme. The programme is split in three stages.
- All the stages of the SH33 safety improvements project are expected to be completed by mid-2021
- Work on Stage 3B, south of Stage 2A/existing passing lane, is underway. The work on this 4km stretch includes establishing a new passing lane for vehicles travelling southbound on SH33, heading up the long hill towards Rotorua.

Waihī to Ōmokoroa Safety Improvements (SH2)

- The \$101 million Waihī to Ōmokoroa safety improvements project is being constructed in 10 sections. We have two main active construction sites underway, one north and one south of Katikati.
- Safety improvements along the first section, between Heath Road and Trig Road near Waihī, were completed in December 2019. As part of the annual maintenance programme parts of this section will be resurfaced. This work will happen sometime over the next 12 months.
- Construction is underway on
 - Trig Road to Mathers Road and Mathers Road to Athenree Gorge
 - Wharawhara Road to Sharp Road
 - Forta Leza (West Link)
- Preliminary work (service relocation, finalising design) is underway on
 - Kauri Point to Lindemann
 - Wainui South Road to Esdaile Road
 - Detailed design ongoing Waihī to Ōmokoroa



Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Bay of Plenty Transport Economic Stimulus Package

Executive Summary

This report seeks Regional Transport Committee (RTC) endorsement of a Bay of Plenty Transport Economic Stimulus Package and the approval of variations to include activities in the Package in the Bay of Plenty Regional Land Transport Plan 2018 (RLTP).

The Package has been developed as a local authority transport sector action plan for the region. The Package comprises transport projects and programmes identified by local authorities throughout the region that will not only provide immediate and substantial economic stimulus, but also support the Government's longer-term objectives for the land transport system.

The total transport investment in the Package is \$755 million. The overall package comprises five sub-packages which align with the strategic direction in the draft Government Policy Statement on Land Transport 2021. The Package also states the regional position on rail investment as detailed in the RLTP, and notes the national process that the Waka Kotahi NZ Transport Agency is working through to identify proposals for investment in state highways in the region.

Developing the Package has been a collaborative exercise undertaken by the Bay of Plenty Regional Advisory Group (RAG). RAG members have recognised the potential benefits and provided considerable information and input into the final make-up of the package. RAG now recommends that the Committee endorses the package and approves the consequential RLTP variations.

The RTC has the discretion to consider the significance of RLTP variations on a case-by-case basis. The recommendation is that the RTC determines the proposed variations are not significant for the purposes of public consultation. This is due to the exceptional circumstances of COVID-19 and the fact that it is in the public interest to provide a comprehensive and timely response.

Providing it is endorsed by the RTC, the Package will be sent to the relevant government agencies along with a letter signed by all local authority RTC members.

Recommendations

That the Regional Transport Committee:

- 1 **Receives the report, Bay of Plenty Transport Economic Stimulus Package;**
- 2 **Endorses the Bay of Plenty Transport Economic Stimulus Package and recommends it to the Government as a local authority transport sector action plan for the region in response to the impacts of COVID-19;**
- 3 **Adds the activities in the Bay of Plenty Transport Economic Stimulus Package to the Bay of Plenty Regional Land Transport Plan 2018;**
- 4 **Determines that the proposed variations are not significant for the purposes of public consultation.**

1 Purpose

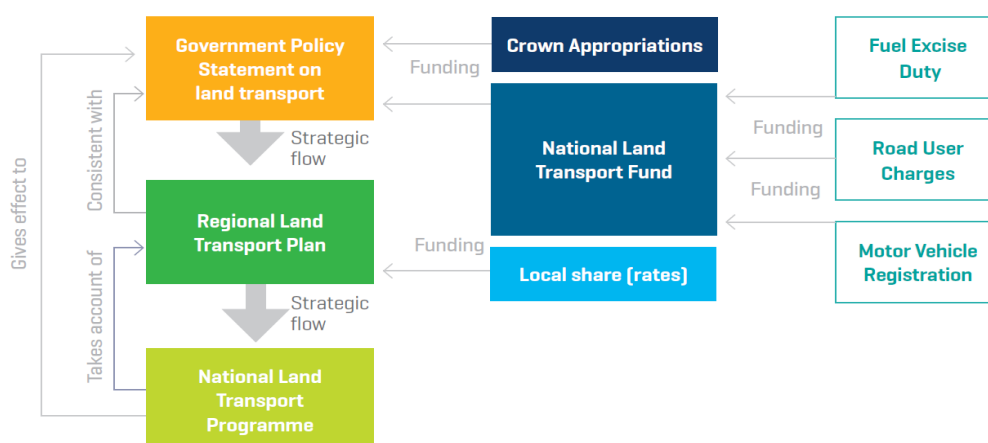
The purpose of the report is to seek RTC endorsement of a Bay of Plenty Transport Economic Stimulus Package and the approval of variations to include the activities in the RLTP.

2 Introduction

Bay of Plenty local authorities have been developing proposals to provide near-term employment opportunities and longer-term economic stimulus as the country emerges from the COVID-19 lock-down. Multiple proposals have been developed in response to requests from central government agencies seeking the identification of infrastructure projects across a range of sectors, including transport.

Under normal operating conditions, the RLTP works within the land transport planning and investment framework established in the Land Transport Management Act (LTMA) (Figure 1). However, the need for an immediate, far-reaching and economy-wide response to the effects of COVID-19 requires an agile approach which enables timely outcomes while still retaining some of the robustness of the framework.

Figure 1 *LTMA planning and investment framework*



The Bay of Plenty Transport Economic Stimulus Package has been developed as a local authority transport sector action plan for the region. The package comprises transport projects and programmes identified by local authorities throughout the region

that will not only provide immediate and substantial economic stimulus, but also support the Government’s longer-term objectives for the land transport system.

3 Summary

The total transport investment in the Bay of Plenty Transport Economic Stimulus Package is **\$755** million. The overall package comprises of the following sub-packages which align with the strategic direction in the draft Government Policy Statement on Land Transport 2021 (GPS):

Better Travel Options (Urban Growth) Package	\$300M
Better Travel Options (Mode Shift and Regional Cycleways) Package	\$212M
Improving Freight Connections and Regional Resilience Package	\$142M
Safety Package	\$83M
Maintaining the Network Package	\$18M
	\$755M

The Package also includes support for regional cycleway proposals that will further develop concept plans in the in the RLTP for a series of connected regional cycleways, states the regional position on rail investment as detailed in the RLTP, and notes the national process that the Waka Kotahi NZ Transport Agency is working through to identify proposals for investment in state highways in the region.

The Package and the full schedule of investment proposals is detailed in Appendix 1. The proposals reflect and align with previous submissions to central government agencies made by local authorities in the region. All projects and programmes listed are either already included in the RLTP or have had an initial assessment against RLTP objectives, and are proposed for inclusion by way of variations to the plan.

4 Benefits

The benefits of developing the package and including the projects in the RLTP are:

- it demonstrates to Government that Bay of Plenty local authorities are working collaboratively and cohesively in the transport space on post-COVID-19 economic recovery plans, providing a more compelling case for investment;
- it responds to criteria in requests from central government (for example, the Provincial Development Unit request sought information on whether proposals were in the RLTP or could be within a short time period);
- it opens up projects to multiple potential funding sources now or in the future, for example, the National Land Transport Programme (NLTP) or Provincial Growth Fund;
- it shows that the projects that have been put forward have been considered in terms of their contribution to RLTP objectives; and
- it provides an early long-list of the transport proposals to enable the region to ‘front-foot’ the development of the RLTP 2021 programme ahead of the 2021/24 NLTP.

5 Regional Advisory Group process and recommendation

Developing the Bay of Plenty Transport Economic Stimulus Package has been a collaborative exercise undertaken by the Bay of Plenty Regional Advisory Group (RAG). RAG members from local authorities throughout the region have recognised the potential benefits and provided considerable information and input into the final make-up of the package.

At its 23 April meeting, RAG reviewed the draft package and recommended that the Committee endorse the package and approves the consequential RLTP variations.

6 Assessment of significance

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. Public consultation is not required for any variation that is determined to be not significant for this purpose. The RTC also has the delegated authority to approve non-significant variations to the RLTP.

Section 9.4.1 of the RLTP contains the following significance policy to guide RTC decision-making on variations.

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

- the addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million;*
- the addition or removal of a phase or phases of a prioritised activity that varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme;*
- a scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme; and*
- any other variations the Bay of Plenty RTC deems to be significant by way of resolution.*

Clearly, when taken as a whole, the bundle of proposed activities exceeds the monetary threshold in the significance policy. However, the policy refers to individual activities or phases, so each new proposed activity is considered to be an individual variation request. Given this, the estimated cost of just one proposed new activity exceeds the \$20M threshold for the six years covered by the current RLTP programme (2018-24). This is *Upgrading of roads for Rangiora Business Park*, which at \$23.5M slightly exceeds the threshold.

As noted in the criteria above, the RTC has the scope to determine the significance of variations on a case by case basis. The principles of consultation are an important consideration, however, this needs to be balanced with the exceptional circumstances arising from the impacts of COVID-19 and the imperative to provide a comprehensive and timely response. It is clearly in the public interest to unlock near-term employment

opportunities and longer-term economic stimulus as a means of responding to the impacts of COVID-19.

Undertaking public consultation at this early point in the process would serve to delay the inclusion of the activities in the RLTP, thus reducing the timeliness of the response. It is worth noting that many of the proposals in the stimulus package are already in the public domain and have been the subject of earlier public consultation processes. There will also be further opportunities for public consultation on an activity-by-activity basis if funding is secured. Finally, any activities that do not receive Government funding in the short term will be re-evaluated and re-considered for potential inclusion in the draft RLTP 2021, which will undergo a comprehensive public consultation process.

6.1 Implications for Māori

Understanding the implications for Māori is an important consideration that must also be factored into decision-making. The most meaningful way of doing this is likely to be through engaging with individual iwi at an activity or programme level on proposals of significance within their rohe. There are numerous examples of processes that are currently underway for proposals within the stimulus package. Examples include:

- The Urban Form and Transport Initiative (UFTI) engaging with iwi on the urban growth programme in the western Bay of Plenty sub-region.
- Joint development of the business case for Te Urewera Rainforest Route Improvements by Tuhoe, Whakatane District Council and Waka Kotahi.
- Whakatane District Council engaging with Ngati Whare on Waipunga Route Improvements.

The expectation is that such processes will continue and new ones will be initiated for any significant proposals that secure funding. As discussed in the preceding section, there will also be provision for engagement with Maori on any proposals that do not receive Government funding but are subsequently proposed for inclusion in the draft RLTP 2021.

6.2 Recommendation

Following consideration of the preceding factors, the recommendation to the RTC is that it determines that the proposed variations are not significant for the purposes of public consultation at this point in the process and approves their inclusion in the RLTP.

7 Next Steps

Providing the Bay of Plenty Transport Economic Stimulus Package is endorsed by the RTC, the package and an accompanying letter signed by all local authority RTC members noting it has been included in the RLTP will be forwarded to the following agencies:

- Ministry of Transport
- Waka Kotahi NZ Transport Agency
- Provincial Development Unit (Ministry of Business, Innovation and Employment)

- Infrastructure Industry Reference Group (Crown Infrastructure Partners)
- Ministry of Housing and Urban Development

8 Budget Implications

8.1 Current Year Budget

The Bay of Plenty Transport Economic Stimulus Package has been developed on the basis of the following assumptions:

- The projects in this package have been identified for the purposes of seeking 100% funding from central government as part of a post-COVID-19 economic stimulus package.
- Any projects that do not receive 100% central government funding will subsequently be re-evaluated and re-considered for potential inclusion in the development of local authority Long-Term Plans 2021-2031, the Regional Land Transport Plan 2021 and the National Land Transport Programme 2021/24

8.2 Future Budget Implications

As above.

9 Community Outcomes

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

Bron Healey
Principal Advisor, Regional Development

for General Manager, Strategy & Science

29 April 2020

APPENDIX 1

Regional Land Transport Plan 2018 Variations - Bay of Plenty Transport Economic Stimulus Package

Bay of Plenty Transport Economic Stimulus Package

Introduction

The challenges we face in recovering from the COVID-19 pandemic are unprecedented in recent history. There is however an opportunity to activate near-term employment opportunities and fast-track longer term packages of work to provide economic stimulus as the country emerges from a COVID-19 lock-down.

This *Bay of Plenty Transport Economic Stimulus Package* has been developed as a local authority transport sector action plan for the region. The package comprises transport projects and programmes identified by local authorities throughout the region that will not only provide immediate and substantial economic stimulus, but also support the Government's longer-term objectives for the land transport system.

Inputs and Linkages

This package provides a regional transport sector follow-up to the Bay of Plenty Mayoral Forum collective statement on Crown infrastructure projects to provide post-COVID economic stimulus for the Bay of Plenty region.

The projects in this package also reflect and align with the following submissions:

- Transport projects submitted by Bay of Plenty local authorities to the Provincial Development Unit (Ministry of Business, Innovation and Employment)
- Transport projects submitted by Bay of Plenty local authorities to Crown Infrastructure Partners
- Transport projects in the SmartGrowth submission to the Ministry of Housing and Urban Development

Investment

The total transport investment in the *Bay of Plenty Transport Economic Stimulus Package* is **\$755 million**.

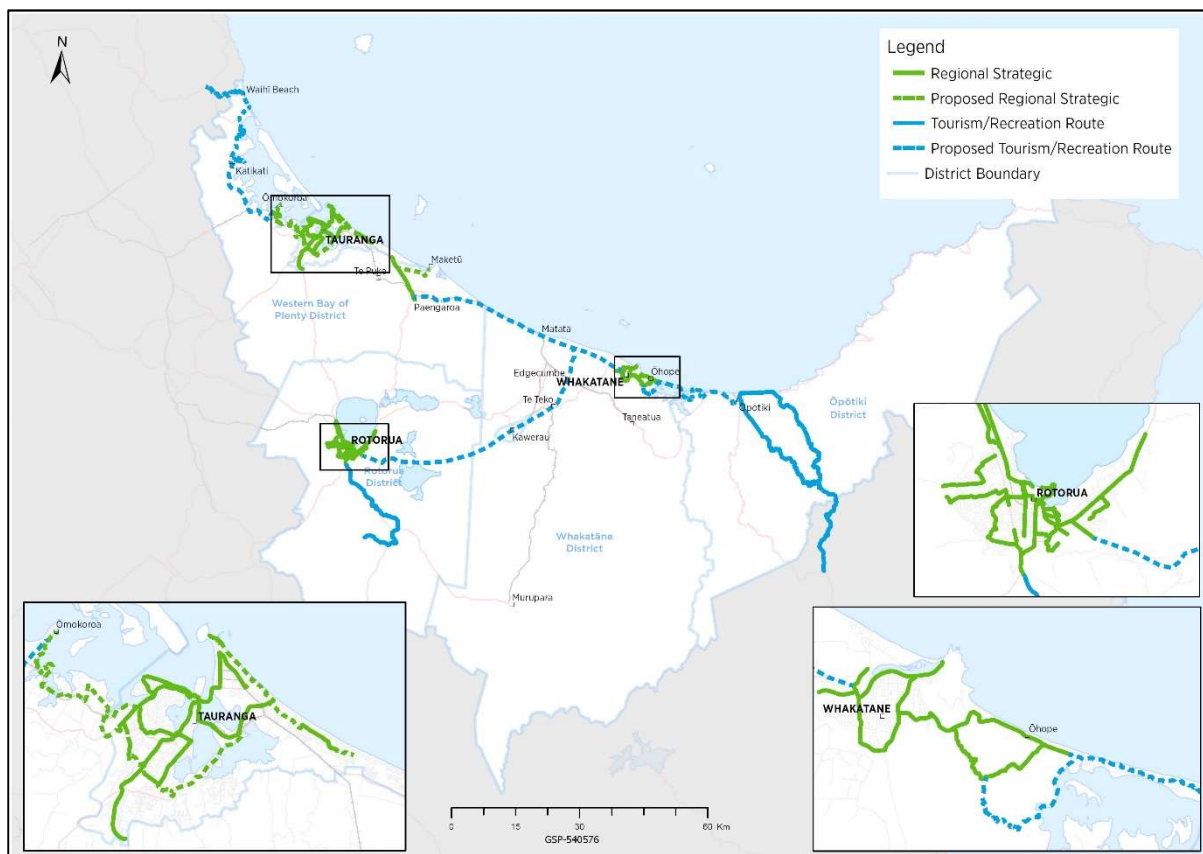
The overall package comprises of the following sub-packages which align with the strategic direction in the draft Government Policy Statement on Land Transport 2021 (GPS):

Better Travel Options (Urban Growth) Package	\$300M
Better Travel Options (Mode Shift and Regional Cycleways) Package	\$212M
Improving Freight Connections and Regional Resilience Package	\$142M
Safety Package	\$83M
Maintaining the Network Package	\$18M
	\$755M

Cycleways

The regional cycleways package includes local authority proposals to develop longer distance walking and cycling routes that connect urban networks and provide region-wide opportunities for increased social connectivity, recreation and tourism. These proposals span all local authorities in the Bay of Plenty region and are currently included in the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) at a conceptual level (Figure 1)¹.

Figure 1 Bay of Plenty Regional Land Transport Plan – Regional Cycling Network



Rail

Rail is critical to the region for large scale inter and intra-regional freight movements, particularly to and from the Port of Tauranga. The East Coast Main Trunk (ECMT) rail line between Auckland, Hamilton and Tauranga, and from Kawerau and Murupara to the east carries over a third of New Zealand's rail traffic and is the most densely utilised sector of the national network.

The RLTP outlines the regional position on rail. This recommends that rail investment in the region should focus on supporting the inter and intra-regional movement of products to and from the Port of Tauranga to ensure there is sufficient capacity to meet projected freight demand increases, the potential re-introduction of inter-regional passenger rail services, and possible changes in the pattern of demand resulting from the introduction of larger ships.

¹ Note that more detailed and comprehensive proposals have been developed by local authorities since the RLTP was published.

