Bay of Plenty Regional Land Transport Plan 2021-31

Prepared by the Bay of Plenty Regional Transport Committee

Consultation Draft – 5 March 2021

BAY OF PLENTY REGIONAL COUNCIL
TOI MOANA

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I mua, āta haere; i muri, whatiwhati waewae. Pipitori ngā kanohi; koko tāia ngā waewae; whenua i mamao, tēnei rawa.

He mahere Whakahono. Hei whakapūmau ai te whakawhanaungatanga o ngā hapori whānui i te rohe nei.

E te iwi, ka puta mai tēnei mahere nā ngā wawata o te iwi whānaui o te rohe kaunihera. He mahere mō tātou katoa.

Translation

Those who leave early on a journey travel leisurely; those who leave late, and have to overtake the others, hurt their feet. With sharp bird's eyes and quick moving feet, land at a distance will soon be gained.

This is a plan based on connections that solidifies our connections and makes permanent the relationships between communities across our region.

This plan emerges from the aspirations of our people in the region. It is a pathway forward for us all.

Foreword / Kupu Whakataki

I am very pleased to introduce the Bay of Plenty Regional Land Transport Plan (RLTP). This document sets out a ten-year sustainable transport strategy and proposes nearly $3 billion of investment in our region over the next six years. We are grateful to iwi, council partners, Waka Kotahi and key stakeholders (including Port of Tauranga and the Police) for their assistance in putting this document together.

Since the current RLTP was adopted in 2018, the western Bay area has seen significant strategy activity through the Urban Form and Transport Initiative (UFTI) Programme Business Case and the Transport System Plan (TSP). As a result, councils across the sub-region now have a 30-year vision and outline programme of investment to address the growth challenges. Joint working between the western Bay councils, Waka Kotahi and iwi has been significantly enhanced through this work, and this RLTP sets out a number of priority activities which we would like to progress in partnership. Similarly in Rotorua and the eastern Bay, councils are working collaboratively in the transport space - both to tackle a range of deep-seated accessibility issues and address the more recent challenges of COVID-19.

The RLTP aligns closely with central government priorities and takes a system-wide approach to delivering transport investment. In particular this approach entails investment to deliver compact, liveable and safe communities where a choice of travel is available. There are significant pressures on the National Land Transport Programme budgets and the Bay of Plenty must make a strong case for more effective transport solutions to meet our community aspirations. In many cases this will involve reducing the need to travel through better decisions around where to locate new development.

The challenges we face are complex and diverse, reflecting the diversity of our region.

In the last five years 193 people died on Bay of Plenty roads and nearly 5,000 people have been injured. We need to work collaboratively to reduce road deaths and serious injuries (DSIs). Despite walking and cycling use being relatively low, a significant proportion of DSIs were pedestrians and cyclists.

At the same time we need to urgently reduce carbon emissions from land transport. Between 1990 and 2018, domestic transport greenhouse gas emissions in New Zealand have increased by 90%; and the sector now contributes nearly 37% of long-lived gases. Central government has echoed our declaration of a climate emergency, and the activities in the RLTP aim to rapidly reduce emissions and facilitate transition to a lower carbon society. We must also be mindful that our transport infrastructure is becoming increasingly vulnerable to the natural impacts of climate change; and that the role of maintenance and asset management is crucial in keeping the Bay of Plenty open for business. In the Port of Tauranga, we have a world class asset which makes a huge contribution to the country's economic performance. Improving and protecting multi-modal links between the port and its customers will become an increasingly important challenge.

The highlights of this RLTP include proposed investment in multi-modal transport activities including public transport, cycling and road safety. There is also strong support for providing transport infrastructure and services to assist new development in the major urban areas of Tauranga, Rotorua and Whakatāne. Access to education, jobs and services in our small townships

and rural areas also remains a high priority. We must do better to understand and deliver the transport needs of our most vulnerable people – especially those who have limited mobility.

These are bold ambitions for a local and national economy that has been significantly impacted by COVID-19; and it is therefore likely that not all the activities proposed by the RLTP will be fully funded. Work is underway to assess the potential for alternative sources of funding to address the infrastructure gap. However, irrespective of available funding we believe in the need to make a strong statement of intent and set out our stall for a safer, more sustainable future.

This RLTP will benefit from significant and well-informed feedback from community groups and the general public. I strongly encourage you all to read the RLTP and provide your views in readiness for the final plan, which will be submitted by the end of June 2021.

Councillor Lyall Thurston QSO JP

Chair – Bay of Plenty Regional Transport Committee

Executive Summary / Kōrero Whakarāpopoto

Introduction

The Regional Land Transport Plan 2021- 2031 (RLTP) sets out the strategic direction for land transport in the Bay of Plenty region over the next 30 years.

The RLTP contains:

- A policy framework to direct land transport decision-making and investment strategy;
- The region's investment programme for inclusion in the Waka Kotahi NZ Transport Agency National Land Transport Programme (NLTP).

The RLTP is Bay of Plenty's primary document guiding integrated transport and land use investment.

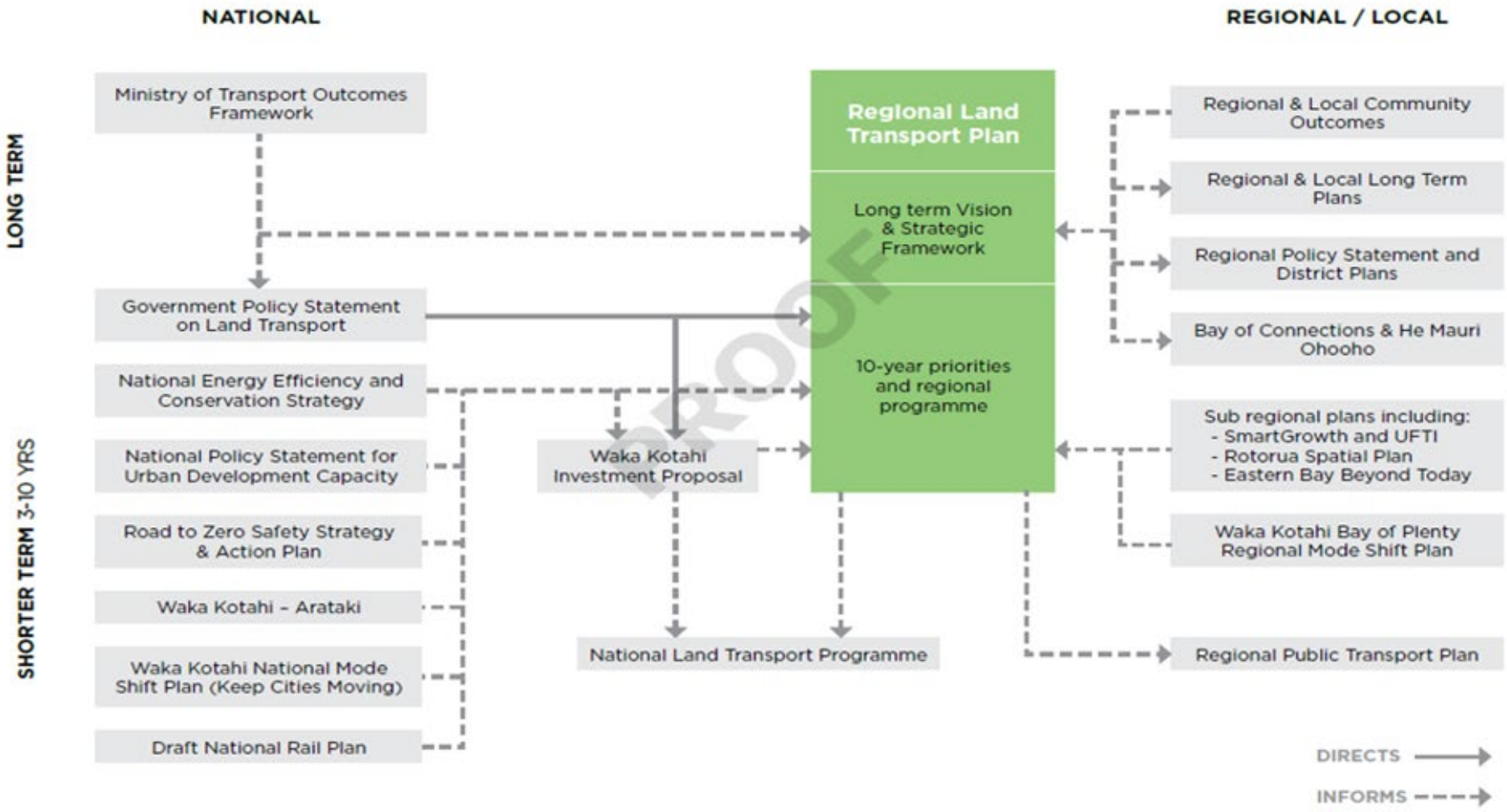
Regional Transport Vision

The 30-year vision for the Bay of Plenty's transport system is:

"Our transport system is sustainable, resilient, efficient and enables safe and multimodal access that meets the needs of our diverse, growing communities and regional economy"

Policy Context

Development of the RLTP has been guided by legislative requirements, as prescribed under the Land Transport Management Act (LTMA), together with various national, regional, and local strategies and policies - including Ministry of Transport Outcomes Framework, Government Policy Statement on Land Transport 2021 (GPS), Arataki – Waka Kotahi 10-year view on delivering government priorities, National and Bay of Plenty Regional Mode Shift plans, together with sub-regional spatial and growth planning initiatives.


NATIONAL
REGIONAL / LOCAL
LONG TERM
SHORTER TERM 3-10 YRS
Ministry of Transport Outcomes Framework
Government Policy Statement on Land Transport
National Energy Efficiency and Conservation Strategy
National Policy Statement for Urban Development Capacity
Road to Zero Safety Strategy & Action Plan
Waka Kotahi – Arataki
Waka Kotahi National Mode Shift Plan (Keep Cities Moving)
Draft National Rail Plan
Waka Kotahi Investment Proposal
Regional Land Transport Plan
Long term Vision & Strategic Framework
10-year priorities and regional programme
National Land Transport Programme
Regional & Local Community Outcomes
Regional & Local Long Term Plans
Regional Policy Statement and District Plans
Bay of Connections & He Mauri Ohooho
Sub regional plans including:
- SmartGrowth and UFTI
- Rotorua Spatial Plan
- Eastern Bay Beyond Today
Waka Kotahi Bay of Plenty Regional Mode Shift Plan
Regional Public Transport Plan
DIRECTS
INFORMS
PROOF

Regional Land Transport Issues

The following land transport issues have been identified:

- *Environmental sustainability* – Addressing impact of transport on the natural environment, in particular, energy consumption and reducing transport greenhouse gas emissions (currently 37% of the total emissions in the Bay of Plenty).
- *Safe and healthy people* – Reducing death and serious injury crashes; in the last 5 years 193 people died on Bay of Plenty roads and nearly 5,000 people have been injured.
- *Access and transport choice* - A changing demographic profile is giving rise to different transport needs in our communities (private vehicle use dominates mode share, 92% of trips to work are made in a car). Tauranga's aging and Rotorua's youthful population however, mean that for many people the use of a private car is not always an option for making everyday trips.
- *Regional growth* – Bay of Plenty is the third fastest growing region in New Zealand, and, between 2014 and 2019, experienced the largest percentage regional GDP increase in the country. Targeted investment is required to ensure adverse transport impacts of growth, such and traffic congestion and pollution, are avoided or mitigated.
- *Resilience within the transport system* – Local Government New Zealand (LGNZ) has identified that, with 115km of local roads at risk of permanent inundation should there be a one metre rise in sea levels, the Bay of Plenty transport system is one of the country's most vulnerable due to the length of transport network exposed.

Transport Objectives

The plan identifies five inter-related regional land transport objectives:

1. **Reducing road deaths and serious injuries** – Achieve a significant reduction of 40% road deaths and serious injuries by 2030, including reducing deaths and serious injuries with speed as a contributing factor below 2020 levels on a five-year rolling average.
2. **Environmental sustainability** - An environmentally sustainable and energy efficient land transport system that meets the needs of people and business without compromising the lives of future generations. Following declaration of a climate emergency it is our prime aim is to reduce greenhouse gas emissions from land transport by 45% by 2030, from a 2018 base.
3. **Improving multimodal access and choice** – Communities have access to a multi-modal land transport system that functions effectively to meet their social, cultural and economic needs. Transport investment for urban development in locations and of a form that supports, and is supported by, public transport walking and cycling. Our key goal is to increase mode share for public transport and active modes to 20% of all trips by 2030.
4. **Supporting Regional Growth** – Reliable and sustainable journeys for freight so that transport costs are predictable; reduce costs of doing business and increased productivity through tackling congestion. As a headline target the plan seeks to maintain or improve inter-peak travel time predictability, from a 2020 base-line for freight movements on the primary freight network (road and rail) by 2030.
5. **Improving resilience within the transport network** – Through the availability of alternative routes and modes, coupled with proactive asset maintenance so that likelihood failure and unavailability is reduced. Our key goal is to reduce the average number of hours of road closures on section of National or Regional strategic routes to less than 60 hours per year by 2030.

Strategic Interventions

The RLTP programme of activities supports a series of strategic interventions, which are system-level changes that, in future, people will see on the ground.

Strategic Intervention	System-level Change
Carbon neutrality	People will be able to travel efficiently, safely and comfortably on low carbon buses, cycling, scooters or walking (with the ability to use more than one of these modes on any trip). Car travel will increasingly be by electric vehicle, with reliable and rapid charging infrastructure provided both at home and on the transport network.
Integrated Mass Transit System	In the Western Bay urban area, people will be able to use fast and frequent "turn-up-and-go" public transport services which provide comfortable seating and free wifi – so that time can be used productively. New and intensified development will be built where it can be well-served by the mass transit system; and people will only have to walk a short distance in order to access the services. People who live away from the mass transit corridors – for example in lower density or rural areas – will have access to strategically located Park & Ride / transport hubs where they catch fast and frequent services.
Sustainable Supply Chains	All supply chain partners should behave legally, ethically, and responsibly when producing goods and moving them around the transport system. However a supply chain is sustainable only if activities can be supported by nature and society over the long term. Sustainable supply chains focus on doing what lasts by operating within established thresholds that recognise the limits of environmental and social resources. In practice this means reducing reliance on modes of transport which emit high levels of carbon per tonne-kilometre moved.
Travel Demand Management and Behaviour Change	Travel Demand Management (TDM) describes a series of planning interventions and projects which aim to change the way people and organisations think about their travel needs, as a means of then changing their travel behaviour. The Bay of Plenty Travel Demand Management and Behaviour Change programme will introduce a series of travel planning initiatives across workplaces, schools, retail centres and new residential developments which will potentially include: • Improvements to timing and geographic coverage of bus services (based on evidence of need / demand). • Improvements to bus stops and physical access.

Strategic Intervention	System-level Change
	• Incentives such as discounted travel for frequent users of bus services. • Better showering / changing and cycle parking facilities at the trip end. • Physical and digital wayfinding to give people more confidence to use walking, cycling, micro-mobility and bus services. • Marketing and promotion of healthy, affordable and environmentally sustainable transport.
Parking Management	Parking should be prioritised for people who need to use their car; and for acts such as loading and unloading (as part of the sustainable supply chain).
Walkability	Walkable neighbourhoods in Bay of Plenty urban areas (both existing and new) will have: • An attractive and clearly defined centre - whether it is a main street, local shopping area or public space. • Permeable and well-connected footpaths which have high social surveillance. • Higher density of housing and population for businesses to flourish and for public transport to be a viable option. • Affordable housing located near businesses and services. • Plenty of public places to gather, play and interact. • Buildings are close to the street, with parking lots located in areas where they do not dominate the streetscape. • Schools and workplaces which are close enough that significant numbers of residents can walk from their homes. • Streets designed for pedestrians, cycles, micro-mobility and public transport. The Te Tapa Spatial Plan in Tauranga has set the benchmark for the types of walkable communities that will be developed. The Cameron Road Multi-modal project aims to develop a public transport, cycle and pedestrian spine from the CBD through to Greerton local centre via the Hospital.
Asset Management and Maintenance	The performance of transport assets in meeting the levels of service required by system users will be a strong focus of continuous maintenance and improvement programmes. Road users can expect surfaces which provide a safe and smooth ride – especially for people using two wheel forms of transport. Bus passengers can expect hubs, stops and vehicles which are well maintained, highly visible, adapted for people with mobility impairments and well protected from the elements. Key

Strategic Intervention	System-level Change
	routes across the region will be protected from increasingly severe weather events; or else alternative routes will be available in the event of disruption. Planning of new transport infrastructure will be co-ordinated with that of three waters, power and digital.
Transport technology and Innovation	The Regional Council will co-ordinate and develop a digital transport strategy to assess the most promising opportunities for investment. The Bay of Plenty will partner with public and private sector organisations to plan, design and develop digital assets and systems that will enable: • Better use to be made of existing transport networks by optimising travel demand and road space. • Providing intelligent asset management where faults are detected and fixed before disruptive failures become apparent. • More reliable and accessible real time information for both public transport passengers and motor vehicle users. • Conversion of the public transport fleet to low carbon technologies – conventional electric batteries and hydrogen. • Long term alternatives to conventional buses for mass transit on the busiest routes.

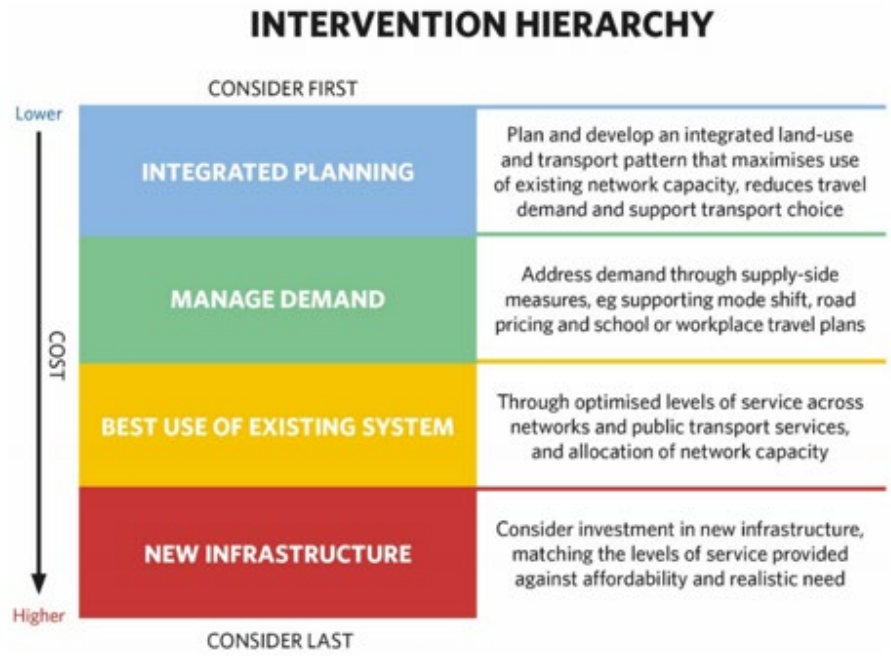
Investment strategy

The RLTP investment strategy is quite different to that proposed in previous years, where the emphasis was on addressing road network capacity issues. Many committed activities are providing this additional capacity on both local roads and State Highways and enabling multimodal improvements at the same time. However GPS 2021 places much greater emphasis on investing in the whole transport system in order to:

- Protect people from harm as a result of vehicle crashes;
- Contribute to liveable cities and towns by providing people with good travel options. This requires all parts of the transport system - roads, rail, public transport, and walking and cycling routes - to work together;
- Support the movement of freight by the most appropriate mode, improving interregional corridors, and increasing resilience; and

- Prioritise a reduction in greenhouse gases emitted by transport in order to help to achieve the Government's emissions reduction targets and protect public health.

This whole-of-system approach will be delivered through application of the Waka Kotahi Intervention Hierarchy, which is used to promote integrated planning, demand management and optimisation activities ahead of large-scale infrastructure solutions. The hierarchy is primarily used to help drive better value for money when planning for, and investing in, transport interventions.



Investment Programme

The RLTP includes a programme of transport activities for inclusion in the National Land Transport Programme (NLTP) to be delivered over the next six years (July 2021 to June 2027).

The RLTP seeks funding for committed and proposed new / improved infrastructure investment in state highways of approximately $295 million over the first three-year period of the plan, and planned expenditure on new infrastructure for local roads of over $276 million, and $105 million for public transport. Overall, the ten-year forecast of expenditure will reach approximately $3 billion dollars.

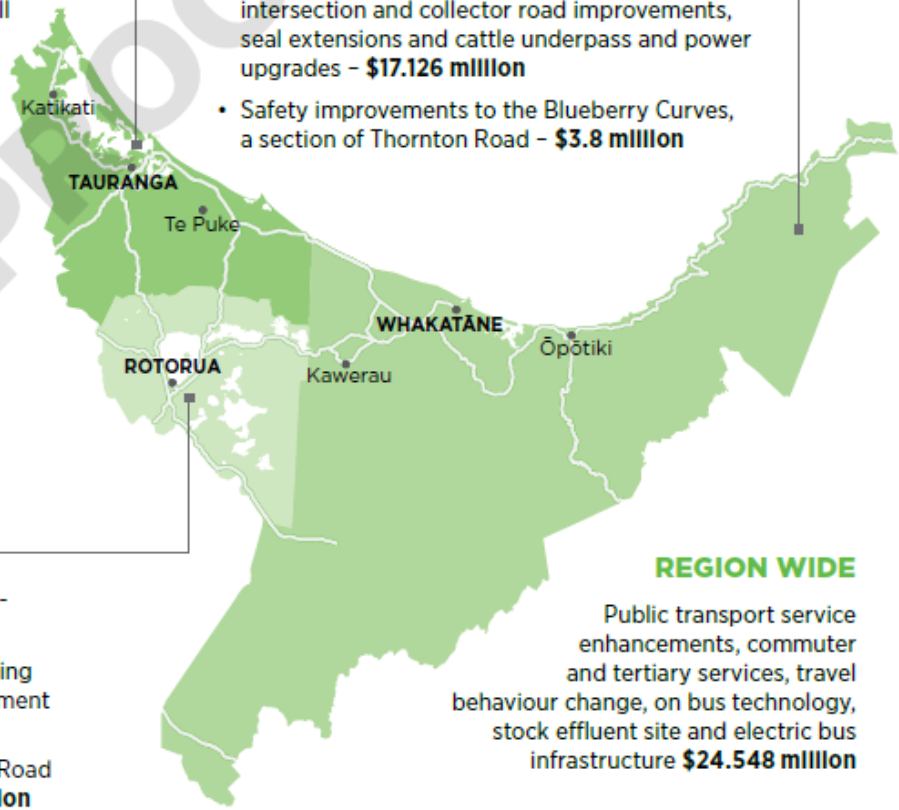
Within the programme, "significant activities" have been prioritised by the Regional Transport Committee (RTC) – with the highest shown in the below figure. Over 62 significant activities have been identified, largely focussed on road improvement activities on state highway and local roads to improve safety - primarily contributing to the plan's road safety and safe system approach, a range of public transport, walking and cycling projects that address the plan's environmental sustainability goals, and multimodal access and transport choice.

WESTERN BAY OF PLENTY

- Hewletts Road sub-area accessibility improvements – **$1 million** for business case, **$111 million** indicative overall cost.
- Tauranga combined bus services and supporting infrastructure and confirmation of a preferred public transport network – **$350,000** business case.
- Low cost, low risk: Community roading projects, stock underpass, guardrails and seal widening improvements – **$23.4 million**
- Design and consenting to enable growth in Tauriko west – an identified regional growth cell – **$12.4 million**
- Design and consenting of the preferred Totara Street multi-modal improvements – **$4 million** in addition to the previously funded shared path.
- Low cost, low risk: Walking and cycling improvements, wayfinding and signage upgrades, bus shelters and improved access, drainage and safety, and intersection improvements – **$75.926 million**
- Tauranga and Western Bay bus service improvements – **$1.4 million**

EASTERN BAY OF PLENTY

- Improving Keepa Road between State Highway 30 and the Kopeopeo East Canal bridge to cater for surrounding changes in land use – **$3.7 million**
- Low cost, low risk: Physical works associated with road drainage and widening and resilience and revitalisation projects – **$1.856 million**
- Safety improvement package for State Highway 35 Wainui Road to Wakanui Road – **$8.04 million**
- Low cost, low risk: Shared path works, walking and cycling improvements, realignments, intersection and collector road improvements, seal extensions and cattle underpass and power upgrades – **$17.126 million**
- Safety improvements to the Blueberry Curves, a section of Thornton Road – **$3.8 million**



ROTORUA

- Rotorua bus service improvements – **$50,000** - indicative business case.
- Low cost, low risk: Safety improvements including those in the CBD, shared paths, traffic management and bus shelter upgrades – **$8.728 million**
- Safety improvement package for the Cookson Road and State Highway 30 and 33 area – **$7.33 million**

REGION WIDE

Public transport service enhancements, commuter and tertiary services, travel behaviour change, on bus technology, stock effluent site and electric bus infrastructure **$24.548 million**

Introduction / Kōrero Whakataki

Overview

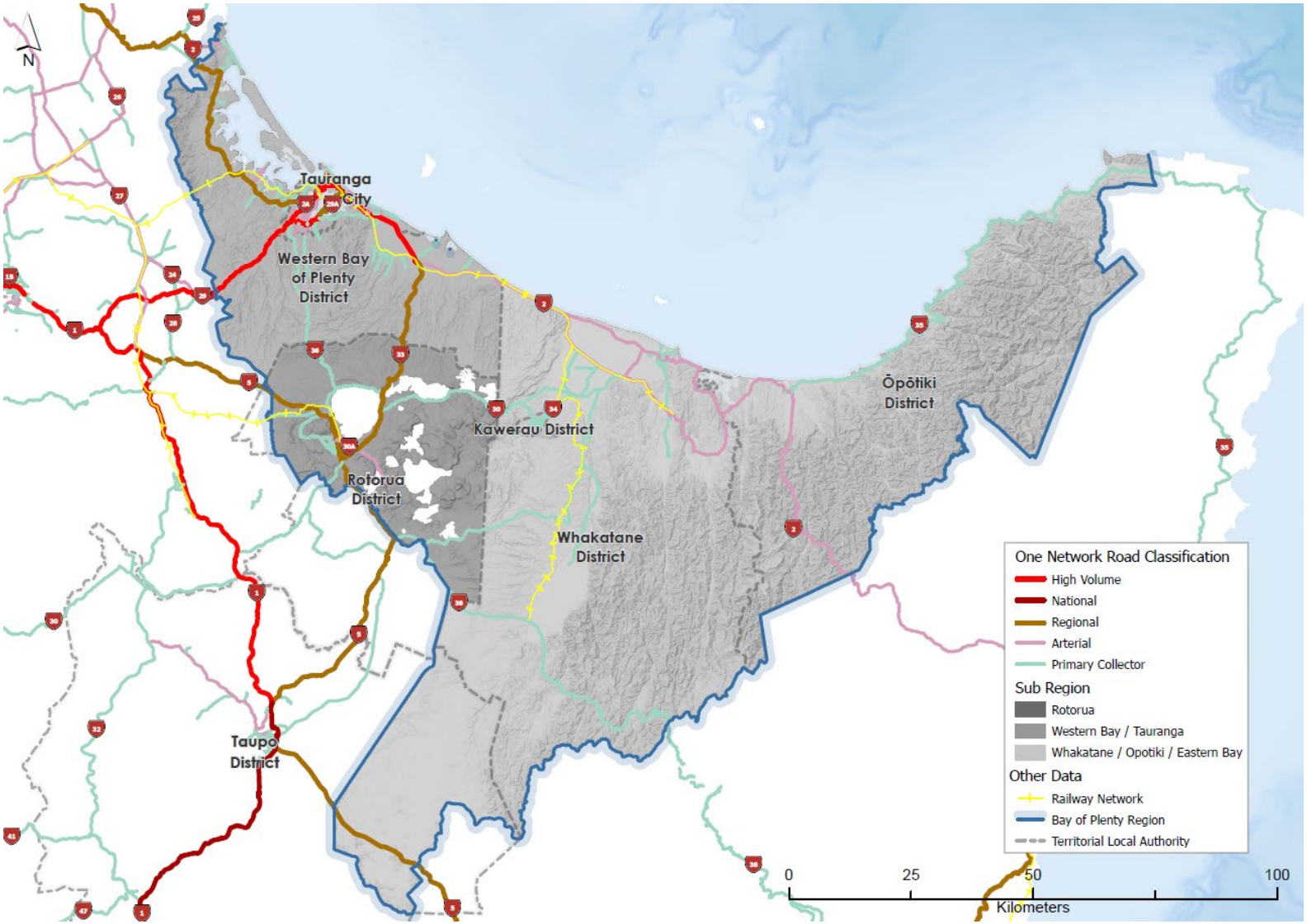
The Bay of Plenty Regional Land Transport Plan 2021-2031 (RLTP) sets out the transport activities that will support the region's sustainable growth and well-being aspirations. The RLTP has a 10-year planning horizon putting in place the foundations of the 30-year vision for a multimodal transport system that improves safety, access, environmental sustainability and resilience. The RLTP sets out a programme of transport activities for local, regional, and national investment that improves:

- Safety by reducing the number of road deaths and serious injuries;
- Environmental sustainability by reducing transport related carbon emissions and impacts on biodiversity, water, and air quality;
- Accessibility, within and between our urban centres and to and from our rural areas, by providing wider transport choices and services;
- Economic and residential growth within the region by maintaining and enhancing strategic corridors and infrastructure networks; and
- Resilience of the transport network by protecting transport routes and providing viable alternatives.

Within the programme, there is strong emphasis on developing a sustainable multimodal transport system, particularly in the urban areas of Tauranga, Rotorua, and Whakatane. Across the region, opportunities to increase the sustainability of the network include decarbonising the vehicle fleet and shifting freight from road to rail and coastal shipping where possible.

Reducing transport related emissions and building resilience aligns with central government priorities for transport and climate change. Making step changes in walking, cycling and public transport is critical so that our transport system improves accessibility for people and supports the region's spatial plans and growth. The resilience of the transport network, including inter-regional connections, is another key consideration. Investment is required to ensure lifeline and economic accessibility for communities throughout the region.

Figure 1: Bay of Plenty region and inter-regional road and rail transport links.



Purpose

This RLTP is the primary document guiding integrated land transport planning and investment within the Bay of Plenty region. It provides a vehicle for discussing and agreeing a clear set of regional outcomes and investment priorities for the region's transport system.

The RLTP describes the gap between where the region's transport system is and where it needs to get to, coupled with the ten-year programme of activities required to assist in bridging that gap.

Document scope and status

The RLTP combines and prioritises transport proposals – from all the Bay of Plenty councils, the Department of Conservation (DOC) and Waka Kotahi – for investment in the region's land transport network and proposes funding of transport activities for the next six years.

Through the RLTP, central government funding contributions are being sought, via the National Land Transport Programme (NLTP) for activities ranging from road safety, public transport, walking and cycling, asset maintenance and transport network improvements.

Maintenance, renewal, and improvements to the heavy rail network are supported by the RLTP. In line with recent changes to the Land Transport Management Act 2003 (LTMA), KiwiRail is developing its Rail Network Investment Programme (RNIP) which will be focussed primarily on rehabilitation of the existing freight network in order to improve journey safety, speeds and reliability.

The RLTP is a statutory requirement of the LTMA and has been prepared by the Bay of Plenty Regional Transport Committee (RTC) in line with the legislative requirements. The RTC is a regional governance body made up of representatives from the Bay of Plenty Regional Council, the region's district and city councils and Waka Kotahi[1].

This RLTP version is a draft for the purposes of consultation.

Dependencies

In order to deliver successful outcomes for our communities, the RLTP is dependent on:

- A realistic and phased programme of investment for the next three years, given the significant pressures on National Land Transport Plan budgets in the short to medium term;
- Councils providing their local funding share through their Long Term Plans (LTPs);
- Managing and mitigating risks to delivery – in particular funding, resources and community views;
- Demonstrating that activities are sequenced in the right way, so that inter-dependencies are fully reflected in the programme;

[1] The Regional Transport Committee has a membership and role prescribed by the Land Transport Management Act 2003. The RTC consists of representatives from Bay of Plenty Regional Council, Kawerau District Council, Opotiki District Council, Whakatane District Council, Rotorua District Council, Western Bay of Plenty District Council, Tauranga City Council, and Waka Kotahi (NZ Transport Agency). The Committee has appointed four external advisors who provide advice on matters of road safety, freight, ports, and environmental sustainability.

- Prioritising key outcomes – such as mitigating climate change, improving safety and providing better travel choices; and
- Progressing business cases and project design so that activities are ready to implement on the ground when funding is available.

The challenge of climate change

In December 2020, central government declared a climate emergency in response to the findings of the Intergovernmental Panel on Climate Change that, to avoid a rise in global warming of more than 1.5°C, global emissions need to fall by around 45% from 2010 levels by 2030 (reaching net zero by around 2050).

In declaring an emergency, New Zealand joins over 1,800 jurisdictions in 32 countries who are committed to reducing emissions to avoid a greater than 1.5°C rise in global warming.

The Climate Change Commission is consulting with the public (from 1 February - 14 March 2021) on a draft first package of advice to central government on the actions it must take to reach net-zero by 2050, and ensure a transition to a low-emissions, climate resilient and thriving New Zealand.

This package of advice is made up of:

- The proposed first three emissions budgets and guidance on the first emissions reduction plan, advising central government on how the emissions budgets could be met.
- Whether Aotearoa's first Nationally Determined Contribution is compatible with contributing to the global efforts to limit warming above 1.5°C above pre-industrial levels.
- Advice on potential reductions in biogenic methane which might be needed in the future.

These highly significant developments are reflected in the much greater priority now being given to climate change in both the draft Regional Land Transport Plan (RLTP) document and the initial prioritised list of activities. As we move forward into delivery of the next RLTP, both business cases and projects will need to convincingly demonstrate that climate change objectives are being clearly reflected in the outcomes and benefits being realised.

Regional transport vision

The 30-year vision for the Bay of Plenty's transport system is:

"Our transport system is sustainable, resilient, efficient and enables safe and multimodal access that meets the needs of our diverse, growing communities and regional economy"

The RLTP outlines how regional transport activities will support and enable the region to achieve this vision; by setting out the:

- Relevant context for the regional transport system;
- Objectives and policies to support the vision;
- Transport priorities for the next 10 years;
- Proposed regional transport activities for the six years – 2021/22 to 2026/27 – and prioritised significant new improvement activities; and
- Financial forecast of anticipated investment and revenue for the region's land transport activities.

Safe, efficient and resilient inter-regional transport connections are critical to the Bay of Plenty's social well-being and economic success. The Bay of Plenty region works with the Upper North Island alliance.

Upper North Island Strategic Alliance - Joint statement – 2021 RLTPs

Why the Upper North Island is important

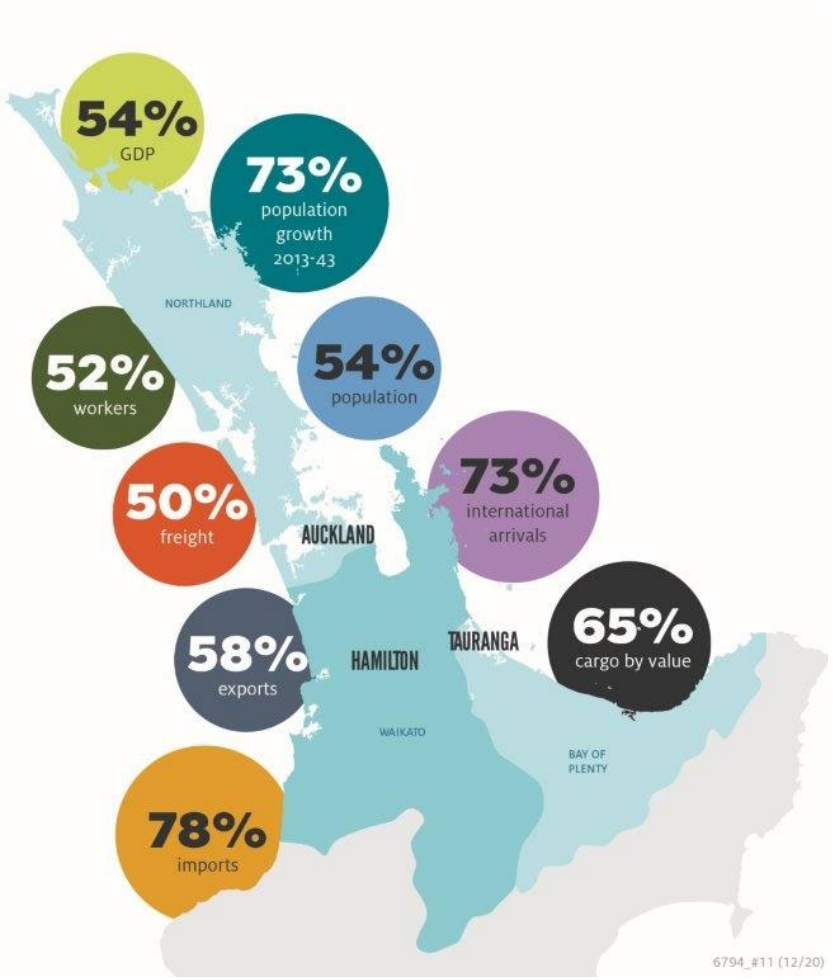
The upper North Island (UNI) is critical to the social and economic success of New Zealand.

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

Growth in the UNI has increased more rapidly than for the rest of the country and that is predicted to continue. This growth has many benefits for the country, but it brings with it a range of challenges that local and central government agencies need to work on together to resolve.

Figure 2: Upper North Island strategic connections

Figure 3: Growth in the Upper North Island



The role of transport

Transport is an important enabler of social, economic and environmental outcomes. The UNI contains vital transport networks and acts as New Zealand's gateway to the world, with Ports of Auckland, Tauranga and Northport exporting and importing the majority of New Zealand's goods. These ports are served by a developing network of inter-modal inland ports and freight hubs, which support the efficient transfer of goods between producers and consumers.

Wider road and rail infrastructure networks connect key growth areas, ports and freight hubs, and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility both inter-regionally, regionally and sub-regionally.

Ensuring a, safe, efficient and sustainable transport network is critical for the UNI to achieve desired social and economic outcomes and for New Zealand to continue to compete internationally.

Why collaboration is important

The interdependencies between regions, most evident in shared transport networks, means that the ongoing success of the UNI requires key decision-makers to work together, sharing and coordinating information and understanding wider strategic priorities in planning and investment processes. A collaborative, forward-thinking approach to infrastructure planning and investment across the Upper North Island is required to ensure freight supply chains and strategic road and rail corridors continue to perform well into the future.

Shared priorities

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

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

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

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

Table 1: Strategic focus areas for the Upper North Island 2021-31

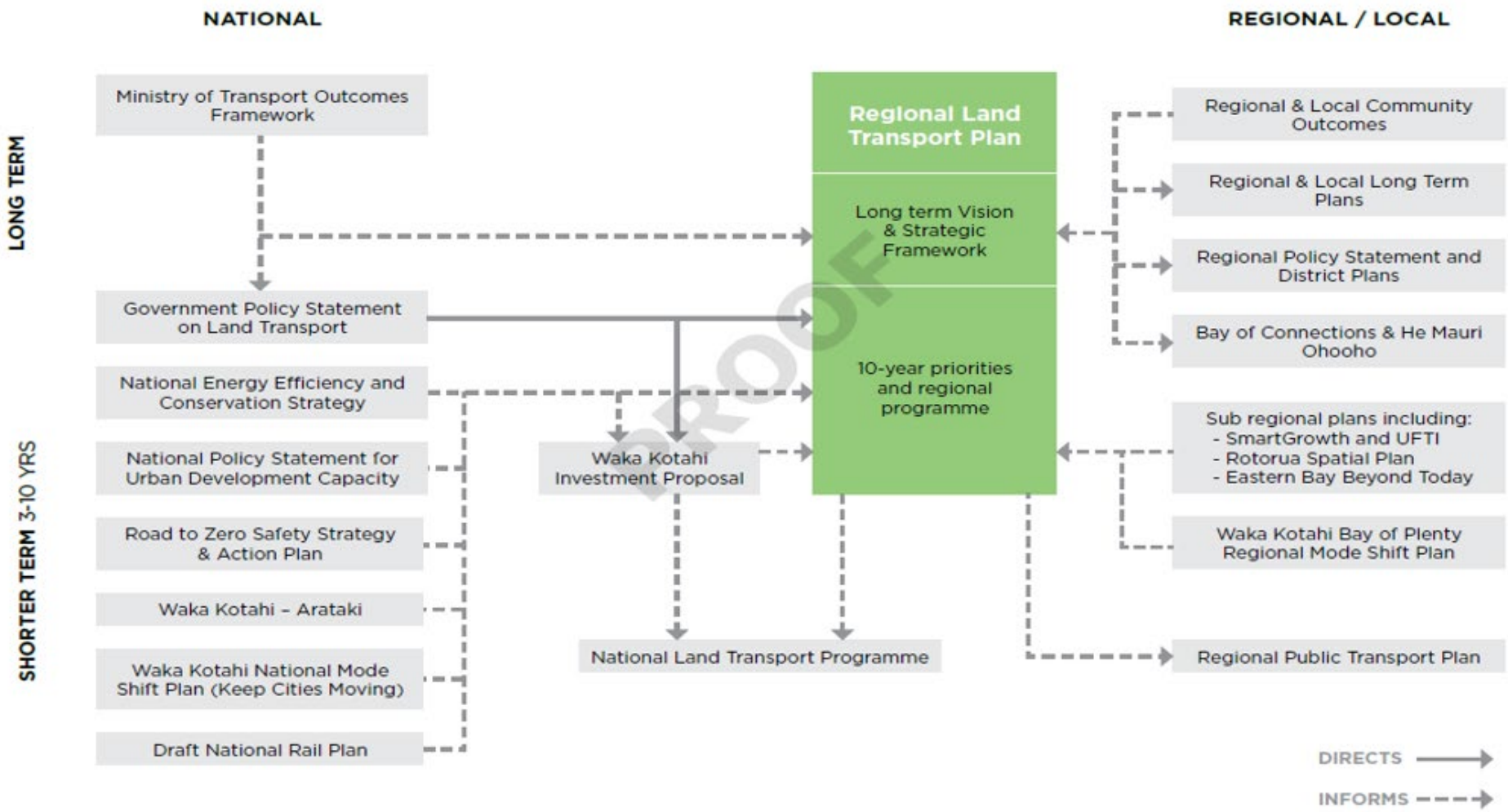
Whangarei to Auckland (SH 1 and Rail)	Strategic road and rail corridors to deliver safe and reliable journeys between Auckland and Whangārei. This includes delivering SH 1 Whangārei to Port Marsden project through the NZ Upgrade Programme (NZUP) and consider further options to increase transport choice between Whangārei and Northport and investigate opportunities for additional improvements between Port Marsden Highway and Te Hana.
Auckland Urban Road	Support inter-regional movement of people and goods to key hubs, through improved journey time reliability into and through urban Auckland, supported by mode shift and delivery of ATAP and the NZUP.
Auckland Urban Rail	Enable an increased role for rail in and through Auckland to support the movement of freight across the UNI, and personal travel between Waikato and Auckland. This includes delivering the Rail Network Investment Programme (RNIP) and NZUP (for example the third main and the extension of the Auckland Metro electrified rail network from Papakura to Pukekohe) and consider further potential investments subject to revised growth triggers.
Auckland to Tauranga (SH 2)	The focus is on improving safety and maximising use of existing infrastructure, including travel demand management and transport choice initiatives to help manage peak demand. Improvements include delivering the Takatimu North Link and Te Puna to Omokoroa projects through the NZUP.
Hamilton to Tauranga (SH 1/29 and rail)	Provide safe and reliable journeys for people and freight on this nationally strategic corridor, including SH 1/29 improvements through NZUP and strategic rail network improvements.
Hamilton to Auckland (SH 1 and Rail)	Support delivery of growth initiatives through the Hamilton-Auckland Corridor project for both people and freight with multi modal transport choices along the corridor and within communities and businesses. The initiatives include the Auckland to Hamilton Rapid Rail business case and Hamilton-Waikato Metro Spatial Plan Transport PBC. Improvements to road and rail corridors include completion of the Waikato Expressway and Auckland Southern Corridor improvements.

Policy context

The development of the RLTP has been guided by legislative requirements, as prescribed under the LTMA, together with various national, regional, and local strategies and policies. These include the Ministry of Transport's Outcomes Framework, the Government Policy Statement on Land Transport 2021 (GPS), Waka Kotahi's 'Arataki' – the 10-year view of what is needed to deliver on central government priorities, National and Bay of Plenty Regional Mode Shift plans, together with sub-regional spatial and growth planning initiatives.

For more information see Appendix 1. An overview of the key strategies and policies that have informed development of this RLTP is illustrated below (Figure 4).

Figure 4: Summary of the key policies and strategies informing the RLTP



Integrating land use and transport planning

Many areas of the region are experiencing significant pressure for growth in housing and associated employment, education, retail and commercial development. These pressures are resulting in an increase in demand for motor vehicle travel, which is at odds with the need to reduce greenhouse gas emissions in line with the climate emergency targets. Integrating spatial and transport planning essentially means locating new development in the right place, so that a significant level of travel can be undertaken by walking, cycling and public transport. Much previous development has been car-dependent, with resulting high levels of traffic congestion, air pollution and greenhouse gas emissions.

Over the 2018-21 period, there has been a significant focus on undertaking the necessary integrated land use and transport planning to support the region's population and economic growth.

The spatial and growth plans – either completed or in preparation - are:

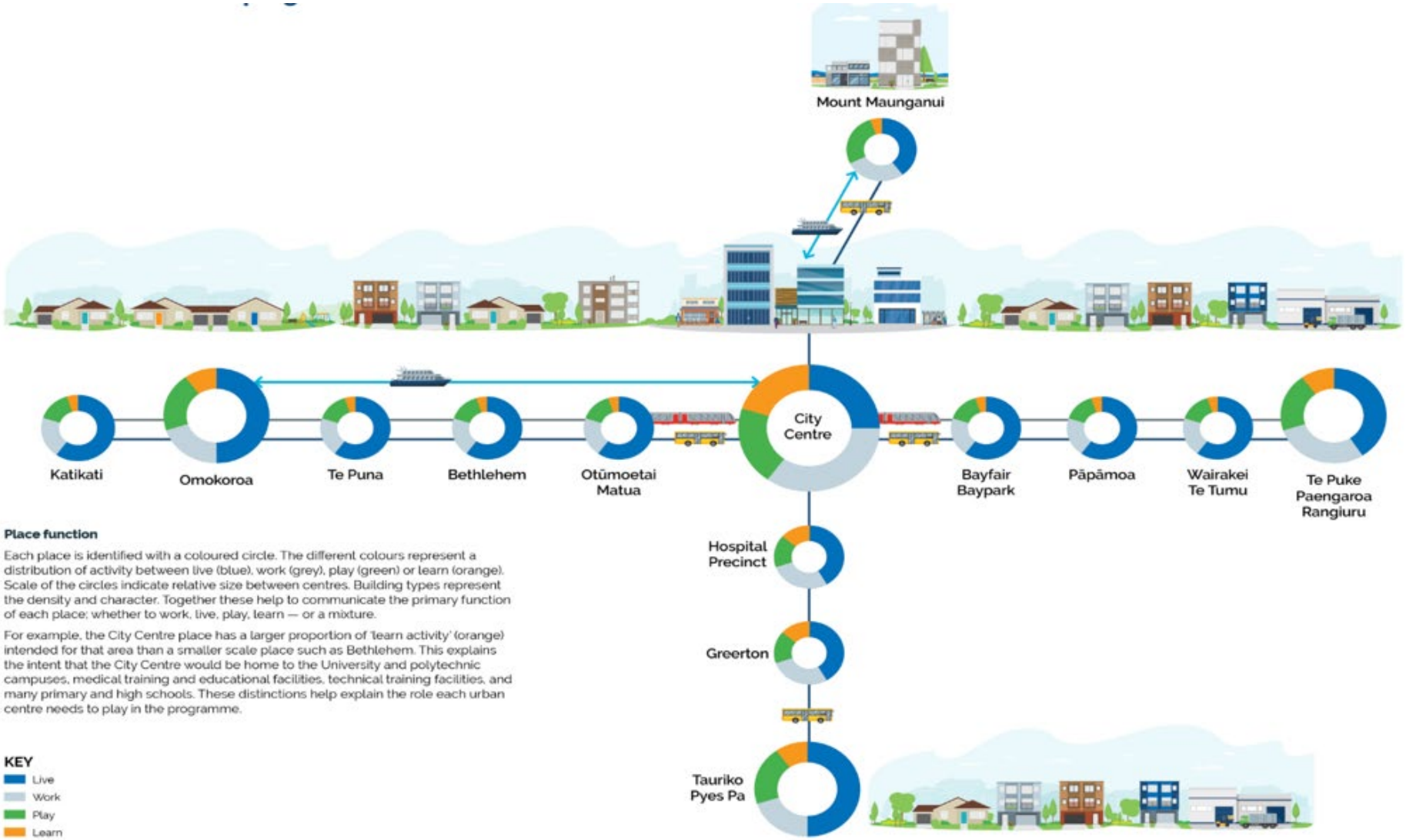
- Western Bay of Plenty Urban Form and Transport Initiative, Transport System Plan and the SmartGrowth Joint Spatial Plan;
- Planning for the Future of Rotorua; and
- Eastern Bay Beyond Today, and the Eastern Bay of Plenty Spatial Plan (under development).

These plans, described below, include integrated transport and spatial planning activities that make up much of the proposed RLTP, and support more liveable community outcomes across the region.

Western BOP Urban Form and Transport Initiative

The Western BOP Urban Form and Transport Initiative (UFTI) introduced the "Connected Centres" Programme (Figure 5) which provides a land use and transport programme to be implemented and delivered over the next 50+ years. The Connected Centres Programme proposes a growth pattern and multimodal transport system to enable people to live and move in the Western Bay of Plenty in a way that is both convenient and sustainable.

Figure 5: UFTI Connected Centres Programme summary



Within the UFTI Connected Centres programme there are two core concepts critical to success:

1 Increasing the number of dwellings in planned new growth areas and intensifying existing urban areas. This is to enable development that supports a well-functioning multimodal transport system.

2 Being able to access local social and economic opportunities within a 15 minute journey time, and sub-regional social and economic opportunities within 30-45 minutes.

The Western Bay of Plenty Transport System Plan (TSP) supports the UFTI Connected Centres programme. The TSP prioritises the projects which need to be delivered in the short team (0-3 years), medium term (3-10 years) and long term (10-30 years) in order to provide a transport system which supports sustainable growth. These projects include Tauranga City Council's Te Papa Spatial Plan and Plan Change 26 to enable intensification, a parking and fares management review to support mode shift, and structure planning to enable increased density of greenfield growth areas across the western bay sub-region. The TSP is focussed on significantly increasing the use of public transport and active modes through better and safer public transport routes, and walking and cycling connections. Modelling completed through UFTI suggests at least 20% of all trips via public transport is necessary to improve predictable journey times across the sub-region, reduce transport emissions and manage growth - the current performance is around 2%.

Increasing modal share helps to free roading network capacity to improve freight flows.

A number of priority business cases included within the RLTP programme lay the groundwork necessary to implement the Connected Centres programme:

- Public Transport Services and Infrastructure;
- Turret Road/5th Avenue; and
- Hewlett's Road sub-area.

The SmartGrowth partners[2] are now working on a Joint Spatial Plan (JSP) which will provide further direction to integrated transport planning activity in advance of the Future Development Strategy (FDS) in 2024.

Case Study: Enabling more liveable communities – Te Papa Spatial Plan

The Te Papa Spatial Plan supports the intensification and growth within Tauranga's central area by providing a 30-year plan to enable and guide future housing choice, infrastructure and transport options, cultural wellbeing and the local amenities needed to support our communities. It provides an outline of the overall approach, priority areas of focus, anticipated benefits and required actions over a 30-year period to provide a coordinated and integrated approach to:

- the way we move around (transport)
- where we live (urban form)
- where we work (economy)
- where we play (open space, community facilities)
- how we are supported (health, social services, commercial activity, education)
- who we are (culture, identity).

[2] Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, tangata whenua, partner community/business organisations and key central governmental agencies, including Waka Kotahi.

The plan will assist in more efficient use of resources, including infrastructure, transport options, and how we live. In turn, this will reduce costs to the community and individuals, as well as providing potential for better use of time and healthier living.

As a non-statutory document supported by an Indictive Business Case, the spatial plan helps to inform planning processes such as the city plan and its upcoming review, social infrastructure planning, transport planning and the Tauranga City and Regional Council's annual plan and long-term plan, the Regional Land Transport Plan and Waka Kotahi's National Land Transport Plan. This spatial plan does this by identifying actions and projects that are needed to achieve the outcomes for Te Papa.

Examples of key activities included in the RLTP that support the Te Papa Spatial Plan include the continued implementation of the Cameron Road Stage 1 multi-modal improvement project, business case development for Cameron Road Stage 2 multi-modal and the Fifteenth Avenue/Turret Road/Welcome Bay Road multi-modal projects, business case development for bus facilities (e.g. in the CBD, near Tauranga Hospital & Greerton), and business case development to support walking and cycling improvements to support east-west and north-south movement in Te Papa. These activities will be complemented by development of policy initiatives also under development in Travel Demand Management, Parking Strategy and Bus Fare review.

The spatial plan was endorsed by Waka Kotahi, Tauranga City Council and Bay of Plenty Regional Council in 2020.

Figure 6: Te Papa Indicative Business Case integrated land use transport (preferred option)

Planning for the Future of Rotorua

The Rotorua Lakes Council spatial plan – Planning for the Future of Rotorua (PFR) – provides a 30+ year blueprint for how and where the city and district will grow and develop. It has a focus on residential expansion around Rotorua and critical to the strategy is shaping a more inclusive, equitable, and sustainable community and economy by:

- Outlining a picture of where the district is heading and highlights the significant and key areas for growth and change;
- Guiding investment decisions at the local, regional, and central government levels;
- Identifying key issues facing the district and the priorities that need to be advanced to address these issues; and
- Implementing the Rotorua Homes and Thriving Communities Strategic Framework (Te Poupou Rautaki) and Housing Accord, to support new homes being part of well-designed and connected communities while seeking to increase active and public transport use.

A key direction for Rotorua is a greater emphasis on higher density residential development in the city centre and reorientation towards the lakefront. PFR will assist in the development of the Rotorua FDS as required under the National Policy Statement of Urban Development 2020 (NPS-UD).

Eastern Bay Beyond Today

Eastern Bay Beyond Today provided a clear strategic vision for the Eastern Bay and the positive long outcomes intended for local communities in the next 30-50 years. It set the scene for future development of the sub-region.

A new Eastern Bay Spatial Plan is being prepared which will provide clarity for where and how the sub-region will grow and develop. It will focus on residential and possible greenfield expansion, particularly around the Rangitāiki Plains, supported though joined up community investment aimed at building strong and sustainable communities. The spatial plan will inform local, regional, and national government investment in the Eastern Bay, to achieve:

- Growth and change in key areas, supported by timely infrastructure delivery;
- Development that meets the change in local needs, promotes sustainable connected communities through active transport networks and increases public transport (more frequent local routes);
- Greater diversity in housing options to meet existing and future generation needs, to assist with the development of the Whakatāne FDS as required under the National Policy Statement of Urban Development 2020 (NPS-UD); and
- Greater economic diversity and employment progression options, by attracting new commercial and industrial business ventures.

Within the Eastern Bay of Plenty, significant Government and local community investment is underway to support the delivery of key economic development projects, including:

- Opotiki central business district improvements;
- Opotiki harbour, marina, and wharf development to support emerging aquaculture opportunities;
- The Putauaki industrial hub and Kawerau container terminal;
- The Raukokore/Waihua Bay irrigation scheme and kiwifruit development;
- Whakatane commercial boat harbour and riverfront revitalisation; and
- The Ngati Awa Kainga tourism hub.

Current and future projects will enable and support economic growth in the Eastern Bay of Plenty in line with central and local government priorities.

Strategic transport context / *Te horopaki rautaki waka*

This section describes the key features of the Bay of Plenty region relevant to future planning, and development of the region's transport system. The narrative outlines how the evolving characteristics and needs of our diverse communities, economy and environment are impacting and shaping demands on the transport system, both now and in the future.

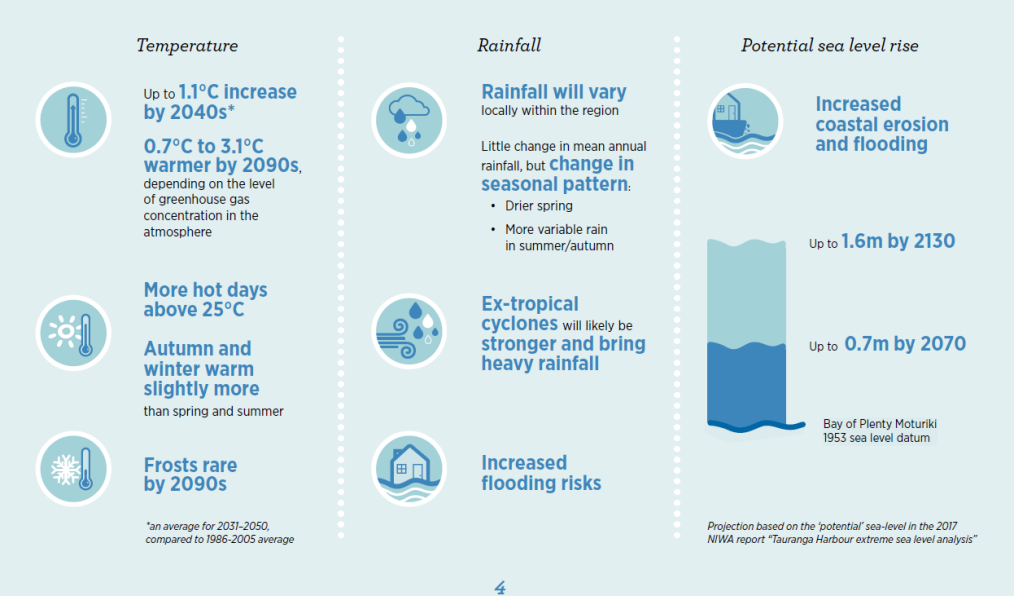
The most important aspect of the strategic transport context is the interface with the many natural environmental systems within the Bay of Plenty region – upon which economic and social systems are entirely dependent.

Our environment

The Bay of Plenty stretches from Cape Runaway in the east, to Waihī Beach in the west; and extends south beyond Rotorua, encompassing catchment ridges which drain toward the coast. The region is made up of 9,583 square kilometres of land, and within that, are several prominent features. This includes an active volcano – Whakaari/White Island – which is part of the extensive geothermal area of the Taupō Volcanic Zone - predominately located within the region, the Tauranga and Ōhiwa harbours, the lakes of the Rotorua district, the eastern slopes of the Kaimai Ranges, eight major rivers that empty into the Bay, significant valleys and gorges, and five major estuaries.

The region's environmental systems are dynamic and present risks and challenges to the region's transport network and wider economy. Transport networks are vulnerable to volcanic and seismic activity, and flooding and sea-level rise due to the increasing impacts of climate change. Outside of acute events, climate change presents the biggest challenge to the region's transport network and to the economy more generally.

Figure 7: Likely climate change impacts for the Bay of Plenty



Local Government New Zealand (LGNZ) has identified the Bay of Plenty transport system as one of the country's most vulnerable, due to the length and asset value of roads exposed to sea level rise. A 1 m sea level rise would expose 115 km of local roads to risk of permanent inundation[3]. The impacts of climate change provide two of the biggest challenges to the transport programme going forward:

1 Worsening weather events. The Eastern Bay sub-region, particularly Opotiki, is subject to regular state highway closures as a result of rainfall events that are becoming more intense and frequent due to a changing climate. A limited number of alternative routes make this a critical and growing issue for the communities in the sub-region as the kiwifruit, aquaculture and dairy industries come to play a bigger role in the local economy. Sea level rise, along with the increased frequency of storm surges and inundation due to serve weather events have both direct (emergency works and maintenance) and indirect costs (economic costs of road closures) for the transport system. Currently the Bay of Plenty experiences an average of 85 hours per year of closures of the strategic road network.

2 Land transport emissions. He Pou a Rangi - The Climate Change Commission's (CCC) draft recommendations outline an ambitious programme to direct the economy to deliver reduced carbon emissions and enable political climate change commitments to be met. The report advises that work must start now on transformation and lasting change across society and the economy for central government to meet the goals in the Climate Change Response Act; limiting temperature increases to 1.5˚C above pre-industrial levels. The CCC identifies that transport emissions were largely responsible for the increase in New Zealand's overall emissions over the past 30 years, with transport emissions making up 36.3% total long-lived gases.

In 2017, many councils in the Bay of Plenty had signed the Local Government Leaders Climate Change declaration, which committed signatories to:

1 Developing and implementing ambitious action plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities. These plans will:

   (a) Promote walking, cycling, public transport and other low carbon transport options;

   (b) Work to improve the resource efficiency and health of homes, businesses, and infrastructure in our district; and

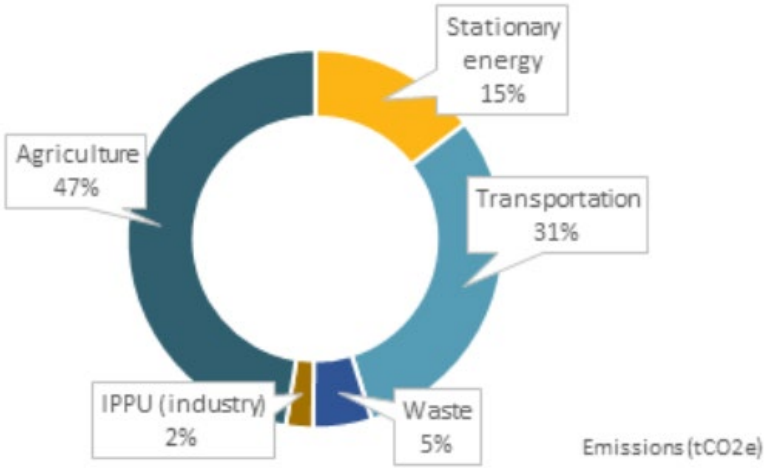
   (c) Support the use of renewable energy and uptake of electric vehicles.

2 Working with our communities to understand, prepare for and respond to the physical impacts of climate change.

[3] Vulnerable: the quantum of local government infrastructure exposed to sea level rise: https://www.lgnz.co.nz/assets/Uploads/d566cc5291/47716-LGNZ-Sea-Level-Rise-Report-3-Proof-FINAL-compressed.pdf

Local emission sources are generally proportional to the settlement patterns and economic activities in the area[4]. For example, farming and forestry were key sources of emissions in rural areas such as Ōpōtiki and Western Bay of Plenty. For urban areas such as Tauranga City, transportation and energy consumption associated with urban living, industrial activities and port traffic are key sources[5]. The region's transport sector is a significant contributor to carbon emissions as illustrated by Figure 8.

Figure 8: Bay of Plenty greenhouse gas emissions 2015/16



The programme of activities outlined in this RLTP recognises the need for deliberate action in terms of climate change mitigation and adaption. Subsequently, the programme aligns with the GPS's strategic priority to transform to a low carbon economy, which in turn anticipates. The National Adaptation Plan, to be developed over the next two years, to help New Zealand reduce and manage the impact of climate-related effects on critical infrastructure. Delivering on these commitments will also provide for reduced air, water, and noise pollution and improved transport system resilience.

The region will continue to develop and enhance its position on Climate Change following central government's declaration of a climate emergency and enactment of the Climate Change Response (Zero Carbon) Amendment Act 2020, which sets national greenhouse gas emissions reduction targets for New Zealand to:

- Reduce net emissions of all greenhouse gases (except biogenic methane) to zero by 2050; and
- Reduce emissions of biogenic methane to 24%–47% below 2017 levels by 2050, including to 10% below 2017 levels by 2030.

National emission budgets, expected to be released in late 2021, and central government's response to the CCC's report will continue to shape the region's response to climate change over the term of the 2021-31 RLTP.