Recommended investment focus areas in the RLTP include:

- investigating the feasibility of increasing the use of rail for passengers and freight
- resilience improvements (Kaimai Tunnel floor, rail bridges)
- reliability improvements (signalling upgrades, preventative maintenance)
- rail capacity improvements (progressive double tracking of the ECMT, passing loops, additional rolling stock, increased axle loads)
- inter-modal facilities and hubs (sidings, expanded loading and storage facilities)
- electrification of the NIMT and ECMT

More specific opportunities for regional rail investment that have been identified in the RLTP include:

- developing rail sidings to support the proposed intermodal Kawerau Container Terminal and development of the Rangiuru Business Park
- the re-introduction of inter-regional passenger rail linking Auckland, Hamilton and Tauranga
- ensuring there is sufficient capacity on the ECMT to enable future dual use for passenger and freight rail
- re-commissioning the Rotorua branch line to link a major freight and tourism centre to the upper North Island network

We also note that the western Bay of Plenty Urban Form and Transport Initiative (UFTI) is looking at the future use of the rail corridor to support the significant movement of freight within the Bay of Plenty region and connections to both upper and central north island as well as enabling a platform for future growth including possible movement of people, within the corridor, in the longer term.

The RLTP also identifies the following rail activities that are of inter-regional significance to the region:

Activity	Region(s)	Description
Third Main Trunk Rail Line between Westfield and Wiri	Auckland	The third main trunk line is seen as a necessary component of the rail network to enable continued freight capacity growth between Auckland and Port of Tauranga. This is necessary due to a growing number of passenger rail services on this line.
Electrification of the North Island Main Trunk (NIMT) between Papakura and Papatoetoe	Auckland	Extension of electrification will improve the efficiency of the inter-regionally significant SH1/29-ECMT corridor.
Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project	Auckland and Waikato	The first stage in potentially realising future inter-regional passenger rail for the Bay of Plenty region.

Kaimai Rail Tunnel Works

Bay of Plenty &
Waikato

Extensive series of ongoing works to improve the axle-load capacity and extend the life of the Kaimai rail tunnel for a further 40 years.

State Highways/Waka Kotahi Investment

We understand that the Waka Kotahi NZ Transport Agency (Waka Kotahi) has been working through a national process to identify projects and programmes that may be suitable to deliver on the Government's priorities and objectives, including:

- a safe, multi-modal and low carbon transport system
- improving productivity
- unlocking housing opportunities
- supporting regions
- creating urban and freight mode shift
- building safer and more resilient communities

Our understanding is that input from the Bay of Plenty has largely centred on activities already identified in the RLTP and we support this process.

We also support the actions of Waka Kotahi staff in the Bay of Plenty to identify low cost/low risk state highway activities that support the Government's objectives and can be fast-tracked as part of the transport economic stimulus package for the region.

Policy alignment

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

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

The vision is supported by the following objectives which state the desired long-term transport outcomes for the region:

Safety - zero deaths and serious injuries on the region's transport system.

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.

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.

Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised.

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.

Energy efficiency - people choose the best way to travel and move goods to improve energy efficiency and reduce reliance on non-renewable resources.

Public health - The transport system minimises the health damaging effects of transport for all members of society.

Affordability - investment in the transport system maximises use of available resources and achieves value for money.

This regional policy framework has been assessed against the strategic framework in the draft GPS 2021 (see figure 2). The assessment shows there is a strong degree of alignment between each key element in the draft GPS 2021 strategic direction and at least one corresponding objective in RLTP 2018. In many cases, there are significant levels of alignment with multiple objectives. Overall, this indicates there is good alignment between the two policy frameworks.

All projects and programmes listed in the package are either already included in the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) or have had an initial assessment against RLTP objectives in the attached schedule (Appendix A) and have subsequently been included as part of a variation to the existing RLTP.

Figure 2: Alignment between the draft GPS 2021 and the Bay of Plenty RLTP 2018

✓✓✓ Strong ✓✓ Medium ✓ Some

Draft Government Policy Statement on Land Transport 2021 - Strategic Direction	Regional Land Transport Plan 2018 Objectives							
	Safety	Economic efficiency	Access & resilience	Environmental Sustainability	Land use & Transport Integration	Energy efficiency	Public health	Affordability
Strategic Priorities								
Safety <i>Developing a transport system where no-one is killed or seriously injured</i>	✓✓✓						✓	
Better travel options <i>Providing people with better transport options to access social and economic opportunities</i>			✓✓✓		✓✓		✓	
Improving freight connections <i>Improving freight connections for economic development</i>		✓✓✓	✓		✓✓			
Climate change <i>Developing a low carbon transport system that supports emission reductions while improving safety and inclusive access</i>			✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	
Investment Principle <i>Value for money</i>								✓✓✓
Transport Outcomes Framework								
Inclusive access <i>Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.</i>			✓✓✓		✓		✓	
Healthy and safe people <i>Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.</i>	✓✓✓		✓✓	✓✓	✓✓		✓✓✓	
Economic prosperity <i>Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.</i>		✓✓✓	✓✓		✓✓✓	✓		
Environmental sustainability <i>Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.</i>			✓✓	✓✓✓	✓✓	✓✓✓	✓✓	
Resilience and security <i>Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.</i>	✓		✓✓✓	✓				

Caveats and limitations

- COVID-19 is placing significant pressure on local government's ability to rate for and fund necessary transport infrastructure as communities experience the economic impacts of the pandemic.
- The projects in this package have been identified for the purposes of seeking 100% funding from central government as part of a post-COVID-19 economic stimulus package.
- Any projects that do not receive 100% central government funding will subsequently be re-evaluated and re-considered for potential inclusion in the development of local authority Long-Term Plans 2021-2031, the Regional Land Transport Plan 2021 and the National Land Transport Programme 2021/24.

Appendix A: Bay of Plenty Transport Economic Stimulus Package

Significant Improvement Activities (individual improvement activities >\$1M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Whakatane District Council										
Bunyan Road Urbanisation	No	Local Road Improvements	Road improvements	Coastlands	Bunyan Road in its existing form has a rural context but the rapid expansion of residential subdivisions in the area are changing the form and function of the route. This project proposes urbanising the road to manage significant residential growth and enable mode choice.	Road corridor Improvements including streetlighting, kerbing and drainage, and off road shared use paths.	Implementation Project start: 8-12 weeks Duration: 6-8 months	\$2.0M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Access and Resilience 	Non-significant (<\$20M)
Whakatane Southern Transport Links - Pokairoa Road Seal Extension	Programme Business Case only	Local Road Improvements	-	Galatea	Pokairoa Rd is the shortest, quickest route between the Eastern Bay of Plenty and Murupara. This route also provides the only full high productivity motor vehicle public road access to over 200km ² of dairy and forestry in the Galatea and Te Urewera area.	The project is to form and seal a 23km unsealed section of road to improve economic efficiency and resilience, and reduce long term maintenance costs.	Implementation Project start: 4-6 weeks Duration:12 months	\$15M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic efficiency Access and Resilience Affordability 	Non-significant (<\$20M)
Whakatane Southern Transport Links - Ngamotu Road Seal Extension	Programme Business Case only	Local Road Improvements	-	Galatea-Rerewhakaaitu	To be considered in conjunction with Pokairoa Rd project. Ngamotu Rd turns off Pokairoa Road at the 15km mark towards Rerewhakaaitu. The complete route is 16km shorter and 20minutes quicker than the state highway 30 and 5 route through Rotorua to Taupo and already carries a significant number of trucks.	The project is to form and seal an 11km unsealed section of road to improve economic efficiency and resilience, and reduce long term maintenance costs.	Implementation Project start: 4-6 weeks Duration:6 months	\$7M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic efficiency Access and Resilience Affordability 	Non-significant (<\$20M)
Waipunga Route Improvements	No	Local Road Improvements	-	Minginui-Waipunga	This route is a series of connecting forestry and Department of Conservation roads that form a link between Minginui in the southern Whakatane district, and SH5 at Waipunga, which is approximately half way between Taupo and Napier. Route improvement would significantly reduce the journey time/distance between the Eastern Bay of Plenty and Hawkes Bay. It would also open up significant heritage sites to tourism opportunities.	The project is to improve the current route to an unsealed standard suitable for all vehicles.	Implementation Project start: 4-6 weeks Duration:15 months	\$11M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic efficiency Access and Resilience 	Non-significant (<\$20M)
Ngamotu Rd Drainage Improvements	No	Local Road Improvements	Road improvements	Galatea	The sealed section of Ngamotu road passes through narrow cuttings with little or no watertable drain, trapping moisture in the pavement and leading to excessive maintenance costs.	Earthworks to create roadside watertable drains.	Implementation Project start: 4 weeks Duration: 3 months	\$1.2M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Affordability 	Non-significant (<\$20M)
Te Urewera Rainforest Route Improvements	Yes	Local Road Improvements	-	Te Urewera	Improvements to primary collector route to a remote community. This is a potential tourist route but it traverses tortuous, mountainous	The project is one element of a wider scoped programme of improvements to the route which are encompassed in the Business Case. This project focuses	Implementation Project start: 6-8 weeks	\$5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic efficiency 	N/A

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
					terrain with significant fall hazard off road edge. The business case for this route is being undertaken in partnership with the NZTA, Ngai Tahu (encompassing Iwi) and Wairoa District Council.	primarily on guardrail construction to improve road safety.	Duration:12 months		<ul style="list-style-type: none"> Safety Access and Resilience 	
Thornton Road – Blueberry Curves	No	Local Road Improvements	-	Thornton	Safety improvements identified through the Whakatane coastal arterial route strategy. This section of road also has a history of DSI crashes and is recommended for improvements by the NZTA pipeline tool for assessing safety projects.	Improvements to out of context curves with a high crash rate on main rural (high speed) arterial route.	Implementation Project start: 12-16 weeks Duration:10 months	\$3.4M	Primarily contributes to the following RLTP objective: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Thornton Road - Smith Road Curves	No	Local Road Improvements	-	Thornton	Safety improvements identified through the Whakatane coastal arterial route strategy. This section of road also has a history of DSI crashes and is recommended for improvements by the NZTA pipeline tool for assessing safety projects.	Improvements to out of context curves with a high crash rate on main rural (high speed) arterial route.	Implementation Project start: 4-6 weeks Duration:6 months	\$2.1M	Primarily contributes to the following RLTP objective: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Thornton Road – Road Widening	No	Local Road Improvements	-	Thornton	Thornton Road forms part of Whakatāne’s Coastal Arterial Route, which consists of a series of local roads that form a preferred traffic route through the district which carries more traffic than the SH network. Currently this road has inconsistent sealed shoulder widths and a history of run-off-road crashes	Widen the whole Thornton Road corridor to a consistent 10m wide carriageway width.	Implementation Project start: 6-12 weeks Duration:24 months	\$10.75M	Primarily contributes to the following RLTP objective: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Wainui Road – Road Widening	No	Local Road Improvements	-	Wainui / Ōhiwa Harbour	Wainui Road forms part of Whakatāne’s Coastal Arterial Route, which consists of a series of local roads that form a preferred traffic route through the district which carries more traffic than the SH network. Currently this road has almost no sealed shoulder and a history of run-off-road crashes. This project excludes project lengths being treated under the already funded Wainui Road safety improvements.	Widen the whole Wainui Road corridor to provide a 9-10m wide carriageway width.	Implementation Project start: 6-12 weeks Duration:24 months	\$17.8M	Primarily contributes to the following RLTP objective: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Unsealed Road Metalling and Safety Improvements	No	Local Road Improvements	Road improvements	Herepuru Rd Stanley Rd Mclvor Rd	Three roads (27km total) serving significant areas of plantation forest with on-going harvesting activity and logging traffic. in recent years these areas have also experienced a growing number of lifestyle properties. The roads are narrow and winding with poor visibility around corners, creating safety issues as they are not compatible with the mixed-use traffic.	Bundle of projects to provide formation widening and visibility improvements around tight curves, together with pavement strengthening and application of a wearing course suitable for all traffic.	Implementation Project start: 8 weeks Duration: 14 months	\$5.4M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Economic efficiency Affordability 	Non-significant (<\$20M)
Western Bay of Plenty District Council										
Katikati Urban [Bypass]	Yes	State Highway Improvements	Road Improvements	Katikati	The realignment of State Highway 2 to create an alternative route (bypass) around Katikati.	Construction of a 3km bypass to avoid Katikati’s constrained main street.	Property	\$96.6M [updated]	Primarily contributes to the following RLTP objectives:	N/A

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
							Pre-implementation Implementation Duration: 5 years		<ul style="list-style-type: none"> Economic efficiency Access and Resilience Safety Public Health 	
Ōmokoroa roading corridor Improvements	Yes	Local Road Improvements	Road improvements	Ōmokoroa	Urbanisation of Ōmokoroa Road, Prole Road and Western Avenue to support urban growth which is consistent with Smart Growth/UFTI direction.	Urbanisation of Ōmokoroa Road from the State Highway to the rail bridge. Western Avenue and Prole Road full length.	Implementation Project start: 2019/20 Duration: 2 years	\$17M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Scope change Non-significant (<\$20M)
Welcome Bay multi-modal road upgrade	No	Local Road Improvements	Road Improvements	Welcome Bay	Welcome Bay Rd road upgrade to support multi-modal use and improve safety.		Implementation Project start: 20/21 Duration: 9.5 months (200 days)	\$5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Environmental Sustainability Public Health Safety 	Non-significant (<\$20M)
Tauranga Moana Regional cycleway - Omokoroa to Waihi Section	No (in 2015 plan)	Walking and Cycling Improvements	Cycling Facilities	Route linking Waihi to Omokoroa	Regional cycleway linking Omokoroa to Waihi via Katikati, Athenree and Waihi Beach. Part of the Tauranga Moana Trail that links the Hauraki Rail Trail through Tauranga to Rotorua and Whakatane. Concept in RLTP 2018 (see map)	Investigation, land purchase and construction.	15 year project	\$71M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Environmental Sustainability Public Health Access and Resilience 	Non-significant (<\$20M) within 2018-24 programme period
SH2 Interchange for Rangiuru Business Park	Yes	Local Road Improvements	Road Improvements	Rangiuru	Request to Provincial Growth Fund to develop interchange with SH2 to service Rangiuru Business Park.	SH2 Interchange for Rangiuru Business Park.	Implementation Project start: 20/21 Duration: 3 years	\$36M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Economic efficiency Access and Resilience 	N/A
Upgrading of roads for Rangiuru Business Park	No	Local Road Improvements	Road Improvements	Rangiuru	The proposed upgrading is consistent with Smart Growth/UFTI direction and will support the Rangiuru Business Park which forms part of the SmartGrowth settlement pattern providing industrial and business land within the Eastern Corridor.	Road and rail crossing upgrading to support the development of the business park.	Implementation Project start: 20/21 Duration: 3 years	\$23.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Economic Efficiency Access and Resilience 	Significant (>\$20M)
High Productivity Motor Vehicle Road upgrade	No	Local Road Improvements	Replacement bridges and structures	Poripori Road, Western Bay	Poripori Bridge HPMV strengthening and widening.		Implementation Project start: 20/21 Duration: 5.7 months (120 days)	\$1.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic Efficiency Access and Resilience Safety 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Tauranga City Council										
Eastern Corridor Growth Projects	Yes	Local Road Improvements	-	Papamoa	Infrastructure to support residential growth in the Tauranga Eastern Corridor (high growth urban area). Includes Papamoa East Interchange with Tauranga Eastern Link to enable development in the Wairakei and Te Tumu Urban Growth Areas.	-	Detailed Business Case Property Construction	\$83.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Access and Resilience Safety 	N/A (Cost increase without scope change)
Western Corridor Growth Management - Tauriko West Connections	Yes	Local Road Improvements	-	Tauriko	New transport connections for Tauriko and Tauriko West urban growth areas.	-	Detailed Business Case Construction	\$50M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Access and Resilience Safety 	N/A (Cost increase without scope change)
Smith's Farm Access	Yes	Local Road Improvements	-	Bethlehem	Construction of access to medium density housing development to be undertaken as part of the Tauranga Northern Link project.	-	Construction	\$4.1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Access and Resilience Safety 	N/A
Western Bay of Plenty Transport System Plan	Yes (subject to separate variation request)	Investment Management Local Road Improvements	Programme business case development Road improvements	Western Bay of Plenty sub-region	Development of a System Operating Framework (SOF) and then subsequent development of Single-Stage Business Case(s) SSBCs for priority areas of focus.	See pre-existing TCC variation request and Regional Advisory Group recommendation.	Business Case Development SOF: 2020 SSBCs: late 2020-	\$3M	Contributes to all RLTP objectives.	Non-significant (<\$20M)
Te Papa Spatial Plan	Yes (IBC, 15 th Ave) No (Cameron Rd, W&C)	Rapid Transit Walking and Cycling Improvements Local Road Improvements	Rapid transit infrastructure Walking and cycling facilities Road improvements	Te Papa peninsula, central Tauranga	Indicative Business Case (IBC) for the implementation of the Te Papa Spatial Framework. IBC phase added to RLTP by way of variation 6 September 2019.	IBC currently under development to determine future direction and costs of implementation activities. Current activities include: <ul style="list-style-type: none"> Cameron Rd Multi-modal Stage 1: \$35-40M (0-10 years) Completion of the IBC will confirm the longer term investment programme and its components but could potentially include further improvements to key transport corridors, a broader package of peninsula wide walking and cycling initiatives, and investment to support public transport. The completion of the IBC will confirm the cost band for implementation.	IBC development underway Implementation: 2020-	IBC phase \$0.6M (transport) Implementation costs to be confirmed through IBC completion	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Land Use and Transport Integration Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M) within 2018-24 programme period
Cycle Action Plan Implementation	Yes	Walking and Cycling Improvements	Walking and cycling facilities	Tauranga city-wide	Existing RLTP activity re-packaged as Tauranga City Accessible Streets Project Walking & Cycling Network	-	Implementation	\$24M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience 	N/A