[4] Bay of Plenty Regional Council Climate Change Action Plan (2019) https://atlas.boprc.govt.nz/api/v1/edms/document/A3385266/content

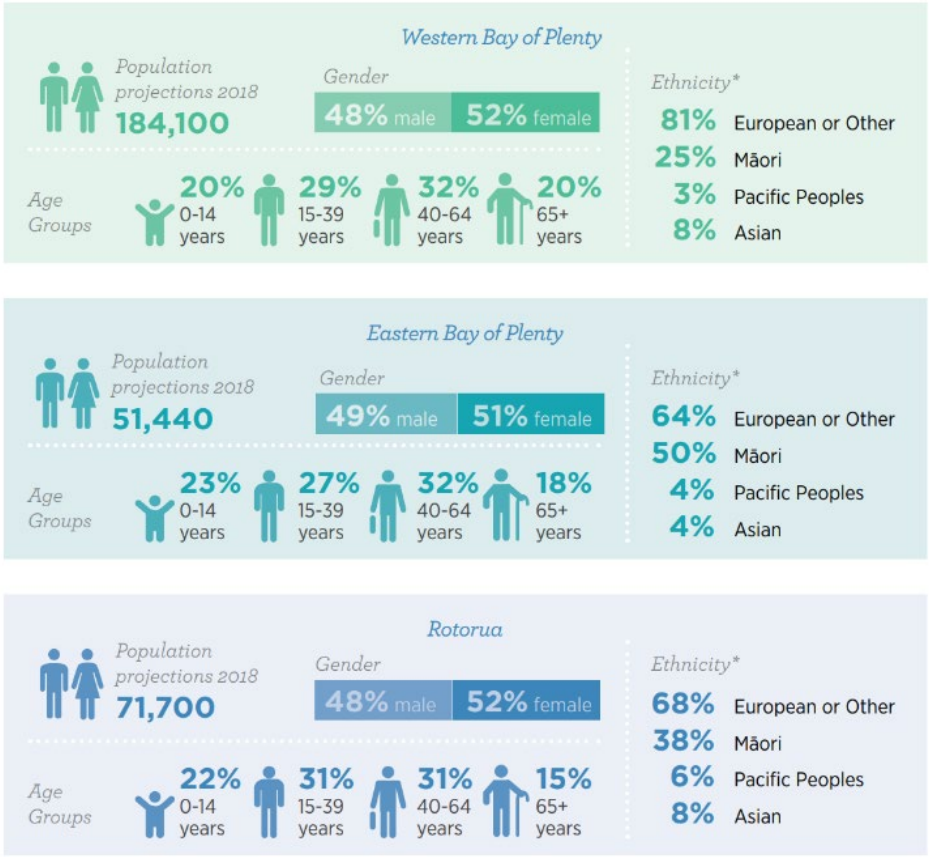
[5] Ibid

Our communities

With a warm climate, a variety of lifestyle options, and a rich cultural history, the Bay of Plenty has long attracted people to its shores. Today the region is home to 337,300[6] people and is the third fastest growing region in New Zealand, with the population increasing by 15.2% between 2013 to 2018[7], behind only Auckland and Northland, respectively.

Growth is underpinned by strong inward migration, and influencing factors include changing lifestyle preferences, strong regional and national economic conditions, and the effect of housing supply challenges in Auckland.

Figure 9: Bay of Plenty demographics summary



[6] Statistics New Zealand – subnational population estimates: http://nzdotstat.stats.govt.nz/wbos/Index.aspx?DataSetCode=TABLECODE7979&_ga=2.202721493.576627908.1611605471-613034423.1600910612

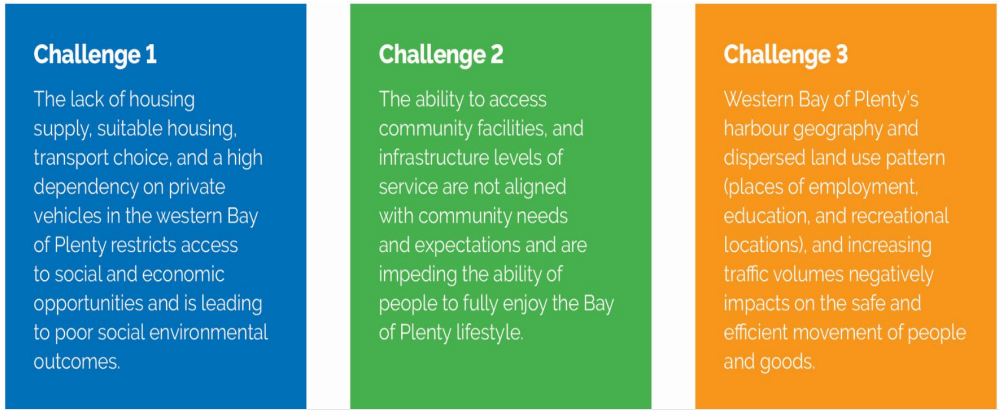
[7] Statistics New Zealand 2018 Census Data - https://www.stats.govt.nz/news/regions-around-auckland-lead-population-growth#:~:text=Northland%20is%20the%20fastest%20growing,up%2013.5%20percent%20to%20458%2C202.

In Tauranga, 39% of the population is projected to be over 65 years by 2050[8]. By contrast, a greater proportion of youth are expected in eastern communities, reflecting in part the forecast growth in the Māori population aged 14 years and under. These changes highlight the increasing need for safe, accessible, and affordable transport choices for younger and older communities[9] across the region.

The Western Bay of Plenty sub-region is home to over half the region's population and continues to experience rapid growth which is projected to continue. Over the next 30 years-70 years, the sub-region is expected to be home for an additional 200,000 people – requiring approximately 95,000 additional new homes and making about two million additional transport movements per day[10]. As a result, the current and forecast growth is putting significant pressure on the sub-region's infrastructure and services, especially housing and transport.

As previously noted, the sub-region's Councils and partners have agreed to implement the UFTI Connected Centres programme to tackle the UFTI challenges. Integrated planning initiatives including the TSP and JSP will address the three key growth challenges identified for the sub-region's urban form and transport system.

Figure 10: UFTI Challenges



An integrated multimodal transport system, built around four high frequency and dedicated public transport corridors, is required to link the key centres. Dedicated walking and cycling paths to enable safe and easy local connectivity and access to the public transport corridors are proposed. Freight priority initiatives provide access to the Port of Tauranga and enable movement of goods around the harbour.

Whilst the rate of population growth is not as high as in the Western Bay, many of the same challenges apply in other sub-regions, particularly in terms of limited housing supply and transport choice; and the effects of dispersed land use impacts the ability of communities and people to move throughout the region easily and safely, such as the urbanisation of SH 30A to improve walking and cycling connectivity for central Rotorua.

[8] Arataki v2, Waka Kotahi
[9] EBOP 2021-31 LTP forecasting assumptions
[10] UFTI Final report

Similar to the Western Bay sub-region, councils in the Eastern Bay of Plenty are jointly progressing a spatial plan which identifies the key growth challenges for the sub-region. This will enable options for increased sustainable transport initiatives.

Geographically, the Eastern Bay sub-region is diverse with several urban centres, townships, and a significant rural population. In recent years, there has been a rapid and unforeseen population growth[11] with new employment opportunities delivered through investment in a range of industries including: aquaculture, manufacturing, kiwifruit, dairy, and manuka. This impacted housing affordability and availability, for example, the Kawerau District had the highest percentage (132%) increase in house price in the country over the last decade.

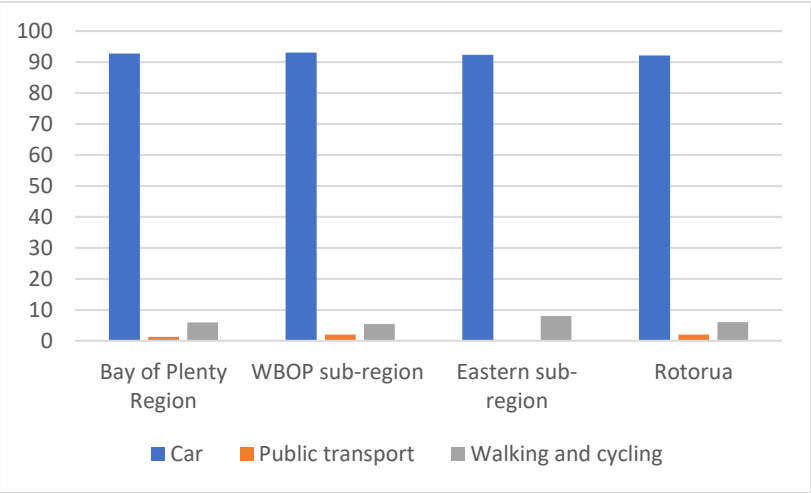
The two largest centres, Opotiki and Whakatane, are constrained geographically and by flooding and inundation zones. The limited supply of urban land is compounding housing availability and affordability resulting in *ad-hoc* development in surrounding rural and semi-rural areas. This is leading to a dispersed land use pattern that is straining key transport infrastructure, particularly in Whakatane, as well as limiting the ability to deliver effective mode choice across the sub-region.

Rotorua's population is younger than that of the region, with 29% of the population under 20 years of age. As well as being a relatively youthful population, almost 40% identify as Maori. The Bay of Plenty Mode Shift Plan notes that understanding any effects from cultural differences is therefore critical to achieving a successful transport system in Rotorua[12]. Recent and higher than expected rates of population growth is contributing to housing unaffordability and reduced accessibility issues. Work undertaken by the Ministry of Housing and Urban Development in late 2019, and reflected in the subsequent Te Poupou Strategic Framework[13], identified several challenges facing the Rotorua Lakes District, including: homelessness, a shortfall of housing stock and the importance of increasing the use of active and public transport to improve the liveability of communities and improve access to social and economic opportunities.

In Rotorua, Whakatane and Tauranga public transport use and walking and cycling uptake remains low, despite recent increases in investment in these services and networks (Figure 11).

[11] http://nzdotstat.stats.govt.nz/wbos/index.aspx
[12] Waka Kotahi, Bay of Plenty Mode Shift Plan; Rotorua Lakes 2020.
[13] Te Poupou Rautaki – Rotorua Lakes Council Housing Strategy (Draft 2020) https://www.rotorualakescouncil.nz/our-council/agendas-and-minutes/livestream/Documents/2020/Strategy,%20Policy%20and%20Finance%20Committee/A1%20housing%20framework%20final%20V4.pdf

Figure 11: Main means of travel to work (2018)



The situation in part, is a legacy of historical zoning patterns and street layouts in urban areas, along with geographically isolated rural settlement patterns, coupled with transport investment programmes that favoured private vehicle ahead of the provision of a range of transport choices. Councils and central government agencies across the region are now putting more effort into providing better public transport networks and services; and improving walking and cycling networks to deliver wide ranging social, economic, and environmental benefits. The RLTP programme includes several public transport projects to improve uptake across the three main centres.

Improving transport choice plays a critical role in supporting the region's lower socio-economic communities by providing safe, affordable, and reliable access to jobs, education, healthcare, and other key destinations[14]. Improved transport choices and safe access can make a material improvement to the economic wellbeing of individuals, as it can be significant component of household costs[15].

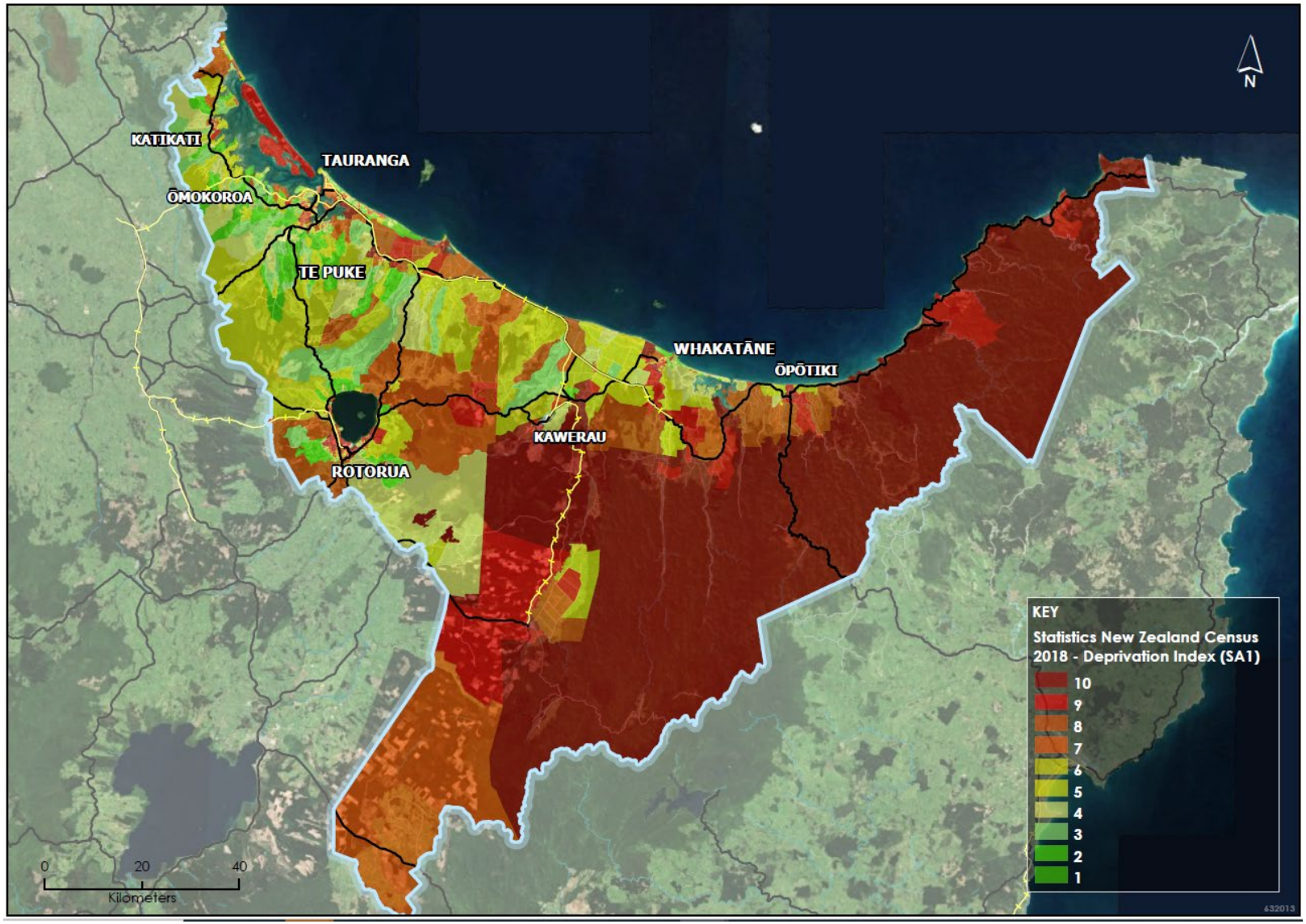
Census data (Figure 12) illustrates that high levels of depravation occur in rural areas, small townships, and in concentrated areas of the major urban centres. In Rotorua and the Eastern Bay of Plenty, the effects of deprivation are seen mostly in rural zones. In the southern parts of the region, and in Kawerau and Te Teko, deprivation areas are concentrated in the townships. In Tauranga and Whakatane there are some concentrated areas of deprivation.

Many of the smaller communities in the eastern and southern parts of the region have limited travel choices and rely heavily the roading network for safe and reliable access to social and economic opportunities. Those areas face with static and declining populations present different challenges than for where the region is growing rapidly. However, with several economic initiatives and central government investment, such as through the Provincial Growth Fund, helping to help create jobs and increase community wellbeing, it is vital to continue to serve these areas with safe and reliable transport links.

[14] https://www.fmhs.auckland.ac.nz/assets/fmhs/soph/epi/hgd/docs/dhbprofiles/BayOfPlenty.pdf

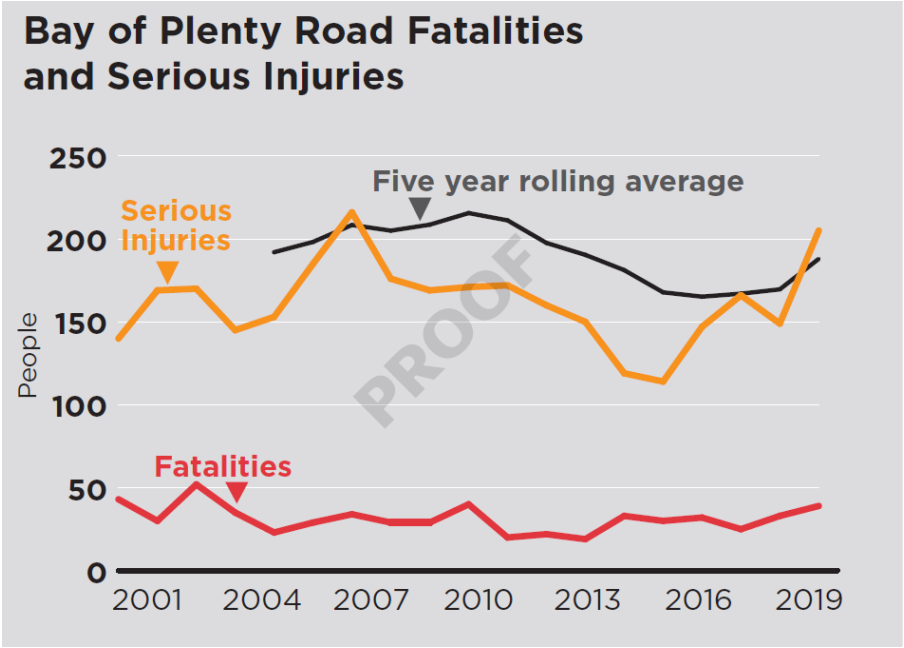
[15] The Automobile Association estimates that the average costs of running a small car annually is close to $3,500. https://www.aa.co.nz/cars/motoring-blog/vehicle-ownership-costs-more-than-just-the-purchase-price/#:~:text=If%20a%20small%20car%20is,maintenance%20will%20be%20about%20%24550.

Figure 12: 2018 Deprivation Index



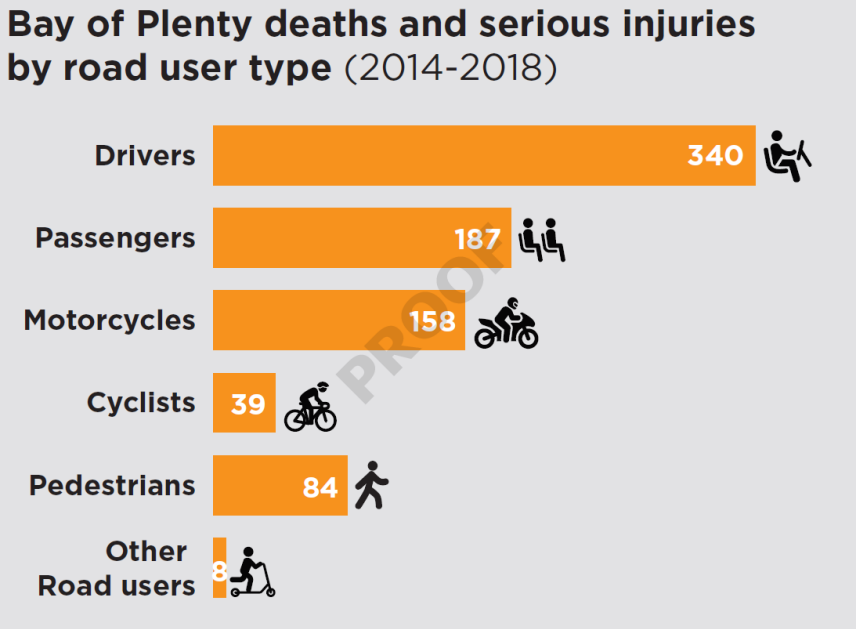
Road safety remains an ongoing issue for communities across the region, with 39 people killed and 204 seriously injured on the region's roads during the year ending June 2020 [16]. The key factors that contribute to Deaths and Serious Injuries (DSI) within the region include inappropriate speed, alcohol and drug impairment, people not wearing seatbelts and vehicles running off the road [17]. This is consistent with national trends.

Figure 13: Deaths and serious injuries on regional roads



As Figure 14 illustrates that the majority of the DSIs within the region involved vehicle drivers and passengers, followed by motorcyclists and active users. Walking and cycling is an emerging focus for the region, bringing attention to the safety statistics of cyclists and pedestrians.

Figure 14: Bay of Plenty DSIs by road user type, 2014-2018



[16] Bay of Plenty Regional Council's Regional Land Transport Plan 2018 Annual Monitoring Report 2019-20; supported by Waka Kotahi's Crash Analysis System. https://atlas.boprc.govt.nz/api/v1/edms/document/A3677985/content

[17] Arataki v2

Our economy

The Bay of Plenty economy is supported by key export industries including agriculture, horticulture, forestry, and tourism; together with healthcare, social services, and construction sectors.[18] The region relies heavily on a number of key inter and intra-regional freight, tourism, and employment links to support the flow of people and goods.[19]

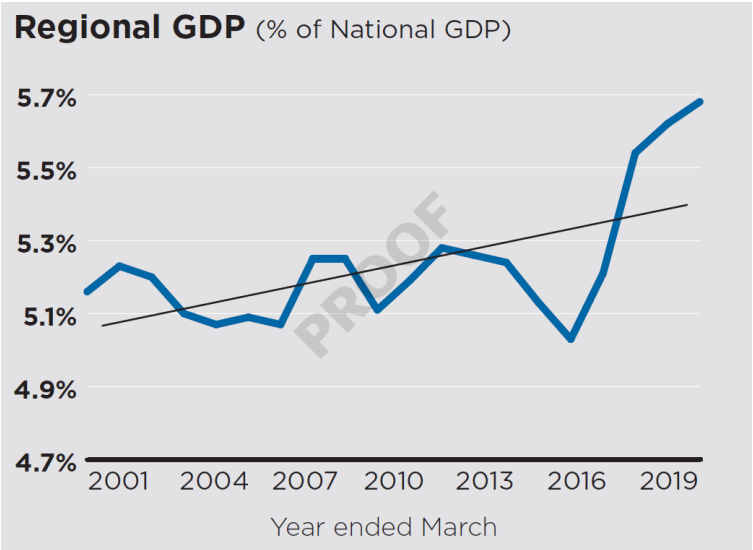
The Port of Tauranga is the country's largest export port and a key destination for both national and regional freight movements. The Port is served by both rail and road networks; currently handling 32% of all New Zealand cargo, 37% of New Zealand exports and 41% of all shipping containers[20]. The role of the Port as a gateway to international markets is therefore critical to both the regional and national economy.

Spurred by strong international trade conditions and increased investment in agriculture, the Bay of Plenty economy has grown significantly over recent years (Figure 15).[21] Between 2014 and 2019 regional GDP increased 44% that is the largest percentage increase of any region in New Zealand and 14% more than the national increase for the same period.[22]

Economic conditions have been particularly strong in the Western Bay of Plenty, due in part to an active construction market, a growing healthcare sector, and the high volume and value of freight handled through the Port of Tauranga. For example, the construction industry in the Bay of Plenty has grown by 91% between 2008 and 2018 while the industry within the Auckland region grew by 17% over the same period[23]. Freight volumes carried on the East Coast Main Trunk – within, to and from the region – has more than doubled across 2008 to 2018 ten-year period, increasing from approximately 200,000 twenty-foot equivalent units (TEUs) being carried in 2008 to 450,000 TEUs carried in 201824.

[18] Arataki v2, Waka Kotahi - https://www.nzta.govt.nz/assets/planning-and-investment/arataki/docs/regional-summary-bay-of-plenty-august-2020.pdf
[19] Eastern Bay – Beyond Today https://cdn.boprc.govt.nz/media/570986/eastern-bay-beyond-today-final-pdf.pdf
[20] Port of Tauranga Annual Report 2020 - https://www.port-tauranga.co.nz/investors/financial-information/download-annual-report/
[21] 2018-19 RLTP Annual Report Card, BOP Regional Council
[22] https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2019#bay-of-plenty
[23] Statistics New Zealand GDP by industry, Bay of Plenty region - https://www.stats.govt.nz/information-releases/regional-gross-domestic-product-year-ended-march-2019#bay-of-plenty
[24] KiwiRail freight data for the Bay of Plenty region.

Figure 15: Regional GDP (% of National GDP)



SH 1/29–East Coast Main Trunk Line Statement

The Bay of Plenty and Waikato regions have taken an integrated approach to the SH 1/29 and East Coast Main Trunk (ECMT). The following objectives have been previously identified for the future management of this corridor:

1 To develop and protect the SH 1/29 and the ECMT as the strategic, long term transport corridor connecting Auckland and the Waikato with the Bay of Plenty.

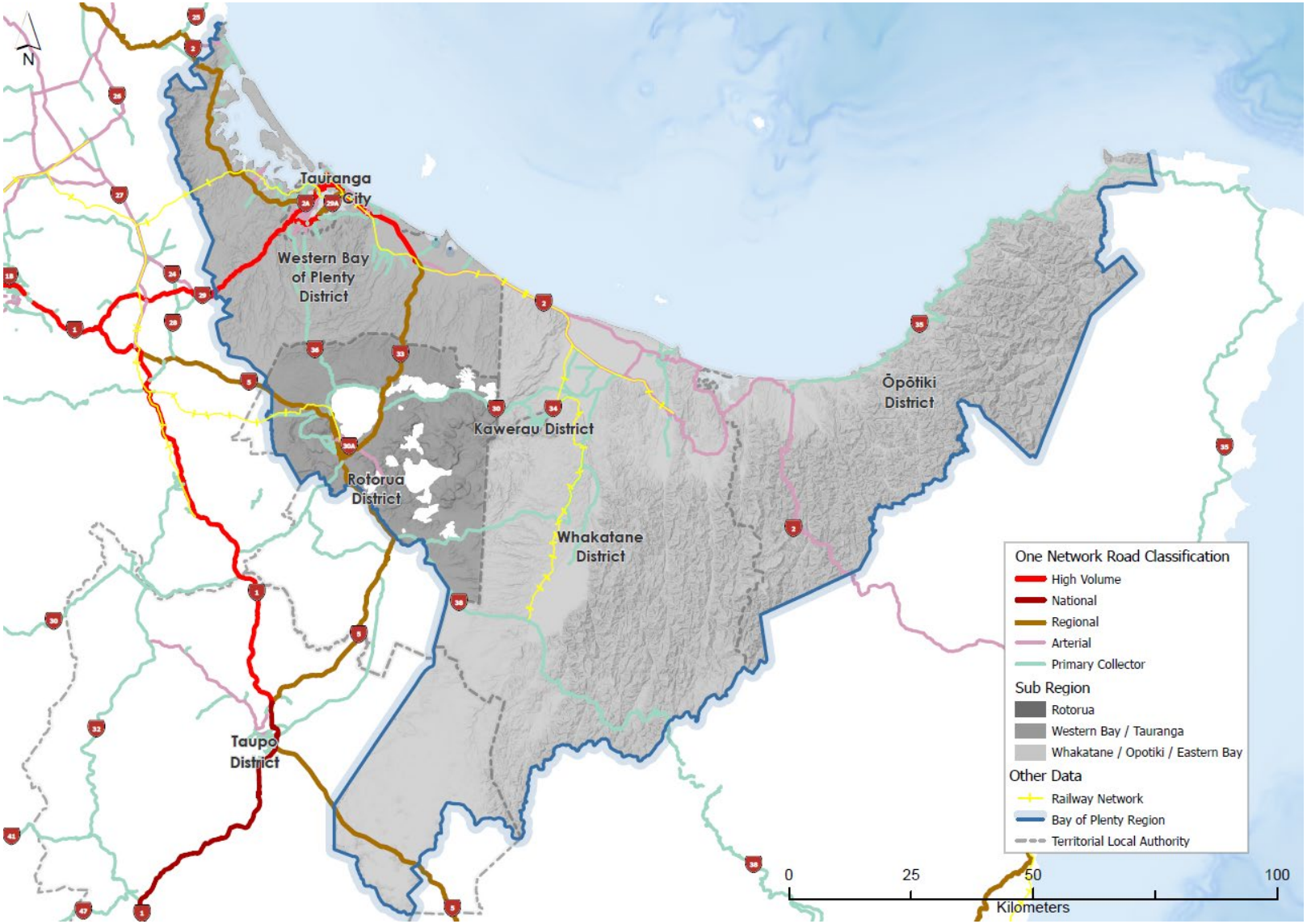
2 To support a reduction of deaths and serious injuries on the highway network and to ensure that risk of incidents on the rail system continues to decline.

3 Land use and land transport infrastructure (road and rail) is integrated and coordinated through planning, investment and programming mechanisms.

4 To develop an environmentally sustainable logistics supply chain which connects the sea ports of Auckland and Tauranga, and inland ports along the corridor, as a means of enabling economic growth.

5 To support improved resilience, and the complementary function of both the road and rail networks.

Figure 16: Key regional road and rail connections



Tourism and forestry are key drivers of the Rotorua Lakes economy, with manufacturing, health care and social assistance also significant contributors. The heavy reliance on tourism means that Rotorua is expected to be disproportionally impacted by COVID-19 and on-going border closures. However, Rotorua's proximity to the three largest centres in the upper North Island may see it buoyed by domestic tourism. Employment growth is expected to be concentrated on the periphery of the Rotorua urban area, and tourism growth that occurs, to be along the Western Corridor, SH 5.

In 2020, central government identified the Bay of Plenty as a 'surge' region, needing investment to support regional economic development and improve community outcomes. Several industries and development opportunities are now emerging in the eastern Bay of Plenty, underpinned by economic stimulus investment decisions by private investment, central government and ongoing Treaty Settlements. This includes aquaculture and harbour development, industrial development, and high value horticulture. Ensuring these emerging industries are supported by integrated, reliable transport connections to key regional destinations, is critical to support the ongoing and future success of these operations.

While uncertainty remains about economic forecasts post COVID-19, the long-term economic outlook for the region as-a-whole, remains positive (although the pace of growth is expected to be slower than pre-COVID-19 forecasts in the shorter term).[25]

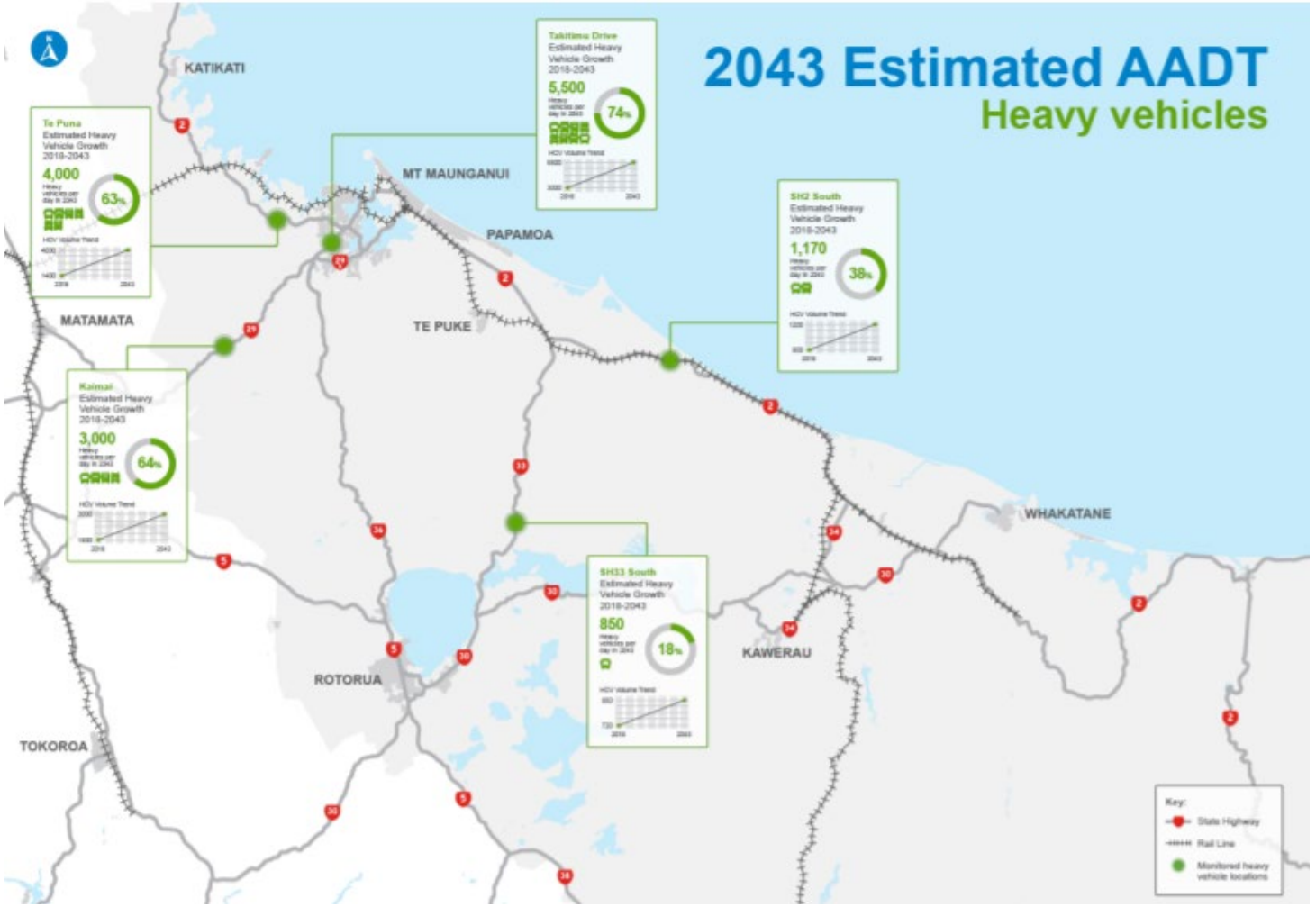
The regional economy is expected to be buoyed in part by growth forecasts for the Port of Tauranga and the kiwifruit industry over the next ten years, together with the potential for increasing log harvests as large areas of forestry reach harvest maturity.[26] These trends are reflected in the region's heavy vehicle traffic forecasts outlined in Figure 17. With increasing volumes of freight forecast, opportunities may exist to shift some freight to rail to optimise performance of the wider transport system, reduce transport related carbon emissions and better manage the interface between general and freight traffic on high volume routes.

Providing safe and predictable inter and intra-regional connections between key production hubs across the region and markets will be necessary to support shorter term economic recovery efforts (post COVID-19) and the longer-term success of both the regional and national economy.

[25] Arataki v2

[26] TBC

Figure 17: Projected heavy vehicle traffic flows 2043[27]



[27] *UFTI Regional Freight Flows Study 2019, https://atlas.boprc.govt.nz/api/v1/edms/document/A3504887/content*

With an existing stronghold in the domestic tourism market, the ability of Rotorua to capitalise on its central location in the North Island and connect to the rest of New Zealand will be vital as the sub-region responds to the shorter-term impacts of COVID-19. As such, maintaining resilience of the multiple state highway links and access to a well-connected airport will be critical to support domestic and international visitor markets. This may become particularly critical if there is a downturn in export markets given the reliance the Region's economy has on both export products and the Port of Tauranga. Maintaining safe and predictable connections to international markets in the longer term remains a focus in this RLTP.

Development of cycling networks to support the growing cycle tourism industry continues in Rotorua, and to meet the ambitions of other districts to expand this offering to international tourism in the longer term.

With a considerable asset base, including 1,800 Maori land trusts which collectively hold more than $6.6 billion in assets, Maori are a significant economic partner. Improving access to the substantial and collectively owned Māori assets in the region is critical to unlocking economic potential. Much of the asset base is in agriculture and forestry, and already makes a significant contribution to the regional economy but requires strong transport linkages to enable it to continue.[28] Post Treaty settlements could provide additional opportunities to further develop Māori assets for the wellbeing of Iwi and hapu in the region. Ensuring the transport system provides good access to Māori owned assets will assist Māori with their development plans. The current road maintenance activities for the regions Maori Roads is expected to continue under the individual Road Controlling Authority's conditions.

[28] Bay of connections, Māori Economic Development Strategy https://www.bayofconnections.com/downloads/BOC_MĀORI_ECONOMIC_Strategy_20131.pdf; and the He Mauri Ohooho Strategy refresh 2018-2020

Long term objectives, 10-year headline targets, and policies / *Ngā pae tawhiti, whainga mātua mo te tekau tau, me ngā kaupapa here*

The RLTP sets out objectives and measures which are intended to support achieving the 30-year vision for the region's transport system. These objectives reflect the Ministry of Transport's Outcomes Framework (refer Appendix 1) and are consistent with the strategic priorities of the Government Policy Statement on Transport 2021. The RLTP vision, objectives and policies provide direction for the development of the region's transport system over the long term. To support this direction over the shorter term, ten-year headline targets have been set. A broader set of measures and key performance indicators for each of the objectives form an important part of the RLTP monitoring framework.

RLTP 30-year vision:
Our transport system is sustainable, resilient, efficient and enables safe and multimodal access that meets the needs of our diverse, growing communities and regional economy

Healthy and safe people

Objective 1: *No people are killed or seriously injured on the region's transport system.*

Objective 2: *The health damaging effects of transport are minimised, such as noise, air pollution and stormwater run-off.*

Objective 3: *Our communities are encouraged and supported to make healthy transport choices.*

The Bay of Plenty has adopted central government's Road to Zero strategy for improving safety on the region's transport system. The regional approach goes beyond preventing deaths and serious injuries to include the promotion and improvement of health outcomes for all our communities.

Headline target: *40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region's road network.*

Environmental sustainability

Objective 4: *The environmental effects, including emissions, from arising from the use of the transport system are minimised.*

Environmental sustainability is about managing, operating, and developing the region's transport system in a way that meets the needs of the present without compromising future generations. The region is committed to transitioning to a low-carbon transport system and reducing transport related impacts on biodiversity, water quality and air quality.

Headline target*: Reduce carbon emissions from the transport sector by a minimum of 25% by 2030, from a 2020 base, on the path to net carbon zero by 2050.*

Inclusive access

Objective 5: *Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*

Ensuring people can access the places where they live, work and play is an essential function of any transport system. Being responsive to the diverse needs of our communities by providing travel choices, reducing the need and distance to travel, and ensuring transport networks are fit for purpose, are critical to wellbeing of our communities.

Headline target*: Increase mode share for public transport and active modes by 20% by 2030.*

Economic prosperity

Objective 6: *The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*

With an export-based economy, the success of our region relies on the efficient and reliable movement of people and goods. With many parts of the region under significant growth pressures, achieving this objective will require transport investment to be integrated with well planned development to reduce the need to travel, and encourage more travel by public transport and active modes. Shifting freight from road to rail will also improve the efficient and movement of goods. In other parts of the region, providing access to emerging areas of economic opportunities will be important.

Headline target*: Maintain or improve travel time predictability, from a 2020 baseline, for freight movements on the primary freight network (road and rail) inter-peak by 2030.*

Resilience and security

Objective 7*: The transport system can respond to, adapt, and rapidly recover from unplanned events and hazards*

The region's transport network is exposed to several hazards, including flooding, sea level rise, landslides. Minimising and managing the risks of hazards on our transport system; anticipating and adapting to emerging threats; and recovering effectively from disruptive events on the transport system, including vehicle crashes, are vital for our communities and economy.

Headline target*: Reduce the average number of hours that sections of National or Regional strategic routes are closed on an annual basis to be less than 60 hours per year by 2030.*

In addition to the headline targets, the RTLP includes a set of annual reporting of key performance indicators to measure progress toward achieving the Plan's objectives. The key performance indicators have been arranged according to the primary objective they measure, however, many of them address more than one objective. A full list of the key performance indicators is included at Appendix 3.

Policies

The following policies describe how investment decisions made by partners will achieve the RLTP long-term transport objectives.

Objective: Healthy and safe people

1.1	Implement the Road to Zero: New Zealand's Road Safety Action Plan 2020-2030 and adopt a safe system approach to managing priority road safety issues. (Waka Kotahi, city, and district councils)
1.2	Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. (City and district councils)
1.3	Implement low speed and shared space environments in urban areas, particularly in town and suburban centres and residential areas. (City and district councils, Waka Kotahi)
1.4	Work collaboratively to reduce risk and improve safety across and along rail corridors. (KiwiRail, city and district councils, Waka Kotahi, BOPRC, Police)
1.5	Actively promote the adoption of technologies that improve transport safety and efficiency. (Waka Kotahi, city, and district councils, BOPRC)
1.6	Actively promote walking and cycling as travel options to improve public health. (City and district councils, district health boards, Waka Kotahi, BOPRC)
1.7	Ensure that connected networks are provided to improve safety, accessibility, and route options for walking, cycling and public transport. (City and district councils)
1.8	Proactively identify and implement road construction, renewal and maintenance techniques that minimise the public health and environmental impacts of noise, dust, vibration, air pollution, and storm water run-off. (Waka Kotahi, city, and district councils)

Objective: Environmental sustainability

1.1	Actively promote low carbon transport options and fuel technologies that reduce the use of fossil fuels, including electric vehicles. (MoT, Waka Kotahi, city, and district councils, BOPRC)
1.2	Develop and implement plans that reduce greenhouse gas emissions and support resilience within our own councils and for our local communities.
1.3	Take into consideration best practice when procuring public transport services, in particular, fuel efficiency and emissions standards, and the ratio of zero emission buses within a fleet. (BOPRC)

1.4	Work with our communities to understand, prepare for and respond to the physical impacts of climate change on the transport system
1.5	Work with central government to deliver on national emission reduction targets and support resilience in our communities.
1.6	Work collaboratively to implement the Bay of Plenty Mode Shift Plan – Keeping Our Region and Our People Moving. (City and district councils, BOPRC, Waka Kotahi)
1.7	Work collaboratively with, and as, major employers, to develop travel planning tools for employees as a demand management initiative (City and district councils, BOPRC, Waka Kotahi)
1.8	Develop and expand inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations. (City and district councils, Waka Kotahi)
1.9	Develop and expand inter and intra-regional walking and cycling networks for commuting, recreation and tourism that link to the national walking and cycling network. (City and district councils, Waka Kotahi, BOPRC)

Objective: Inclusive access

3.1	Implement the Bay of Plenty Regional Public Transport Plan. (BOPRC, city and district councils, Waka Kotahi)
3.2	Recognise and provide for Māori land use and development aspirations, as identified in recognised iwi/hapu management plans, in land transport planning and development processes. (City and district councils, BOPRC, Waka Kotahi)
3.3	Work with Māori to proactively identify opportunities to allocate national land transport funding to Māori roadways. (City and district councils, BOPRC, Waka Kotahi)
3.4	Encourage and support high person trip generating activities locate in town centres or in locations that have good access to the region's strategic public transport and active mode networks. (City and district councils, BOPRC, Waka Kotahi)
3.5	Ensure district plans facilitate and support housing and business development that enables better travel choices, including public transport nodes and corridors, to minimise dependence on private vehicles. (City and District Councils)
3.6	Ensure new transport infrastructure is designed and located to enhance access and support compact urban form. (City and district councils, Waka Kotahi)

Objective: Economic prosperity

4.1	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. (Waka Kotahi, KiwiRail, Port of Tauranga, BOPRC, WRC, city, and district councils)
4.2	Collaborate with neighbouring regions, city and district councils, Waka Kotahi and KiwiRail to protect the function of existing and future inter-regional strategic transport corridors. (UNISA, BOPRC, WRC, AC, GDC, HBRC, HRC, Waka Kotahi, KiwiRail, city and district councils).
4.3	Ensure the region's Strategic Transport Network is developed and maintained to serve national and regional accessibility, and to support regional economic growth.
4.4	Ensure that the location and design of new development supports and complements the functioning of strategic transport networks, minimises the impact of reverse sensitivity and access effects, the need for private motor vehicle trips and supports mode shift to public transport, walking and cycling. (City and district councils, BOPRC, Waka Kotahi, KiwiRail).
4.5	Encourage and enable high freight trip generating activities to be developed in locations with good access to the region's strategic road and rail networks. (City and district councils, BOPRC, Waka Kotahi)
4.6	Ensure local parking policies set out a clear hierarchy for the use and management of on street space in town and city centres to prioritise active modes, public transport, special purpose, and short stay parking.
4.7	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. (UNISA, Waka Kotahi, KiwiRail, city and district councils, BOPRC, WRC, AC)
4.8	Support regional strategic planning initiatives that promote and enable a sustainable, integrated, and enduring approach to growth, and reduce the need to travel (Waka Kotahi, TCC, WBOPDC, KDC, ODC, RLC, WDC)
4.9	Improve and maintain key inter and intra-regional tourism routes to provide safe and efficient access to major tourist destinations. (Waka Kotahi, regional tourism organisations, city, and district councils, BOPRC, WRC)
4.10	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. (Regional Transport Committees, UNISA, KiwiRail, BOPRC, WRC, AC)

4.11	Ensure that rail assets are maintained to protect the safe and efficient operation of the network (KiwiRail)
4.12	Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region (NZTA, city and district councils, Port of Tauranga, KiwiRail, BOPRC)

Objective: Resilience and security

5.1	Ensure the resilience of the regional transport network is continuously improved by identifying, prioritising, and addressing current network risks, vulnerabilities, critical lifelines, and alternative options
5.2	Ensure the design of new transport infrastructure is resilient to low impact high probability (LIHP), high impact low probability (HILP) events, and the long-term effects of climate change

Regional transport priorities/ *whiwhinga waka ā-Rohe*

The region has identified five key priorities - which align with the RLTP objectives – and are necessary to progress towards the RLTP vision. These include:

1 Reducing road deaths and serious injuries;

2 Improving environmental sustainability;

3 Improving multimodal access and choice;

4 Supporting regional growth; and

5 Improving resilience within the transport system.

The priorities guide this investment, as follows.

Reducing road deaths and serious injuries

Background

Between 2015 and 2020, 193 people were killed or seriously injured when travelling on the region's roads.[29] Deaths and serious injuries (DSIs) should not be an inevitable cost of car travel. To combat the challenge, the Bay of Plenty region is aiming to implement the central government's Road to Zero strategy and subsequent vision of a future where no one is killed or seriously injured in road crashes. This vision is guided by the following principles:

- Promoting good choices but planning for mistakes;
- Designing for human vulnerability;
- Strengthen all parts of the road transport system;
- A shared responsibility for improving road safety;
- Actions ground in evidence and evaluated;
- Road safety actions support heath, wellbeing, and liveable places; and
- Making safety a critical decision-making priority.

A safe road system not only prevents DSIs, but it can also help to improve the lives and lifestyles of our communities. A safer road network can make our towns and urban centres feel more accessible and liveable, as well as generating wider social and economic benefits via the reduction of crashes, travel delays and health system pressures.

[29] Waka Kotahi Crash Analysis System (CAS)

Table 2: Regional road casualties by local authority, 2015–2020

2015-2020 (inclusive)					
Local Authority	**Deaths**	**Serious Injuries**	**Minor Injuries**	**Non-Injuries**	**Total**
Kawerau District	2	14	26	149	191
Opotiki District	14	60	201	516	791
Rotorua District	41	248	983	5,163	6,435
Tauranga City	29	236	1,422	9,695	11,382
Western BOP District	73	230	797	2,884	3,984
Whakatane District	34	151	573	1,922	2,680
Total	193	939	4,002	20,329	

For the 2019 year, the region recorded 39 fatalities and 205 serious injuries. Of these, alcohol was identified to be a contributor in 43% of these, while speed and drugs were identified as contributing factors in 22% and 14% of these crashes, respectively[30]. The Western Bay of Plenty district has the poorest safety record within the region with 73 deaths and 230 serious injuries between 2015 and 2020 (Table 2) with over half of these occurring on the open road, often on state highways.

In the Tauranga urban area, cycling related DSIs are disproportionally high, with bike trips accounting for around 1% of total transport trips but 12% of all DSIs.[31]

Table 3: Pedestrian and cycle related crashes in Tauranga City (2014-2018)

Road User	Deaths and serious injuries (DSI)	Mode specific DSIs as % of total DSIs	Minor and non-injury
Pedestrians	36	19	99
Cyclists	22	12	170
Total	58 (11/year on average)	31	269

Activities such as the Totara Street safety improvements will help improve access and safety for user walking and cycling between Mount Maunganui and other locations within Tauranga city by removing the mode conflict, particularly with commercial vehicles accessing the Port of Tauranga. Other planned improvements to the City's cycling networks are expected to support and encourage further uptake of cycling, which has been proven to be an effective safety measure in and of itself in other urban areas.

In Rotorua the SH 5/SH 30 Old Taupō Road/Hemo Road speed review is investigating whether a speed limit change is the best thing to do to improve road safety, and if so, where new speed limits might begin or end. The project will also consider whether any other safety improvements might be needed in the corridor.

[30] Bay of Plenty Regional Council's Annual Report Card 2019/20

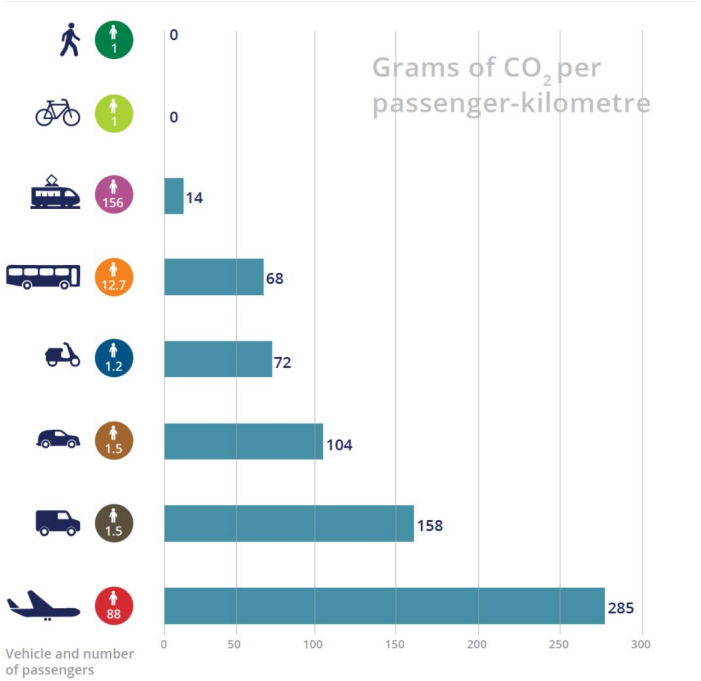
[31] Tauranga City's Accessible Streets Programme

To improve road safety across the entire region, several safety initiatives within the RLTP programme are focused on improving high risk intersections, speed management interventions and improving cycling facilities to provide safer access. This includes the implementation of the Safer Speeds programme which focuses on speed limits being appropriate and undertaking the necessary road and roadside improvements to support the appropriate speed.

Improving environmental sustainability

As outlined in the Strategic Context, the transport sector is a significant contributor to regional carbon emissions. National emission reduction targets and regional climate change commitments are significantly shaping the future of the region's transport system as New Zealand transitions to a lower carbon society to meet international commitments.

Figure 18: Estimated CO_2 per passenger kilometre



Note: CO_2 emissions are calculated using an estimate of the amount of CO_2 per passenger-kilometre. Different modes of transport are considered, with an average number of passengers per mode used for the estimates. As the number of passengers in a vehicle increases, the total CO_2 emissions of that vehicle increase, but the emissions per passenger are fewer. The inland ship emission factor is estimated to be 245 g CO_2/km, but data availability is still not comparable with that of other modes.

As shown in Figure 18, transport emissions vary considerably between different forms of travel, and the number of passengers that share the mode of travel. By considering the way we travel and mode we choose to invest in, we can start reducing our transport emissions and the need to offset our transport based emissions.

Included in the RLTP are initiatives that start laying the groundwork necessary to assist in the transition to a lower carbon

economy and society. The transport initiatives are based on improving the reliability and convenience of public transport through:

- Increasing the frequency and reliability of Tauranga and Western Bay of Plenty bus services;
- Within Eastern Bay of Plenty sub-region promote new bus routes for smaller rural communities and an increase the frequency of existing services;
- Completing the Rotorua bus service review and frequency and reliability enhancements;
- Public transport improvements, such as bus terminal/hub facilities at key locations within Tauranga, including at Arataki, Greerton, Hospital, and the CBD;
- Bus priority improvements on the Tauranga road network to support public transport journeys via Cameron Road, SH 29A, Welcome Bay Road, and Turret and 15th Avenue;
- Park 'n' ride facilities at Papamoa, Wairakei, Te Tumu, and Omokoroa; and
- Investigations to prioritise key north-south, and east-west PT journeys within the Western Bay of Plenty consistent with the Connected Centres programme.

These initiatives will help improve the convenience and reliability of public transport services, and in doing so provide people with increased convenience and an alternative to private vehicles.

Other initiatives included in the RLTP focus on improving the safety and attractiveness of walking and cycling routes. These include:

- Improving walking and cycling access in Tauranga's suburbs, including Mount Maunganui/Arataki, Otumoetai/Bellevue/Brookfield, and Te Papa areas through the implementation of the Tauranga City Accessible Streets Programme
- Implementing the Western Bay of Plenty Walking and Cycling plan including the development of a cycleway along No.1 Road in Te Puke
- Implementation of Active Wakatane and the Whakatane off-road cycle trails to support commuter, recreational, and tourism access throughout the district
- Ongoing implementation of the Rotorua CyWays programme.

In addition to the activities included in the RLTP, Councils are making further investments to support the transition to a low carbon economy and society. These investment via Councils' Long Term Plans include:

- Providing electric vehicle charging stations;
- Using electric buses;
- Undertaking 'place' enhancements to support low carbon modes of transport;
- Developing spatial plans and land use tools to support urban intensification and reduce the need to travel; and
- Working with central government to support New Zealand's transition to a lower carbon society.

Combined, these foundation activities will reduce transport related greenhouse gas emission by improving the transport choices available, and accessibility of lower carbon transport options.

Improving multimodal access and choice

Background

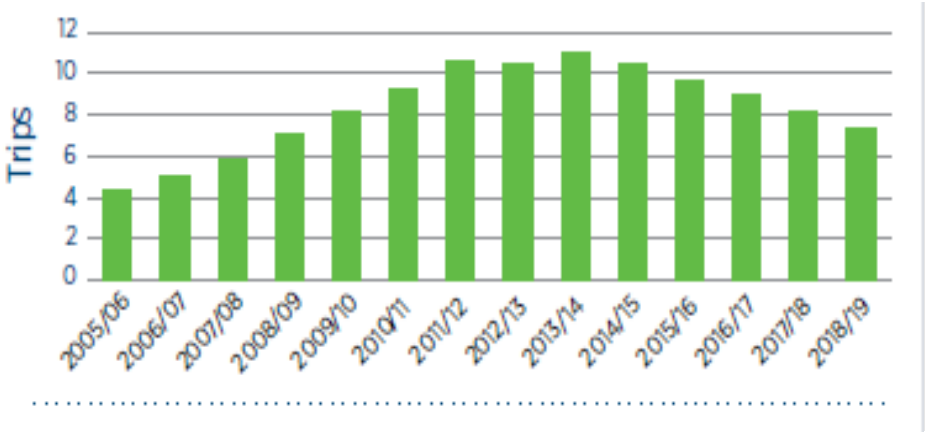
A core function of the transport system is to provide people with access by a range of travel options and enable safe movement between locations. Multi-modal access is important:

- For providing people with transport choices, including those who do not have access to a private car;
- To enable development of safe, sustainable, and liveable communities which are not dominated by moving or parked vehicles;
- To promote active travel and promote greater health benefits of walking and cycling; and
- To reduce emissions of local air pollutants and greenhouse gases.

Within the Bay of Plenty, access via private vehicle is generally predictable, reliable and relatively safe. Accessibility by public transport, walking and cycling however, is often not perceived as being convenient or reliable, and in sometimes not as safe.

Previous RLTPs have invested in improvements to enhance access by public transport and active modes however, private vehicle use continues to be the predominant mode. The use of public transport remains low, and patronage is currently trending down as shown in Figure 19[32].

Figure 19: Annual bus trips per person, Bay of Plenty



With an investment focus on transport choice and predictable journeys, there is now more emphasis on moving people, regardless of mode, rather than vehicles and optimising existing transport system capacity.

Western Bay of Plenty

Waka Kotahi data, illustrated by Figure 20 notes that for all destinations there is a much higher percentage of car drivers who have the quickest journeys – within 10-30 minutes. For the most part, the percentage of people with access to schools, the hospital and Tauranga CDB via bus and active modes — within a 10-30-minute threshold — is much lower. This shows that from an end-to-end journey convenience perspective, the car is the current mode of choice.

[32] EBOP 2018-19 RLTP Annual Report Card

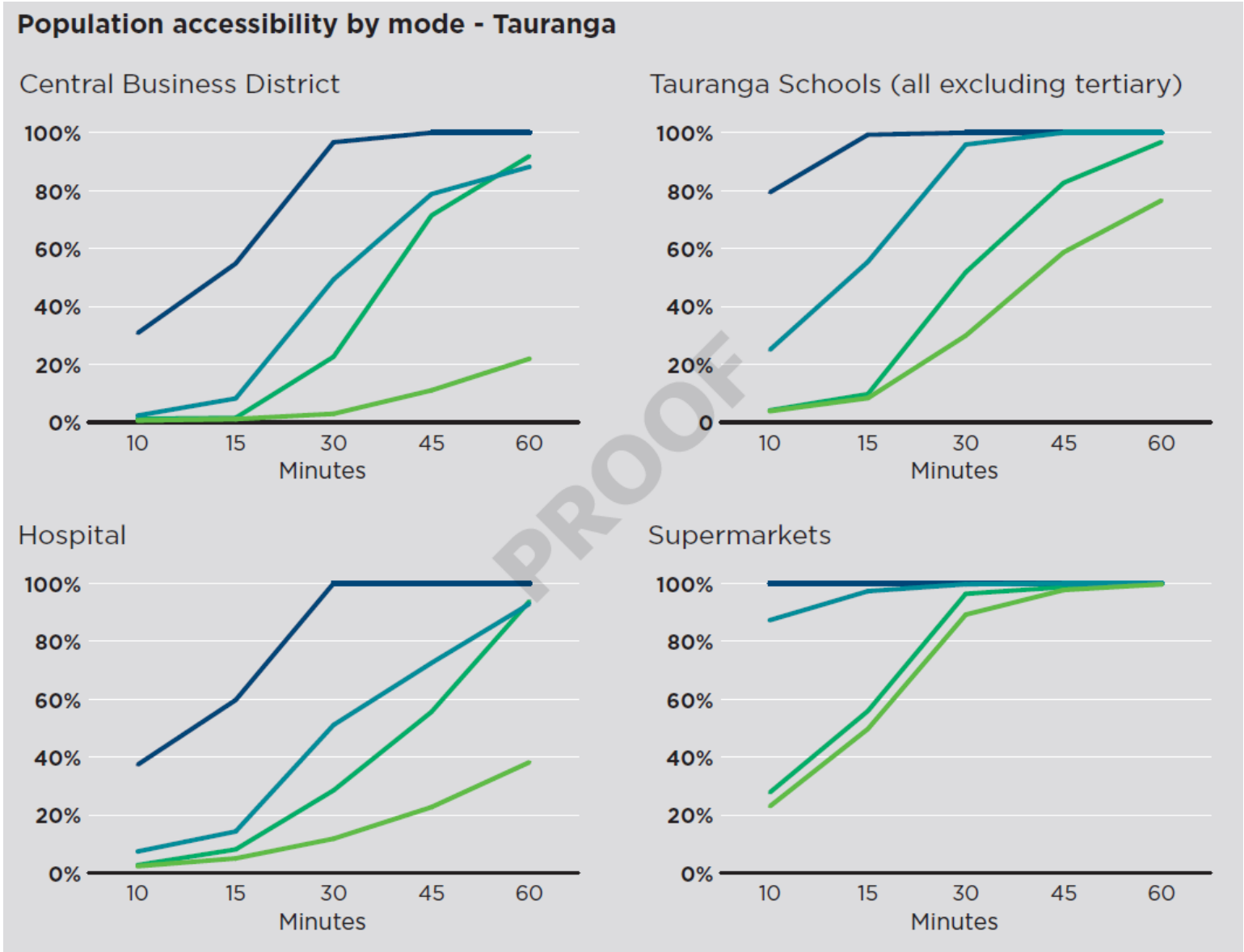
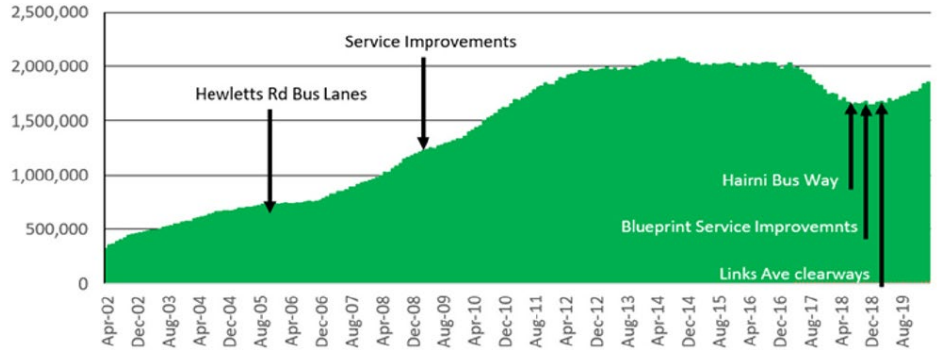


Figure 20: Population accessibility by mode - Tauranga

The convenience of car travel, relative to other modes, is a key factor underpinning the high rates of private vehicle use in Tauranga and the wider sub-region. Tauranga has one of the highest rates of car use among New Zealand cities, with public transport accounting for only 2% of all trips[33]. The current dispersed settlement pattern and topography of the city make it difficult to plan an effective public transport system. Travel time reliability on key public transport routes is also becoming a significant issue.

Over recent years, regional and local government have worked with key stakeholders to improve the planning and delivery of public transport, with a significant investment from late 2018 to improve services throughout the sub-region. Patronage growth to date remains modest as shown in Figure 21[34] . However, with projected growth, UFTI analysis has shown that measures such as public transport priority, park and ride facilities, and changes to parking management could increase public transport use to 20% by 2063.

Figure 21: Tauranga Urban Bus Patronage, 2002 to 2020 12 month rolling average



Modelling suggests the greatest level of demand is through people travelling from the eastern corridor, followed by people travelling from the western corridor to the city centre.[35]

The TSP has identified a series of improvements to start delivering on public transport mode shift aspirations outlined in UFTI. On key corridors, such as Cameron Road (Tauranga), improvements will provide dedicated lanes and priority at key intersections to allow buses to move past queued traffic and ensure bus services are frequent, reliable and get people where they need to go. The TSP seeks to ensure most people should be able to reach their destination using public transport within 30-45 minutes. Getting more people onto buses will also free up room for more freight and create space for people who still need or choose to use cars in future. The TSP is also focussed on providing a network of safe cycling, walking and personal mobility routes will allow people to reach their local shops, schools, parks, and neighbouring communities within 15-30 minutes. Currently the

[33] BOP regional mode shift plan – Waka Kotahi
[34] BOP Regional Council / BOP Regional Mode Shift Plan
[35] UFTI WBoP Public Transport Mode Shift Scenarios Technical Report 2020

sub-region's current cycling network is not well connected and, in most cases, requires cyclists to share road space with much bigger and faster vehicles. An overwhelming majority (191%) of survey respondents said that Tauranga needs cycle paths that are physically separated[36].

Tauranga City and Western Bay of Plenty District Council have recently refreshed actions plans for walking and cycling. These plans are focussed on completing the priority walking and cycling networks that connect work and education opportunities and reducing reliance on private vehicles.

Key activities proposed in this RLTP to make PT and active modes more attractive, and improve multimodal choices within the Western Bay of Plenty include:

- Tauranga/Western Bay of Plenty Bus Service enhancements – targeted at addressing issues identified in the TSP.
- Progressing investigation into the Arataki area PT facility – to improve travel choices and multimodal connections to the retail, employment, and education opportunities in Arataki.
- Progressing business case and detailed design for PT and active mode improvements on Cameron Road (Tauranga).
- Design and consenting of primary cycling routes linking the Mount, Papamoa and the CBD; as well as links between Otumoetai, Bellevue and Brookfield.
- Safety improvements for vulnerable users, including cyclists, on Totara Street.

These activities will provide a strong foundation for implementing UFTI's Connecting Communities programme and achieving longer term critical success factors including:

- A bus network that provides journey time and reliability improvements that are comparable with the private car;
- Affordable and a bus fare structure that, in conjunction with car parking management, incentivise mode shift; and
- A convenient, safe, and secure walking and cycling network that connects key origin and destination "desire lines" across the sub-region.
- Making new development accessible

Rotorua

The focus within the Rotorua Lakes sub-region is to improve public transport and active mode accessibility for greater transport choice. Investment has been directed into Rotorua's bus services and walking and cycling networks in recent years, and the ongoing challenge to reduce the reliance on car travel continues. By improving transport choice and accessibility people can more easily access work, education and social activities across the Rotorua urban area.