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
									<ul style="list-style-type: none"> Environmental Sustainability Public Health 	
Arataki Bus Facility	No	Public Transport	Public Transport Improvements	Arataki	Bus facility to support bus services.	Construction of bus facility to support bus services.	Business Case & Implementation Project start: 2020/21	\$5-10M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Environmental Sustainability Public Health 	Non-significant (<\$20M)
Maunganui Road Multi-modal	Yes	Walking and Cycling Improvements	Cycling facilities	Mount Maunganui	Maunganui Road and Golf Road improvements includes walking and safety improvements and future proofing for bus priority measures along Maunganui Road as a key strategic bus route.	Construct intersection improvements, new walking and cycling facilities, crossing facilities and future proofing for public transport. Scope expansion to existing activity.	Implementation Project Start: Mid 2020 Duration: 2020 – 2022	\$17.26M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience Environmental Sustainability Public Health 	Scope change Non-significant (<\$20M)
Totara Street Multi-modal	Yes	Walking and Cycling Improvements	Cycling facilities	Mount Maunganui	Construction of shared path along Totara Street and intersection safety improvements. Improved connections to Blake Park. Additional crossing facilities will also support safe access to buses and services.	Provision of an off-road shared path, low cost safety interventions at intersections and undergrounding a portion of overhead power lines. Rehabilitate the existing pavement and improve road drainage between Hull Road and Hewletts Road.	Implementation Project Start: Mid 2020 Duration: 12 weeks with completion in early 2021	\$10.9M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience Environmental Sustainability Public Health 	Scope change Non-significant (<\$20M)
Te Marie Street Connection	Currently in TCC LC/LR programme	Local Road Improvements	Road improvements	Mount Maunganui	Local access link between Te Marie and Newton Street thereby enabling alternative access away from SH2/Hewletts Road.	Extend Te Marie Street to create a connection between Maru Street and Newton Street.	Implementation Project Start: Mid-late 2020 Duration: 6 months	\$2.3M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Economic efficiency Access and Resilience 	Non-significant (<\$20M)
Safety and Speed Management Package	No	Local Road Improvements	Road Improvements	Multiple locations within Tauranga City	Programme of work contributing to the Road to Zero Strategy - includes a range of improvements that enhance safety and liveability and support transport choices. Covers a total of 9 projects across Tauranga.	Includes a range of safety improvements across various locations that include speed management, intersection improvements (new signals or addressing issues at roundabouts), new pedestrian and cycling facilities.	Implementation Project start: Mid 2020 Duration: 18 months	\$18.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
Rotorua Lakes Council										
Mitigation of effects on local roads from SH upgrades	No	Local Road Improvements	Road improvements	Vaughan Road and adjacent local roads	Development of State Highway corridors to meet growing demand has implications for adjacent local roads that become potential corridors for traffic utilising different routes to access the SH or avoid some sections. This has safety and access concerns involving users of the local road network including schools. It is essential that impacts of SH	The project requires assessment and modelling of impacts on local roads and testing various options inclusive of public feedback. Options that may be implemented include various traffic management facilities, pedestrian and cycle facilities, intersection changes,	Implementation Project start: February 2021 Duration: 3 years	\$2M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and resilience Safety Land use and transport integration 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
					corridor upgrades on the local road are understood and mitigation put in place to ensure both networks operate as integrated systems.	electronic signage and behavioural change programmes.				
Multi-modal road corridor upgrades – Inner City	No	Local Road Improvements	Road improvements	Rotorua inner city	RLC has completed a review of the Inner City transport functionality with a desire to achieve 3 overarching objectives of improvements to Accessibility, Safety and Amenity levels of service. Effectively the development of a modern transport system that addresses known problems and supports our CBD to be a thriving place. Increases mode share and improves the people moving capacity through a rebalancing of space and application of a mode neutral planning approach.	Achieve optimisation of transport functionality in the Inner City. Meet the desired target levels of service for all modes through rebalancing the 9 transport corridors and application of a mode neutral approach.	Implementation Project start: February 2021 Duration: 10 years	\$10 – 15M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Safety • Land Use and Transport Integration • Access and Resilience • Environmental Sustainability • Public Health 	Non-significant (<\$20M)
Urban Cycleway Projects	No	Walking and cycling improvements	Cycling facilities	Pukehangi/ Clayton Road Parawai Road Sunset Road	Accelerate the construction of urban cycleway projects. These are projects that are planned and ready to be implemented but are delayed due to funding constraints and contractor availability.	Accelerate development of a connected urban cycle network,	Implementation Project start: July 2020 Duration: 1 year	\$1.6M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Safety • Environmental Sustainability • Public Health • Access and Resilience 	Non-significant (<\$20M)
Ngongotaha Village Traffic Improvements	No	Local road, regional and state highway improvements	New traffic management facilities	Ngongotaha	RLC has completed a review of Ngongotaha Village to identify key issues and challenges faced by all road users, developing an option to improve safety to road users along this corridor. Objectives: <ul style="list-style-type: none"> • To improve the actual and perceived level of safety along SH36 through Ngongotaha Village. • Balancing of the transport corridor and raising LOS for those using alternate modes. 	Major reconstruction of the entire corridor through the study length. Includes: raising the road surface to be flush with the adjacent footpath; changing the form of crossings and intersections; extending the raised median; widening the existing footpaths to be shared paths and extensive urban design and landscaping to improve the sense of place.	Implementation Project start: September 2020 (subject to agreement with NZTA on some detail) Duration: 2 years	\$2M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Safety • Access and resilience • Environmental Sustainability • Public Health 	Non-significant (<\$20M)
Ōpōtiki District Council										
Ōpōtiki to Ōhiwa Cycle Trail	Yes	Walking and cycling improvements	Cycling Facilities	Opotiki-Ōhiwa	Creation of an extension of the Motu trails from Memorial Park in Ōpōtiki to Ōhiwa boat ramp. Part of the Eastern Bay of Plenty Cycle Trail, which is a partnership between ODC and WDC. Concept in RLTP 2018 (see map)	New cycle trail.	Implementation Project start: 2020/21	\$2.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Access and Resilience • Safety • Environmental Sustainability • Public Health 	N/A
Kawerau District Council										

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
KDC Shared Path Network	No	Walking and cycling improvements	Walking facilities	Kawerau	Proposed improvements to current footpath network. Intension to upgrade/replace footpaths to create shared paths for pedestrians, cyclist, mobility scooters and wheelchair users.	The project aims to improve the network resilience, and increase safety by widening/replacing existing concrete footpaths, and re-aligning pram crossings.	Implementation Project Start : July 2020 Duration : 3 years	\$3.4M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Safety • Access and resilience • Environmental Sustainability • Public Health 	Non-significant (<\$20M)
Multi-Party										
Tauranga Moana Ferry Service	No	Public Transport	Public Transport Improvements Passenger Ferry Services	Tauranga Moana	Passenger ferry service to provide an alternative transport mode and help reduce congestion. Ferry facilities would be developed by TCC and WBOPDC. The ferry service would be contracted by BOPRC. Annual operating costs to be determined through business case development.	Passenger ferry service and development of associated facilities.	Business Case: 6 months Implementation: 2 years	\$3-4M (infrastructure) + annual; operating costs	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> • Access and resilience • Economic efficiency • Environmental sustainability • Public Health 	Non-significant (<\$20M)

Low Cost/Low Risk Activities (individual improvement activities <\$1M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Whakatane District Council										
Bunyan Road Seal Extension	Yes	Local Road Improvements	Seal extension	Coastlands	Project to serve a new residential subdivision of more than 200 houses and 8Ha retirement village. In RLTP as part of WDC LC/LR improvements programme.	Reconstructing and sealing unsealed section of road and construction of new shared use path.	Implementation Project start: 4-6 weeks Duration:2-3 months	\$0.69M	Primarily contributes to the following RLTP objective: <ul style="list-style-type: none"> Access and Resilience 	N/A
Shared Use Pathways	No	Walking and Cycling Improvements	Cycling facilities	Multiple locations within Whakatane District	The Access Whakatāne Study has identified in excess of 150km of cycle path opportunities through Whakatāne township and across the Rangitāiki Plains, to link communities to schools, work and recreation, enhance tourism, provide mode choice and reduce dependence on private motor vehicles. Forms part of a wider eastern Bay of Plenty regional cycleway improvement programme. Concept in RLTP 2018 (see map)	Construction of a bundle of off-road shared use routes with an average estimated cost <\$1M per project.	Implementation Project start: 4-6 weeks Duration:36 months	\$19.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience Environmental Sustainability Public Health 	Non-significant (<\$20M)
Intersection Improvements	No	Local Road Improvements	LC/LR roading improvements	Wainui	Safety improvements identified through the Whakatane coastal arterial route strategy.	Two projects to construct Right Turn Bays at intersections on a high speed rural arterial road.	Implementation Project start: 4-6 weeks Duration:2-3 months	\$1.25M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Western Bay of Plenty District Council										
Cycleway bridge over railway line - Omokoroa	No	Walking and Cycling Improvements	Cycling facilities	Ōmokoroa	Cycleway bridge over the rail line to support urban growth consistent with Smart Growth/ UFTI direction.	Omokoroa Road cycleway bridge over the East Coast Main Truck Railway.	Implementation Project start: 20/21 Duration: 5.7 months (120 days total)	\$0.6M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
New Cycleways & Shared Use Pathways	No	Walking and Cycling Improvements	Cycling facilities	Various locations within Western Bay of Plenty District	Construction of a bundle of cycleways with a total estimated length of 28.75km and an average estimated cost <\$0.512M per km. Bundle of cycleway and shared path projects across the district. Focus on improvements to the Omokoroa to Tauranga cycleway, an extension to Pahoia and connecting Te Puke and the marae on the route to Rangiuru Business Park (RBP).	Scope includes: <ul style="list-style-type: none"> No 1 Rd Cycleway Maketū Road Cycleway Snodgrass Road Cycleway and Footpath Omokoroa Kaylene Place to Western Ave Cycleway Te Puke to RBP) Omokoroa to Pahoia Wairoa Bridge 2nd clip-on 	Implementation Project start: 2019/20 Duration:240 days total	\$14.72M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public health 	Non-significant (<\$20M)
Pedestrian improvements	No	Walking and Cycling Improvements	Walking facilities	Various locations within	District-wide pedestrian improvements.	Construction of a bundle of pedestrian facilities, including a pedestrian bridge,	Implementation Project start: 2019/20	\$1.46M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
				Western Bay of Plenty District		shared path, linkages, pedestrian refuges and footpath installation.	Duration:33 months (710 days total)		<ul style="list-style-type: none"> Safety Environmental Sustainability Public health 	
Road shaping and seal extensions	No	Local Road Improvements	Seal extensions	Various locations within Western Bay of Plenty District	Network wide improvements involving the shaping and sealing of 40km of unsealed roads.	Low cost seal extension servicing the rural community including a high percentage of multiply owned Maori land.	Implementation Project start: 2019/20 Duration:24 months	\$11M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Low cost/low risk road improvements & seal extensions	No	Local Road Improvements	LC/LR roading improvements Seal extensions	Various locations within Western Bay of Plenty District	Bundle of seal extensions and associated road improvements.	Scope includes: <ul style="list-style-type: none"> Whataroa Road Mountain Road Soldiers Road Tirohanga Road Valley View Road Williams Road North 	Implementation Project start: 2019/20 Duration:32.8 months (690 days total)	\$4.53M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Seal widening	No	Local Road Improvements	LC/LR roading improvements	Various locations within Western Bay of Plenty District	Bundle of 23km of seal widening and minor road improvement activities undertaken with rehabilitations.		Implementation Project start: 2019/20 Duration:894 days total	\$12M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Network drainage improvements	No	Local Road Improvements	Road improvements	Various locations within Western Bay District	Network drainage improvements on district roads to improve resilience.	Drainage (incl. kerb and channel)	Implementation Project start: 2019/20 Duration: 540 days total	\$3.46M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Affordability 	Non-significant (<\$20M)
Network resilience improvements	No	Local Road Improvements	Resilience improvements	Various locations within Western Bay District	District wide resilience and safety improvements.	Scope includes including corner widening, sightlines, signage, vegetation removal.	Implementation Project start: 2019/20 Duration:32 months	\$2.9M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety 	Non-significant (<\$20M)
Retaining wall and bridge	No	Local Road Improvements	Replacement bridges and structures	Te Puke	New retaining wall and bridge replacement.	No.4 Road	Implementation Project start: 2019/20 Duration: 7.6 months	\$1.05M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety 	Non-significant (<\$20M)
Oropi Road Realignment	No	Local Road Improvements	LC/LR Roding Improvements	Oropi	Oropi Road Realignment.		Implementation Project start: 2019/2020 Duration:100 days	\$0.91M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Bell Road/Parton Road Intersection Improvements	No	Local Road Improvements	LC/LR Roading Improvements	Te Puke	Bell Road/Parton Road Intersection treatment.		Implementation Project start: 20/21 Duration:30 days	\$0.3M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety 	Non-significant (<\$20M)
Tauranga City Council										
Utility Undergrounding	No	Local Road Improvements	-	Multiple locations within Tauranga City	Undergrounding of overhead power lines will provide additional space within the road corridor for pedestrian and cycling upgrades (shared paths, off-road cycle lanes).	Utility undergrounding	Implementation Project start: 3-6 months Duration:12 months	\$5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
Multi-modal Upgrades	No	Walking and Cycling Improvements	Cycling facilities	Multiple locations within Tauranga City	Small-scale improvements to improve mode choice for users.	Cycleways	Implementation Project start: 1-2 months Duration:6 months	\$2M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
End of Journey Facilities	No	Public Transport Walking and Cycling Improvements	LC/LR public transport improvements Cycling facilities	Multiple locations within Tauranga City	End of journey facilities to encourage mode shift. To be included in the TCC LC/LR programme.	Bus Shelters Bike Storage Facilities	Implementation Project start: 1-2 months Duration:6 months	\$0.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
Kopurererua Valley Cycle Connections	No	Walking and Cycling Improvements	Cycling facilities	Kopurererua Valley	Kopurererua Valley provides a key connection for commuter cycling between Tauriko and the Tauranga CBD. This project would improve access and safety along this route.	Cycleway improvements	Implementation Project start: June 2020 Duration:2 months	\$1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Environmental Sustainability Public Health 	Non-significant (<\$20M)
Retaining Walls	No	Local Road Improvements	Replacement of bridges and structures	Multiple locations within Tauranga City	The Tauranga road network has a number of retaining walls that are in poor condition or are under-designed according to current earthquake design standards. At other locations small retaining walls are required to improve the topography of the road corridor.	Construction/replacement of a number of retaining walls on the Tauranga road network.	Implementation Project start: Immediate Duration:12 months	\$1.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Coastal Protection – Turret Road	No	Local Road Improvements	LC/LR roading improvements	Turret Rd	The sea wall bordering Turret Rd seriously eroded during a king tide event approximately 2 years ago.	Repairs to seawall	Implementation Project start: Immediate Duration:6 months	\$1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Road corridor upgrades	No	Local Road Improvements	LC/LR roading improvements	Maunganui Road Adams Avenue Kaitemako Road	Three projects combining asset renewals with road safety improvements (low cost, low risk).	Road upgrades. To be included in TCC LC/LR programme.	Implementation Project start: Immediate Duration:24 months	\$12M	Primarily contributes to the following RLTP objectives: • Access and Resilience • Safety • Affordability	Non-significant (<\$20M)
Road Safety Barriers	No	Local Road Improvements	LC/LR roading improvements	Multiple locations within Tauranga City	The Tauranga road network has a number of road safety barriers that are under-designed (according to current road safety design standards).	Construction/replacement of a number of road safety barriers on the Tauranga road network. To be included in TCC LC/LR programme.	Implementation Project start: Immediate Duration:6 months	\$1M	Primarily contributes to the following RLTP objective: • Safety	Non-significant (<\$20M)
Minor Safety Improvements – Pedestrian Network	No	Walking and Cycling Improvements	Walking facilities	Oceanbeach Rd Papamoa Beach Rd Ohauti Rd Marine Parade	This project would deliver footpath renewals, installation of new footpath connections and pedestrian refuges.	Footpath renewals and construction of new pedestrian facilities.	Implementation Project start: Immediate Duration:18 months	\$2M	Primarily contributes to the following RLTP objectives: • Access and Resilience • Safety • Environmental Sustainability • Public Health	Non-significant (<\$20M)
Rotorua Lakes Council										
Bus Shelter Upgrades	No	Public Transport	Public transport infrastructure improvements and major renewals	Various locations within Rotorua District	A lack of attractive shelters is contributing to customer dissatisfaction and under performance of the Rotorua public transport network is underperforming. Some routes have no shelter provision currently. Improved infrastructure will support mode shift goals.	Install and/or upgrade bus shelters at 57 locations on the bus network.	Implementation Project start: July 2020 Duration 1 year	\$1M	Primarily contributes to the following RLTP objectives: • Environmental sustainability • Access and resilience • Public Health	Non-significant (<\$20M)
Cycle parking – Inner City	No	Walking and cycling improvements	Walking facilities	Rotorua inner city	Rotorua has growth in cycling over last three years over 36%. It is predicted growth will plateau out if we don't install infrastructure required to support cycling as an attractive and viable transport option. Potential commuter cyclists have identified a lack of secure inner city cycle parking as a barrier to uptake.	Provision of secure inner city bike parking facilities that meet user requirements.	Implementation Project start: September 2020 Duration: 1 year	\$0.2M	Primarily contributes to the following RLTP objectives: • Safety • Access and Resilience • Environmental sustainability • Public Health	Non-significant (<\$20M)
Seal extensions	No	Local Road Improvements	Road improvements	Various locations within Rotorua District	RLC has a programme of sealing unsealed roads that play a vital transport link for the economic and social needs of the rural community. Sealing such roads brings them to a level of service consistent with the majority of the community.	Bundle of low cost/low risk seal extension projects.	Implementation Project start: September 2020 Duration: 1 year	\$3M	Primarily contributes to the following RLTP objectives: • Access and resilience • Economic Efficiency • Safety	Non-significant (<\$20M)
Urban Schools Road Safety Review	No	Local Road Improvements Walking and Cycling Improvements	LC/LR roading improvements Walking/Cycling facilities	Various locations within Rotorua District	Completion of a school road safety review process for all schools in Rotorua. Identified need for a proactive safe system management approach to achieve benefits and efficiencies in the way we manage requests from schools. Review process would include working with multiple stakeholders.	Completion of a school road safety review process for all schools in Rotorua. Delivery of a bundle of infrastructure recommendations from review process over a period of 10 years.	Planning & Implementation Project start: immediate Duration: 6 months/10 years	\$0.9M	Primarily contributes to the following RLTP objectives: • Safety • Access and Resilience • Environmental Sustainability • Public Health	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Ōpōtiki District Council										
Old Creamery Road Resilience improvements	No	Local Road Improvements	Road Improvements	Opotiki	Old Creamery road provides a detour for SH traffic between Ōpōtiki and Waiotahi. The route is the only viable detour for the frequent closures of SH2 due to crashes or collapse of the Waiotahi Bluffs. The route is presently not suitable for HCV traffic due to the alignment of one section of the road. This project is to complete realignment works to open the route up for HCV traffic.	Realignment of 500m of Old creamery Road from RP 0.05 to 0.55.	Implementation Project start: 2020/21 Duration: 6 months	\$0.37M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and resilience Safety 	Non-significant (<\$20M)
Motu Road Improvements	No	Local Road Improvements	Road Improvements	Opotiki	Motu Road provides access for tourism and over 1000 hectares of exotic forest nearing, or overdue for harvest. The route is narrow and winding with creates safety issues with user conflict. This project is to improve safety and resilience for the route with corner sight line improvements, drainage improvements, and addressing a backlog of unsealed pavement renewals	Earthworks to improve safety and resilience.	Implementation Project start: 2020/21 Duration: 6 months	\$0.46M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and resilience Safety Affordability 	Non-significant (<\$20M)
Seal extensions	No	Local Road Improvements	Seal extensions	Various locations within Opotiki District	Kiwifruit, manuka, and papakainga development on the east coast is resulting in increased demand and a requirement for an improved level of service for many of the local access roads east of Torere. This is putting additional pressure on existing budgets to meet required service levels.	A bundle of seal extension activities including associated drainage and safety/delineation improvements. 28 roads totalling 19.4km (14% of unsealed network) have been identified for seal extension.	Implementation Project start: 2020/21 Duration: 24 months	\$3.4M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and resilience Economic Efficiency Safety 	Non-significant (<\$20M)
Footpath improvements	No	Walking and cycling improvements	Walking facilities	Various locations within Opotiki District	Recent condition surveys of the ODC footpath network have highlighted many sections in poor condition, or that are too narrow to meet current mobility access requirements.	The proposal is to renew and/or widen the identified sections of footpath to meet current demand requirements.	Implementation Project start: 2020/21 Duration: 18 months	\$1.7M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience Environmental sustainability Public Health 	Non-significant (<\$20M)
Kawerau District Council										
New Culverts	No	Local Road Improvements	Replacement of bridges and structures		Funding to cover a shortfall in budget.			\$0.3M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety 	Non-significant (<\$20M)