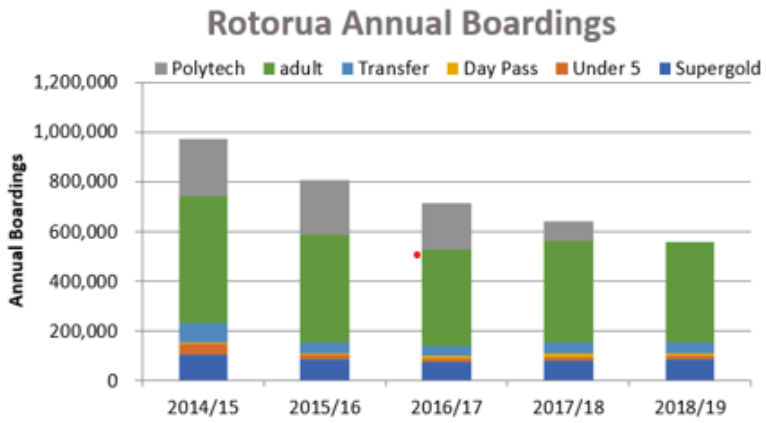
As in other parts of the region, public transport services in Rotorua are underutilised. While Public transport in Rotorua provides high levels of accessibility, with 95% of all households within 400 m of a bus stop, and urban services operating a weekday frequency of two buses/hour, the majority of Rotorua's

[36] Tauranga Cycle Plan, 2018

population travels to work by private vehicle (92%). Only around 3% use public transport and PT patronage has declined in recent years, with the majority of services used by people wanting to access education facilities, and/or those with limited access to alternative transport choices[37]. While bus services attract a wide range of user types, further validation and verification of the hub and spoke model utilised currently will need to occur.

Rotorua has 12 bus routes that link the city centre to the surrounding suburbs, the airport, hospital and key visitor destinations, and two regional services connecting to Tauranga, Murupara and Ruatahuna. Between 2001 and 2015, the network saw rapid patronage growth, reaching a peak of a million trips in 2013/14 before declining to less than 600,000 trips in 2019/20 (as seen in Figure 22).

Figure 22: Population accessibility by mode - Tauranga



Customer feedback suggested service improvements required meet user expectations would address accessibility at key destinations; reliability; better connections to key employment hubs; improved customer information; online payment systems; and improved bus stop infrastructure.

A subsequent review of regional public transport services in late 2019 has led to the inclusion of proposed enhancements to Rotorua bus services in the 2021 RLTP. A range of implementation options are currently being prepared for public consultation that include minor reliability improvements through to significant service enhancements that would bring the provision of public transport up to a level comparable with other urban centres in New Zealand. It is expected that a preferred option will be identified for inclusion in the Final RLTP.

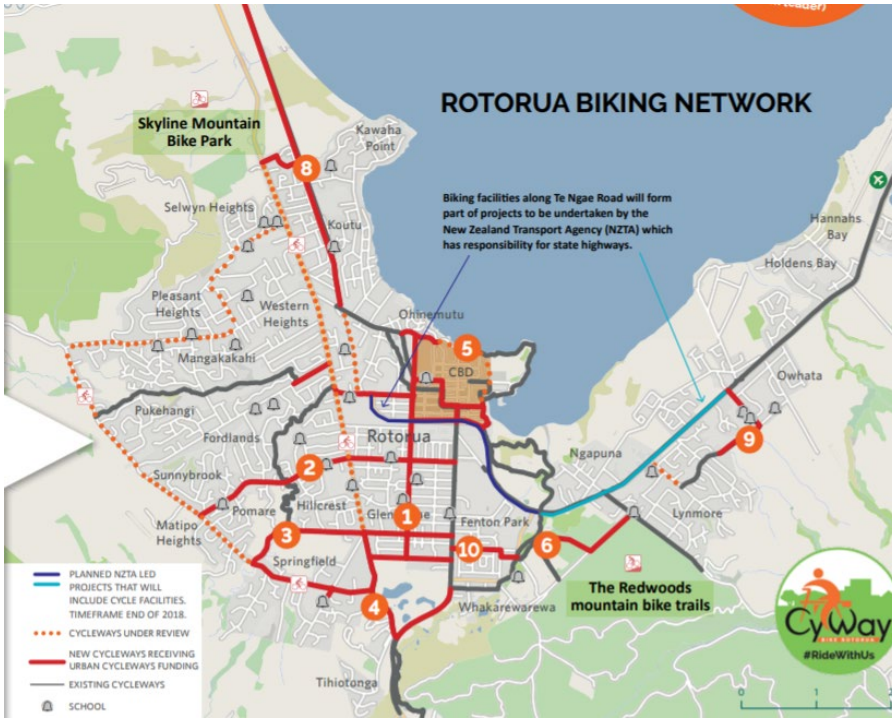
The use of walking and cycling for everyday activities across the sub-region is also comparatively low but improving.

The Rotorua Urban Cycling Strategic Plan (2015-2018) set the goal to increase cycling mode share and provide support to the Rotorua's 2030 goal of providing 'outstanding places to play' by enabling both residents and visitors to cycle safely and enjoyably, as both a recreation and transport choice. The implementation of this Strategic Plan was funded by central government's Urban Cycleways Programme, resulting in Rotorua's CyWay project (Figure 23) which aims to make cycling as safe and easy as possible. Several cycling projects are currently planned and underway in Rotorua as a result of this programme. Ensuring the missing links in the city's cycling network are completed in future years will be critical to ensure the network functions as part of an integrated system, providing

[37] Draft BOP mode shift plan – is it appropriate to reference this?

reliable and safe connections between key origins and destinations.

Figure 23: Rotorua's CyWay project



Eastern Bay of Plenty

In the Eastern Bay, priority interventions to support multi modal transport choices centre around the continued investment in existing PT services and walking and cycling networks in the main urban centres of Whakatane, Opotiki and Kawerau.

The 2021 RLTP also prioritises investment in the Whakatane Cycle Trails, which involves the formation of a series of off-road trails around the Whakatane District for commuter, recreational and tourism benefits. This initiative has its origins in the Active Whakatane strategy, which seeks to ensure walking and cycling networks across the Whakatane District meet community needs and enable all residents and visitors to lead healthy, active lives.

Outside these centres, rural communities are likely to remain reliant on car travel to access social and economic opportunities with additional investment in pathways to support active mode travel for internal trips. Enabling safe and reliable road connections will be vital for people to access employment opportunities in emerging industries across the eastern bay, and across the wider region, along with other public services. Where there is demand, undertaking future small scale public transport trials in conjunction with local community to support and improve access could be viable, for example, in Kawerau, and promoting smaller more frequent services that meet the needs of commuters, for example, between Whakatane and Ohope.

Rail – Freight and Passenger

The draft New Zealand Rail Plan outlines central government's vision and priorities for the network. The long-term vision is for New Zealand's national rail network, to provide modern transit systems in the country's largest cities, and to enable increasing volumes of freight to be moved off the roads and onto rail.

The draft Rail Plan sets out strategic priorities for rail and is in two parts:

Part A: Establishing a new long-term planning and funding framework under the LTMA.

Part B: Investment priorities for a reliable and resilient rail network:

- Strategic Investment Priority: Investing in the national rail network to maintain freight rail, and provide a platform for future investments for growth
- Strategic Investment Priority: Investing in metropolitan rail to support growth in our largest cities.

The region has 321 km of rail network extending from Hamilton in the west to Taneatua and Murupara in the east. The East Coast Main Trunk (ECMT) is 182 km long and runs through Hamilton and Tauranga to Kawerau. The unused portions of rail track in the region include Hawkens – Taneatua (26 km), and the Rotorua branch (48 km).

The Bay of Plenty rail network is largely focussed on rail freight. The Bay of Plenty section of the East Coast Main Trunk line (ECMT) carries over a third of New Zealand's rail traffic and is the most densely utilised section of the national rail network.

KiwiRail has confirmed that there is sufficient capacity within the Bay of Plenty rail network to accommodate the planned regional growth in freight and rail demand in the region, at this time. KiwiRail continues to invest in the Bay of Plenty rail network including level crossing upgrades, bridge and tunnel maintenance and renewals. There are significant freight connections, by volume and value, between the Bay of Plenty and Port of Tauranga; and the upper North Island and central New Zealand.

The Port of Tauranga, New Zealand's largest export port is planning further expansion, including increased freight rail services to and from the upper North Island. The Port of Tauranga transports approximately 40% of imports and 50% of exports via rail. Recent aspirations to increase the number of services to cope with problems at the Port of Auckland were thwarted by a lack of available trains.

New industrial development within Kawerau in the Eastern Bay of Plenty has secured investment from central government's PGF. This investment for rail services, infrastructure and operations to support the Putauaki Industrial Development and Kawerau Container Terminal.

Emerging industries within the eastern Bay of Plenty including aquaculture in Opotiki, water bottling through Murupara and further high value horticulture development could also require additional rail services and infrastructure, especially in regard to the early volume projections for water bottling. These are all in early stages of business case development.

The KiwiRail Rail Network Investment Programme (RNIP) will set out a three – six year investment programme which is likely to be focussed on rehabilitation of existing assets (track, signalling and structures) in order to provide for future growth in rail freight.

Passenger rail services were previously operated between Tauranga, Hamilton and Auckland, however, ceased operation in 2001 due to low patronage numbers and increasing costs. Passenger rail services also operated between Rotorua and Auckland via the Geyserland Express. These services also ceased in 2001.

KiwiRail have confirmed that there is sufficient capacity within the Bay of Plenty rail network to accommodate future passenger

rail services. However, it is important to note, that the establishment of any passenger rail services will require significant advanced planning and investment, including:

- Capital costs: investment in new infrastructure including parking facilities (park and ride), station facilities (buildings, platforms), track facilities (signals, level crossings);
- Annual operating costs: noting that fare revenue would cover part of the costs, however, further subsidy investment would be required per person, per trip;
- Impacts on existing freight services: consideration of potentially negative impacts such as displacement of freight services, to allow for passenger rail. These impacts would need to be well understood and mitigated through increases in track/signal capacity and linespeeds.

The UFTI Programme Business Case included a scenario whereby the existing rail network in the western bay was to be used as a passenger transport spine service running between Te Puke and Omokoroa (via Tauranga CBD). Whilst the preferred "Connected Centres" scenario concentrates on improving road-based bus passenger transport, there remain longer-term aspirations to utilise the rail network in some shape or form. Bay of Plenty Regional Council will be developing a long-term passenger transport strategy as part of its next Regional Public Transport Plan (RPTP). As part of this work, a number of options for mass transit – including potential use of rail corridors – will be examined.

Central government has signaled its intention to commence a high level business case to examine proposals for an inter-regional rail service linking Tauranga with Hamilton and Auckland. The aim of the service would be to provide a more economically efficient and environmentally sustainable service to the current road and air alternatives. The proposed study will need to consider key issues such as passenger safety through the Kaimai tunnel, improvements to asset condition and linespeed, additional track capacity (more double track sections and passing loops), safety at level crossings and the likely need for electrification if rail is to become a low-carbon mode of travel.

Prior to COVID-19, the region's rail network hosted occasional rail charter services run by heritage operators. The re-introduction of such services to assist with boosting tourism is supported in principle.

Inter and intra-regional connections

To help improve access and choice, public transport bus service trials are in place to better connect Rotorua and Whakatane to education and employment opportunities across the region including services with direct access to educational facilities in Tauranga, including the University of Waikato's Tauranga Campus. Continuing and potentially expanding these trials to provide access will be important, particularly due to the short-term contraction in labour markets as a result of COVID-19.

Rotorua Lakes and Whakatane District Councils, alongside Tauranga City Council, are undertaking several initiatives such as District Plan changes and parking management reviews designed to support urban development and multimodal transport as part of meeting their Urban Development obligations set out in the National Policy Statement. Over time, these integrated land use changes will help further develop a

multimodal transport system that offers people improved accessibility and choice.

The 2021 RLTP includes a programme of ongoing maintenance, resilience, and safety improvements across the region's principal road network (as shown in Appendix 2). This investment is vital to ensuring safe and reliable connections between communities across the region, and for inter-regional connections to the upper and lower North Island.

Supporting regional growth

Background

As outlined in the strategic context section, the Bay of Plenty region is growing rapidly. The population in the Western Bay of Plenty sub-region and the Rotorua district is expected to increase by around 50,000 people over the next 30 years.[38] Many people choose to reside in the region because of the coastal and lake-side living and warm climate. However, this trend needs to be matched with sufficient development of vibrant places, accessible employment locations and sustainable infrastructure that benefit all of the region's communities.

Transport investment can support existing businesses and the creation of new employment opportunities with a transport system which is efficient and resilient and able:

- To provide reliable journeys for freight so that transport costs are predictable;
- To reduce costs of doing business and increase productivity through tackling congestion in urban areas;
- To ensure that the impacts of extreme weather events and natural hazards are managed and disruption to transport routes is minimised;
- To widen labour markets by improving access to jobs for the local population; and
- To provide confidence in transport system performance so that businesses invest in creating or expanding operations.

Western Bay of Plenty

In the Western Bay, priority interventions proposed by this RLTP aim to integrate spatial planning and transport investment – to manage demand for motor vehicle travel, reduce forecast congestion and make better use of the existing network. The key critical success factors will include the integrated planning of new housing, employment, recreational, commercial, and retail development in order to:

- Reduce the need for travel;
- Ensure that viable and attractive low carbon transport options are "designed in" to growth areas; and
- Create and enhance seamless multi modal links between growth areas and key destinations across the wider sub-region.

Several transport initiatives included in the 2021 RLTP give effect to these success factors and lay the groundwork necessary to implement UFTI's Connected Centres programme. These transport initiatives come into the RLTP via the TSP and include:

- Tauranga's Cameron Road and Te Papa intensification;
- Tauriko west enabling works, Tauriko Business estate transport network improvements and SH 29A multimodal corridor improvements – this suite of projects are designed to unlock access to housing and employment opportunities in the wider Tarkio area and provide multimodal links to other destinations;

[38] Bay of Plenty Regional Council Long Term Plan 2021 population forecasts

- Investigations to improve the integration of the Takitimu Northern Link into the network, for example, where frequent public transport along the SH 2 Taikitimu North Link and existing state highway will connect Tauranga to Omokoroa and beyond;
- Investigations and detailed design for the preferred long-term multimodal upgrades for Welcome Bay Road; and
- Investigations into Tauranga's Hewletts Road corridor and adjoining network, to improve access for people and goods and support the Port of Tauranga's operations.

Rotorua

The significance of Rotorua as one of New Zealand's key tourism destinations has meant that there has been pressure on housing availability and affordability due to increased use of residential dwellings for short term rentals through sites such as Airbnb. One of the challenges identified is that there is a shortfall of 1,500-1,750 homes (as at the end of 2019). As a result of these pressures, central government, through the Ministry of Housing and Urban Development and the Rotorua Lakes Council, have entered into the Rotorua Housing Accord. This sets targets and priority actions to increase the immediate and longer-term supply of land, and therefore improve the affordability of housing in Rotorua.

The Rotorua Housing Accord is complemented by Te Poupou Rautaki that was set out to stimulate and enable residential development. This strategy identifies the land and infrastructure needs required to enable the development of up to 2,000 homes, with the objective that homes are part of well-designed and connected communities. Increasing active and public transport use compared to private vehicle is a key performance indicator.

The Housing Accord and Te Poupou Rautaki align with the Council's "Planning for the Future of Rotorua" Strategy. This has a focus on reorientation of the city towards the lakefront. It recognises that the city footprint is too large for current and future needs, so it is proposed that there should be a greater emphasis on higher density dwellings.

Collectively, the Housing Accord; Te Poupou Rautaki and the "Planning for the Future of Rotorua" Strategy will assist in the development of a Future Development Strategy and spatial plan as required under the National Policy Statement of Urban Development 2020.

As in the Western Bay of Plenty, key critical success factors expected to guide the development of the Future Development Strategy and spatial plan include the planning of new housing, employment, recreational, commercial, and retail development in locations and forms that reduce the need to travel, design-in low carbon forms of transport, and make provision for multi-modal links throughout the City.

Future amendments to the 2021 RLTP are likely to be required to support implementation of Future Development Strategy and spatial plan.

Eastern Bay of Plenty

There are significant economic investments underway, and planned, in the Eastern Bay of Plenty – specifically the harbours at Whakatane and Opotiki. Maintaining safe and reliable transport connections to and from these locations is a critical success factor for RLTP investment. These connections are critical for the movement of people and goods between Whakatane, Kawerau, Opotiki, and other townships, the rest of the region and further east to Gisborne.

Undertaking improvements to the Ruatahuna-Murupara special purpose road will bring in tourism to areas where access has previously prevented expansion of the industry.

In terms of personal travel, walking and cycling is a high priority for Whakatane and Opotiki. Following the tragedy at Whakaari (White Island), a key economic priority for the eastern bay area is development of an active travel network to encourage cycle/walking tourism. Investment proposed in the 2021 RLTP to continue developing the Whakatane Cycle Trails is an important element of the sub-regions wider economic development strategy.

Another key critical success factor is more convenient public transport connections between the peripheral eastern Bay townships and the main employment and service centre in Whakatane. A strategic review of bus services and engagement with users to better understand their needs is proposed over the term of the 2021 RLTP.

Inter and intra-regional connections

The ability of people and goods to travel safely, reliably, and efficiently between the three sub-regions in the Bay of Plenty, and between neighbouring regions, is critical to the economic and social wellbeing of the region.

The heavy reliance on primary production and tourism sectors, and the critical role of the Port in providing access to international markets, means the region is highly dependent on safe, reliable and efficient inter and intra-regional road and rail connections.

The 2021 RLTP includes a range of maintenance and resilience activities targeted at ensuring safe and reliable access is maintained across the region's principal roading network, for example, along SH 2 within the Waimana Gorge. Central government investment signals through the PGF and draft National Rail Plan suggest there may be also be opportunities over the term of the RLTP to increase the use of rail across the region. This would enable the region to realise several benefits including reducing heavy vehicle impacts on roading network, improving road safety, and reducing road congestion around the Port.

Improving system resilience

The Bay of Plenty is expected to face an increase in the frequency and severity of weather events related to the effects of climate change. The proximity of key transport routes in the region to areas that are likely to be increasingly affected by climate change and natural hazards – as illustrated in Figure 24 – will curtail the ability to provide safe and predictable access. As the risk of unplanned network closures increases, due to increasing frequency and severity of weather events, the resilience of our transport system is expected to decline over time, without intervention.

From a transport infrastructure perspective, there are two aspects of resilience within the region that need to be considered:

1 System resilience: where alternative routes and transport modes are available to enable safe and reliable access where a route and/or mode is not available; and

2 Asset resilience: where the likelihood of the asset being unavailable is reduced.

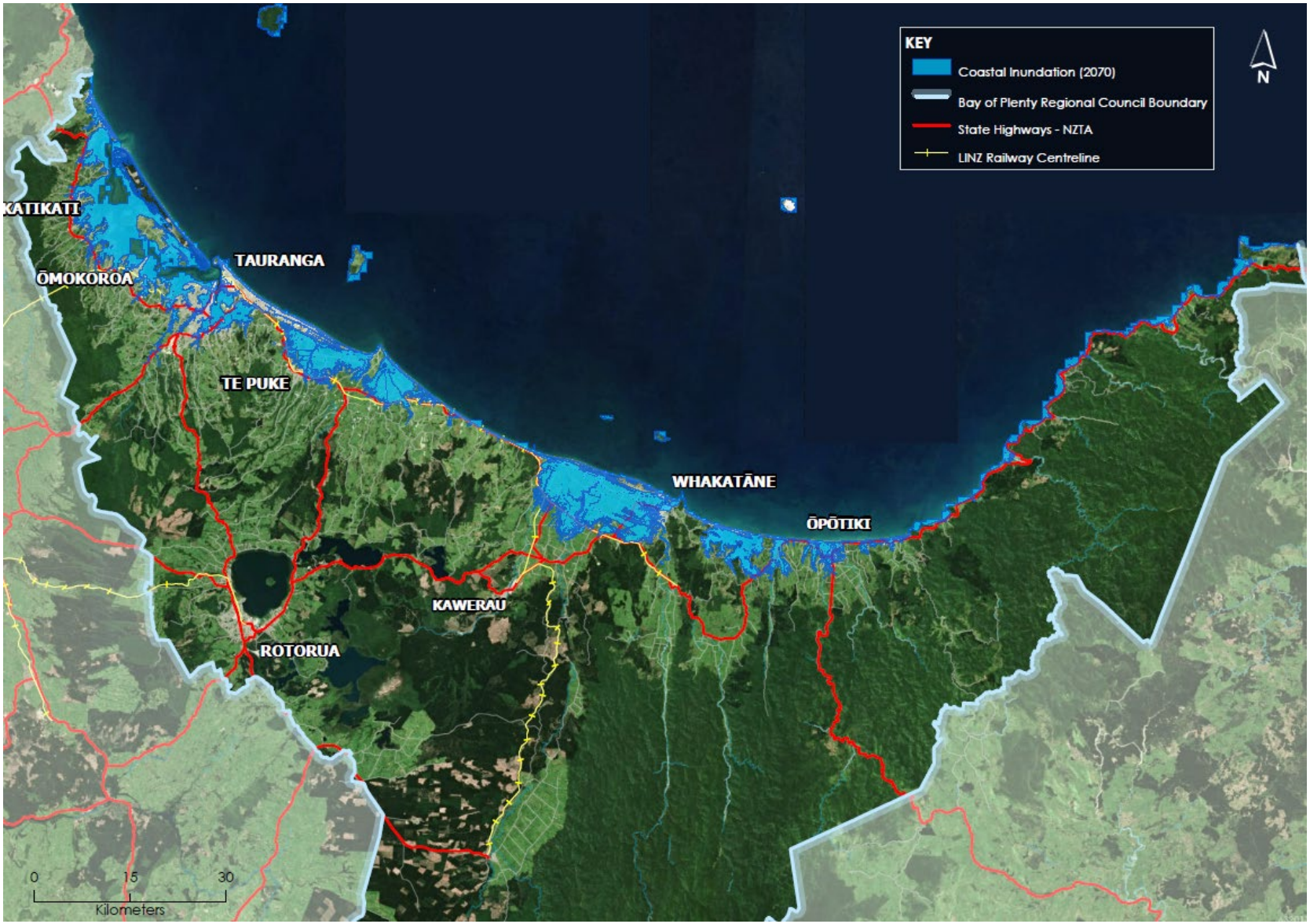
For some parts of the region, such as access between Opotiki and Gisborne, there is need to consider improving both system and asset resilience. The shortest journey, via SH 2 through the Waioeka Gorge, is prone to flooding and land slips while parts of the longer journey, via SH 35 around the East Cape, are vulnerable to coastal erosion and inundation.

As the likely consequences of climate change become more tangible, maintaining safe, predictable, and resilient access between regions such as the Bay of Plenty and Gisborne will become increasingly important to support the movement of people and goods. To improve the resilience of this important connection, a business case exploring such options is underway.

For rural communities there are fewer alternative routes available that provide access. As such, improving asset resilience of the more vulnerable parts of the network is likely to be needed over time. In some cases, resilience can be improved via the maintenance and renewal activities that take place and are planned for. Other assets will require more remedial resilience improvements to take place to help ensure access is reliable and safe.

Within the urban transport system, there is often greater system resilience as there are more alternative routes that can be used when necessary. However, for Tauranga and the Western Bay of Plenty, the peninsular topography creates resilience challenges in terms of alternative detour routes when incidents occur. The challenge is further enhanced in part due to the strong reliance on private vehicles, along with many routes converging on the two harbour crossings. As such, there is little available or built-in system resilience where incidents or event occur as there is little spare capacity.

Figure 24: Coastal inundation vulnerability



To help improve system resilience in the urban areas, there is a focus within the RLTP activities on increasing the accessibility, attractiveness, and convenience of the public transport and walking and cycling. By providing alternative modes of transport and routes system resilience will improve. For example, the UFTI Connected Centres programme includes proposals for an additional harbour crossing which would be for public transport and active modes.

Within the RLTP, there are several proposed activities which will further improve accessibility and resilience. For example, the multimodal improvements along Cameron Road will help increase the reliability of bus trips to most part of the city.

Draft regional transport programme / *Hōtaka tuhinga hukihuki waka ā-rohe*

Overview

The regional programme outlines proposed transport investment by the region's local authorities, DOC and Waka Kotahi. Activities in the regional programme fall within one of the following categories:

- Activities that have had funding approved but are not yet completed;
- Proposed activities that are being submitted for funding support from the NLTF for the six-year period 2021/22—2026/27; and
- Significant activities to be funded from sources other than the NLTF.

This chapter also identifies:

- Activities not included in the Waka Kotahi Investment Proposal 2021-31 that the RTC is requesting be included;
- Activities of inter-regional significance; and
- The ten-year financial forecast of activities submitted for NLTP funding.

The National Land Transport Programme (NLTP) is the mechanism through which the NLTF is allocated. Activities proposed for funding must meet criteria for one of the following activity classes as determined by the GPS:

- Road to zero
- Public transport services
- Public transport infrastructure
- Walking and cycling improvements
- Local road improvements
- State highway improvements
- State highway maintenance
- Investment management
- Coastal shipping
- Rail network

Table 4 shows the forecast total cost of all activities in the Bay of Plenty that have been submitted for funding from the NLTF.

Strategic Interventions

The RLTP programme of activities will support a series of strategic interventions which are system-level changes that people on the ground will see in the future.

Table 4: Strategic Interventions

Strategic Intervention	System-level Change
Carbon neutrality	People will be able to travel efficiently, safely and comfortably on low carbon buses, cycling, scooters or walking (with the ability to use more than one of these modes on any trip). Car travel will increasingly be by electric vehicle, with reliable and rapid charging infrastructure provided both at home and on the transport network.
Integrated Mass Transit System	In the Western Bay urban area, people will be able to use fast and frequent "turn-up-and-go" public transport services which provide comfortable seating and free wifi – so that time can be used productively. New and intensified development will be built where it can be well-served by the mass transit system; and people will only have to walk a short distance in order to access the services. People who live away from the mass transit corridors – for example in lower density or rural areas – will have access to strategically located Park & Ride/transport hubs where they catch fast and frequent services.
Sustainable Supply Chains	All supply chain partners should behave legally, ethically, and responsibly when producing goods and moving them around the transport system. However, a supply chain is sustainable only if activities can be supported by nature and society over the long term. Sustainable supply chains focus on doing what lasts by operating within established thresholds that recognise the limits of environmental and social resources. In practice this means reducing reliance on modes of transport which emit high levels of carbon per tonne-kilometre moved.
Travel Demand Management and Behaviour Change	Travel Demand Management (TDM) describes a series of planning interventions and projects which aim to change the way people and organisations think about their travel needs, as a means of then changing their travel behaviour. The Bay of Plenty Travel Demand Management and Behaviour Change programme will introduce a series of travel planning initiatives across workplaces, schools, retail centres and new residential developments which will potentially include: • Improvements to timing and geographic coverage of bus services (based on evidence of need/demand). • Improvements to bus stops and physical access. • Incentives such as discounted travel for frequent users of bus services. • Better showering/changing and cycle parking facilities at the trip end. • Physical and digital wayfinding to give people more confidence to use walking, cycling, micro-mobility and bus services. • Marketing and promotion of healthy, affordable and environmentally sustainable transport.

Strategic Intervention	System-level Change
Parking Management	Parking should be prioritised for people who need to use their car; and for acts such as loading and unloading (as part of the sustainable supply chain).
Walkability	Walkable neighbourhoods in Bay of Plenty urban areas (both existing and new) will have: • An attractive and clearly defined centre - whether it is a main street, local shopping area or public space. • Permeable and well-connected footpaths which have high social surveillance. • Higher density of housing and population for businesses to flourish and for public transport to be a viable option. • Affordable housing located near businesses and services. • Plenty of public places to gather, play and interact. • Buildings are close to the street, with parking lots located in areas where they do not dominate the streetscape. • Schools and workplaces which are close enough that significant numbers of residents can walk from their homes. • Streets and off-road paths designed for pedestrians, cycles, micro-mobility and public transport. The Te Tapa Spatial Plan in Tauranga has set the benchmark for the types of walkable communities that will be developed. The Cameron Road Multi-modal project aims to develop a public transport, cycle and pedestrian spine from the CBD through to Greerton local centre via the Hospital.
Asset Management and Maintenance	The performance of transport assets in meeting the levels of service required by system users will be a strong focus of continuous maintenance and improvement programmes. Road users can expect surfaces which provide a safe and smooth ride – especially for people using two wheel forms of transport. Bus passengers can expect hubs, stops and vehicles which are well maintained, highly visible, adapted for people with mobility impairments and well protected from the elements. Key routes across the region will be protected from increasingly severe weather events; or else alternative routes will be available in the event of disruption. Planning of new transport infrastructure will be co-ordinated with that of three waters, power and digital.
Transport technology and Innovation	The Regional Council will co-ordinate and develop a digital transport strategy to assess the most promising opportunities for investment. The Bay of Plenty will partner with public and private sector organisations to plan, design and develop digital assets and systems that will enable: • Better use to be made of existing transport networks by optimising travel demand and road space.

Strategic Intervention	System-level Change
	• Providing intelligent asset management where faults are detected and fixed before disruptive failures become apparent. • More reliable and accessible real time information for both public transport passengers and motor vehicle users. • Conversion of the public transport fleet to low carbon technologies – conventional electric batteries and hydrogen. • Long term alternatives to conventional buses for mass transit on the busiest routes.

Table 5: Forecast total cost of activities submitted for NLTF funding (000)

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Total	NLTF share
Road to zero	85,489,650	64,906,236	48,209,978	29,350,279	22,774,821	24,380,431	275,111,395	260,187,132
Public transport services	21,759,000	21,355,000	21,848,000	22,384,000	22,939,000	23,510,00	133,795,000	41,476,450
Public transport infrastructure	5,317,038	11,512,837	14,304,260	28,228,081	35,775,642	44,048,916	139,186,774	71,197,665
Walking and cycling improvements	24,355,445	20,908,285	31,202,385	39,080,312	37,833,942	38,980,761	192,361,130	113,385,976
Local road improvements	69,659,858	88,323,077	118,321,636	148,731,558	175,522,826	120,147,810	720,706,765	278,885,438
State highway improvements	24,749,490	20,957,457	22,023,950	67,570,948	60,280,667	25,522,878	221,105,390	221,105,390
State highway maintenance	79,409,645	73,305,996	74,552,198	76,043,242	77,564,107	79,115,389	459,990,577	459,990,577
Local road maintenance	135,942,572	133,999,046	135,136,894	138,967,162	142,206,296	147,415,411	833,667,381	291,552,443
Investment management	812,745	1,762,745	1,747,745	1,277,745	1,987,745	1,137,745	8,726,470	4,450,500
						Total	2,998,790,630	1,776,201,843

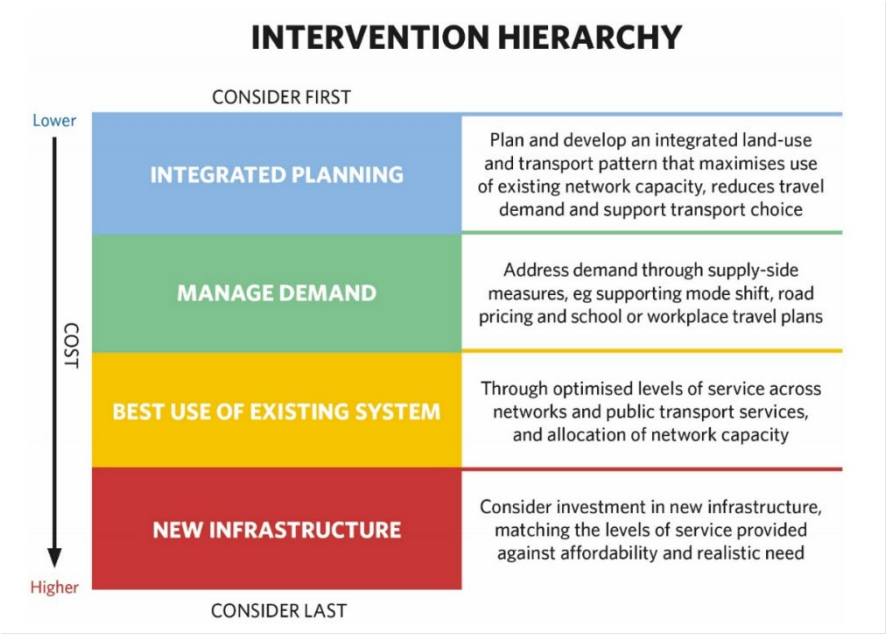
Investment strategy

The investment strategy for this RLTP is quite different to that proposed in previous years, where the emphasis was on transport addressing road network capacity issues. Many committed activities are providing this additional capacity on both local roads and State Highways and enabling multimodal improvements at the same time. However, under the GPS 2021, there is a much greater emphasis on investing in the whole transport system in order to:

- Protect people from harm as a result of vehicle crashes;
- Contribute to liveable cities and towns by providing people with good travel options. This requires all parts of the transport system - roads, rail, public transport, and walking and cycling routes - to work together;
- Support the movement of freight by the most appropriate mode, improving inter-regional corridors, and increasing resilience; and
- Prioritise a reduction in greenhouse gases emitted by transport in order to help to achieve the central government's emissions reduction targets and protect public health.

This approach will be delivered through application of the Waka Kotahi Intervention Hierarchy (Figure 25), which is used to promote integrated planning, demand management and optimisation activities ahead of infrastructure solutions. The hierarchy is primarily used to help drive better value for money when planning for, and investing in, transport interventions.

Figure 25: Waka Kotahi's intervention hierarchy



The intervention hierarchy has informed development of the key regional integrated planning initiatives and the Waka Kotahi investment proposal, from which many of the activities included in the RLTP have been derived. The intervention hierarchy has also informed the prioritisation methodology used to develop the regional programme.

Demand for travel is derived from the relationship between where people live and the various economic, educational, and social opportunities.

All three of the sub-regions within the Bay of Plenty are progressing spatial planning work which:

- Reduces the physical distance between home origins and various destinations;
- Locates development in areas which can be served by walking, cycling and public transport routes; and
- Promotes a compact urban form which enables non-car modes to become more convenient and safer to use.

Through SmartGrowth, the Western Bay is leading the way by developing area-based spatial plans at Te, Tauriko West, Otumoetai, Bellevue, Brookfield, Mount Maunganui, Bayfair, Te Tumu and Omokoroa. The aim is to give effect to the approved and endorsed UFTI Connected Centres programme by:

- Promoting local transport networks to enable pedestrian and cycle access to local centres and bus transit nodes;
- Optimising existing bus routes to provide greater point-to-point connectivity and priority through locations which are congested;
- Developing a mass transit system to connect each of the centres along two core spine corridors;
- Freeing up existing system capacity to support the most important and economically productive journeys, in particular freight; and
- Introducing a comprehensive travel demand management and behaviour change package.

Rather than a location-by-location or mode-by-mode mind-set, this transport system approach aims to look within areas and across corridors in order to plan and design interventions against people's end to end journeys. With many journeys now being linked, and multi-purpose, an integrated land use and transport system needs to provide people with both local facilities and travel options that can compete with the perceived flexibility of the private car.

Investment proposed in this RLTP aims to lay the groundwork for developing a well-functioning, convenient and safe multimodal transportation system to support the region's objectives through:

- Land use/urban form activities/changes/interventions necessary to support and actively encourage intensification, accessibility, and modal shift, to enable the spatial planning work and transport business cases to be developed together and/or in parallel;
- Developing a clearly defined public transport strategy and delivering fundamental building blocks and interventions necessary to move towards greater public transport accessibility and mode shift;
- Developing strong core public transport corridors and services, firstly through optimisation and secondly through improvements, to enable increased people movement and support planned intensification; and
- Identifying the low cost and low risk and other interventions in the programme to optimise existing routes and intersections to manage freight and maintain safe throughput, movement, and accessibility. Implementing these activities first provides rationale for when and why further and more complex and costly interventions are required.

Where investment in transport is being proposed, activities prioritised in the RLTP are based on managing demand and making the best use of the existing infrastructure, ahead of major new infrastructure projects.

In particular, these activities include:

- Optimisation reviews of public transport routes in western and eastern bay and Rotorua;
- A refreshed Regional Public Transport Plan (RPTP), accessibility strategy for mobility impaired people and a long-term mass transit strategy;
- A combined public transport infrastructure and services business case;
- Identification of public transport hubs, around which dense development can be located;
- Travel demand management and behaviour change strategy, including the supply and pricing of car parking;
- Phased introduction of higher frequency public transport services and express routes, where the business case identifies the demand;
- Low-cost low risk projects to address congestion pinch points and improve service reliability; and
- Walking and cycling networks that connect houses, public transport routes and key destinations.

Activities with funding committed to specific phases

Previous funding has been committed to phases of the activities set out in Table 6 through the NLTF. Due to the funding already committed these activities have not been prioritised. Several of the activities are currently being delivered but are not yet completed. Many of the remaining activities have already been the subject of extensive planning with considerable sunk costs incurred in the planning, property purchase, designation and consenting processes associated with these activities.

Consequently the region expects NLTF funding to be allocated to the completion of these (or the applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in 1.1 (Prioritised activities). Where applicable, the priority of equivalent activity phases in the prioritised list is listed next to the activity.

Table 6: Activities with funding committed to specific phases

Activity	Org	Phase	Description	Timing*	!
Domain Road Safety Upgrade	Tauranga City Council	Construction	Upgrade to Domain Road to provide acceptable levels of performance on SH 2 and on the local arterial road network	Under construction	6 (RLTP 2018)
Hairini Link-Stage 4	Waka Kotahi	Post-construction	Creation of a direct link from SH 29A to Welcome Bay beneath SH 29 to reduce urban congestion at the SH 29/SH 29A intersections		-
Maunganui Road	Tauranga City Council	Construction	Pedestrian and cycle facilities on Maunganui Road, including intersection improvements, new connections and crossing facilities.		
Baypark to Bayfair Link	Waka Kotahi	Construction	The project will ease congestion by separating state highway and local road traffic and improve journey times from the Tauranga Eastern Link. Provide safer walking and cycling connections for pedestrians and cyclists.	2017 to Late-2023	-
SH 29 Tauriko West Network Connections	Waka Kotahi	Business Case	Project to deliver freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.		4 (RLTP 2018)

Activity	Org	Phase	Description	Timing*	!
SH 30 Eastern Corridor, Connect Rotorua	Waka Kotahi		Capacity improvements on sections of Te Ngae Road between Iles Road and Rotorua Airport		8 (RLTP 2018)
SH 30A Urban Revitalisation, Connect Rotorua	Waka Kotahi	Implementation	Urbanisation of SH 30A and Amahou Street to improve connectivity for walking and cycling and support inner city revitalisation		-
Tauranga Eastern Link	Waka Kotahi	Construction	Approximately 23 km of new four lane, median divided motorway from Te Maunga to Paengaroa, comprised of the following elements: Upgrading the existing SH 2 from Te Maunga to Domain Road New greenfield alignment from Domain Road to the SH 2/33 intersection. Retain existing roundabouts at Te Maunga but with some minor capacity improvements. Te Maunga access road including connections to Eversham Drive and Gloucester Road, removing direct access to houses at SH 2. Sandhurst Interchange.		
Tauranga Transport Model	Tauranga City Council		Update of the Tauranga Transport Model to a multi-modal transport model and development of a meso/macro scale model		

Activity	Org	Phase	Description	Timing*	!
Waihi to Omokoroa Safer Corridor	Waka Kotahi	Property, pre-implementation	Safety improvements on the SH 2 corridor between Waihi and Omokoroa to reduce deaths and serious injuries		
Weigh Right Paengaroa	Waka Kotahi		Upgrade to existing weighbridge		-
Weight Right Port of Tauranga	Waka Kotahi		A weighbridge at Sulphur Point, Port of Tauranga and a weigh in motion system on SH 36		19 (RLTP 2018)

Development of the regional programme

Determining significant activities for prioritisation

Section 106 (2) of the LTMA requires each regional transport committee to adopt a policy setting out what constitutes a significant activity and must be prioritised within the programme of activities submitted for NLTF funding.

In adopting the policy, the RTC has determined that the following activities are significant for the purposes of prioritisation:

- Improvement activities with a total anticipated cost exceeding $2 million over the duration of the activity; or
- Activities that the RTC deems will make a significant contribution to the objectives of the RLTP by way of resolution.
- The following continuous programmes are deemed to be business as usual and are excluded from prioritisation:
- Existing public transport services
- Transport planning (investment management)
- State highway and local road maintenance
- Road safety promotion.

These activities are essential to the continuing operation of the transport system, and the region is of the view that they should be funded before resources are allocated to significant new improvement activities.

Prioritising significant activities

Significant activities have been prioritised using a methodology based on the region's desired ten-year investment priorities.

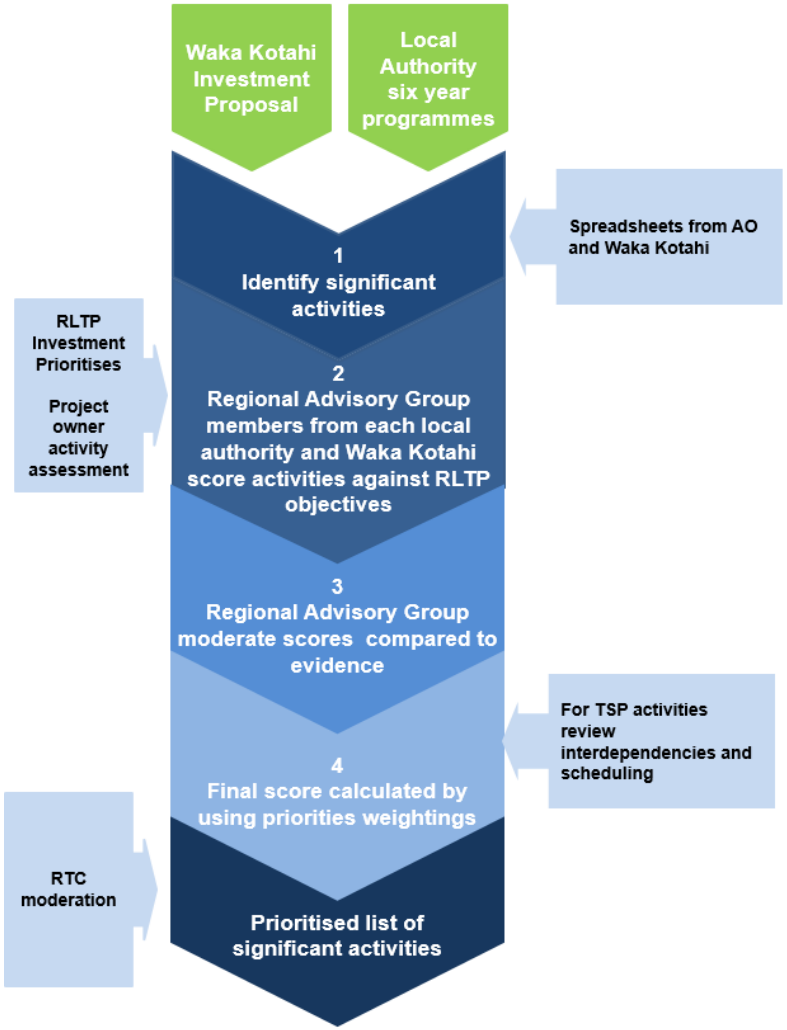
The ten year investment priorities were used as criteria for determining the relative significance of the activities. This scoring was moderated by the Regional Advisory Group (RAG). A weighting was then applied as follows:

A range of scenarios was tested and as a result the criteria weightings were adjusted to:

- Climate change 25%
- Safety 30%
- Improving freight and regional resilience 10%; and
- Better travel options 35%.
- The weightings represent the importance of planning for climate change within the region – which also now reflects:
- Declaration of a climate emergency in New Zealand; and
- Publication of draft advice from the Climate Change Commission.

These weightings also provide close alignment with priorities seen in Western Bay of Plenty and Tauranga Transport System Plan (TSP). This can be seen for example with priority given to improving public transport services and infrastructure which support intensification of development.

Figure 26: The RLTP Prioritisation Process



The prioritisation process is summarised in in Figure 26. This was a collaborative process undertaken by representatives of the Regional Council, city and district councils and Waka Kotahi.

Prioritised activities

The region's prioritised list of activities by activity class is shown in Tables 7 to 12 below. Included in the tables is a brief description of the activity and its regional priority ranking. Where available, the activity's indicative funding profile and timing is also included. Those activities that are ranked highest in each activity class have been assessed as making the most substantial contribution to national and regional investment priorities.

It is important to note that factors other than the priority of an activity contribute to the timing of its implementation and construction. The region's activities are submitted to the NLTP alongside the activities form across New Zealand which are then prioritised nationally. Funding allocated for each activity class within the GPS is distributed to the highest-ranking activities. It is also feasible that a higher priority activity might not proceed if it is not ready and so be programmed for construction later than a lower priority activity.

Road to Zero packages

Road to Zero packages are identified using a risk assessment and evaluation of crash data. Each package will go through a process to confirm the scope and may include a mix of responses including:

- As a first step in the safe system approach, a reduction in speed to the safe and appropriate speed may be considered.
- Median and or roadside barriers at all appropriate locations. In higher risk locations a 3-wire system will be targeted. In support of these primary interventions, Wide medians, shoulders, rumble strips and improvements to skid resistance could be included.
- Either standalone or as part of a corridor's intersections may be upgraded and can include roundabouts, turning facilities and active signals or speed warning signs. Smaller scale improvements could include improved delineation, skid resistance and wider shoulders.

Table 7: Road to Zero

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
46	Thornton Road - Blueberry Curves - Safety Improvements	Whakatane District Council	Implementation	Safety improvements to a section of Thornton Road, locally known as 'Blueberry Curves' where there is a high Death and Serious Injury (DSI) crash rate.	*No people are killed or seriously injured on the region's transport system.*	TBC	'21-'24
49	SH 30 Awakeri to Whakatane	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
52	SH 35 Wainui Road to Wakanui Road	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
53	SH 30 SH 33 Cookson Road	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
54	SH 36 Pyes Pā to Waitetī Road	*Waka Kotahi*	*Implementation*	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
55	SH 2 Ōpōtiki to Gisborne	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
56	SH 2 Wainui Road to Ōpōtiki NSRRP	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
57	SH 2 Wilson Road intersection	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
58	SH 5 South Rotorua	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
59	Tauranga Urban Package	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on*	VH H (BCR2.5 (M) Priority Score 2	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
					the region's transport system.		
60	West Rotorua Urban	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
61	SH 5 Taupō to Napier	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24

Table 8: Public transport service improvements

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
2	Tauranga public transport-key journeys business case	BOPRC	Business case	Business case for Tauranga public transport key journeys	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
3	Tauranga/Western Bay of Plenty Bus Service Enhancements	BOPRC	Implementation	The proposed public transport enhancements will primarily address the Access and Growth/Efficiency problems addressing issues identified in the Western Bay of Plenty Transport System Plan.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24
47	Rotorua Bus Service Enhancements	BOPRC	Implementation	Proposed improvements to the Rotorua bus service.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24

Table 9: Public transport infrastructure

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
1	Tauranga combined bus services and supporting infrastructure	Bay of Plenty Regional Council, Tauranga City Council	SSBC	Joint business case with BOPRC to confirm a preferred PT network	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
5	Tauranga CBD public transport facility	Tauranga City Council	DBC, Pre-implementation	Business case, followed by detailed design and consenting to investigate PT facility near service Tauranga's CBD	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'27

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
6	Turret and 15th Ave through to Welcome Bay multimodal improvements	Tauranga City Council	SSBC, Pre-implementation	Business case to determine the preferred route treatment for Turret and 15th Ave followed by detailed design and consenting.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
7	Arataki area public transport facility	Tauranga City Council	DBC, Pre-implementation, Implementation	Business case, followed by detailed design and consenting to investigate PT facility near Arataki retail, employment and education.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24'

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
8	Tauranga Hospital PT facility	Tauranga City Council		Business case, followed by detailed design and consenting to investigate PT facility near Tauranga's hospital	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
12	SH 29A multimodal corridor improvements	Waka Kotahi	Implementation	SH 29A Multimodal corridor and intersection improvements at Barkes corner and Takitimu Drive roundabout	*Our communities are encouraged and supported to make healthy transport choices.*	H,L, TBC	'21-'24
14	Greerton public transport facility	Tauranga City Council	DBC, Pre-implementation	Business case, followed by detailed design and consenting to investigate PT facility near Greerton retail,	Communities have access to an inclusive and reliable transport system that provides them with a range of	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				employment and education.	travel choices to meet their social, economic, health and cultural needs.		
15	Park and ride Pāpāmoa	Tauranga City Council	DBC, Pre-implementation	Project to develop the preferred park and ride to service Papamoa growth areas.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
16	Park and ride site - Wairakei/Te Tumu	Tauranga City Council	DBC	Business case to determine the preferred park and ride to service Papamoa growth areas.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
17	Public Transport Access to Tauranga Eastern Link	Tauranga City Council	DBC, Pre-implementation	Business case followed by detailed design of public transport options for TEL	*Our communities are encouraged and supported to make healthy*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
					transport choices.		
18	Arataki to Papamoa East multimodal Stg1	Tauranga City Council	DBC,	Business case to determine the preferred option for multimodal links between Arataki and Papamoa	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
19	Cameron Road multimodal stage 2 (17th Ave to Barkes corner)	Tauranga City Council	DBC, Pre-implementation	Business case followed by detailed design for PT and active mode improvements for Cameron Road.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
20	Te Tumu urban growth area internal multimodal transport network and facilities	Tauranga City Council	SSBC	Business case to determine the preferred option for Te Tumu multimodal network	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
21	Welcome Bay Road multimodal upgrade within the urban area	Tauranga City Council	SSBC, Pre-implementation	Business case, detailed design and consenting for the preferred long term route treatment for Welcome Bay Road	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	

Table 10: Walking and cycling improvements

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
9	Totara Street multimodal improvements	Tauranga City Council, Waka Kotahi	Pre-implementation	Detailed design and consenting of preferred treatment for Totara St.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
24	Primary cycle route Area A (Mount/Papamoa/CBD)	Tauranga City Council	DBC, Pre-implementation,	Design and consenting of a primary cycle route linking the Mount, Papamoa and the CBD	*Our communities are encouraged and supported to make*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				followed by construction	*healthy transport choices.*		
25	Primary cycle route Area B (Otumoetai/Bellevue/Brookfield)	Tauranga City Council	DBC, Pre-implementation,	Design and consenting of a primary cycle route linking Otumoetai, Bellevue and Brookfield followed by construction	*Our communities are encouraged and supported to make healthy transport choices.* Health and cultural needs.	HL(BRC 1-2.9)	'21-'24
26	Te Papa East/West Active Modes Links	Tauranga City Council	DBC	Business case to determine a preferred walking and cycling improvement on Te Papa peninsular	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
35	Te Papa North South multi-modal improvements	Tauranga City Council	DBC	Business case to determine a preferred multi modal improvements	*Our communities are encouraged and*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				linking Te Papa peninsular	*supported to make healthy transport choices.*		
36	Te Papa North South off-road cycleway	Tauranga City Council	DBC, Pre-implementation,	Business case to determine a preferred off-road cycle route	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
38	Western Bay of Plenty Walking and Cycling Implementation Plan	Western Bay District Council	DBC, Pre-implementation,	Business case development and implementation of walking and cycling projects	*Our communities are encouraged and supported to make healthy transport choices.*		
40	Whakatane Cycle Trails	Whakatane District Council	Implementation	Formation of a series of off-road cycle trails around the Whakatāne District for commuter/access,	*Our communities are encouraged and supported to make*		'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				recreational, and tourism benefits.	*healthy transport choices.*		
44	No.1 Road Te Puke	Western Bay District Council	SSBC	The provision of a cycleway to provide safe access for seasonal workers between work and their accommodation.	*Our communities are encouraged and supported to make healthy transport choices. .*	HL(BRC 1-2.9)	'21-'24

Table 11: Local Road Improvements

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
4	Tauriko West Enabling works package	Tauranga City Council	Pre-implementation, implementation	Detailed design and consenting to enable growth in identified sub-regional growth cell.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
10	Totara Street multi-modal	Tauranga City Council	Pre-implementation	Detailed design and consenting of preferred	Communities have access to an inclusive and reliable transport system that provides them with a range of travel	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				treatment for Totara Street	choices to meet their social, economic, health and cultural needs.		
22	Coastlands integrated growth and resilience improvements	Whakatane District Council	Implementation	The proposal to improve Keepa Road between S30 and the Kopeopeo East Canal bridge will cater for the surrounding changes in land use.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	TBC	'21-'24
28	Papamoa East Interchange and connections to Te Tumu	Tauranga City Council	Implementation	Construction of the PEI and connections to Te Tumu	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HL(BRC 1-2.9)	'21-'24
29	Mount Maunganui/Arataki Spatial Plan	Tauranga City Council	Indicative Business Case	Integrated plans covering both spatial planning and infrastructure to enable urban intensification, quality urban growth and	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				accessibility within planned urban growth areas			
30	Otumoetai Spatial Plan	Tauranga City Council	Indicative Business Case	Integrated plans covering both spatial planning and infrastructure to enable urban intensification, quality urban growth and accessibility within planned urban growth areas	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	
31	Arataki area accessibility and placemaking	Tauranga City Council	DBC, Pre-implementation, implementation	Business case through to construction of the preferred improvement option for urban improvements for the Arataki community	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
32	Western Corridor Ring Route (SH 29 to SH 36 - Tauriko)	Tauranga City Council	SSBC	Business case to identify the preferred ring route to service the western corridor	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
33	Western Corridor Ring Route (SH 36 – Oropi Road)	Tauranga City Council	SSBC, Pre-implementation	Business case, detailed design and consenting for the preferred ring route to service the western corridor	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
34	Tauriko Business Estate transport network	Tauranga City Council	Implementation	Project to unlock access to housing and employment opportunities	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
39	Cambridge Road-accessing to housing at Smiths Farm	Tauranga City Council	SSBC, pre-implementation, implementation	Project to unlock access to housing and employment opportunities	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
41	Welcome Bay Road RP 7.5- 8.2 km	Western Bay of Plenty District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
42	Welcome Bay Road RP 1.8 - 3.4 km	Western Bay of Plenty District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
43	Belk Road Improvements	Tauranga City Council	Pre-implementation	Detailed design and consenting to enable future growth in identified sub-regional growth cell	Planning and implementation ensure regional growth patterns and urban form reduce travel demand, support mode neutral freight efficiency and mode shift.	HL(BRC 1-2.9)	'21-'24
45	Landing Road	Whakatane District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*		
48	Waihi Beach Road RP 0.8 km-2.4 km	Western Bay of Plenty District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
50	Te Urewera Rainforest Route Improvements	Whakatane District Council	Implementation		*The health damaging effects of transport are minimised, such as noise, air*		

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
					pollution and stormwater run-off.		
62	Rerewhakaitu resilience (SH 5 alternative)	Whakatane District Council	Implementation	Improving connections for freight and inter-regional travel between Whakatāne and Taupō/Napier area.	*The transport system can respond to, adapt, and rapidly recover from unplanned events and hazards*		'21-'24
TBC	Rangiruru Business Estate Interchange[39]	Western Bay District Council	TBA	Connection to the Rangiuru Business Park from the Tauranga Eastern Link	*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.*	TBA	TBA

[39] The prioritisation of Katikati bypass and Rangiuru Business Park interchange projects will be considered once consultation of the draft document has been completed.

Table 12: State Highway Improvements

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
10	Hewletts Road sub-area accessibility improvements	Waka Kotahi/Tauranga City Council	SSBC, Pre-implementation, implementation	Partnership business case investigating the sub-area with a focus of enabling the agreed UFTI Strategic Journeys and providing for better accessibility, safety and freight connections.	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*H,L, TBC*	2024-on
11	*Tauriko West enabling works-Cambridge Road*	*Waka Kotahi*	Implemen-tation	Early works package developed to provide access to housing and to be delivered ahead of final DBC longer term intervention - Waka Kotahi contribution to preferred interventions for Cambridge Road/SH 29A from Tauranga	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*M,M,TBC*	*'21-'24*

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				City Council led Early works package business case			
13	SH 29A strategic function and mode/movement priorities	*Waka Kotahi*	*SSBC*	Investigate SH 29A single stage business case and optimisation package (including intersection optimisation improvements, lane usage, PT priority lanes etc.) to support the strategic function and mode/movement priorities – $1M	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*H,L, TBC*	'21-'24
23	*Mode Shift Implementation*	*Waka Kotahi*	*Business case*	Implementation of the Bay of Plenty Mode Shift Plan	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*H,M,L*	
27	Katikati Urban	Waka Kotahi	*Implemen-tation*	Town Centre urban access	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel*	*M,L, TBC*	'27-'31

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				and safety improvements.	*choices to meet their social, economic, health and cultural needs.*		
37	*Tauranga: SH 2 to City Centre (complementary to NZUP Tauranga Northern Link)*	*Waka Kotahi*	*Business case*	Better network integration of Takitimu North Link into the network including managed lanes and city access for all modes (that would pick up potential intersection improvements for all modes).	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*H,L, TBC*	'21-'24
51	*SH 2 Waimana Gorge*	*Waka Kotahi*	*Business case*	Investigate from a resilience perspective this part of the network that is prone to flooding and road closures	*The transport system can respond to, adapt, and rapidly recover from unplanned events and hazards*	*M,L,TBC*	

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
TBC	*SH 2 Katikati bypass*[40]	*Waka Kotahi / Western Bay of Plenty District Council*	*TBA*	A realignment of SH 2 to bypass the Katikati township	-	*TBA*	*TBA*

Investment management activities

Proposed investment management (transport planning) activities that are part of the regional programme are outlined in Table 13 below.

Table 13: Proposed investment management activities

Activity	Org	Description
Activity Management Plan Development	Western Bay of Plenty District Council	Programme Business Case for improvement of the transport activity management plan.
Regional Land Transport Planning Management 2021-24	Bay of Plenty Regional Council	To monitor and implement the RLTP for the 2021-24 period and prepare the new RLTP 2024.
Regional Land Transport Planning Management 2024-27	Bay of Plenty Regional Council	To monitor and implement the RLTP for the 2024-27 period and prepare the new RLTP 2027.
Regional Public Transport Plan	Bay of Plenty Regional Council	To monitor and implement the RPTP for the 2021-24 period.
Rotorua Public Transport Business Case	Bay of Plenty Regional Council	

[40] The prioritisation of Katikati bypass and Rangiuru Business Park interchange projects will be considered once consultation of the draft document has been completed.

Low-cost low risk programmes

Table 14: Low-cost low risk programmes

Approved Organisations	Total Cost 21/22-23/24	Summary of activities
Kawerau District Council	$1.247m	Re-alignments, minor safety, drainage and shared paths
Tauranga City Council	$75.926m	Walking and cycling improvements, intersection improvements, wayfinding and signage upgrades, bus shelters and improved access, drainage and safety.
Whakatane District Council	$15.879m	Walking and cycling improvements, intersection and collector road improvements, seal extensions and cattle underpass and power upgrades.
Bay of Plenty Regional Council	$24.548m	Public transport service enhancements, commuter and tertiary services, travel behaviour change, on bus technology, stock effluent site and electric bus infrastructure.
Opotiki District Council	$1.856m	Drainage and widening associated with drainage, walking improvements and resilience and revitalisation.
Western Bay of Plenty	$23.4m	Community roading projects, stock underpass, guardrails and improvements related to seal widening.
Rotorua Lakes Council	$8.728m	Safety improvements including in the CBD, shared paths, traffic management and bus shelter upgrades.
Whakatane District Council (Special Purpose Roads)	$0.25m	Sight benching and pavement widening.
Department of Conservation	$0.1 m	Transport and roading improvements identified by safety inspections and strategic planning.

Department of Conservation roads

The Department of Conservation (DOC) is responsible for managing significant lengths of public road which provide public access to various parks and recreation areas across New Zealand. These roads are often the only access to key tourist destinations. DOC is regarded as a road controlling authority and receives funding from the NLTF to assist in managing its road network. DOC Bay of Plenty has submitted a road maintenance, operations and renewals programme for the 2021-24 NLTP period, and this has been included in the regional programme.

Māori roadways

Section 22 of the LTMA enables Waka Kotahi or territorial authorities to receive funding from the NLTF for an activity relating to a Māori roadway if it is included in the RLTP. A business case is being progressed for the Te Urewera Rainforest Route, there is the opportunity add a qualifying activity by way of a variation to the RLTP as required (see Section x).

Activities missing from the draft Waka Kotahi Investment Proposal

In order for activities to receive funding from the NLTF, they must first be proposed by an Approved Organisation, or Waka Kotahi, and included in the RLTP. The RTC has identified several activities capable of making a significant contribution to the objectives of the RLTP that have not been included in the first six years of the draft Waka Kotahi Investment Proposal (WKIP). Consequently, the activities are not currently in the regional programme.

The RTC requests that the activities in Table 15 be included in the first six years of the WKIP, and therefore the regional programme, and has prioritised them alongside proposed activities to provide an indicative regional priority if they are subsequently included in the programme.

Table 15: Activities the RTC requested be included in the Waka Kotahi Investment Proposal

Activity	Org	Description	Outcome
Matekerepu to Ōpōtiki – state highway 30	Waka Kotahi	The stretch of SH 30 between Matekerepu and Ōpōtiki provides vital lifeline and freight access for the communities in the Eastern Bay of Plenty and the route is increasingly vulnerable to adverse weather events. The RTC requested that the SH 30 Matekerepu and Ōpōtiki activity be included as an activity in the WKIP.	Included in the WKIP following the RTC submission on the WKIP.
Waimana Gorge – state highway 2	Waka Kotahi	The stretch of SH 2 between Matekerepu and Taneatua provides vital lifeline and freight access for the communities in the Eastern Bay of Plenty and the route is increasingly vulnerable to adverse weather events. The RTC requested that the SH 2 between Matekerepu and Taneatua be included as an activity in the WKIP.	Included in the WKIP following the RTC submission on the WKIP.

Significant expenditure on activities not funded from the NLTF

There are a number of land transport activities in the region which make a significant contribution to the objectives of the RLTP that have received Crown grants. The majority of these activities will be delivered by Waka Kotahi.

These investments include funds from the New Zealand Upgrade programme, provincial growth fund and shovel ready projects funded as part of New Zealand's economic recovery from COVID-19.

In June 2020, changes to the Land Transport Management Act implemented a new planning and funding framework for the heavy rail network owned by Kiwirail. As a result, there is now an activity class within the National Land Transport Fund for rail. Ongoing investment in the rail network is critical to ensuring that the land transport network remains efficient and reliable for freight travel. This is a key part of supporting the region's primary and manufacturing industries which are reliant on both rail and road transport to the Port of Tauranga and to domestic markets.

Ongoing and forecast population and economic growth in Tauranga city requires significant infrastructure investment from TCC across many areas of its business including the local road network.

Much of the work required to increase existing capacity and provide new roads and access is funded by TCC through developer contributions and local rates.

Table 16 details significant expenditure on non-NLTF funded activities programmed for the six-year period covered by the regional programme (2018/19–2023/24).