Maintenance, Operations and Renewals

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
Whakatane District Council										
Road corridor wildling tree and pest plant removal	No	Road Maintenance	-	Multiple locations within Whakatane District	The growth of wildling trees and pest plants in the roading corridor creates roadside hazards and promotes the spread of invasive plant pests.	Removal of wildling trees and pest plants within the road reserve.	Implementation Project start: 2-3 weeks Duration:6 months	\$3.1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Environmental Sustainability 	Non-significant (<\$20M)
Western Bay of Plenty District Council										
Road Bridge maintenance	No	Road Maintenance	Structures Maintenance	Multiple locations within Western Bay of Plenty District	Maintenance of some structures is required to address water scour while others require maintenance of associated culverts with one involving maintenance of a stock underpass.	Maintenance of 25 road bridges including one historic.	Implementation Project start: 2019/20 Duration: 260 days total	\$0.79M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Network amenity planting along cycleway and waterways	No	Road Maintenance	-	Multiple locations within Western Bay of Plenty District	Network amenity planting along cycleway and waterways.		Implementation Project start: 2019/20 Duration: 60 days	\$0.1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Environmental Sustainability 	Non-significant (<\$20M)
Network additional pest plant control	No	Road Maintenance	-	Various locations within the Western Bay District	The growth of pest plants in the roading corridor creates roadside hazards and promotes the spread of invasive plant pests.	Network wide additional control of pest plants within the road corridor.	Implementation Project start: 2019/20 Duration: 365 days	\$0.4M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Environmental Sustainability Safety 	Non-significant (<\$20M)
Tauranga City Council										
Pavement Renewals	No	Road Maintenance	-	Multiple locations within Tauranga City	Bundle of activities identified in TCC's 20-year long pavement rehabilitation and resurfacing programme.	Pavement renewals	Implementation Project start: Immediate Duration:12 months	\$10.0M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Affordability 	Non-significant (<\$20M)
Bridge Maintenance	No	Road Maintenance	Structures maintenance	Multiple locations within Tauranga City	Maintenance to ensure the safety of all road users and maintain connectivity between communities.	Bridge maintenance	Implementation Project start: Immediate Duration:6 months	\$1M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety 	Non-significant (<\$20M)
Long-Life Pavement Markings	No	Road Maintenance	Traffic services maintenance	Multiple locations within Tauranga City	This project would reduce risk to motorists on high volume/high risk roads by improving the visibility and durability of pavement markings.	Long-life pavement markings on all arterial and collector roads	Implementation Project start: Immediate Duration:3 months	\$0.5M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Affordability 	Non-significant (<\$20M)
Rotorua Lakes Council										
Rotorua rural roads vegetation control and drainage maintenance	No	Road Maintenance	Environmental Maintenance	Multiple locations within Rotorua District	Rotorua has 750Kms of rural roads where some trees and vegetation create shade and cause winter safety issues or pose a direct risk of falling and blocking the corridor. Some	Targeted tree removal and vegetation control to improve safety, access and resilience, and reduce long-term maintenance costs.	Implementation Project start: Immediate	\$0.75M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience 	Non-significant (<\$20M)

Title	RLTP 2018	Activity Class	Work Category	Location	Description	Scope	Phases / Timeframes	Estimated Cost	RLTP Alignment	Significance Assessment
					potentially can initiate significant underslips which can result in expensive remedial works.		Duration:1 – 6 months		<ul style="list-style-type: none"> Affordability 	
Opotiki District Council										
Road Bridge maintenance	No	Road Maintenance	Structures Maintenance and Renewals	Multiple locations within Opotiki District	Maintenance of some structures is required to address water scour while others require maintenance of deck and side protection components. Two structures require deck replacements to open up access for forestry harvesting.	Maintenance and component replacement for bridges. Contracts are ready for tender.	Implementation Project start: 2019/20 Duration: 12 months	\$0.63M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Access and Resilience Safety Affordability 	Non-significant (<\$20M)
Opotiki rural roads vegetation control and drainage maintenance	No	Road Maintenance	Environmental Maintenance	Multiple locations within Opotiki District	Ōpōtiki District has 297Kms of rural roads where some trees and vegetation create visibility safety issues or pose a direct risk of falling and blocking the corridor. Addressing a maintenance backlog of drainage maintenance as a result of climate change storm effects is also required to mitigate life-line resilience issues.	Targeted tree removal and vegetation control to improve safety, and resilience. Drainage maintenance to improve rural roads resilience and reduce long-term maintenance costs.	Implementation Project start: Immediate Duration:3 – 6 months	\$0.25M	Primarily contributes to the following RLTP objectives: <ul style="list-style-type: none"> Safety Access and Resilience Affordability 	Non-significant (<\$20M)
								<i>Total</i>	755.13M	



Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Regional Land Transport Plan 2021 - development of vision, problems, benefits and objectives

Executive Summary

The 2018 review of the Bay of Plenty Regional Land Transport Plan (RLTP) went through a robust planning and consultative process. Under the Land Transport Management Act planning cycle, a new RLTP is required to be developed by April 2021. The current RLTP 2018 is considered to remain largely relevant, and a strong base on which to update the next iteration. At its December 2019 meeting, the Regional Transport Committee (RTC) resolved to undertake a tactical review of the RLTP to identify the key areas where targeted strategic analysis is required to meet Central Government direction.

This report has been provided to the RTC to enable the committee to review and consider the vision statement and the current Investment Logic Map (ILM) – including the problems, benefits and objectives – for the RLTP 2021. The report continues a tactical review of the RLTP while considering what tweaks RTC could make to the strategic framework for the RLTP 2021. In doing so, the report concludes that:

- The RLTP 2018 vision statement is still relevant, but could be tweaked;
- The outcomes of the ILM workshops undertaken as part of the RLTP 2018 development, which supported the RLTP's strategic framework, are considered to remain relevant, in particular, the current problem and benefit statements; and
- The RLTP 2018 objectives, also developed as part of the previous ILM process, have been assessed against central government direction and the updated strategic priorities in the draft Government Policy Statement on Land Transport 2021-2031 (draft GPS 2021). Overall, the assessment indicates there is good policy alignment between central government direction and the 2018 RLTP objectives but there is scope for the RTC to consider and amend the objectives to ensure ongoing alignment with evolving national policy.

The report also outlines possible changes to the RLTP 2021, and its development timeframe, as a result of the Covid-19 pandemic.

Recommendations

That the Regional Transport Committee:

- 1 **Receives the report, Regional Land Transport Plan 2021 - development of vision, problems, benefits and objectives;**
- 2 **Notes that the strategic framework of the 2018 Regional Land Transport Plan has strong alignment with current national policy direction but there is an opportunity for the RTC to review and make amendments;**
- 3 **Reviews and provides direction on the vision, and problem and benefit statements, for inclusion in the draft Regional Land Transport Plan 2021;**
- 4 **Reviews and provides direction on the objectives for inclusion in the draft Regional Land Transport Plan 2021;**
- 5 **Notes the proposed next steps in the development of the Regional Land Transport Plan 2021.**

1 Purpose

The purpose of the report is to provide the Regional Transport Committee (RTC) with an opportunity to review and provide feedback on the vision statement, the current Investment Logic Map (ILM) including the problems, benefits (and their weightings), and objectives for the draft Bay of Plenty Regional Land Transport Plan (RLTP) 2021.

2 Introduction

In 2016-18, a comprehensive review of the RLTP was undertaken, culminating in the operative *Bay of Plenty Regional Land Transport Plan 2018*, which provides a robust, collaboratively developed regional transport framework.

The RTC has now commenced the process for preparing a new RLTP. The RLTP has two key components:

1. A descriptive front-end which outlines the strategic context for land transport in the region and sets out the regional policy framework, including outlining the region's transport vision, objectives, policies, priorities and implementation measures that will direct investment in the regional transport system; and
2. The regional programme of land transport activities which outlines the transport activities the region has identified and prioritised for inclusion in the National Land Transport Programme (NLTP) for subsequent national funding subsidy via the National Land Transport Fund (NLTF).

The current focus is on the first component of the RLTP 2021 – the strategic framework and context. This paper continues that focus and aims to fulfil the paper's purpose by:

- Reviewing the vision for the RLTP 2021;
- Reviewing the ILM problem and benefit statements, and weightings; and

- Reviewing the objectives while assessing them against national policy direction.

The second component of the RLTP 2021 – the regional programme – will be developed in the second half of the year.

2.1 Background

The RTC considered and recommended the following at its last two meetings:

1. **December 2019:** The RTC considered a report on the development of the RLTP. The resolution from the RTC was to undertake a tactical review of the RLTP 2018 to identify the key areas where targeted strategic analysis is required to meet Central Government direction. This option was based on the premise that the existing framework is sound, but could be tweaked to continue to reflect central government policy direction; and
2. **February 2020:** RTC considered a report which identified key areas of the RLTP document where targeted strategic analysis is required to meet central government direction. RTC agreed and recommended that the review process focus on two key areas – developing ten-year transport investment priorities, and confirming and applying a prioritisation approach and methodology.

Confirming the strategic framework of the RLTP 2021 is a necessary first step in enabling a subsequent focus on developing the ten-year transport investment priorities.

3 National and local context

Since the RLTP 2018 review, there has been significant developments at both a national and local level that should be considered when developing the RLTP 2021.

3.1 National context

Since the RLTP 2018 was developed, central government has released the draft GPS 2021, the draft New Zealand Rail Plan (the draft Rail Plan), Arataki - Waka Kotahi NZ Transport Agency's ten-year view, the national Road to Zero road safety strategy, and has made significant investment announcements for transport projects within the region.

- **The draft GPS 2021:** The GPS outlines central government's strategy to guide land transport investment over a 10 year period. It also provides guidance to decision-makers about where central government will focus resources. The GPS influences decisions on how money from the NLTF will be invested across activity classes.

The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work and simplifying them. Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change. Section 14 of the Land Transport Management Act (LTMA) requires that the RLTP must be consistent with the GPS.

- **The draft Rail Plan:** The draft Rail Plan outlines central government's long-term vision and priorities for New Zealand's national rail network. It is a product

of the recommendations of the Future of Rail review which is a cross-agency project led by the Ministry of Transport. The draft Rail Plan proposes a significant programme of change for the land transport system and will be implemented over the next two years, with the intention that it come into effect in line with the next NLTP. It will also inform funding decisions in the GPS 2021 and future budget decisions.

The RTC paper – *Submissions on the draft GPS and Draft NZ Rail Plan* – included as part of the RTC agenda, includes copies of the RTC submissions on the draft GPS 2021 and the draft Rail Plan.

- **Arataki:** the Arataki document is Waka Kotahi NZ Transport Agency's (Transport Agency) 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. Arataki's focus in the Bay of Plenty is to create a safer and more resilient transport system while focusing on five priorities: improving urban form, transforming urban mobility, significantly reducing harm, tackling climate change, and supporting regional development.
- **Road to Zero:** central government's priority on safety has been given greater prominence with the release of the Road to Zero Road Safety Strategy 2020-2030 which targets a 40% reduction in deaths and serious injuries by 2030. It is supported by *Arataki* which identifies 'reducing harm' as a priority for the region.
- **The New Zealand Upgrade Programme:** the programme was announced on 29 January 2020 and it will provide \$478 million to build the new 6.8km four lane Tauranga Northern Link (TNL), connecting State Highway 29 Takitimu Drive through to State Highway 2 near Loop Road, west of Te Puna. The programme will also see a \$455 million upgrade to State Highway 2 from west of Te Puna to Ōmokoroa to upgrade it to four lanes over 7 kilometres.
- **Covid-19 stimulus package:** In addition, there is the possibility of further investment from central government into the Bay of Plenty region as part of a transport stimulus package in a post Covid-19 environment. The RTC paper – *Bay of Plenty Transport Economic Stimulus Package* – included as part of the agenda provides details on proposals that local authorities in the region have put forward for potential funding support.

3.2 Local context

At a local level, and since the RLTP 2018 was released, a number of relevant developments have occurred. This includes the Urban Form and Transport Initiative (UFTI) and Provincial Growth Funding (PGF) announcements.

- **Urban Form and Transport Initiative:** UFTI is a collaborative project involving SmartGrowth, the Transport Agency, Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council, iwi, and community leaders. The Ministry of Housing and Urban Development is also represented and supports UFTI. Together, the partners have committed to developing a refreshed, coordinated and aligned approach to key housing, transport and urban development issues across the sub-region. In June 2020 UFTI will present a robust strategy supported by a partner (central and local government) led investment business case for funding assistance to address immediate and long term housing and transport challenges.

- **Provincial Growth Funding:** PGF announcements for the Bay of Plenty include the development of the Pūtauaki industrial site, the Kawerau container terminal, Ōpōtiki harbour and Whakatōhea mussel factory site, Rotorua lakefront and Whakarewarewa developments, and town centre regeneration projects in Whakatane.

The national and local context is an important consideration in the development of the RLTP 2021, in particular the strategic framework, including its vision, problems, benefits and objectives.

4 The RLTP vision

An RLTP sets the strategic direction for a region's transport network for the next 10–30 years. It describes the long-term vision and identifies the short to medium-term regional investment priorities to move towards this vision.

In that context, an important aspect of the RLTP's strategic direction, is its vision statement. The vision statement defines where the region wants to be in the longer term, anchors the RLTP, and focuses on a long-term aspiration. Ultimately, the RLTP should help the region move towards the vision.

The current RLTP 2018 vision statement is:

“Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all”

The current vision statement is considered to still reflect the region's desired long-term future transport state. In doing so, it currently encompasses and reflects central government themes through the inclusion of safety, social, economic, and access factors. One potential gap is the lack of an explicit reference to long-term environmental outcomes.

Questions for RTC:

- *Is the RTC comfortable with the current vision?*
- *Does the RTC believe there is sufficient emphasis on long-term environmental outcomes, for example, climate change and reducing emissions?*
- *Are there any other significant factors missing in the current vision statement?*

5 The RLTP: ILM – problems and benefits

Investment Logic Mapping (ILM) is a technique utilised to foster intelligent discussion and thinking up-front, before solutions are identified and investment decisions made. It assists in developing the 'story', ensures proposed investments makes sense and tests and confirms that the rationale is evidence-based.

The ILM process assists to shape the region's strategic case including the formulation of problem and benefit statements, objectives, policies and key performance indicators (KPIs) within the RLTP. Ultimately, the process seeks to compel and convince decision makers – central government in this case – to commit to investing in the RLTP programme via the NLTF.

The development of the RLTP 2018 was required to follow a comprehensive business case approach under targeted guidelines from the Transport Agency. Subsequently, and although technically a review, the 2018 RLTP was tested and rebuilt as a new comprehensive plan.

At the time of developing the RLTP 2018, a series of facilitated workshops were held to take the RTC through an ILM exercise to refine the region's priority problem and benefit statements based on evidence. The outcomes of the ILM exercise provided the framework for developing the strategic framework of the RLTP 2018. Figure 1 illustrates the problem and benefit statements and their respective weightings as included in the RLTP 2018.