Table 16: Significant expenditure on activities not funded from the NLTF

Activity	Org	Description	Total Expenditure 2021/22-26/27
Takitimu North Link Stage One: between SH 29 and SH 2 near Te Puna	Waka Kotahi	The Takitimu North Link is a new 14 km four-lane expressway connecting Tauranga and Omokoroa with provision for public transport and a share path for walking and cycling. It will be constructed in two stages.	$478m
Takitimu North Link Stage Two: Ōmokoroa to Te Puna	Waka Kotahi	See above	$455m
HPMV SH 2 Ōpōtiki to Gisborne Boundary (PGF)	Waka Kotahi	Programme of bridge strengthening to enable full HPMV capability on SH 2 between Gisborne and Ōpōtiki	
SH 5 Tarukenga to Ngongotahā	Waka Kotahi	This project will improve road and roadside safety on SH 5 between Tarukenga and Ngongotahā and reduce congestion at the SH 5/SH 36 roundabout.	$15m
SH 5 SH 36 Ngongotahā improvements	Waka Kotahi	See above	
SH 30 Eastern Corridor Stage 2	Waka Kotahi	CIP SH 30 Rotorua - Funded from the COVID-19 Response and Recovery Fund administered by Crown Infrastructure Partners	$21.4m
Te Papa Spatial Plan and integrated land use and multimodal movement strategy package	Tauranga City Council	See case study on page 53 for more detail	$45m
Unlocking urban land development (Wharenui Road, SH 30, SH 30 stage 2(a)	Rotorua Lakes Council with partner Ngati Whakaue	The project involves building roading to enable housing development and upgrades to the Wharenui and Ohwhata Road intersections, traffic lights and public transport and walking and cycling facilities.	$55m

Activity	Org	Description	Total Expenditure 2021/22-26/27
	and Waka Kotahi		
Omokoroa Road Safety Upgrades and Urbanisation sites	Western Bay of Plenty District Council	Construction of 1100m of new roadway including shared path and new public transport infrastructure.	$14m
Opotiki Investment	Opotiki District Council	A mixture of Provincial Growth Fund (PGF) and Infrastructure Reference Group shovel ready projects including the Opotiki Harbour development and improvements to the CBD.	$29m

Activities of inter-regional significance

The Bay of Plenty transport system does not work in isolation and to perform its role at optimum efficiency requires working closely with neighbouring regions. The region has defined activities of inter-regional significance to be those that have an impact on inter-regional connectivity or require collaboration with other regions. Table 17 identifies key activities both in the Bay of Plenty and other regions that the region considers to be of inter-regional significance.

Table 17: Activities of inter-regional significance

Activity	Region(s)	Description
SH 29 Piarere to Tauriko	Bay of Plenty & Waikato	SH 29 corridor improvements arising from the SH 29 Piarere to Tauriko business case. Corridor has been divided into the following sections to develop more detailed investment programmes: SH 29 Piarere to Te Poi, SH 29 Te Poi to Kaimai Summit, SH 29 Kaimai Summit to Tauriko.
SH 2 Waihi to Tauranga Corridor Programme	Bay of Plenty & Waikato	Five key packages of work focused on improving road safety, providing more reliable journey times and supporting growth along one of New Zealand's highest risk and fastest growing travel routes. Includes the following activities: SH 2 Paeroa to Tauranga Safer Corridor, SH 2 Waihi to Omokoroa (Safer Corridor), Katikati Urban, SH 2 Te Puna to Omokoroa, Tauranga Northern Link.
SH 2 Inter-Regional Connections Opotiki to Napier	Bay of Plenty, Gisborne & Hawke's Bay	Development of programme business case for this key inter-regional journey to support regional economic development strategies.
SH 2 Opotiki to Gisborne (Resilience and Safety)	Bay of Plenty & Gisborne	Measures to protect this critical inter-regional link from various environmental risks and improve road safety.
SH 35 Opotiki to Gisborne Safer Corridor and Resilience	Bay of Plenty & Gisborne	Works to improve the natural hazard resilience and safety of a critical route for the numerous communities and significant horticultural and forestry industries along the East Cape.
Waihi to Waihi Beach Cycle Trail	Bay of Plenty & Waikato	Development of a cycleway linkage that connects the Hauraki Cycle Trail in the Waikato to Waihi Beach in the Bay of Plenty region.

Activity	Region(s)	Description
Te Urewera Rainforest Route Improvements	Bay of Plenty & Hawke's Bay	Improvements to this route between the Bay of Plenty and Hawke's Bay regions.
HPMV SH 2 Ōpōtiki to Gisborne Boundary	Bay of Plenty, Gisborne	Programme of bridge strengthening to enable full HPMV capability on SH 2 between Gisborne and Ōpōtiki
SH 2 Inter-Regional Connections (Waioeka Gorge)	Bay of Plenty, Gisborne	Resilience and safety improvements to the journey between Gisborne and Opotiki by improving resilience and safety
SH 2 Opotiki to Gisborne (Road to Zero)	Bay of Plenty, Gisborne	As a first step in the safe system approach, a reduction in speed limit to the safe and appropriate speed will be considered. The interventions will largely consist of wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals and or speed warning signs.
SH 35 Wainui Road to Te Wakanui Road- (Road to Zero)	Bay of Plenty	As a first step in the safe system approach, a reduction in speed limit to the safe and appropriate speed will be considered. The interventions will largely consist of wider shoulders, improved visibility, rumble strips, improvements to skid resistance, improved delineation, turning facilities and active signals and or speed warning signs.

Funding / Pūtea Moni

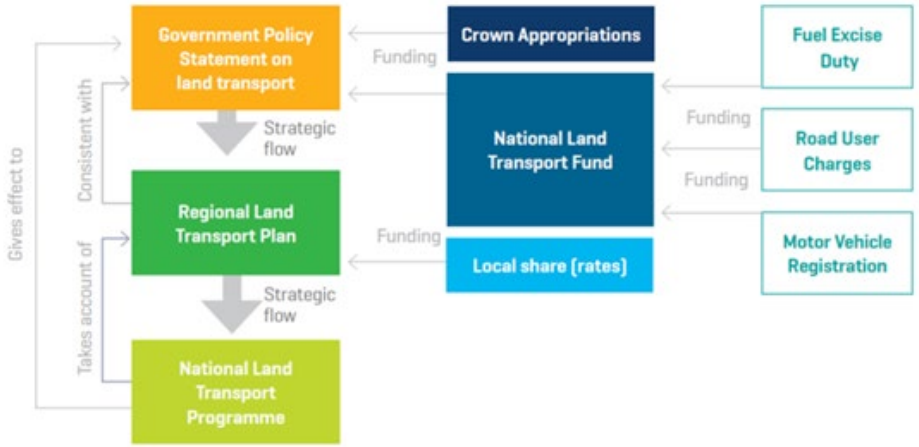
Funding of land transport in New Zealand is guided by the GPS which influences funding decisions. This section outlines the process for funding land transport projects, describes the funding sources that make the projects a reality, and includes a 10-year forecast of revenue and expenditure, as required by the LTMA.

The funding process, sources, and forecast, in combination with the key implementation measures outlined in the strategic framework, enable the region to progress the agreed policy direction of the RLTP.

The regional land transport funding process

The National Land Transport Fund (NLTF) is critical to giving effect to the programme of regional transport activities included in the RLTP, and to the objectives and priorities for our region. Figure 27 provides a high-level flow chart that illustrates the New Zealand land transport planning and investment framework – the NLTF at the centre – and helps to understand the RLTP process for funding land transport in New Zealand.

Figure 27: Land transport planning and investment framework



The Government Policy Statement on Land Transport

The GPS guides Waka Kotahi's decision-making on where NLTF allocations should be focused over the next 10 years. The GPS provides strategic direction, sets out central government's priorities for the land transport system, forecasts how much revenue will be raised for the NLTF and specifies at a high level how the NLTF funding will be allocated across different land transport activity classes.

For each activity class, an upper and lower funding range is given in the GPS. The distribution of funds across activities is undertaken by Waka Kotahi. Funding occurs in a manner consistent with the GPS, and is on the basis of national priority until the funding available to each activity class is fully allocated.

Regional Land Transport Plans

Regional Land Transport Plans are the regional layer and effectively bridge the gap between local and regional investment, and the NLTP. Before a project can be considered for funding through the NLTP and NLTF, it must first be included in an adopted RLTP.

The NLTP is finalised and released three months after RLTPs are submitted to enable regional programmes to be considered for investment from the NLTF.

However, the regional land transport funding process through the NLTF is not able to fund all of the land transport activities identified in RLTPs, and other sources of funding outside the NLTF are needed to give effect to the policy direction in the RLTP.

The National Land Transport Programme

The NLTP is a three-year programme of planned activities and a 10-year forecast of revenue and expenditure prepared by the Waka Kotahi to give effect to the GPS. The NLTP is a partnership between the Waka Kotahi, which invests NLTF funding on behalf of the Crown, and local government, which then invests local funding on behalf of ratepayers.

The NLTF is a fully ring-fenced transport fund made up of fuel excise duty, road user charges, a portion of the annual motor vehicle registration fee, and income from the sale and lease of state highway property. This means that all the revenue collected from transport users is dedicated to investment in land transport and it also means that the NLTF is a limited funding pool – the previous NLTP included a total of ~$13 billion over three years. Waka Kotahi has independent statutory responsibilities for the allocation and investment of the NLTF, which occurs through the NLTP.

Many transport activities undertaken by regional and territorial authorities are subsidised through the NLTF. Subsidy through the NLTF is contingent on the provision of a local contribution applied by the local authority. The amount of subsidy varies between local authorities and is referred to as the Funding Assistance Rate (FAR).

Land transport funding

There are a range of other known sources of revenue at both national and local levels for transport activities.

Crown Funding

From time to time the Crown will identify a specific need for investment that may not fit neatly within the standard model for funding transport investment. This may be due to issues relating to timing of projects or central government priorities that are not being addressed through existing mechanisms.

Central government can also choose to directly fund land transport activities through Crown appropriations or funding streams that are external to the NLTF. Recent examples include:

- New Zealand Upgrade Programme (NZUP) – the programme intends to invest approximately $6.8 billion across road, rail, public transport and walking and cycling infrastructure[2]; and
- The PGF – central government's commitment to investing $1 billion per annum over three years in regional economic development, including transport projects.

In response to the impacts of COVID-19, central government funded an economic stimulus package. This saw funding tagged to the delivery of 'shovel ready' projects, including transport projects, to support the economic recovery from the effects of COVID-19.

It is understood that COVID-19 will have an ongoing impact on travel patterns and the revenue Waka Kotahi collect and distribute through the NLTF for several years, therefore, alternative funding sources – such as central government's COVID-19 stimulus funding – will be essential in supporting land transport projects in the short to medium term.

National Land Transport Fund

Revenue collected from fuel excise duty (FED), road user charges (RUC), vehicle and driver registration and licensing, state highway property disposal and leasing and road tolling is credited to the NLTF. These funds are used to pay for investment in land transport activities under the NLTP.

Local government rates

Land transport activities that are proposed and delivered by approved organisations, e.g. local road maintenance, local road improvements, public transport, are delivered by the local authority with funding assistance from the NLTF. The amount that Waka Kotahi co-invests from the NLTF in local activities is largely determined by the funding assistance rates (FARs) applicable to approved organisations.

Approved organisations raise their local share from rates revenue, debt, developer contributions or other financial contributions and revenue.

The Waka Kotahi own funding rate is 100% of the costs of any activity, or share of an activity, that it delivers, given that its only source of funding is the NLTF.

Other funding

Other forms of funding includes:

- Regional fuel tax – limited to Auckland only;
- Additional contributions from local authorities beyond that usually required for a subsidised activity;
- SuperGold fare subsidy (administered by the Ministry of Social Development to fund free bus travel for seniors);
- Public transport fares;
- Contributions from community groups or other central government agencies to community programmes;
- Betterment from landowners receiving value from road improvements;
- Fees and charges, including tolls; and
- Vested developer assets.

Financial forecast 2021/22-2026/27

The Bay of Plenty region's financial forecast comprises two parts: anticipated expenditure on land transport activities that are eligible for funding from the NLTF, and anticipated expenditure on land transport activities that are not part of the NLTF funding system.

Financial forecast (NLTF)

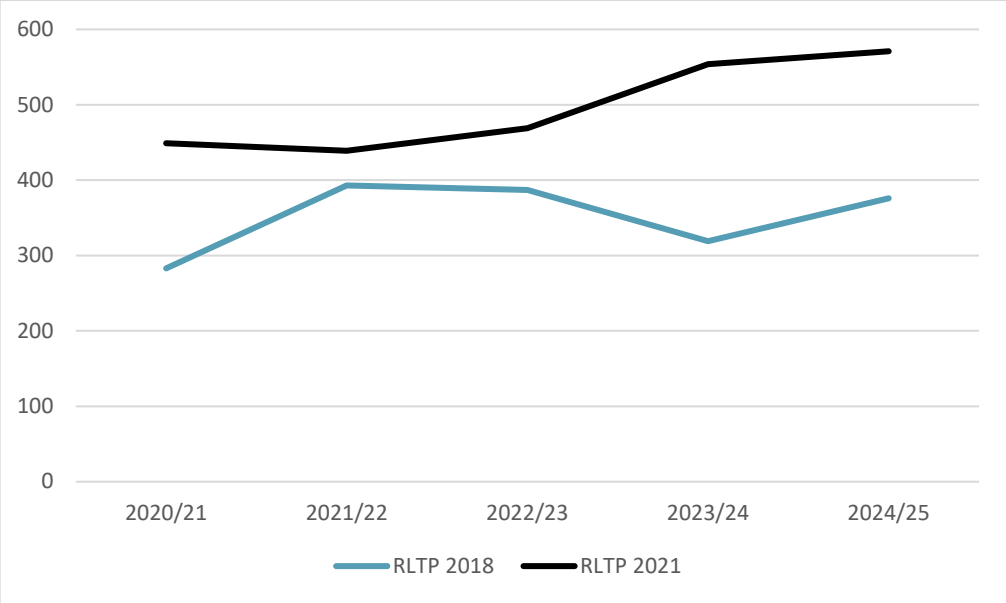
Forecast expenditure for Bay of Plenty transport activities that are eligible for funding from the NLTF is illustrated in Table 18. The financial forecast for the Bay of Plenty region has an anticipated expenditure of almost $3 billion over seven years. The NLTF share of this anticipated expenditure is approximately $1.776 billion. The balance is made up from local share and other funding sources.

Table 18: Bay of Plenty financial forecast (NLTF) (000s) [3]

Activity class	NLTF	Local Authority	Fare Revenue	Supergold Subsidy	Seven year expenditure
Road to zero	260,187	14,924	-	-	275,111
Public transport services	75,447	72,488			47,935
Public transport infrastructure	71,198	67,989	-	-	139,187
Walking and cycling improvements	113,386	78,975	-	-	192,361
Local road improvements	278,885	441,821	-	-	720,707
State highway improvements	221,105	-	-	-	221,105
State highway maintenance	459,990	-	-	-	459,991
Local road maintenance	291,552	542,115	-	-	833,667
Investment management	4,450,500	4,276	-	-	8,726,470
Total	1,776,202	1,222,589			2,998,791

Figure 28 illustrates a comparison of forecast expenditure for the 2015, 2018 and 2021 RLTPs. It illustrates that the 2021 forecast, for the next seven years, is considerably higher than what was originally forecast in 2015. This largely reflects a significant increase in anticipated expenditure on state highway improvements following the completion of major programme business cases, including SH 2 Waihī to Tauranga and SH 29/Tauriko.

Figure 28: 2015, 2018 and 2021 RLTP Forecast Comparisons



Financial forecast (non-NLTF)

Total anticipated expenditure for land transport activities that sit outside the NLTF is illustrated in Table 19.

Year	Local Authority (unsubsidised)
2021/22	87,532
2022/23	69,364
2023/24	53,454
2024/25	45,770
2025/26	52,813
2026/27	63,479
2027/28	60,428
Total	**432,840**

Monitoring and Review /
Te Aroturuki me te Arotake

Monitoring

Monitoring is an important part of measuring progress in implementing a plan and assessing the effectiveness of the policies, key performance indicators, and activities it contains. Monitoring provides the information necessary to complete the policy cycle.

Figure 29: Policy Cycle

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

- gathering and reviewing information from organisations responsible for delivering RLTP activities;
- annual updating and reporting of financial information;
- annual reporting of key performance indicators to measure progress toward achieving RLTP objectives; and
- undertaking a comprehensive review of targets for key performance indicators in the plan.

Review

The LTMA requires that the RTC must complete a review of the RLTP during the 6-month period immediately before the expiry of the third year of the plan. Additional reviews may be required before this date to reflect changes to central government land transport policy.

Variations

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

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

Significance policy

RLTP variations

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.

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.

RLTP prioritisation

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

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

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

- improvement activities with a total anticipated cost exceeding $1 million over the duration of the activity; or
- activities that the RTC deems will make a significant contribution to the objectives of the RLTP by way of resolution.

Significant expenditure from other sources

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

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

Inter-regional significance

Section 16 (2)(d) of the LTMA requires the identification of any activities that have inter-regional significance. Inter-regional significance has been defined as: activities that have an impact on inter-regional connectivity or require collaboration with other regions.

Glossary of Terms and Acronyms/translation

Term/Acronym	Meaning
AADT	Annual average daily traffic
Accessible journey	The accessible journey covers all the steps needed for a person to get to their destination and return. The concept includes the ease with which all categories of passenger can use public transport and recognises that bus passengers are pedestrians at each end of a public transport journey.
AC	Auckland Council
AO	Approved Organisation.
BCR	Benefit Cost Ratio. A BCR compares the benefits accruing to land transport users and the wider community from implementing a project, with that project's costs.
BOP	Bay of Plenty region
BOPRC	Bay of Plenty Regional Council
CAS	Crash Analysis System
CBD	Central Business District
DC	Development Contribution
Demand Responsive Services	Demand responsive public transport services respond to demand and fill the gaps between fixed-route, network services and single hire taxi services. Demand responsive services provide flexibility in one or more of the following: route, vehicle allocation and operator, payment type, and passenger category. Demand responsive services are particularly useful for connecting isolated communities in rural areas/small towns to essential services.
Development phase	The development phase of an activity may include the following project phases: •For existing projects progressing through the traditional approach development includes investigation and/or design phases. • For projects proceeding under the business case approach, the phases include: indicative business case, detailed business case or pre-implementation phases. Development does not include strategic or programme business case phases, or construction/implementation.
DOC	Department of Conservation
DSI	Deaths and Serious Injuries

Term/Acronym	Meaning
ECMT	East Coast Main Trunk (railway line)
Economic Evaluation Manual	The industry standard for the economic evaluation of transport activities. Used by Approved Organisations for economic evaluation and the preparation of funding applications to the Waka Kotahi.
Facility pricing	Pricing the use of transport infrastructure to fund (or partially fund) the cost of developing or providing that infrastructure e.g. roads, car parking. Can also be used as a demand management tool.
FAR	Funding Assistance Rate. Percentage of total cost of an activity paid for by Waka Kotahi.
FDS	Future Development Strategy
FED	Fuel Excise Duty
GDC	Gisborne District Council
GDP	Gross Domestic Product
GPS	Government Policy Statement on Land Transport
HBRC	Hawkes Bay Regional Council
HILP	High Impact Low Probability
HOV	High Occupancy Vehicle
HPMV	High Productivity Motor Vehicle
HRC	Horizons Regional Council
IBC	Indicative Business Case
ICT	Information and Communications Technology
ITS	Intelligent Transport Systems
JSP	Joint Spatial Plan
KDC	Kawerau District Council
KPI	Key Performance Indicator
LA	Local Authority (regional, district or city council)
LGA	Local Government Act
LIHP	Low Impact High Probability

Term/Acronym	Meaning
LTP	Long Term Plan. A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years.
LTMA	Land Transport Management Act
MoT	Ministry of Transport
NEECS	New Zealand Energy Efficiency and Conservation Strategy 2017-2022
NIMT	North Island Main Trunk rail line
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NOF	Network Operating Framework
NPSUD	National Policy Statement on Urban Development
NZHTS	Ministry of Transport's New Zealand Household Travel Survey
NZUP	New Zealand Upgrade Programme
ODC	Opotiki District Council
ONF	One Network Framework
ONRC	One Network Road Classification
Pedestrian	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle.
PBC	Programme Business Case
PFR	Planning for the Future of Rotorua
PGF	Provincial Growth Fund
PoT	Port of Tauranga
PT	Public Transport
RAG	Regional Advisory Group – a technical advisory group comprised of transport officers from the Regional Council, city and district councils and Waka Kotahi.
RCA	Road Controlling Authority
RLC	Rotorua Lakes Council
RLTP	Regional Land Transport Plan

Term/Acronym	Meaning
RMA	Resource Management Act
RNIP	Rail Network Investment Programme
Road to Zero	Waka Kotahi's New Zealand's Road Safety Strategy 2020 – 2030 and Action Plan
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RSAP	Road Safety Action Plan
RTC	Regional Transport Committee
RUC	Road User Charges
SH	State Highway (managed by Waka Kotahi)
SmartGrowth	Western Bay of Plenty spatial planning collaboration including partners: Tauranga City Council, Western Bay of Plenty District Council, Bay of Plenty Regional Council, tangata whenua, partner community/business organisations and key Governmental agencies - like Waka Kotahi
SOV	Single Occupancy Vehicle
SPR	Special Purpose Road
TA	Territorial Authority (city or district council). Also known as Territorial Local Authority (TLA)
TCC	Tauranga City Council
TEL	Tauranga Eastern Link
TEUs	Twenty-foot equivalent units
TLA	Territorial Local Authority (city or district council) aka Also known as Territorial Authority (TA)
TNL	Takitimu Northern Link
TSP	Western Bay of Plenty Transport System Plan
UFTI	The Western Bay of Plenty Urban Form and Transport Initiative
UNI	Upper North Island
Upper North Island Strategic Alliance (UNISA)	A long-term collaboration between Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council to respond to and manage a range of inter-regional and inter-metropolitan issues.

Term/Acronym	Meaning
VKT	Vehicle Kilometres Travelled
Waka Kotahi	Waka Kotahi – the New Zealand Transport Agency
WKIP	Waka Kotahi Investment Proposal
WBOPDC	Western Bay of Plenty District Council
WDC	Whakatane District Council
WRC	Waikato Regional Council

Appendix 1 – Policy Context / *Horopaki kaupapa here*

A summary of the key policies and strategies that have informed development of the RLTP is provided below.

Transport Outcomes Framework

The Transport Outcomes Framework describes the long-term outcomes for New Zealand's transport system. This framework makes it clear what central government is aiming to achieve through the transport system. The framework is summarised below and has informed the long-term vision and objectives for the region's transport system.

Figure 30: Ministry of Transport Outcomes Framework

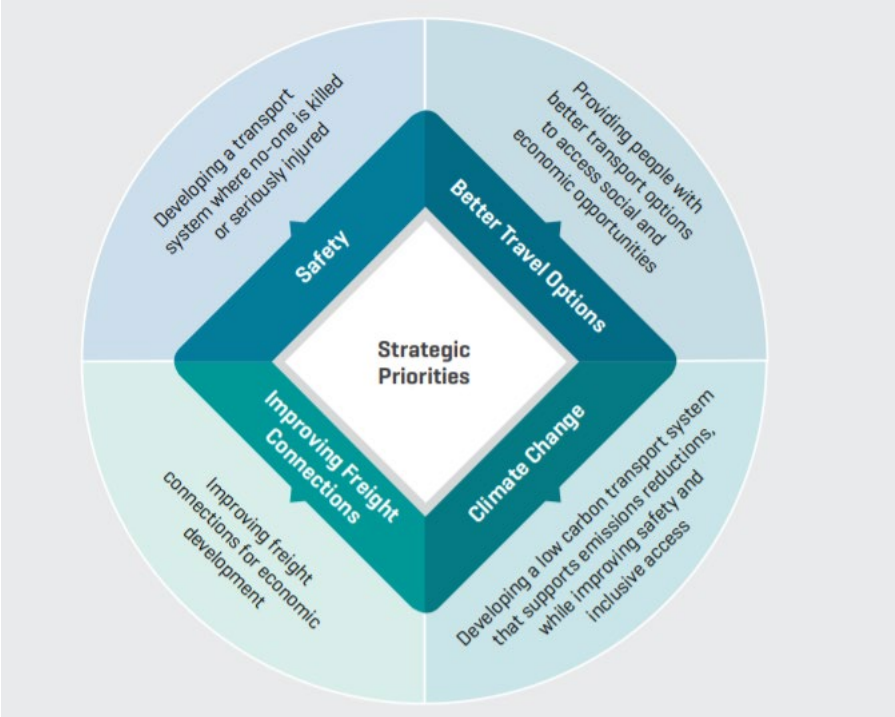
Government Policy Statement on Land Transport 2021 (GPS)

The GPS is where central government determines how investment into the land transport system from the NLTF will contribute to a well-functioning transport system over the next ten years. It outlines central government's 10-year strategic investment priorities and sets funding parameters for Waka Kotahi on how money from the NLTF will be invested across activity classes, such as state highways and public transport.

In doing so, the RLTP guides local government and Waka Kotahi on the type of activities that should be included in Regional Land Transport Plans (RLTPs) and the National Land Transport Programme (NLTP). Under the Land Transport Management Act 2003, RLTPs must be consistent with the GPS, and NLTPs must give effect to the GPS.

The four strategic investment priorities outlined in GPS 2021 are summarised below:

Figure 31: Government Policy Statement strategic priorities



These priorities are supported by the following investment principles that underpin how the central government wants investment in the transport system to be made:

- Decisions need to 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

The GPS priorities and investment principles have informed the region's ten-year investment priorities, together with the development and prioritisation of the regional programme.

Road to Zero: New Zealand's Road Safety Strategy 2020 – 2030 and Action Plan

Road to Zero sets out central government's road safety strategy, based on a vision for New Zealand where no-one is killed or seriously injured in road crashes. The strategy and supporting action plan builds on the safe system approach introduced in the previous Safer Journeys strategy 2010-2020, with a focus on infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices and system management. Road to Zero introduces a target of a 40% reduction in deaths and serious injuries over 10 years (from 2018 levels). Road to Zero is reflected in the GPS priorities, and has significantly shaped the RLTP objectives, policies, and regional programme.

New Zealand Energy Efficiency and Conservation Strategy 2017-2022 (NEECS)

Under the Land Transport Management Act 2003 the NEECS must be taken into account when developing the RLTP. The overarching goal in the NZEECS is for New Zealand to have an energy-productive and low-emissions economy. To achieve this goal, the NZEECS identifies efficient and low-emissions transport as one of three priority focus areas where the biggest cost-effective opportunities lie. The Strategy highlights opportunities for the reduction of transport associated emissions and utilising increased energy-efficient modes of transport. The NEECS has informed the RLTP objectives and policy framework.

National Policy Statement on Urban Development 2020 (NPSUD)

The National Policy Statement on Urban Development 2020 is a national directive under the RMA, designed to remove barriers to the supply of land and infrastructure and to make room for cities to grow up and out. It sets specific planning requirements that apply to the region's main urban centres (Tauranga, Rotorua, and Whakatane), and directs these councils to remove overly restrictive rules that affect urban development outcomes – including parking provisions.

The NPSUD has informed the RLTP policies and will continue to shape the integrated planning and growth initiatives that are underway across the Rotorua and Western Bay of Plenty sub-region.

The NPSUD directs local authorities to enable greater housing supply, while seeking to ensure that new development capacity is of a form, and in locations, that meets the diverse needs of communities and encourages well-functioning, liveable urban environments.

Tauranga city, Western Bay of Plenty district, Rotorua district, and Whakatane district councils are planning to undertake various spatial planning and land use planning changes over the life of this RLTP, to implement the requirements outlined in the NPSUDS. These changes will in time help support urban intensification and the efficient and effective movement of people and goods.

Arataki

Arataki is Waka Kotahi's 10-year view of what is needed to deliver on the central government's current priorities and long-term objectives for the land transport system. The focus in the Bay of Plenty is to create a safer and more resilient transport system centred on five priorities:

- Improving urban form;
- Transforming urban mobility;
- Significantly reducing harm;
- Tackling climate change; and
- Supporting regional development.

These priorities have informed Waka Kotahi's investment proposal and development of the regional programme.

National and Regional mode shift plans

Waka Kotahi has led development of national and regional mode shift plans that focus collective efforts of central and local government agencies to increase the share of travel by walking, cycling and public transport. The Bay of Plenty Mode Shift Plan is currently focussed on the Western Bay of Plenty sub-region, as it has been identified as one of six high growth urban areas with the highest potential to achieve mode shift.

The priorities and actions in the Bay of Plenty Mode Shift Plan have informed the RLTP policies and the regional programme.

Sub-regional growth and spatial plans

Over the 2018-21 period, there has been a significant focus on undertaking the necessary integrated land use and transport planning to support the region's population and economic growth. The spatial and growth plans completed are:

- The Western Bay of Plenty Urban Form and Transport Initiative (UFTI)
- Planning for the Future of Rotorua (PFR)
- Eastern Bay Beyond Today

These plans are described in the Introduction section of the RLTP, and have informed the regional opportunities (ten-year transport priorities). Key transport initiatives identified in the Western Bay of Plenty Transport System Plan, which is linked UFTI and the wider SmartGrowth approach, have directly informed the regional programme.

Bay of Connections and He Mauri Ohooho

Bay of Connections is the economic strategy for the wider Bay of Plenty region. The aim is to establish and implement sector-based strategies that generate more job growth. Key priority areas include the Māori economy, infrastructure, workforce development and supporting the progression of a low carbon, circular economy.

He Mauri Ohooho is New Zealand's first regionally coordinated Māori Economic Development Strategy, developed under the Bay of Connections. This strategy, together with the other Bay of Connections priority areas has informed the RLTP policies and programme.

(Draft) New Zealand Rail Plan

The New Zealand Rail Plan outlines central government's long-term plan to achieve a reliable, resilient, and safe rail network. The plan will guide the Rail Network Investment Programme (RNIP), which sets the ten-year programme of investment into the national rail network (including the Bay of Plenty region). This programme is currently being developed by KiwiRail for consideration by the Minister of Transport. Given the significant role of rail in the region's freight supply chain, the Rail Plan provides context for understanding the future shape and form of the region's freight networks, and opportunities for transitioning to a mode-neutral freight supply chain.

The relationship between the RLTP and Regional Policy Statement and the Regional Public Transport Plan is summarised in Figure 4, page 25.

One Network Framework

The Road Efficiency Group partnership is evolving the current national classification system for roads (ONRC) to the One Network Framework (ONF). It will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. One Network Framework provides an opportunity for more integrated delivery of regional outcomes. This is achieved through the incorporation of end-to-end business processes to support transport planning through to the delivery of agreed outcomes.