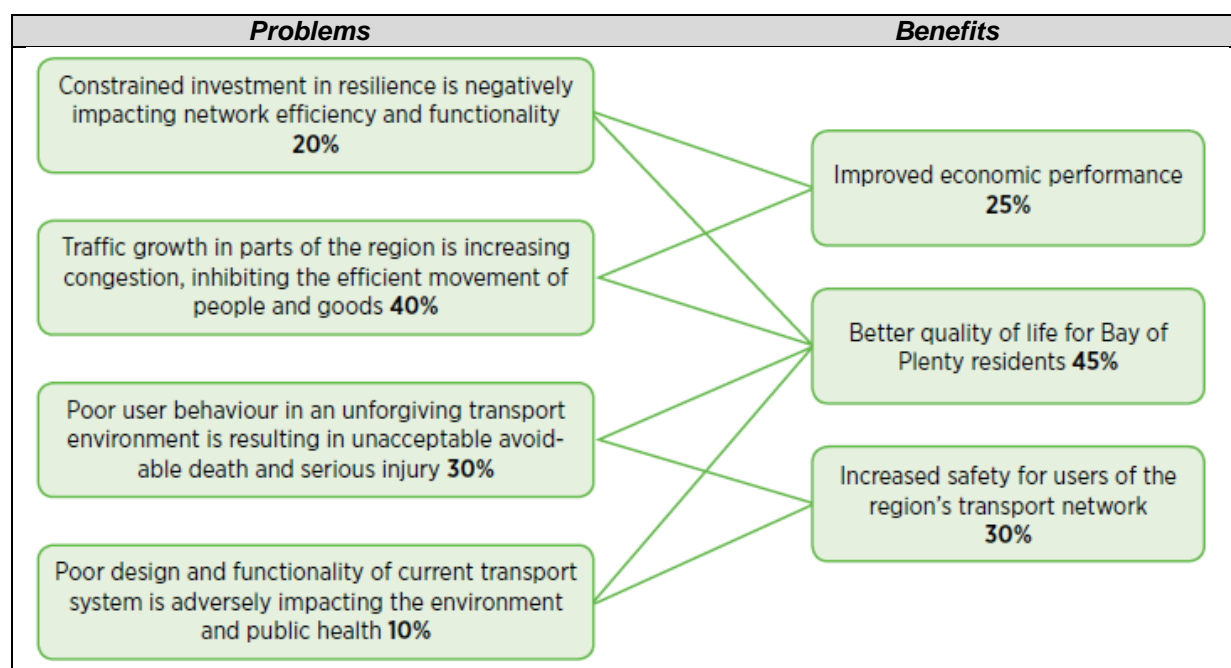


Figure 1: RLTP 2018 problem and benefit statements, and their weightings

In effect, the region's key land transport problems in priority order were defined as:

- Growth in demand and congestion;
- Safety;
- Resilience; and
- Environmental and public health impacts.

It is considered RTC review and approve the existing problems, benefits and their weightings while noting:

- Since the development of the RLTP 2018, and the release of the draft GPS 2021 and Arataki, central government's direction has not shifted significantly from the approach taken with the RLTP 2018. This position is assessed further in section 6.1, below; and
- The RTC resolved to undertake a tactical review of the RLTP based on the previous comprehensive review of the 2018 RLTPs strategic framework which was undertaken via an ILM process.

Question for RTC:

- *Is the RTC comfortable with the problem and benefit statements and their respective weightings?*

- *Are there any changes that the RTC thinks needs to be made in light of the evolving national or regional policy context?*

6 The RLTP: objectives & strategic alignment

Objectives represent what we want to accomplish – they describe what we will do to deliver on our vision statement. An objective supported by key performance indicators is something measurable that work is directed towards and may be: a strategic position or purpose to be achieved; a result to be obtained; a product to be produced; or a service to be performed. RLTP objectives are most likely to fall into one of the first two categories.

Section 16 (1) of the LTMA requires that an RLTP must set out the region's land transport objectives. The RLTP 2018 includes eight objectives:

1. **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.
2. **Environmental sustainability:** the social and environmental effects arising from use of the transport system are minimised.
3. **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.
4. **Energy efficiency:** people choose the best way to travel and move goods to improve energy efficiency and reduce reliance on non-renewable resources.
5. **Public health:** the transport system minimises the health damaging effects of transport for all members of society.
6. **Safety:** zero deaths and serious injuries on the region's transport system.
7. **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.
8. **Affordability:** investment in the transport system maximises use of available resources and achieves value for money.

6.1 RLTP objectives and Covid-19

The Covid-19 pandemic will likely have significant and acute impacts on the Bay of Plenty and particularly its economy and tourism industry while slowing travel and external migration to the region. However, given that RLTPs work towards 10-30 year timeframes it is extremely difficult to predict the how and in what form the current impacts will endure.

One way of approaching the task might be asking whether many or all of the current drivers of transport demand in the region are likely to remain valid into the long-term? One perspective could be that New Zealand as a relatively small and isolated country which is demonstrating a strong collective ability to adapt and manage external shocks may in fact be better placed than many other nations into the long-term.

6.2 RLTP objectives and GPS alignment

The GPS is built around a strategic direction including priorities, outcomes and an investment principles. The following table illustrates a high level assessment between the draft GPS 2021 and RLTP 2018 objectives.

Table 1: Assessment of the GPS and RLTP strategic framework

Alignment Key: ✓✓✓ Strong ✓✓ Medium ✓ Some

Draft Government Policy Statement on Land Transport 2021 - Strategic Direction	Regional Land Transport Plan 2018 Objectives							
	Safety	Economic efficiency	Access & resilience	Environmental Sustainability	Land use & Transport	Energy efficiency	Public health	Affordability
Strategic Priorities <i>Safety: Developing a transport system where no-one is killed or seriously injured</i>	✓✓✓						✓	
<i>Better travel options: Providing people with better transport options to access social and economic opportunities</i>			✓✓✓		✓✓		✓	
<i>Improving freight connections: Improving freight connections for economic development</i>		✓✓✓	✓		✓✓			
<i>Climate change: Developing a low carbon transport system that supports emission reductions while improving safety and inclusive access</i>			✓✓	✓✓✓	✓✓✓	✓✓✓	✓✓	
Investment Principle: Value for money								✓✓✓
Transport Outcomes Framework <i>Inclusive access: Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.</i>			✓✓✓		✓		✓	
<i>Healthy and safe people: Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.</i>	✓✓✓		✓✓	✓✓	✓✓		✓✓✓	
<i>Economic prosperity: Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.</i>		✓✓✓	✓✓		✓✓✓	✓		
<i>Environmental sustainability: Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.</i>			✓✓	✓✓✓	✓✓	✓✓✓	✓✓	
<i>Resilience and security: Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.</i>	✓		✓✓✓	✓				

Table 1 illustrates that there is a strong degree of alignment between each key element in the draft GPS 2021 strategic direction and at least one corresponding objective in the RLTP 2018. In many cases, there are significant levels of alignment with multiple objective statements.

6.3 Summary of RLTP objectives assessment

Overall, it is considered that there is good policy alignment between the RLTPs objectives, the draft GPS 2021, Arataki, Road to Zero and general central government direction. However, and in light of recent central government direction, RTC may like to consider some amendments. Possible examples could include:

- a. Splitting the current Access and Resilience objective into two;
- b. Moving the Affordability objective from the objectives to a policy or an investment principle to better align with the draft GPS; and
- c. Increasing the prominence of climate change and emissions reduction factors to allow for clearer direction in this space.

Questions for RTC:

- *Is the RTC comfortable with continuing the focus on longer-term (10-30 year) outcomes in the objective statements?*
- *Does the RTC see any additional changes that have occurred since 2018 that may require amendments to the objectives?*

7 Next Steps

Since developing the process for undertaking RLTP 2021, the Covid-19 pandemic will likely impact the next steps for development and delivery timeframes of the RLTP 2021. It is not yet clear what the implications will be however staff are currently discussing implications with the Transport Special Interest Group (TSIG), the Ministry of Transport and the Transport Agency. Table 2 below outlines some impacts.

Table 2: Implications of the Covid-19 pandemic on RLTP 2021 development

Implications of Covid19 pandemic on RLTP 2021 development	
Short-term	Longer-term
<ul style="list-style-type: none"> • RLTP project team are working from home • Risks of delays to timeline including: <ul style="list-style-type: none"> - potential delays to key inputs (e.g. Transport Agency's Investment Proposal) - potential extension of RLTP timelines with a flow-on impact on public consultation timelines - ability to appropriately engage with RAG and RTC on key RLTP strategic elements (including TLA resourcing) • Additional complexity in programme development, for example, the Government's infrastructure response ('shovel ready' projects) and how this relates to the RLTP programme. 	<ul style="list-style-type: none"> • Content of final GPS including: <ul style="list-style-type: none"> - anticipating amendments to GPS 2021 in the face of central government's response to Covid-19 - possible change in activity class funding - revenue decrease (less travel = less monies from fuel excise duty and road user charges) - degree of overall impact on economy and therefore on central government's priorities and ability to provide additional Crown funding, outside of NLTF

The high-level timeframe for RLTP development, as it currently exists, is illustrated in figure 2 below. Staff will continue to work to this timeframe.

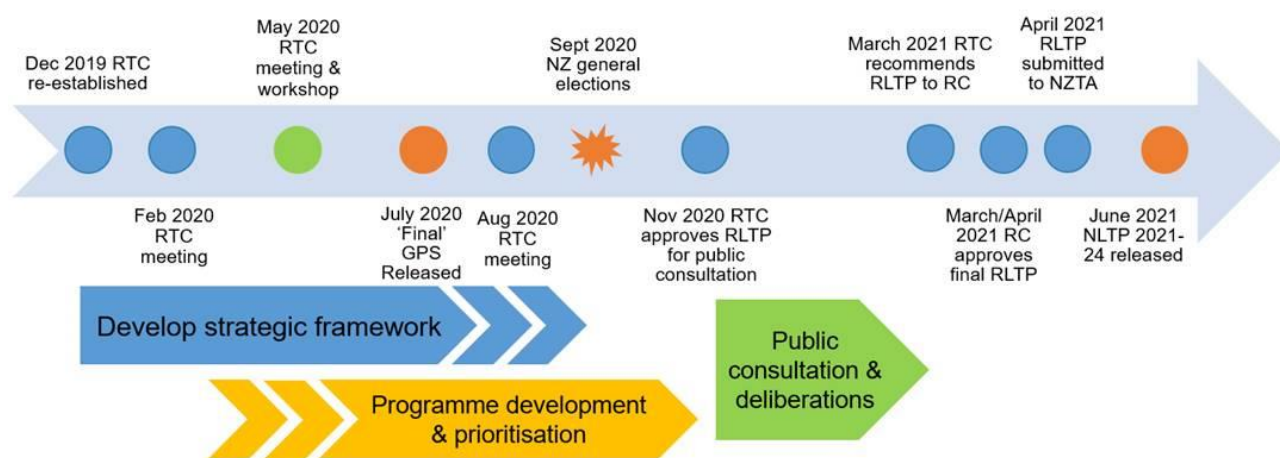


Figure 2: RLTP 2021 development timeframe

From here, staff will continue the tactical review of the strategic context and policy framework before developing 10-year transport investment priorities.

The next RTC meeting is scheduled for August 2020.

8 Budget Implications

This report deals with process matters only and work on the RLTP is included within existing staff resourcing and budgets.

9 Community Outcomes

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

Andrew Williams
Transport Planner

for General Manager, Strategy & Science

29 April 2020



Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Regional Land Transport Plan Variation - Western Bay of Plenty Transport System Plan

Executive Summary

The Regional Transport Committee (RTC) has received a variation request to add the Western Bay of Plenty Transport System Plan transport planning activity to the Bay of Plenty Regional Land Transport Plan 2018 (RLTP).

The purpose of the TSP is to translate the Urban Form and Transport Initiative (UFTI) into implementation through the development of a network-wide System Operating Framework (SOF) and the subsequent development of Single Stage Business Cases for priority parts of the network.

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

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Variation - Western Bay of Plenty Transport System Plan;**
- 2 Adds the Western Bay of Plenty Transport System Plan 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.**

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 Waka Kotahi NZ Transport Agency. Public consultation is not required for any variation that is not significant; or arises from

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

Tauranga City Council on behalf of UFTI partner organisations (Western Bay of Plenty District Council, Bay of Plenty Regional Council and Waka Kotahi) has requested an RLTP variation to add the following activity:

- Western Bay of Plenty Transport System Plan (TSP).

The purpose of the TSP is to translate UFTI into implementation through the delivery of a sub-regional network wide, multi-modal, corridor level, operating model for the transport network (SOF). The SOF will inform the location and scope of subsequent Single Stage Business Cases to address priority modal level of service gaps. The outcomes will inform transport investment programme submissions for Long Term Plans and the Regional Land Transport Plan 2021.

The TSP is considered to have a strong alignment with the strategic direction in the RLTP and will make a contribution to all eight RLTP objectives. More information on the background to the variation request and assessment against the RLTP is included in the memo in Appendix 1. The Regional Advisory Group reviewed the information in the variation request at its 12 March meeting and voted in support of a recommendation to add the activity.

2 Budget Implications

2.1 Current Year Budget

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

2.2 Future Budget Implications

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

3 Community Outcomes

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

Bron Healey
Principal Advisor, Regional Development

for General Manager, Strategy & Science

29 April 2020

APPENDIX 1

Variation Request - Western Bay of Plenty Transport System Plan

Variation Request for Bay of Plenty Regional Land Transport Plan 2018	
Purpose	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.
Title	Western Bay of Plenty Transport System Plan
Date	06 March 2020
Requesting organisation	Tauranga City Council on behalf of Western Bay of Plenty District Council, Bay of Plenty Regional Council and the NZ Transport Agency
Contact(s)	<i>Christine Jones - Tauranga City Council</i> <i>Cole O'Keefe – NZ Transport Agency</i> <i>Namouta Poutasi – Bay of Plenty Regional Council</i> <i>Gary Allis – Western Bay of Plenty District Council</i>
Description of request	<p>The request is for a new activity, the Western Bay of Plenty Transport System Plan to be added to the RLTP.</p> <p>This activity includes the development of a System Operating Framework (SOF) and then subsequent development of Single-Stage Business Case(s) for priority areas of focus. The initial phase of work is eligible for funding assistance from the National Land Transport Fund through the Investment Management (including transport planning) activity class. The SSBC(s) are eligible for funding through the Road Improvement activity class (noting that decisions on NLTF investment in SSBCs will be made following delivery of the SOF).</p>
Background	<p>The purpose of the TSP is to:</p> <ul style="list-style-type: none"> • Translate the western Bay of Plenty sub-regions Urban Form and Transport Initiative (UFTI) into implementation by providing analysis of the how the function of the strategic transport system can be achieved at key places, along corridors or at parts of the network. • Identify the preferred strategic form (e.g. key corridor typical cross section) of the sub-regions key transport network to deliver appropriate levels of service for all transport modes and support its implementation. This will include considering the need to identify locations where transport corridor protection is required. • Deliver a sub-regional network wide, multi-modal, corridor level, operating model for the transport network (to be known as the System Operating Framework). • Further progress the investment case for the sub-region for example through development of Single Stage Business Cases (to identify a preferred design option and associated costs, risks and benefits of the activity). • Inform transport investment programme submissions for the next Long Term Plan and Regional Land Transport Plan (RLTP) 2021-27.

	<ul style="list-style-type: none"> Identify activities that may need to be planned and delivered by parties to the project. <p>The TSP will have a focus on:</p> <ul style="list-style-type: none"> 0-3 year, 3 to 10 year, and 10 to 30 year investment periods. Key locations, for example Te Papa peninsula, key corridors (SH2 Omokoroa to Tauranga; Hewlett’s Road) and strategic parts of the network (e.g. 15th Avenue) that need addressing. The interaction of system wide (e.g. policy and regulation / bylaws, behaviour change, and other operational policies) initiatives and network form to deliver the desired strategic function. The pressures on the transport system that derive from the wider western Bay of Plenty sub-region, with particular attention to Tauranga City. Ensuring the level of analysis and investigation necessary to support evidence-based decision-making is provided for all agencies and partners (e.g. NZ Transport Agency, KiwiRail, Ports of Tauranga etc)
Location	Western Bay of Plenty sub-region
Scope	The project scope is to deliver a sub-regional network wide, multi-modal, corridor level, operating model for the transport network (to be known as the System Operating Framework). The SOF will inform the location and scope of subsequent SSBC to address priority modal level of service gaps.
Phase/Year(s)	Transport System Plan – System Operating Framework: April to July 2020; Priority SSBC(s) to follow.
Estimated cost	\$2.5-3.0m (including Operating Framework ; LTP / TAIP input / SSBC)
Alignment with RLTP objectives	<p>The WBoP TSP will have strong alignment with the direction and priorities provided in the RLTP. As outlined in the background section the project will take a holistic approach, it is considered that it will contribute to all of the following 8 RLTP objectives:</p> <ul style="list-style-type: none"> <i>Safety - zero deaths and serious injuries on the region’s transport system (30%);</i> <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> <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> <i>Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised (10%);</i>

	<ul style="list-style-type: none"> • <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> • <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> • <i>Public health - the transport system minimises the health damaging effects of transport for all members of society (5%);</i> • <i>Affordability - investment in the transport system maximises use of available resources and achieves value for money (5%).</i>
<p>Assessment against RLTP significance policy</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 \$2.5-3.0m (including Operating Framework ; LTP / TAIP input / SSBC). 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.

**Recommendation on
significance**

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.



Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Submissions on the draft Government Policy Statement on Land Transport and draft New Zealand Rail Plan

Executive Summary

This report presents draft Regional Transport Committee submissions on the draft Government Policy Statement on Land Transport 2021/22-2031/32 (draft GPS 2021) and the draft NZ Rail Plan for the Committee to consider and approve.

The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the existing priorities but updating them to align with recent policy work and simplifying them. Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change.

The draft NZ Rail Plan seeks to implement key recommendations from the Future of Rail review, including putting in place a sustainable approach to funding rail over the longer-term.

The two draft RTC submissions provide general support for the overall direction in both central government policy documents, while seeking amendment or clarification on matters of importance to the Bay of Plenty region.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Submissions on the draft Government Policy Statement on Land Transport and draft New Zealand Rail Plan;**
- 2 Approves the Bay of Plenty Regional Transport Committee Submission on the draft Government Policy Statement on Land Transport 2021/22-2030/31 in Appendix 2, subject to any amendments arising from the Regional Transport Committee meeting;**
- 3 Approves the Bay of Plenty Regional Transport Committee Submission on the draft New Zealand Rail Plan in Appendix 3, subject to any amendments arising from the Regional Transport Committee meeting; and**

4 Delegates to the Committee Chair the authority to approve and send the final submissions.

1 Introduction

The Ministry of Transport has released the draft GPS 2021 and draft NZ Rail Plan for formal engagement. Draft Bay of Plenty Regional Transport Committee (RTC) submissions have been prepared on both documents for members to consider and approve. The closing date for submissions on both draft policy documents is 11 May 2020.

2 Draft Government Policy Statement on Land Transport 2021/22-2030-31

The GPS helps to guide investment in land transport by providing a long term strategic view of the Government's priorities for investment in the land transport network.

The GPS provides direction and guidance to those who are planning, assessing, and making decisions on investment of over \$4 billion a year from the National Land Transport Fund (NLTF). It also provides signals for a further \$1 billion co-investment each year by local government.

The draft GPS 2021 builds on the strategic direction of GPS 2018 by maintaining the priorities but updating them to align with recent policy work and simplifying them. The Government is proposing to prioritise safety, better transport options, improving freight connections, and climate change. The draft GPS 2021 at a glance document is included in Appendix 1.

2.1 Draft Regional Transport Committee submission

The draft RTC submission on the draft GPS 2021 is included in Appendix 2. The following key points have been made in the draft submission:

- The RTC expects that the draft GPS will be amended to include the Government's response to COVID-19 and requests another opportunity to provide feedback once it is clear how the GPS will be amended.
- Support for the overall strategic direction in the draft GPS and the clear delineation of roles and responsibilities.
- Support for working more closely with the Ministry of Housing and Urban Development to strengthen the links between transport, land use planning and housing.
- Seeking a move to the full integration of rail into the LTMA framework to enable regions to prioritise rail projects in their RLTPs.
- Strong support for the ongoing commitment to road safety and implementation of the Road to Zero approach.
- Support for 'better travel options' as a strategic priority, but seeking an amendment to include reference to providing people in small settlements and rural areas with better travel options to access places for earning, learning, and participating in society.

- Support for the emphasis on climate change, but requesting that this strategic priority be broadened to include reference to other environmental impacts arising from the land transport system.
- Seeking a stronger role for the Transport Outcomes Framework and stronger direction to take the outcomes into account when planning, assessing and making investment decisions in relation to the NLTF.
- Support for removing 'value for money' from the strategic priorities and making it a principle relevant for all investments.
- Seeking reference to the legislative requirement to take RLTPs into account alongside alignment with the strategic direction in the GPS.
- Support for the ring-fencing of Road to Zero funding, but requesting that it be allocated across four individual activity classes to increase transparency.
- Support for the significant allocation of funding to public transport services and infrastructure.
- Requesting an increase in the proportion of funding available for walking and cycling improvements to lock-in positive behavioural change.
- Requesting a 10-15% increase in the local road maintenance activity class to cover increasing cost pressures within a constrained funding environment.
- Requesting investment for TDM activities in a standalone activity class and clear guidance on what types of activities will qualify for funding.
- Support for a proportionate increase in fuel excise duty and equivalent road user charges where there is a demonstrable need for increased investment.

3 Draft New Zealand Rail Plan

The draft Rail Plan outlines the Government's long-term vision and priorities for New Zealand's national rail network.

Key recommendations from the Future of Rail review have been incorporated into the draft document. The Future of Rail review sought to identify the role rail can play in New Zealand's transport system and put in place a sustainable approach to funding rail over the longer-term. A key part of this is considering how to better integrate rail into the overall planning and funding approach for the land transport system, so rail is maintained alongside other transport modes.

3.1 Draft Regional Transport Committee submission

The draft RTC submission on the draft NZ Rail Plan is included in Appendix 3. The following key points have been made in the draft submission:

- The region's long term expectation is that a 'full integration' of the rail funding model should be adopted by central government.
- Support for the focus on building a resilient and reliable rail network over the next decade and noting that a high performing rail network, as part of the region's wider transport system, is critical to the Bay of Plenty region, the Port of Tauranga, and the region's connections to upper and central North Island.
- Support for both of the proposed strategic priorities within the draft Rail Plan, noting clear alignment with the Regional Land Transport Plan strategic framework.

4 Budget Implications

4.1 Current Year Budget

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

4.2 Future Budget Implications

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

5 Community Outcomes

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

Bron Healey
Principal Advisor, Regional Development

for General Manager, Strategy & Science

29 April 2020

APPENDIX 1

Draft Government Policy Statement on Land Transport 2021 - at a glance

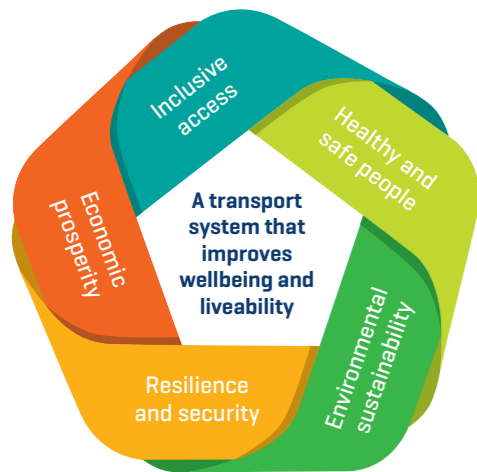
GPS ON LAND TRANSPORT

The role of the Ministry

The Ministry of Transport is the government's system lead on transport. The Ministry advises on the total set of transport interventions and levers including investment, regulation and others.

As system stewards, we work to consider the long term outcomes for the entire transport system. These outcomes are described in the Transport Outcomes Framework, which applies the Living Standards Framework to the transport system. This framework makes it clear what government is aiming to achieve through the transport system.

TRANSPORT OUTCOMES FRAMEWORK



The Ministry supports the Minister of Transport to produce a Government Policy Statement on land transport (GPS). The GPS details how Government expects the National Land Transport Fund (the NLTF) to contribute to a well-functioning land transport system over 10 years.

The Ministry leads advice on investments that have implications for the Fund beyond 10 years and transport investments (including land transport investments) that are funded outside the GPS and the NLTF.

As part of the wider government commitment to the Māori-Crown relationship, the Ministry has a responsibility to engage with Māori and consider Māori outcomes.

Developing the GPS

The GPS sets out the Government's priorities for expenditure from the NLTF. The GPS is developed by the Ministry of Transport on behalf of the Minister before public engagement begins.



How does it work?

The GPS is reviewed every three years and guides investment in transport by providing a 10 year outlook of how spending is prioritised in the transport network.

Guided by the GPS strategic priorities, Waka Kotahi supports local government to create quality Regional Land Transport Plans (RLTP), which it uses to create the National Land Transport Programme (NLTP).

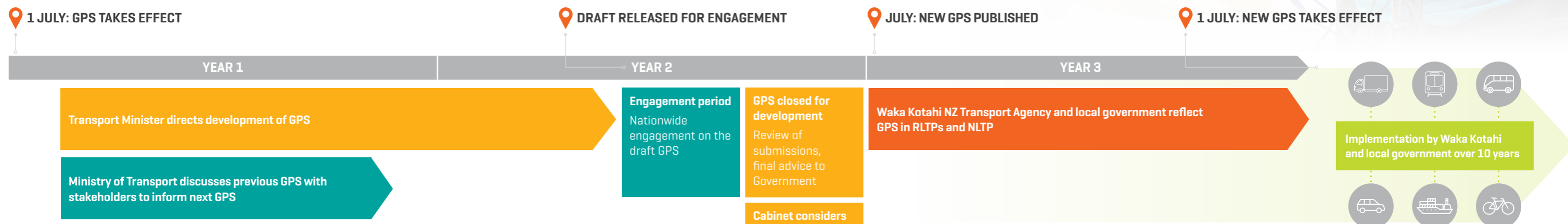
When Waka Kotahi and local government make decisions on transport investment they give effect to the strategic priorities set out in the GPS.

As the largest co-funder of NLTP projects, local government have an essential role in building strong, evidence-based projects and programmes for investment.

This work is supported by the role of regional councils, territorial authorities and unitary councils in leading long-term planning for their area.



GPS Timeline



GPS 2021 AT A GLANCE



What are the strategic priorities?

The Government Policy Statement on land transport 2021 builds on the direction set in GPS 2018 and continues the Government's commitment to safety within the transport system. The draft Policy Statement also prioritises better travel options in our towns and cities, and supports investments for improving freight connectivity through rail and coastal shipping. By including Climate Change as a strategic priority, the GPS highlights the Government's commitment to reducing greenhouse gas emissions in the transport system.



SUPPORTING REGIONS

Road to Zero

Implementing the Road to Zero strategy (where 70 percent of improvements will be outside of Wellington and Auckland).

Freight network

Improving the freight network for primary producers to markets.

Maintaining the network

Sufficient funding to maintain networks to the condition required to ensure a safe, resilient and accessible network.

Investment in land transport

Activity Class Updates



Road to Zero brings the safety related activity classes together to invest for a 40% reduction in road deaths and serious injuries.



Public Transport has been split into services and infrastructure activity classes. This includes completing transitional Metro rail projects.



The Coastal Shipping activity class will support New Zealand coastal shipping to operate on a level playing field with other freight operators.



The Rail Network activity class will be used to implement the Rail Plan by providing funding to KiwiRail to maintain and renew the national rail network.

ACTIVITY CLASS FUNDING RANGES

Activity Class	Expenditure reporting line	GPS 2021 funding ranges						Forecast funding ranges				
		2021/22 \$m	2022/23 \$m	2023/24 \$m	2024/25 \$m	2025/26 \$m	2026/27 \$m	2027/28 \$m	2028/29 \$m	2029/30 \$m	2030/31 \$m	
Road to Zero	Safety Infrastructure											
	Road policing	Upper	910	940	980	1000	1040	1070	1080	1110	1140	1170
	Automated enforcement	Lower	820	840	870	900	930	960	970	1000	1020	1050
	Road safety promotion											
Public transport services	Service operation	Upper	600	630	700	820	900	920	950	970	1000	1030
	Service improvement	Lower	390	410	420	430	440	450	470	480	490	510
Public transport infrastructure	Existing	Upper	770	650	660	780	830	850	810	810	850	870
	New	Lower	500	450	370	340	340	350	350	350	370	380
Walking and cycling improvements	Walking and cycling	Upper	145	140	160	115	115	115	120	120	120	120
		Lower	95	90	105	75	75	75	80	80	80	80
Local road improvements	Existing	Upper	300	250	260	260	130	130	140	140	140	150
	New	Lower	120	100	100	110	50	50	50	60	60	60
State highway improvements	Existing	Upper	1250	1000	1000	950	900	800	650	550	450	450
	New	Lower	1000	800	800	750	700	600	450	350	350	300
State highway maintenance	Operate											
	Maintain	Upper	860	880	900	940	970	1020	1060	1110	1150	1190
	Renew	Lower	740	750	770	800	830	870	910	950	980	1020
	Emergency											
Local road maintenance	Operate											
	Maintain	Upper	760	780	800	820	840	860	880	900	930	950
	Renew	Lower	650	670	680	700	720	730	750	770	790	810
	Emergency											
Investment management	Planning	Upper	80	85	90	90	90	95	95	95	100	100
	Sector Research	Lower	70	75	75	75	80	80	80	85	85	85
	Management											
Coastal Shipping	Coastal shipping	Upper	15	15	15	0	0	0	0	0	0	0
		Lower	10	10	10	0	0	0	0	0	0	0
Rail Network	Rail Network	Upper	120	120	120	120	120	120	120	120	120	120
		Lower	100	100	100	100	100	100	100	100	100	100

Government Commitments

GPS 2021 identifies four Government Commitments that will be delivered through the Waka Kotahi National Land Transport Programme, across total investment in activities. The four priority programmes are:

- Auckland Transport Alignment Project (ATAP)
- Let's Get Wellington Moving (LGWM)
- Road to Zero (around 70 percent of improvements will be outside of Wellington and Auckland)
- Implementing the Rail Plan.

INVESTMENT PRINCIPLES

The strategic priorities of GPS 2021 are supported by guiding principles which underpin how investments should be made:

- decisions need to be transparent
- decisions need to represent value for money
- decisions need to make the most of our existing system but use planning and lead investment (where necessary) to build a better future
- use innovation.

APPENDIX 2

Draft Bay of Plenty Regional Transport Committee submission on the draft Government Policy Statement

Your Ref:
Our Ref:



11 May 2020

Ministry of Transport
PO Box 3175
WELLINGTON 6140
Attn: GPS team

BY EMAIL

Dear Sir/Madam

Bay of Plenty Regional Transport Committee submission on the draft Government Policy Statement on Land Transport 2021/22–2030/31

Thank you for the opportunity to submit on the draft Government Policy Statement on Land Transport 2021/22–2030/31 (GPS). This 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).

This submission has been prepared with input from the Bay of Plenty Regional Advisory Group, a group made up of transport officers from throughout the region that provides technical support to the RTC. We also note that individual local authorities in the region may be making their own submissions on the draft GPS.

For matters relating to this submission, please contact Bron Healey at bron.healey@boprc.govt.nz or 0800 884 881 x9316.

Introductory comments

The draft GPS was released on 19 March and, unsurprisingly, doesn't contain reference to COVID-19. We understand that the Ministry of Transport (MoT) is closely considering the social and economic effects of COVID-19 and how they could impact on the transport system over the medium and longer terms. We are expecting that the GPS will be amended to include the Government's response to COVID-19 for the duration of GPS 2021 and this may impact on funding ranges and activity classes.

Given this context, the RTC's submission responds to the content of the draft GPS as it currently stands, with a particular focus on the Government's longer-term transport objectives. We would appreciate another opportunity to provide feedback once it is clearer how the draft GPS will change to reflect COVID-19.

General comments

We commend the MoT in preparing a draft GPS that is well structured, easy to interpret and succinct.

Objective ID:A3512322

We support the overall strategic direction in the draft GPS and appreciate the clear delineation of responsibilities and acknowledgement of the significant role local government plays in delivering outcomes, and the role of Regional Land Transport Plans (RLTPs). We also support working more closely with the Ministry of Housing and Urban Development to strengthen the links between transport, land use planning and housing.

While we support bringing KiwiRail into the wider planning and funding system under the Land Transport Management Act (LTMA), we would like to see a move to full integration into the LTMA framework, with rail projects prioritised through RLTPs. The proposed system as it currently stands means there is a risk that regions will not be able to adequately plan for future rail investment in their RLTPs.

Responses to consultation questions

The following submission points have been structured according to questions in the consultation form (MoT content in blue).

Strategic Direction

The Government is prioritising investment in four areas of the land transport system over the next ten years – these are referred to as strategic priorities and are listed below. The four strategic priorities will contribute to achieving the five outcomes of the Transport Outcomes Framework.

4. Do you agree these should be the strategic priorities for investment in land transport?

Safety Yes

Better travel options Yes, with amendments

Improving freight connections Yes

Climate change Yes, with amendments

5. Do you have any comments on the strategic direction of the GPS?

Strategic Priorities

The strategic priorities and direction seem logical and follow the direction of GPS 2018 and the signals from Government since it was finalised.

We strongly support the ongoing commitment to road safety and implementation of the Road to Zero approach.

We support the clearer definition of access by splitting it into 'improving freight connections' and 'better travel options' for people. However, we are concerned that 'better travel options' focuses exclusively on towns and cities. This implies that people living in small settlements and rural areas are left entirely to their own devices and do not need access to better travel options.

The reality is that a lack of better travel options is a barrier to accessing social, educational, health and employment opportunities for many people living in more remote areas in the Bay of Plenty. Significant sectors of the population in these areas also experience high levels of deprivation and don't have access to a motor vehicle.

We support the emphasis on climate change as this provides a greater focus and urgency to the need to reduce emissions in the transport sector. However, we note that the Environmental Sustainability outcome in the Transport Outcomes Framework includes reference to 'maintaining or improving biodiversity, water quality, and air quality' but this is not translated through to the shorter term strategic priorities in the draft GPS. We are concerned that exclusively focusing on emissions reduction in the strategic priorities may mean less short term emphasis on other environmental impacts arising from the land transport system.

Recommendations

Retain safety as a strategic priority.

Retain 'better travel options' as a strategic priority, but include reference to providing people in small settlements and rural areas with better travel options to access places for earning, learning, and participating in society, along with associated key performance indicators.

Retain improving freight connections as a strategic priority.

Retain climate change as a strategic priority, but also include reference to other environmental objectives, for example, maintaining or improving biodiversity, air and water quality. Include corresponding key performance indicators within the climate change strategic priority.

Transport Outcomes Framework

In general, we support the alignment between the strategic priorities and the Transport Outcomes Framework, as this recognises that transport planning and investments have long lead times and that investment needs to be guided by a long term strategic approach that is not subject to shorter term changes in Government direction.

However, we note that section 51 of the draft GPS states that *'while GPS 2021 contributes to the achievement of [the Transport Outcomes], those who are planning, assessing and making investment decisions in relation to the Fund should be guided by the GPS 2021 strategic priorities.'*

This effectively means that the four strategic priorities are of overriding importance when making planning and investment decisions in relation to the National Land Transport Fund (NLTF). This may have the effect of de-valuing other desired long-term outcomes that don't feature strongly in the strategic priorities. Examples noted above include providing inclusive access for people in small settlements and rural areas, and the environmental impacts on biodiversity, water and local air quality arising from use of the land transport system.

Recommendation

Provide a stronger role for the Transport Outcomes Framework and stronger direction to take the outcomes into account when planning, assessing and making investment decisions in relation to the NLTF.

Principles for Investing

The Government provides a dedicated fund (NLTF) to support its investments in the land transport system. The draft GPS guides how the NLTF, and funds from local government, will be invested in the land transport system to progress the four strategic priorities.

The draft GPS provides three Principles for Investing (that describe value for money) for the Waka Kotahi NZ Transport Agency (Waka Kotahi) and local government to apply to their decision-making about whether to fund land transport projects through the NLTF. These are:

Alignment: investments that align with the strategic direction of the GPS

Effectiveness: the extent to which a proposal for funding achieves the strategic priorities of the GPS

Efficiency: investments that are both at the best cost and achieve the best possible outcome for the total cost of ownership.

6. Do you understand the value for money principles in the draft GPS? (Y/N) Yes

7. Do you have any other comments to make on the Principles for Investing?

We support removing ‘value for money’ from the strategic priorities and making it a principle relevant for all investments. Value for money is a principle that should underpin all investment decisions and is not an investment priority or a transport outcome in its own right.

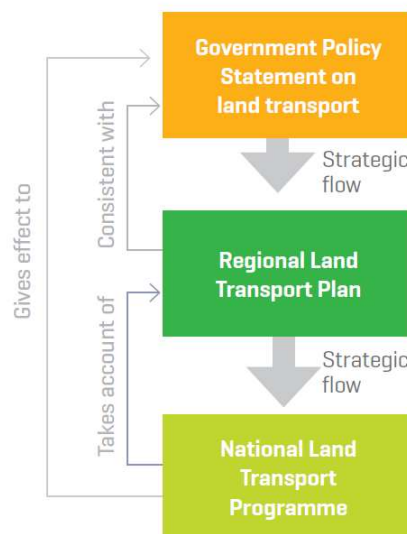
The three principles for investing recall an earlier three factor assessment framework that Waka Kotahi previously used to prioritise land transport investment in the National Land Transport Programme (NLTP). This suggests a return to a similar framework for the NLTP 2021/24.

Alignment

The alignment principle poses the question ‘does investment align with the strategic direction of the GPS?’.

The decision-making hierarchy established in the LTMA requires Waka Kotahi to give effect to the GPS and take RLTPs into account when it prepares the NLTP (Figure 1). This means that RLTPs should also be taken into account when decisions are made about investment from the NLTF. This legislative requirement should be reflected in the alignment principle for investing.

Figure 1 Policy hierarchy for land transport planning and investment



Recommendation

Within the alignment principle, include reference to the legislative requirement to take RLTPs into account alongside alignment with the strategic direction in the GPS.

Activity Classes

The draft GPS allocates money from the NLTF to eleven activity classes. Activity classes signal how Waka Kotahi and local government should balance investment in the land transport system. The funding ranges have been calculated in a way that assumes sufficient funding for maintenance of the network and continuing existing services before implementing the GPS strategic direction.

Local councils' funds can still be used for projects outside of the eleven classes, but the allocations of money from the NLTF in the draft GPS should achieve the desired outcomes of the draft GPS.

The draft GPS includes three new activity classes. These are:

1. **Road to Zero**, which will target interventions that are key to achieving the target reductions in road deaths and serious injuries sought through the Road to Zero strategy.
2. **Rail network**, to implement the draft New Zealand Rail Plan by funding the NLTF share of approved activities from the Rail Network Investment Programme.
3. **Coastal shipping**, to give freight operators more choice for how they transport their freight, and improve the competitiveness and environmental sustainability of the domestic coastal shipping sector.

8. Do you agree that funding to support Road to Zero activities (such as safety infrastructure, road policing, and road safety promotion) should come from a single activity class?

No

9. Do you agree that the GPS should fund maintenance and renewal of the rail freight network?

Yes

10. Do you agree that the GPS should fund coastal shipping?

Yes

The activity classes are set in a way that balances delivering the strategic priorities and maintaining the existing network. The funding allocations in the draft GPS are expected to utilise expected revenue. Allocating more funding to an activity class would require a decrease in funding for a different activity class, or additional revenue (i.e. increases to fuel excise duties and/or road user charges).

11. Considering the information above, would you support increasing or decreasing the funding levels for any activity classes. Please indicate any changes in the table below

(Decrease GPS allocation/Retain GPS allocation/Increase GPS allocation)

Road to Zero Retain GPS allocation (but separate into four activity classes)

Public transport services Retain GPS allocation

Public transport infrastructure Retain GPS allocation

Walking and cycling improvements Increase GPS allocation

Local road improvements Unclear (see submission point)

State highway improvements Unclear (see submission point)

State highway maintenance Retain GPS allocation

Local road maintenance Increase GPS allocation

Investment management Neutral

Coastal shipping Retain GPS allocation (minor)

Rail network Retain GPS allocation

12. Increasing fuel excise duty (and equivalent road user charges) by one cent per litre generates around \$50 million in revenue each year for the NLTF. The draft GPS does not propose an increase to fuel excise duty or road user charges for the next three years.

Would you support an increase to provide more funding to invest in any of the activity classes?

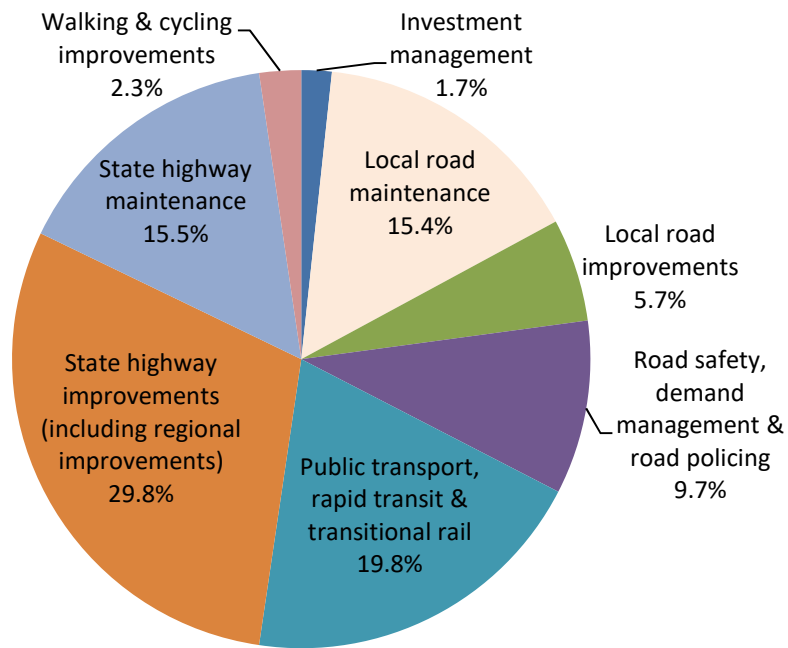
Yes

13. Do you have any other comments on the activity classes in the draft GPS 2021?

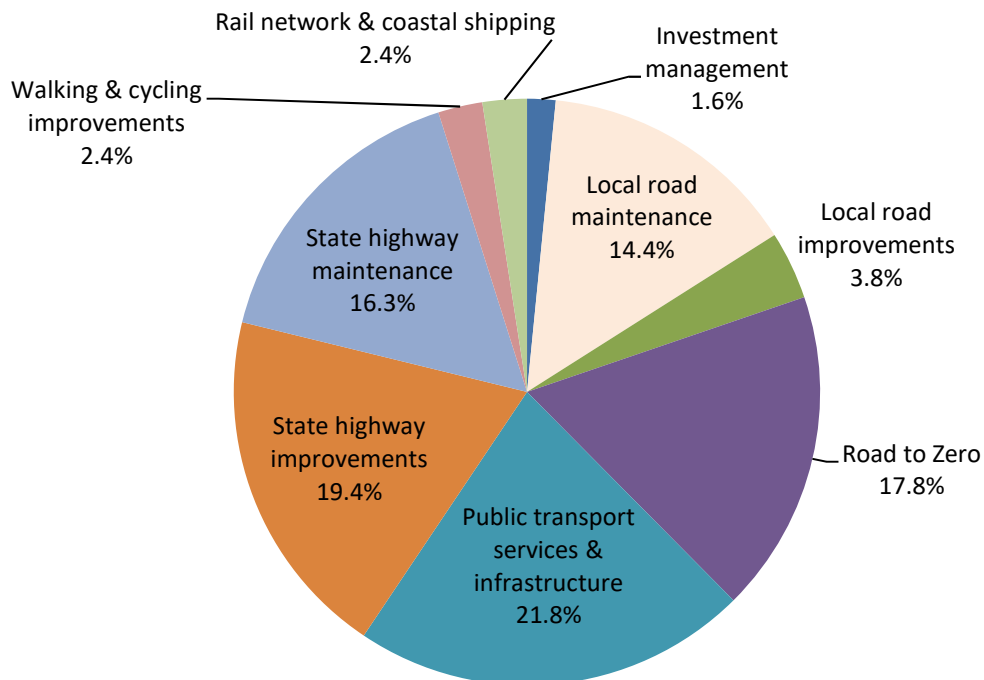
Activity classes

The following graphs compare the proportion of funding allocated to investment categories in the first three years of GPS 2018 and the draft GPS 2021. This comparison is based on the midpoints of the funding ranges for each activity class and endeavours to take into account changes in the activity class structure between the two documents.

GPS 2018



Draft GPS 2021



Overall, there appears to have been no significant shift in the proportion of funding allocated to each activity class, confirming that the draft GPS 2021 largely consolidates the direction of GPS 2018. The most significant change appears to be the re-allocation of state highway and local road safety improvement activities from their respective activity classes into the new Road to Zero activity class. The new rail network and coastal shipping activity class also appear to have drawn some resourcing from state highway improvements, although the funding range of \$10-15 million per year for coastal shipping is minor.

Road to Zero

We support the ring-fencing of Road to Zero funding. However, the bundling of a range of road safety interventions into a single Road to Zero activity class means there is less clarity about how much resource is being allocated to each element of Road to Zero implementation – safety infrastructure, road policing, automated enforcement and road safety promotion. Identifying funding ranges for each element would provide more clarity and certainty to those tasked with implementing the strategy. It would also help us understand the total amount of funding available for state highway and local road improvements.

Recommendation

Split the Road to Zero activity class into the following four activity classes and provide funding ranges for each:

- Road to Zero – state highway infrastructure
- Road to Zero – local road infrastructure
- Road to Zero – road policing and automated enforcement
- Road to Zero – road safety promotion

Public transport

We support the significant allocation of funding to public transport services and infrastructure.

Recommendation

Retain GPS allocation.

Walking and cycling

Walking and cycling improvements still only receive a minor proportion of the available funding. The surge in people of all ages walking and cycling during the COVID-19 lock-down has demonstrated the uptake that could be achieved through the delivery of safe walking and cycling networks. Some of this can be attributed to walking and cycling being among the few recreational options allowed under Level 4 and people having more time available. However, the other key change has been the dramatic reduction in motorised traffic and the absence of safety concerns.

Increased mode share for walking and cycling will have a positive impact on the overall efficiency of the land transport system and help New Zealand meet its carbon reduction commitments. Now is the perfect time to lock-in the positive behavioural changes that have occurred during the COVID-19 lock-down.

Recommendation

Increase the proportion of funding available for walking and cycling improvements, including temporary and pilot measures that could be rapidly deployed under the Accessible Streets framework.

Local road maintenance

The proportion of funding allocated to local road maintenance has decreased from 15.4% to 14.4% of all investment between GPS 2018 and draft GPS 2021. A comparison of the total allocation in the GPS funding bands shows this increasing approximately 5% per annum between the two documents.

Feedback from Bay of Plenty local authorities indicates that upward cost pressures for local road maintenance activities (e.g. inflation, compliance and general cost increases) are more in the order of 10-15%. Within a constrained funding environment, this will ultimately impact on local authorities' ability to achieve required customer levels of service under the One Network Framework. The GPS allocation should be increased to reflect this.

Recommendation

Increase the funding ranges for the local road maintenance activity class by 10-15%.

Travel demand management

Travel demand management (TDM) is no longer provided for in any one activity class. The *GPS Transition Guide* notes that *'following the disbandment of the Road Safety Promotion and Demand Management activity class, travel demand management activities should be funded from other relevant activity classes, depending on the intervention undertaken'*. TDM activities are not explicitly included in any of the activity class definitions in the draft GPS, meaning there is a danger that TDM will be lost as a critical tool for optimising networks. Under the previous GPS, there was also a lack of real clarity on the types of activities that would qualify for NLTF investment.

Recommendation

Allocate investment for TDM activities in a standalone activity class and provide clear guidance on what types of activities will qualify for NLTF investment.

Land Transport Revenue

The draft GPS consultation form poses the question: *would you support an increase [in fuel excise duty and equivalent road user charges] to provide more funding to invest in any of the activity classes?*

The simple answer is yes we would support a proportionate increase in the fuel excise duty and equivalent road user charges where there is a demonstrable need for increased investment. Our current submission highlights two activity classes in particular (local road maintenance, and walking and cycling improvements) where we believe there is a case for increased investment.

Recommendation

We support a proportionate increase in fuel excise duty and equivalent road user charges where there is a demonstrable need for increased investment.

Summary

In summary, we would like to re-state the following key points in our submission:

- We are expecting that the draft GPS will be amended to include the Government's response to COVID-19 and would appreciate another opportunity to provide feedback once it is clear how the GPS will be amended.
- We support the overall strategic direction in the draft GPS and the clear delineation of roles and responsibilities.
- We support working more closely with the Ministry of Housing and Urban Development to strengthen the links between transport, land use planning and housing.
- We would like to see a move to the full integration of rail into the LTMA framework to enable regions to prioritise rail projects in their RLTPs.
- We strongly support the ongoing commitment to road safety and implementation of the Road to Zero approach.
- We support 'better travel options' as a strategic priority, but would like to see it amended but include reference to providing people in small settlements and rural areas with better travel options to access places for earning, learning, and participating in society.
- We support the emphasis on climate change, but request that this strategic priority be broadened to include reference to other environmental impacts arising from the land transport system.
- We seek a stronger role for the Transport Outcomes Framework and stronger direction to take the outcomes into account when planning, assessing and making investment decisions in relation to the NLTF.
- We support removing 'value for money' from the strategic priorities and making it a principle relevant for all investments.
- We seek reference to the legislative requirement to take RLTPs into account alongside alignment with the strategic direction in the GPS.
- We support the ring-fencing of Road to Zero funding, but request that it be allocated across four individual activity classes to increase transparency.
- We support the significant allocation of funding to public transport services and infrastructure.
- We request an increase to the proportion of funding available for walking and cycling improvements to lock-in positive behavioural change.
- We request a 10-15% increase in the local road maintenance activity class to cover increasing cost pressures within a constrained funding environment.
- We request investment for TDM activities in a standalone activity class and clear guidance on what types of activities will qualify for funding.

- We support a proportionate increase in fuel excise duty and equivalent road user charges where there is a demonstrable need for increased investment.

We appreciate the opportunity to submit on the draft GPS 2021 and trust that you find our feedback constructive.

Yours sincerely

**Councillor Lyall Thurston QSO JP, Bay of Plenty Regional Council – Toi Moana
Chair – Bay of Plenty Regional Transport Committee**

DRAFT

APPENDIX 3

Draft Bay of Plenty Regional Transport Committee submission on the draft NZ Rail Plan

11 May 2020



Ministry of Transport
PO Box 3175
WELLINGTON 6140
Attn: draft Rail Plan team
Email: DraftNZRailPlan@transport.govt.nz

Dear Sir/Madam

Bay of Plenty Regional Transport Committee submission on the draft New Zealand Rail Plan

Thank you for the opportunity to submit on the draft New Zealand Rail Plan (draft Rail Plan). This 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.

This submission has been prepared with input from the Bay of Plenty Regional Advisory Group, a group made up of transport officers from throughout the region that provides technical support to the RTC. In addition, individual local authorities within the region may make their own submissions on the draft Rail Plan

For matters relating to this submission, please contact Andrew Williams at andrew.williams@boprc.govt.nz or 0800 884 881 x 8382.

In summary, the following key points are made in our submission:

- The long term expectation is that a 'full integration' of the rail funding model should be adopted by central government.
- We support the focus on building a resilient and reliable rail network over the next decade and note that a high performing rail network, as part of the region's wider transport system, is critical to the Bay of Plenty region, the Port of Tauranga, and the regions connections to upper and central North Island.
- We support both of the proposed strategic priorities within the draft Rail Plan and note clear alignment with our Regional Land Transport Plan strategic framework. Clarity is sought on the reference to the term 'largest cities' noting that this definition should include Tauranga given expected growth.

Please find our comments below, we trust you find them constructive.

Yours sincerely,

**Councillor Lyall Thurston QSO JP, Bay of Plenty Regional Council – Toi Moana
Chair – Bay of Plenty Regional Transport Committee**

Objective ID: A3514435

General Comments

The following provides general comments in relation to the previous submission on the Land Transport (Rail) Legislation Bill while answering the specific survey questions on the draft Rail Plan. In addition, Table 1 below provides some detailed comments in relation to more specific matters within the draft Rail Plan.

Previous Submission – Land Transport (Rail) Legislation Bill

The Bay of Plenty RTC are aware of the submission made by the Transport Special Interest Group (TSIG) on the Land Transport (Rail) Legislation Bill. The following reiterates our overall support of rail investment in general and the importance of rail for transport in the Bay of Plenty region. The comments in the TSIG submission should be read in conjunction with this submission on the draft Rail Plan.

The Bay of Plenty RTC recognises the importance of a fully integrated transport network and the long term expectation is that a 'full integration' of funding model should be adopted by Government. Rail projects should flow through the regional land transport planning process and be prioritised alongside other transport activities prior to being included in the National Land Transport Programme (NLTP). This would allow RTCs to determine which rail activities they want to put forward and to prioritise these activities against other transport projects based on a mode neutrality approach.

Specific Submission Questions – Draft Rail Plan

1. Do you support the focus on building a resilient and reliable rail network over the next decade?

The Bay of Plenty RTC **supports** the focus on building a resilient and reliable rail network over the next decade. A high performing rail network, as part of the region's wider transport system, is critical to the Bay of Plenty region and its connections to upper and central North Island. The Bay of Plenty RTC recognises the important role of rail in the wider transport system and the need for a resilient and reliable rail network to support wider and broader transport outcomes.

2. Do you support the Strategic Investment Priority: Investing in the national rail network to maintain rail freight, and provide a platform for future investments for growth?

The Bay of Plenty RTC **supports** the 'Strategic Investment Priority: Investing in the national rail network to maintain rail freight, and provide a platform for future investments for growth'.

The Bay of Plenty Regional Land Transport Plan

The Bay of Plenty Regional Land and Transport Plan (RLTP) includes four objectives, and nine policies, that strongly align with the proposed investment priority:

1. **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.

- Work collaboratively to prioritise and mitigate network resilience issues to improve route security and maintain access for people and goods; and
 - Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region
2. **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.
- Collaborate with neighbouring regions, city and district councils, the New Zealand Transport Agency and KiwiRail to protect the inter-regional functions of strategic transport corridors;
 - Ensure that future transport corridors are identified and protected in strategies and plans; and
 - Require that high freight trip generating activities develop in locations with good access to the region's strategic road and rail networks.
3. **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.
- Promote, develop and protect the State Highway 1/29-East Coast Main Trunk corridor as the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty;
 - Co-ordinate planning and prioritise investment for roads, rail and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner; and
 - Strongly advocate for increased investment in rail capacity, rolling stock and future passenger rail in the region and the upper North Island to accommodate projected inter and intra-regional freight and people movements.
4. **Affordability:** investment in the transport system maximises use of available resources and achieves value for money.
- Ensure that rail assets are maintained to protect the integrity of the network and minimise operating costs.

The RLTP also includes three relevant key performance indicators (KPI) that the proposed investment priority would support which aim to:

1. Increase the proportion of freight that is moved by rail in the region above 2016 levels;
2. Achieve the target of zero deaths and serious injuries on the region's rail network; and
3. Achieve no adverse movement in the rail network Track Quality Index on National Strategic Routes from 2016 levels.

To assist the Bay of Plenty RTC in achieving its RLTP objectives, policies and KPIs, it is crucial that the Rail Plan is delivered in an integrated and prioritised manner, and that investment increases to maintain safety, protect the integrity of the network and grow rail capacity.

Inter-Regional Connectivity

The RTC understands rail has an important role in the movement of freight across the country, and in the Bay of Plenty region.

The North Island Main Trunk (NIMT) and East Coast Main Trunk (ECMT) route carries over a third of New Zealand's rail traffic, providing an efficient link between the Port of Tauranga and freight hubs in South Auckland, North Waikato and Hamilton, and therefore reducing the number of road based freight journeys between the cities. The ongoing protection and enhancement of the route, including improving the resilience of the Kaimai Tunnel is critical to the functioning of the UNI transport system.

Additionally, the Port of Tauranga, New Zealand's largest export Port is planning further expansion, including increased freight rail services to and from the UNI. The Port of Tauranga transports approximately 40% of imports and 50% of exports via rail. This is a significant amount compared to other New Zealand ports, including the Ports of Auckland.

Growth Industries

We know that investment in the movement of rail freight has wider economic benefits to the region, and the nation.

Significant Provincial Growth Funding (PGF) announcements for the eastern Bay of Plenty will see the development of the Pūtauaki industrial site, the Kawerau container terminal, the Ōpōtiki harbour, and Whakatōhea mussel factory site. There is also potential for water bottling industries in the region to increase output and for rail connections to be established to support future industrial land at Rangioru in the western Bay of Plenty.

All of these activities will require significant levels of freight movements and would benefit from further investment in rail in the Bay of Plenty. Such investment would support existing industry demands, particularly from the kiwifruit sector which currently sees all kiwifruit product transported internally, by road.

3. Do you support the Strategic Investment Priority: Investing in metropolitan rail to support growth in our largest cities?

The Bay of Plenty RTC **supports** the 'Strategic Investment Priority: Investing in metropolitan rail to support growth in our largest cities'. The investments made to support growth in metropolitan rail will have beneficial flow on effects on other inter-regional rail services.

However, it is unclear what the reference within the priority to 'largest cities' means. The Bay of Plenty RTC **recommends** that this clarity is provided in the next iteration and that when doing so, take into consideration the significant growth expected for the western bay of plenty and include Tauranga within the definition.

Passenger Rail in the western Bay of Plenty

Tauranga is defined as a 'high growth urban area' under the National Policy Statement on Urban Development Capacity (NPS-UDC) and, given its rapid growth, there is potential for rapid transit options as growth continues.

The Urban Form and Transport Initiative (UFTI) and stakeholder¹, together with their partners have committed to developing a refreshed, coordinated and aligned approach to key housing, transport and urban development issues across the sub-region. This includes looking at the future use of the rail corridor to support the significant movement of freight within the Bay of Plenty region and connections to both upper and central north island as well as enabling a platform for future growth including possible movement of people, within the corridor, in the longer term. UFTI will present a robust strategy supported by a partner (central and local government) led investment business case for funding assistance to address immediate and long term housing and transport challenges in June 2020.

Furthermore, the Bay of Plenty's RLTP advocates for increased investment in passenger rail and in particular, the re-introduction of inter-regional passenger rail linking Auckland, Hamilton and Tauranga.

4. Do you have any other comments on the investment priorities for the rail network in New Zealand over the next 10 years?

The draft Rail Plan outlines potential future opportunities for both freight and enhanced interregional services. The Bay of Plenty RTC **recommends** planning be undertaken for these opportunities to enable early investment and the expansion of services. The provision of infrastructure requires long lead in times and early planning of potential projects is considered necessary to ensure timely completion of such opportunities.

5. Do you have any feedback on anything else in the draft Rail Plan?

The Bay of Plenty RTC notes there was limited consultation of the draft Rail Plans' development. The Bay of Plenty RTC **requests** early engagement and consultation of the Rail Plan and projects expected in the region as the plan is developed to enable greater integration of the land transport system.

6. Do any of your responses contain commercially sensitive information?

No.

¹ The Urban Form and Transport Initiative is a collaborative project involving SmartGrowth, Waka Kotahi NZ Transport Agency, Western Bay of Plenty District Council, Tauranga City Council, Bay of Plenty Regional Council, iwi, and community leaders. The Ministry of Housing and Urban Development is also represented and supports UFTI.

BAY OF PLENTY REGIONAL TRANSPORT COMMITTEE'S SUBMISSION ON THE DRAFT NEW ZEALAND RAIL PLAN: SPECIFIC COMMENTS

Reference	Position	Recommendation
<p>Page 21 states:</p> <p><i>The new planning and funding framework will require the Ministry of Transport, Waka Kotahi NZ Transport Agency (the Transport Agency), KiwiRail, Auckland Council, Auckland Transport and Greater Wellington Regional Council to work together to plan and fund New Zealand's rail network infrastructure. This includes working with other councils who have responsibility for inter-regional rail services.</i></p> <p>Page 22 then states:</p> <p><i>The proposed legislation will allow the Auckland and Wellington planning approach to be extended to other regions in future on a case-by-case basis.</i></p>	<p>The Bay of Plenty RTC requests that further clarity is provided to those other Councils and what the trigger would be to allow for the proposed legislation to be extended to those Councils</p>	<p>The Bay of Plenty RTC recommends that this be provided via way of the aforementioned recommendation: early engagement and consultation of the Rail Plan and projects as the plan is developed.</p>
<p>Page 22 states:</p> <p><i>Further work is underway to establish track user charges to ensure KiwiRail and other track users contribute to the cost of the rail network in a fair and transparent way</i></p>	<p>The Bay of Plenty RTC requests that once the Ministry of Transport completes this work, that this proposal is shared.</p>	<p>It will interesting to see how the Ministry proposes that KiwiRail and other track users contribute to the cost of the rail network in a fair and transparent way. The Bay of Plenty RTC recommends this proposal is clarified.</p>

Reference	Position	Recommendation
<p>Page 28 notes that there is a future opportunity to “increase axle weight to 20 tonnes plus Auckland to Tauranga”</p>	<p>The Bay of Plenty RTC supports this opportunity to cater for the extensive export demand from the Port of Tauranga.</p>	<p>With up to 3 million tonnes of flow between the Auckland and Tauranga of both imports and exports, increasing the axel capacity of this route would reduce congestion and remove additional traffic from the State Highways leading into Tauranga city, reduce instances of serious injuries and deaths on our roads, and contribute to the government’s emission targets.</p> <p>The Bay of Plenty RTC recommends that the final Rail Plan include clear indications for supporting the Port of Tauranga and the rail network to cater for future increases of freight flows within the UNI network.</p>
<p>Page 29 states</p> <p><i>At present, the most credible low carbon alternative to diesel for mainline long-haul freight is electrification. Further electrification of locomotives requires investment in electrification of the track infrastructure. Due to the cost involved, this kind of investment can generally only be justified on high volume routes, such as the heavily utilised routes of the North Island Main Trunk (NIMT) between Auckland and Wellington, and the East Coast Main Trunk (ECMT) between Auckland and Tauranga.</i></p>	<p>The Bay of Plenty RTC supports the opportunity for the electrification of the East Coast Main Trunk (ECMT) between Auckland and Tauranga.</p>	<p>While the Bay of Plenty RTC supports the electrification of the ECMT, it is recommended that electrification upgrade work be prioritised in a balanced manner alongside maintenance, and increasing the capacity and resilience of the ECMT.</p>

Reference	Position	Recommendation
<p>On Page 31, under the 'Investment Priorities 2021-31', the draft Rail Plan states that a priority includes:</p> <p><i>Build[ing] resilience and reliability in existing network through expanded renewals and maintenance programme. Investment in tracks, bridges, tunnels and signals across the existing network. Supports uplift in performance against the Asset Management Plan targets over 10 years.</i></p>	<p>The Bay of Plenty RTC supports the investment priority to build resilience and reliability in the existing network and sees an opportunity to invest in the Kaimai tunnel.</p>	<p>The Bay of Plenty RTC recommends that the final Rail Plan include clear indications for supporting the Kaimai tunnel's capacity and resilience to cater for future increases of freight flows within the UNI network.</p>
<p>On page 45, the draft Rail Plan states that:</p> <p><i>We will be tracking our investments and the outcomes they are achieving for the transport system and New Zealand. We expect to monitor the benefits realised through our investment in a number of ways. Further work is underway on developing the monitoring framework for rail.</i></p>	<p>The Bay of Plenty RTC supports the further work underway to develop a monitoring framework for rail.</p>	<p>The Bay of Plenty RTC recommends that any monitoring framework links clearly to tangible and agreed outcomes with stakeholders.</p>



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 08 May 2020

Report From: Namouta Poutasi, General Manager, Strategy & Science

Urban Form and Transport Initiative (UFTI) Update

Executive Summary

The Urban Form and Transport Initiative (UFTI) have completed Phase 3 of the programme with the delivery of the UFTI Interim Report in December 2019. This follows the adoption of the UFTI Foundation Report in August 2019.

The Project is currently in the final phase to deliver the UFTI Final Report in May 2020.

Recommendations

That the Regional Transport Committee:

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

1 Introduction

The Urban Form and Transport Initiative (UFTI) is a partnership between the SmartGrowth partners (Bay of Plenty Regional Council, Tauranga City Council, Western Bay of Plenty District Council and tangata whenua) and Waka Kotahi NZ Transport Agency to agree a strategic and integrated delivery plan for western Bay of Plenty's future urban form and multi-modal transport system with a 50+ year horizon.

The UFTI Programme will enable the partners to plan for and deliver a number of land use, and transport changes and improvements, over time, to achieve the strategy.

2 UFTI Update

Key highlights since the last update report to the Committee in December 2019 include:

- Stakeholder feedback on the UFTI Interim Report, including investment in a coordinated response from the SmartGrowth forums, supported and received.
- Key research technical reports completed to support the UFTI evidence base, including:

- Modeshift and Multi-Modal Solutions,
 - Comparative Places Review (Part 1 and Part 2) Reports,
 - Social and Affordable Housing Report, and
 - Stakeholder spatial planning maps (digitalised)
- Reviewed approach and way of working with UFTI partners to work through Covid 19 environment and ensure ongoing delivery of UFTI.
 - Ongoing engagements with other urban growth Councils and partners to share evidence and continue collaboration.
 - Ongoing engagements with central government officials and Ministers to update on progress and continue collaboration.
 - Implementation of continued stakeholder involvement i.e. newsletters and sharing of technical research reports.

Further information, including the UFTI Interim Report and technical reports is available on the UFTI website at www.ufti.org.nz.

Key next steps for UFTI include:

- Options and evidence analysis, focusing on the four short-listed programmes presented in the UFTI Interim Report.
- Intervention delivery plan development to support UFTI Final Report.
- Responding to stakeholder feedback on the options presented in the UFTI Interim Report, subject to Covid 19 working environment.
- Iwi expert panel “He Manukura” underway to provide expert advice to UFTI and the SmartGrowth Leadership Group.
- Transport modelling underway on the four short-listed programmes within the UFTI Interim Report.
- Financial and Economic Cases underway to support the development of the optimal programme and UFTI Final Report.
- Building a formal partnership arrangement with government based off the work being done in UFTI.
- Developing a supporting Technical Report outlining the key processes and project components undertaken to develop UFTI.
- The UFTI Final Report is due for completion in May 2020 to inform the joint spatial plan with government that SmartGrowth will prepare.
- This joint spatial plan will be subject of a full consultative process.

2.1 Tangata Whenua Involvement

An expert advisory panel “He Manukura” has been established to provide advice and undertake tangata whenua engagement on the UFTI Interim Report. The panel is made up of local Maori planning and policy experts to supplement the role of the SmartGrowth Tu Pakari Advisor who has struggled to resource engagement in UFTI.

Unfortunately, the Covid 19 lockdown occurred just as a series of planned hui were to be operated. He Manukura have therefore revised their engagement approach accordingly to use a survey of their “Whakamarumarū Rōpū” consisting of over 30 recipients representing SmartGrowth tangata whenua working group, SmartGrowth Leadership Group, 4 Hapū/Iwi Chairs and CEO’s and the Maori Land Trust.

The survey is supported by information in the form of:

- A summation of what iwi and hapu management plans and other relevant iwi documents in the region prepared over the last ten years have to say about urban form and transport
- A “Matariki” report for UFTI providing expert advice related to the UFTI work from the planning and policy experts within He Manukura
- An early draft of what an “iwi spatial plan” might look like for the subregion.

Further engagement will be guided by the recommendations of this report and subsequent discussions amongst the partners.

2.2 Stakeholder and Governance Engagement

At the time of writing this report update, formal written comments on the UFTI Interim Report have been received from 11 organisations.

A number of these comments were prepared by the SmartGrowth Forums representing a wide range of different organisations. Bay of Plenty Regional Council provided a professional writer to assist these group to put forward comprehensive comments. When the UFTI Final Report is published it will be accompanied by a summary of the comments received and how those comments have been incorporated.

In addition, a number of workshops have been held with key stakeholders. These workshops have been well attended, typically attracting 40 – 50 attendees. The workshops have provided targeted input that has had a substantial impact on the contents of the reports. In addition, the Carbon Reduction Group facilitated a public engagement process at ‘Our Place’ which was unfortunately curtailed by Covid 19 lockdown but still provided interesting public perspectives on urban form that echo those already identified via previous SmartGrowth and partner engagement activities.

All of the UFTI technical reports are published on the UFTI website and a newsletter is sent to over 200 different stakeholders informing them of new reports as they are published and how those reports are influencing our thinking.

As a consequence of Covid 19, the planned opportunities for kanohi ki kanohi stakeholder and governance engagement in March and April have been deferred. The UFTI team are contemplating a webinar style questions and answers session in early May but that will depend on progress and ensuring alignment with political engagement processes.

Technical work has continued with the expectation that further engagement will occur after presentation of the technical report findings in May/June via the SmartGrowth Joint Spatial Plan process.

3 SmartGrowth Joint Spatial Plan

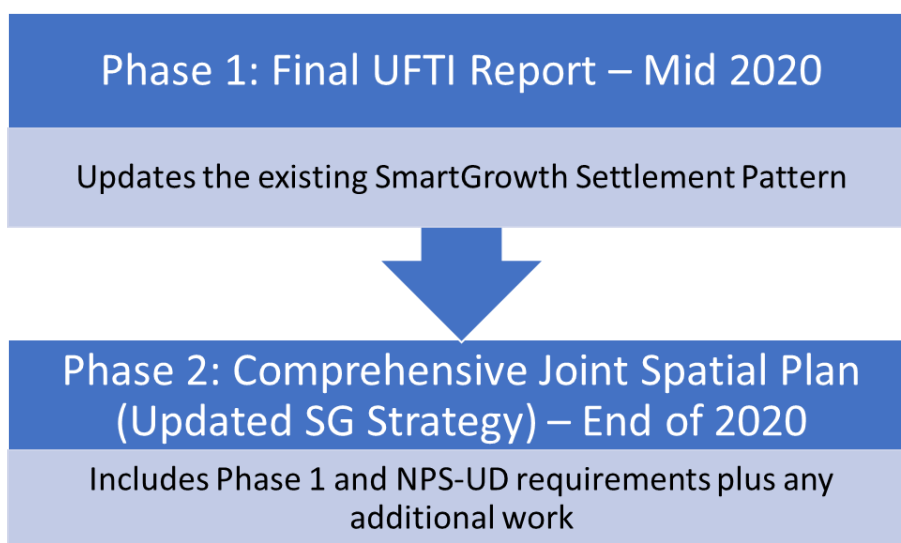
In parallel with UFTI, the development of a Joint Spatial Plan (with the Government as a partner) is underway. This will respond to UFTI and to the government's wish to be a full partner and to sign off on such a plan.

UFTI will provide SmartGrowth with an optimal spatial and transport programme that sets the direction for land use and transport planning for the next 30 years, and in the longer term for a potential population of 400,000. Accompanying the optimal programme, UFTI provides SmartGrowth with a renewed sub-regional investment story about the integration of land use and transport to achieve good public outcomes.

There are two phases to the work being undertaken. The first phase is to complete the UFTI project with a Final Report due by June 2020. The final report will cover the vision, outcomes, objectives, the optimal scenario, and a programme and packages of interventions for implementation. This work will also update the existing settlement pattern of the 2013 SmartGrowth Strategy. This is the first major part of the joint spatial plan.

Phase 2 will involve using the UFTI and SmartGrowth settlement pattern work from Phase 1 for developing the balance of a comprehensive joint spatial plan for the sub-region. Phase Two will utilise key and relevant parts of the existing SmartGrowth Strategy so that we end up with one plan (joint spatial plan, with relevant appendices that will contain technical detail) including the Future Development Strategy.

These two phases are illustrated below.



Government Ministers remain confident that UFTI will be used as a significant input to the development of the joint spatial plan which will include key elements of the existing SmartGrowth Strategy after quality stakeholder and partner engagement. The joint process includes Central Government as part of the SmartGrowth partnership and arrangements.

4 UFTI and the WBoP Tauranga System Plan (TSP)

UFTI is not about the design or delivery of projects. The WBoP Transport System Plan (TSP) will develop and design the options necessary to achieve the strategic functions outlined by UFTI.

UFTI identifies the functions of existing and future transport networks to support the spatial plan, while the TSP is focused on identifying components of the network form to support that function.

The WBoP TSP will advise how functions of a strategic transport system can be achieved at key places, along corridors and at certain parts of the network.

5 Central Government Stimulus Package

In response to the governments stimulus package to support post Covid 19, the councils within the western Bay of Plenty have worked together to gain co-funding from central government to support short-term packages that are 'shovel ready' and align with the government's priorities once the alert levels are lowered and removed. These include boosting the economy, generating job growth, delivering affordable housing, and improving the health and wellbeing of our communities. Councils and SmartGrowth ensured that the stimulus packages put forward are aligned with UFTI work done to date and collective longer-term aspirations for the sub-region.

The government have communicated that this national fund is significantly oversubscribed, and government officials are currently working through the proposals to ascertain the best stimulus package for the country.

6 Budget Implications

6.1 Current Year Budget

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

6.2 Future Budget Implications

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

7 Community Outcomes

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

Janeane Joyce
Planning - Contractor

for General Manager, Strategy & Science

30 April 2020