Appendix 2 – Regional transport system / *Punaha Waka a-rohe*

Figure 32: Bay of Plenty principal road network

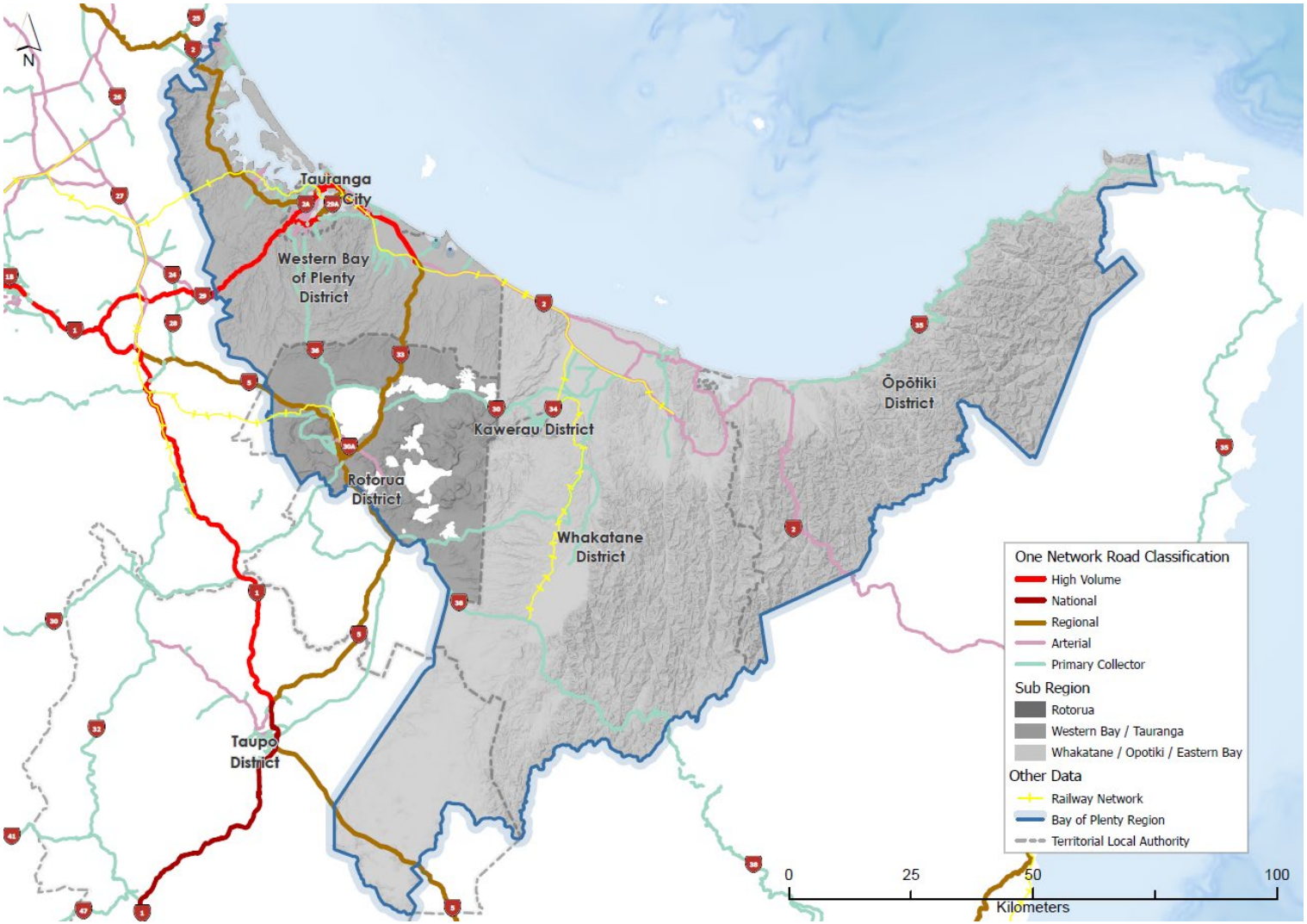


Figure 33: Bay of Plenty rail network

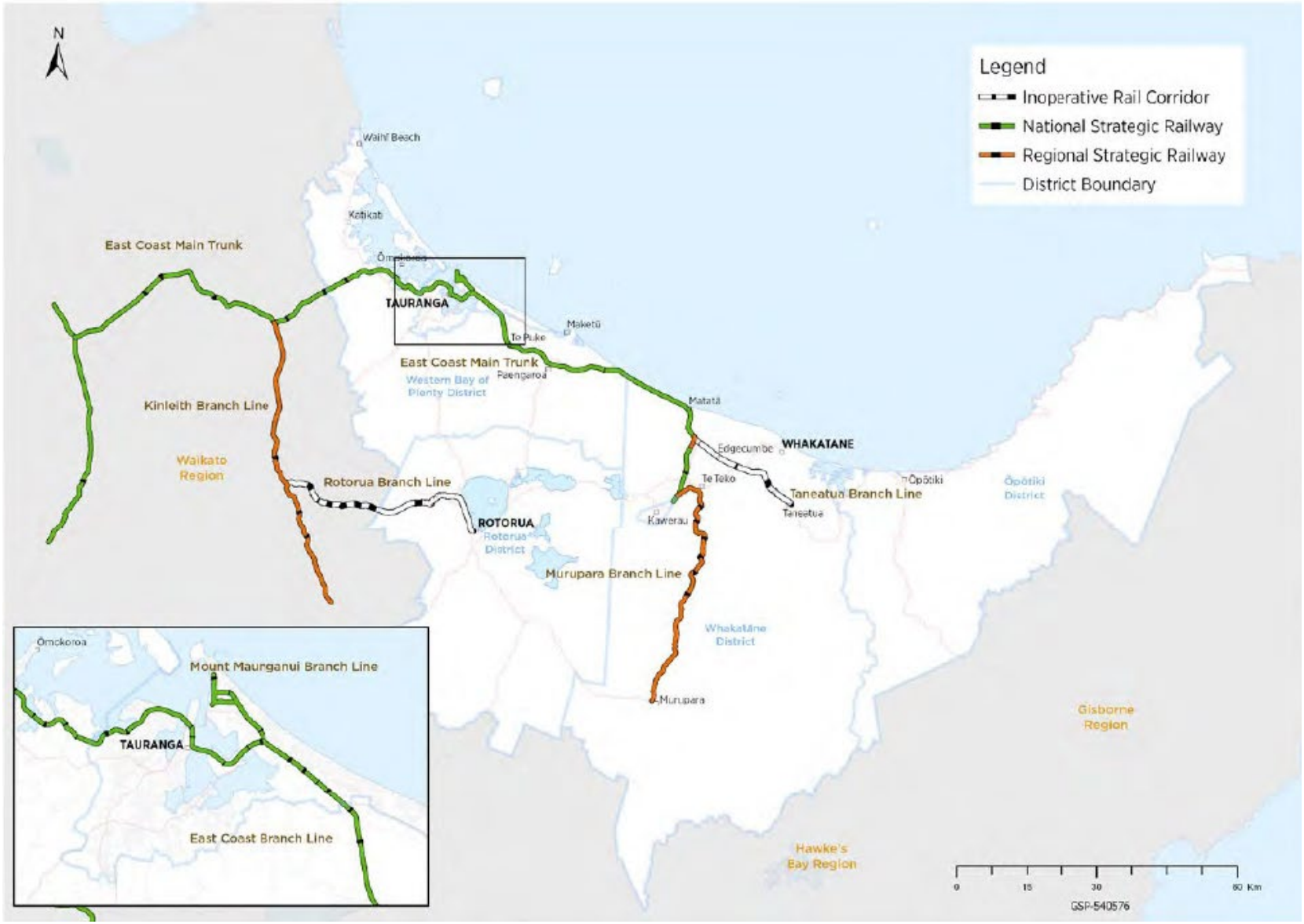


Figure 34: Bay of Plenty public transport network

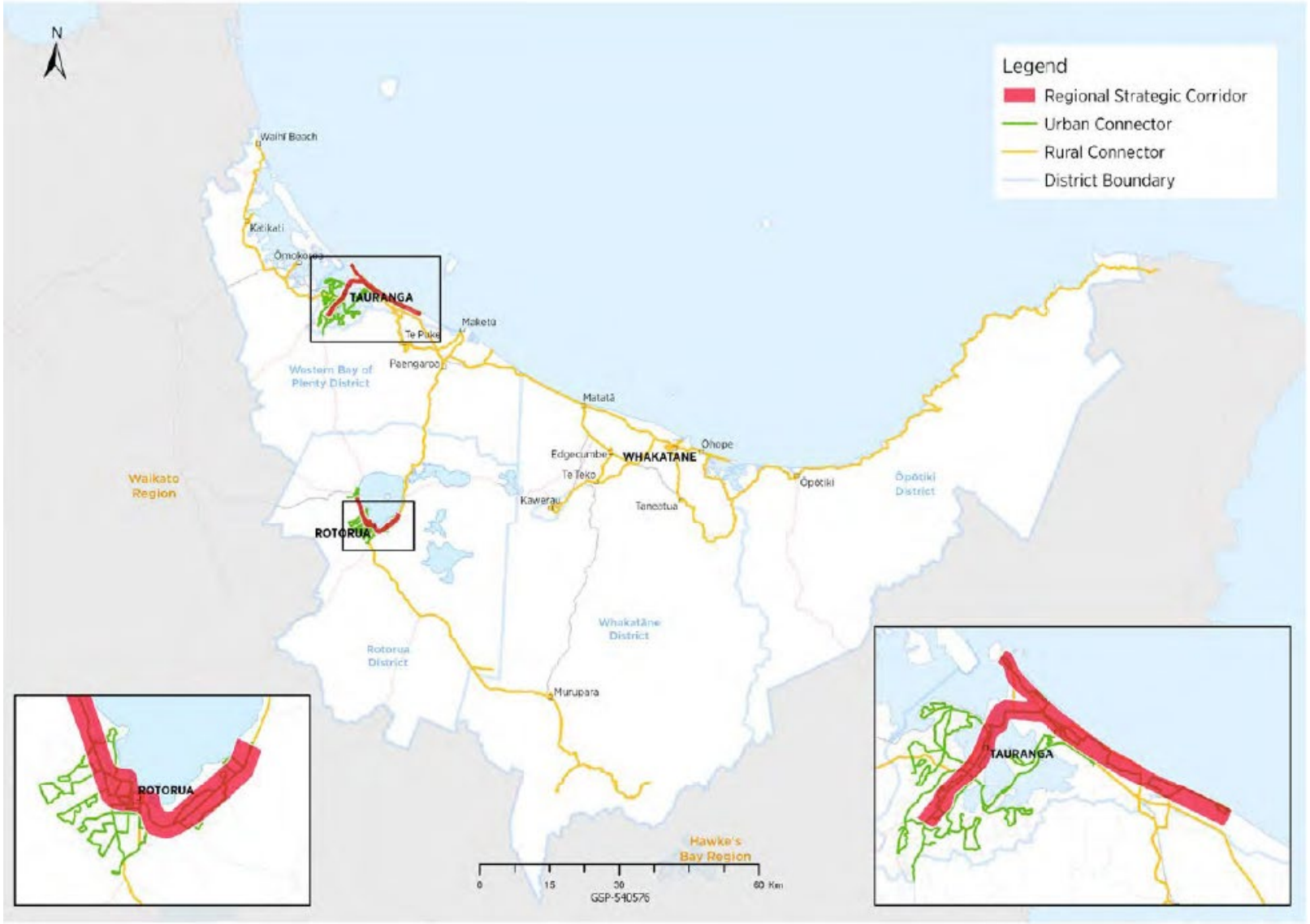
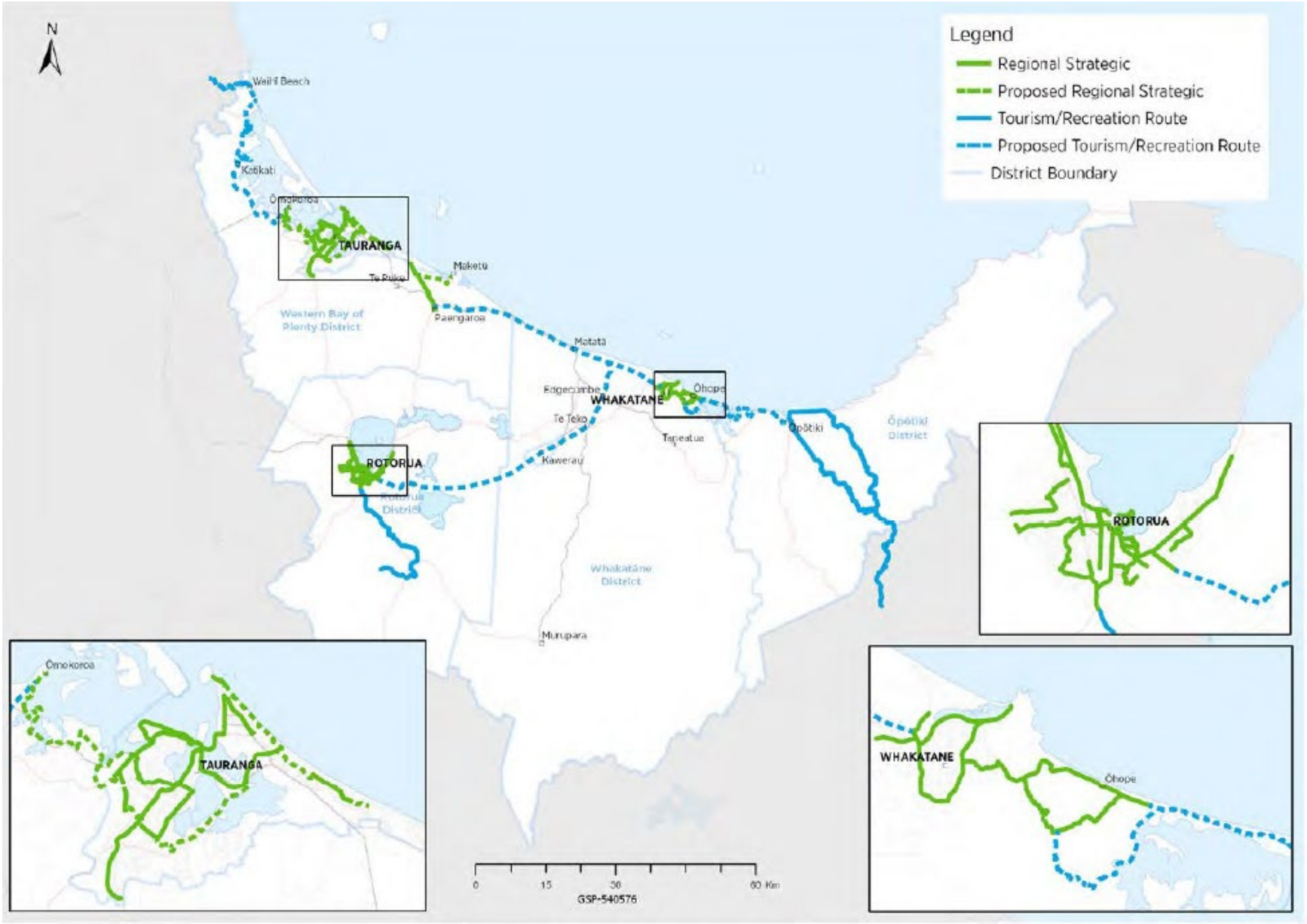


Figure 35: Bay of Plenty cycle network



Appendix 3 – Key Performance Indicators / *Ngā tohu paearu mahi*

The following provides the full list of key performance indicators, including the five headline targets. These will be used to measure progress toward achieving the Plan's objectives. While the key performance indicators have been arranged according to the primary objective they measure, many of them address more than one objective.

Healthy and safe people
Key performance indicators
1 ***Headline target:*** 40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region's road network.
2 Reduce deaths and serious injuries with alcohol or drugs as contributing factor below 2020 levels (five year rolling average).
3 Reduce deaths and serious injuries with speed as a contributing factor below 2020 levels (five year rolling average).
4 Reduce the social cost of deaths and serious injuries on the region's road network below 2020 levels (five year rolling average).
5 Reduce deaths and serious injuries on the region's rail network below 2020 levels (five year rolling average).
6 Reduce nitrogen dioxide (NO2) concentrations at sites in Tauranga and Rotorua below 2020 levels.
7 Reduce vehicle kilometres travelled on unsealed roads in the region below 2020 levels.
8 Increase public transport network coverage from 2020 levels to make an ongoing difference to peoples' health.

Environmental Sustainability
Key performance indicators
9 ***Headline target:*** Reduce carbon emissions from the transport sector by a minimum of 25% by 2030, from a 2020 base, on the path to net carbon zero by 2050.
10 Increase the number of person kilometres travelled in the region per litre of fuel purchased above 2020 levels.
11 Increase the proportion of freight that is moved by rail in the region above 2020 levels.
12 Double the number of electric vehicles registered in the region annually from 2020.
13 Reduce total person kilometres travelled cars and vans within the region below 2020 levels.
14 Reduce distance per capita travelled in single occupancy vehicles in major urban areas on weekdays below 2020 levels.

Inclusive Access
Key performance indicators
15 ***Headline target:*** Increase mode share for public transport and active modes by 20% by 2030.
16 Increase annual trips per person on public transport above 2020 levels.
17 Increase the annual distance each person in the region cycles above 2020 levels.
18 Increase the annual time each person in the region spends walking above 2020 levels.

Economic Prosperity
Key performance indicators
19 ***Headline target:*** Maintain or improve travel time predictability, from a 2020 baseline, for freight movements on the primary freight network (road and rail) inter-peak by 2030.
20 Increase the volume of freight on the East Coast Main Trunk line above 2020 levels.
21 Increase regional contribution to national Gross Domestic Product above 2020 levels.
22 No decline in local road network condition/cost indices from 2020 levels.
23. No decline in State Highway condition/cost indices from 2020 levels.
23 No adverse movement in the rail network Track Quality Index on National Strategic Routes from 2020 levels.

Resilience and security
Key performance indicators
24 ***Headline target:*** Reduce the average number of hours that sections of National or Regional strategic routes are closed on an annual basis to be less than 60 hours per year by 2030.

Appendix 4 – Regional Programme / *Hōtaka ā-rohe*

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
1	Tauranga combined bus services and supporting infrastructure	Bay of Plenty Regional Council, Tauranga City Council	SSBC	Joint business case with BOPRC to confirm a preferred PT network	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
2	Tauranga public transport-key journeys business case	BOPRC	Business case	Business case for Tauranga public transport key journeys	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24
3	Tauranga/Western Bay of Plenty Bus Service Enhancements	BOPRC	Implementation	The proposed public transport enhancements will primarily address the Access and Growth/Efficiency problems addressing issues identified in the Western Bay of Plenty Transport System Plan.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24
4	Tauriko West Enabling works package	Tauranga City Council	Pre-implementation,	Detailed design and consenting to enable growth in	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
			implementation	identified sub-regional growth cell.	*choices to meet their social, economic, health and cultural needs.*		
5	Tauranga CBD public transport facility	Tauranga City Council	DBC, Pre-implementation	Business case, followed by detailed design and consenting to investigate PT facility near service Tauranga's CBD	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'27
6	Turret and 15th Ave through to Welcome Bay multimodal improvements	Tauranga City Council	SSBC, Pre-implementation	Business case to determine the preferred route treatment for Turret and 15th Ave followed by detailed design and consenting.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24
7	Arataki area public transport facility	Tauranga City Council	DBC, Pre-implementation, Implementation	Business case, followed by detailed design and consenting to investigate PT facility near Arataki retail, employment and education.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24'
8	Tauranga Hospital PT facility	Tauranga City Council		Business case, followed by detailed design and consenting to investigate PT facility	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social,	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				near Tauranga's hospital	economic, health and cultural needs.		
9	Totara Street multimodal improvements	Tauranga City Council, Waka Kotahi	Pre-implementation	Detailed design and consenting of preferred treatment for Totara St.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
10	Hewletts Road sub area accessibility improvements	Waka Kotahi/Tauranga City Council	SSBC, Pre-implementation, implementation	Partnership business case investigating the sub-area with a focus of enabling the agreed UFTI Strategic Journeys and providing for better accessibility, safety and freight connections.	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*H,L, TBC*	2024-on
11	*Tauriko West enabling works-Cambridge Road*	*Waka Kotahi*	Implementation	Early works package developed to provide access to housing and to be delivered ahead of final DBC longer term intervention - Waka Kotahi contribution to preferred interventions for Cambridge Road/SH 29A from Tauranga City Council led Early	*The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.*	*M,M,TBC*	*'21-'24*

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				works package business case			
12	SH 29A multimodal corridor improvements	Waka Kotahi	Implemen-tation	SH 29A Multimodal corridor and intersection improvements at Barkes Corner and Takitimu Drive roundabout	*Our communities are encouraged and supported to make healthy transport choices.*	H,L, TBC	'21-'24
13	SH 29A strategic function and mode/movement priorities	*Waka Kotahi*	*SSBC*	Investigate SH 29A single stage business case and optimisation package (including intersection optimisation improvements, lane usage, PT priority lanes etc.) to support the strategic function and mode/movement priorities – $1M	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	*H,L, TBC*	'21-'24
14	Greerton public transport facility	Tauranga City Council	DBC, Pre-implemen-tation	Business case, followed by detailed design and consenting to investigate PT facility near Greerton retail, employment and education.	Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
15	Park and ride Pāpāmoa	Tauranga City Council	DBC, Pre-implementation	Project to develop the preferred park and ride to service Papamoa growth areas.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
16	Park and ride site - Wairakei/Te Tumu	Tauranga City Council	DBC	Business case to determine the preferred park and ride to service Papamoa growth areas.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
17	Public Transport Access to Tauranga Eastern Link	Tauranga City Council	DBC, Pre-implementation	Business case followed by detailed design of public transport options for TEL	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
18	Arataki to Papamoa East multimodal Stg1	Tauranga City Council	DBC,	Business case to determine the preferred option for multimodal links between Arataki and Papamoa	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
19	Cameron Road multimodal stage 2 (17th Avenue to Barkes Corner)	Tauranga City Council	DBC, Pre-implementation	Business case followed by detailed design for PT and active mode improvements for Cameron Road.	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
20	Te Tumu urban growth area internal multimodal transport network and facilities	Tauranga City Council	SSBC	Business case to determine the preferred option for Te Tumu multimodal network	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
21	Welcome Bay Road multimodal upgrade within the urban area	Tauranga City Council	SSBC, Pre-implemen-tation	Business case, detailed design and consenting for the preferred long term route treatment for Welcome Bay Road	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	
22	Coastlands integrated growth and resilience improvements	Whakatane District Council	Implemen-tation	The proposal to improve Keepa Road between S30 and the Kopeopeo East Canal bridge will cater for the surrounding changes in land use.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	TBC	'21-'24
23	*Mode Shift Implementation*	*Waka Kotahi*	*Business case*	Implementation of the Bay of Plenty Mode Shift Plan	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	*H,M,L*	
24	Primary cycle route Area A	Tauranga City Council	DBC,	Design and consenting of a primary cycle route linking the Mount,	*Our communities are encouraged and supported*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
	(Mount/Papamoa /CBD)		Pre-implemen-ation,	Papamoa and the CBD followed by construction	*to make healthy transport choices.*		
25	Primary cycle route Area B (Otumoetai/Bellevue/Brookfield)	Tauranga City Council	DBC, Pre-implemen-tation,	Design and consenting of a primary cycle route linking Otumoetai, Bellevue and Brookfield followed by construction	*Our communities are encouraged and supported to make healthy transport choices.* Health and cultural needs.	HL(BRC 1-2.9)	'21-'24
26	Te Papa East/West Active Modes Links	Tauranga City Council	DBC	Business case to determine a preferred walking and cycling improvement on Te Papa peninsular	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
27	Katikati Urban	Waka Kotahi	*Implemen-tation*	Town Centre urban access and safety improvements.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	*M,L, TBC*	'27-'31
28	Papamoa East Interchange and connections to Te Tumu	Tauranga City Council	Implementation	Construction of the PEI and connections to Te Tumu	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social,*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
					economic, health and cultural needs.		
29	Mount Maunganui/Arataki Spatial Plan	Tauranga City Council	Indicative Business Case	Integrated plans covering both spatial planning and infrastructure to enable urban intensification, quality urban growth and accessibility within planned urban growth areas	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	
30	Otumoetai Spatial Plan	Tauranga City Council	Indicative Business Case	Integrated plans covering both spatial planning and infrastructure to enable urban intensification, quality urban growth and accessibility within planned urban growth areas	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	
31	Arataki area accessibility and placemaking	Tauranga City Council	DBC, Pre-implementation, implementation	Business case through to construction of the preferred improvement option for urban improvements for	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				the Arataki community			
32	Western Corridor Ring Route (SH 29 to SH 36 - Tauriko)	Tauranga City Council	SSBC	Business case to identify the preferred ring route to service the western corridor	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
33	Western Corridor Ring Route (SH 36 – Oropi Road)	Tauranga City Council	SSBC, Pre-implemen-tation	Business case, detailed design and consenting for the preferred ring route to service the western corridor	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
34	Tauriko Business Estate transport network	Tauranga City Council	Implemen-tation	Project to unlock access to housing and employment opportunities	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24
35	Te Papa North South multi-modal improvements	Tauranga City Council	DBC	Business case to determine a preferred multi modal improvements linking Te Papa peninsular	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
36	Te Papa North South off-road cycleway	Tauranga City Council	DBC, Pre-implemen-tation,	Business case to determine a preferred off-road cycle route	*Our communities are encouraged and supported to make healthy transport choices.*	HL(BRC 1-2.9)	'21-'24
37	*Tauranga: SH 2 to City Centre (complementary to NZUP Tauranga Northern Link)*	*Waka Kotahi*	*Business case*	Better network integration of Takitimu North Link into the network including managed lanes and city access for all modes (that would pick up potential intersection improvements for all modes).	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	*H,L, TBC*	'21-'24
38	Western Bay of Plenty Walking and Cycling Implementation Plan	Western Bay District Council	DBC, Pre-implemen-tation,	Business case development and implementation of walking and cycling projects	*Our communities are encouraged and supported to make healthy transport choices.*		
39	Cambridge Road-accessing to housing at Smiths Farm	Tauranga City Council	SSBC, pre-implemen-tation, implement-tation	Project to unlock access to housing and employment opportunities	*The transport system enables people and goods to move efficiently an d reliably to, from and throughout the region.*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
40	Whakatane Cycle Trails	Whakatane District Council	Implemen-tation	Formation of a series of off-road cycle trails around the Whakatāne District for commuter/access, recreational, and tourism benefits.	*Our communities are encouraged and supported to make healthy transport choices.*		'21-'24
41	Welcome Bay Road RP 7.5- 8.2 km	Western Bay of Plenty District Council	Implemen-tation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
42	Welcome Bay Road RP 1.8 - 3.4 km	Western Bay of Plenty District Council	Implemen-tation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
43	Belk Road Improvements	Tauranga City Council	Pre-implemen-tation	Detailed design and consenting to enable future growth in identified sub-regional growth cell	Planning and implementation ensure regional growth patterns and urban form reduce travel demand, support mode neutral freight efficiency and mode shift.	HL(BRC 1-2.9)	'21-'24
44	No.1 Road Te Puke	Western Bay District Council	SSBC	The provision of a cycleway to provide safe access for seasonal workers between work and	*Our communities are encouraged and supported to make healthy transport choices. .*	HL(BRC 1-2.9)	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				their accommodation.			
45	Landing Road	Whakatane District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*		
46	Thornton Road - Blueberry Curves - Safety Improvements	Whakatane District Council	Implementation	Safety improvements to a section of Thornton Road, locally known as 'Blueberry Curves' where there is a high Death and Serious Injury (DSI) crash rate.	*No people are killed or seriously injured on the region's transport system.*	TBC	'21-'24
47	Rotorua Bus Service Enhancements	BOPRC	Implementation	Proposed improvements to the Rotorua bus service.	*Communities have access to an inclusive and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.*	HH (BCR/IER 1.6)	'21-'24
48	Waihi Beach Road RP 0.8 km-2.4 km	Western Bay of Plenty District Council	Implementation	Improvements associated with pavement rehabilitation	*Our communities are encouraged and supported to make healthy transport choices.*	HM (BCR 3-4.9)	'21-'24
49	SH 30 Awakeri to Whakatane	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
50	Te Urewera Rainforest Route Improvements	Whakatane District Council	Implementation		*The health damaging effects of transport are minimised, such as noise, air pollution and stormwater run-off.*		
51	*SH 2 Waimana Gorge*	*Waka Kotahi*	*Business case*	Investigate from a resilience perspective this part of the network that is prone to flooding and road closures	*The transport system can respond to, adapt, and rapidly recover from unplanned events and hazards*	*M,L,TBC*	
52	SH 35 Wainui Road to Wakanui Road	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
53	SH 30 SH 33 Cookson Road	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
54	SH 36 Pyes Pā to Waitetī Road	*Waka Kotahi*	*Implementation*	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
55	SH 2 Ōpōtiki to Gisborne	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
56	SH 2 Wainui Road to Ōpōtiki NSRRP	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
57	SH 2 Wilson Road intersection	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
58	SH 5 South Rotorua	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
59	Tauranga Urban Package	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
60	West Rotorua Urban	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
61	SH 5 Taupō to Napier	Waka Kotahi	Implementation	Safety improvement package	*No people are killed or seriously injured on the region's transport system.*	VH H (BCR2.5 (M) Priority Score 2	'21-'24
62	Rerewhakaitu resilience (SH 5 alternative)	Whakatane District Council	Implementation	Improving connections for freight and inter-regional travel	*The transport system can respond to, adapt, and rapidly recover*		'21-'24

!	Activity	Org	Phase	Description	Primary RLTP Objective	National Profile	Timing*
				between Whakatāne and Taupō/Napier area.	*from unplanned events and hazards*		
-	*SH 2 Katikati bypass*[41]	*Waka Kotahi / Western Bay of Plenty District Council*	-	A realignment of SH 2 to bypass the Katikati township	-	-	-
-	*SH 2 Rangiuru Business Park interchange*	*Waka Kotahi / Western Bay of Plenty District Council*	-	A realignment of SH 2 to bypass the Katikati township	-	-	-

[41] The prioritisation of Katikati bypass and Rangiuru Business Park interchange projects will be considered once consultation of the draft document has been completed.

Appendix 5 – Assessment of Compliance / *Te aromatawai tūtohu*

An RLTP must be developed in a manner that meets the legislative requirements outlined in the Land Transport Management Act 2003 (LTMA). The following outlines those requirements and the contents of the RLTP confirms compliance.

Section 14 - Core Requirements of an RLTP

The following table contains an assessment against the requirements of Section 14.
The Bay of Plenty Regional Land Transport Committee is satisfied that this RLTP complies with Section 14 of the LTMA.

LTMA Reference	Provision	Assessment
s14(a)(i)	The RTC must be satisfied that the RLTP contributes to the purpose of the LTMA: to contribute to an effective, efficient, and safe land transport system in the public interest.	The RLTP contributes to the purpose of the LTMA in the following manner: **Effective and efficient** The region's strategic response considers a hierarchy of interventions, prioritising low cost interventions such as integrated planning, demand management and network optimisation before investing in new infrastructure. Various programme-level options and alternatives were tested before the most efficient and effective investment model was selected. **Safe** Improved safety is one of the five key objectives in the RLTP. Safety is also identified as one of the regional transport priorities. The RLTP has adopted a safe system approach to the transport network and contains a number of policies, key performance indicators and a headline target, to improve safety outcomes. **Public interest** As representatives of the public interest, the RTC has reviewed the draft RLTP having regard to the views of representative groups of land transport users and providers (s18CA(2)). The RLTP has undergone a full public consultation process (Special Consultation Procedure) to allow the wider public to provide input into the plan development process.

LTMA Reference	Provision	Assessment
s14(a)(ii)	The RTC must be satisfied that the RLTP is consistent with the GPS on land transport.	The RLTP has been updated to incorporate the GPS 2021. A high level assessment of consistency concluded that the RLTP policy framework is consistent with the GPS. There are further opportunities to improve programme level alignment through RLTP variation and review processes.
s14(b)(i) & (ii)	The RTC must have considered alternative regional land transport objectives that would contribute to the purposes of the LTMA, and their feasibility and affordability.	The RTC considered alternative objectives at a plan development workshop. Different programme-level options and alternatives were subsequently developed and considered to test the feasibility of alternative policy settings, before an optimal programme was selected.
14(c)(i)	The RTC must take into account any national energy efficiency and conservation strategy.	The RLTP includes a set of policies under the 'environmental sustainable' theme which supports utilising energy efficiently and a key performance indicator (KPI 10) which supports the transport goal and target in the NZEECS.
14(c)(ii)	The RTC must take into account relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991.	The RLTP has been assessed for consistency with relevant national and regional policy statements and regional plans. The assessment found that the RLTP is consistent with these policy statements and plans.
14(c)(iii)	The RTC must take into account likely funding from any source.	The RLTP funding chapter takes into account all likely funding sources, including those that sit outside the national land transport funding system.

Section 16 – Form and Content

1 A regional land transport plan must set out the region's land transport objectives, policies, and measures for at least ten financial years from the start of the regional land transport plan.

2 A regional land transport plan must include:

(a) a statement of transport priorities for the region for the ten financial years from the start of the regional land transport plan

(b) a financial forecast of anticipated revenue and expenditure on activities for the ten financial years from the start of the regional land transport plan

(c) all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the six financial years from the start of the regional land transport plan

(d) an identification of those activities (if any) that have inter-regional significance.

3 For the purpose of seeking payment from the national land transport fund, a regional land transport plan must contain for the first six financial years to which the plan relates:

(a) activities proposed by approved organisations in the region relating to local road maintenance, local road renewals, local road minor capital works, and existing public transport services

(b) not applicable to the Bay of Plenty

(c) the following activities that the regional transport committee decides to include in the regional land transport plan:

i. activities proposed by approved organisations in the region … other than those activities specified in paragraphs (a) and (b)
ii. activities relating to state highways in the region that are proposed by the agency
iii. activities, other than those relating to state highways, that the agency may propose for the region and that the agency wishes to see included in the regional land transport plan

(d) the order of priority of the significant activities that a regional transport committee includes in the regional land transport plan under paragraphs (a), (b), and (c)

(e) . an assessment of each activity prepared by the organisation that proposes the activity under paragraph (a), (b), or (c) that includes:

iv. the objective or policy to which the activity will contribute
v. an estimate of the total cost and the cost for each year
vi. the expected duration of the activity
vii. any proposed sources of funding other than the NLTF (including, but not limited to, tolls, funding from approved organisations, and contributions from other parties)
viii. any other relevant information

(f) the measures that will be used to monitor the performance of the activities.

4 An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity. For the purpose of the inclusion of activities in a national land transport programme:

(a) a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional transport committees

(b) the assessment under subsection (3) (e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a)

5 For the purpose of the inclusion of activities in a national land transport programme:

(a) a regional land transport plan must be in the form and contain the detail that the agency may prescribe in writing to regional land transport committees

(b) the assessment under subsection (3) (e) must be in a form and contain the detail required by the regional transport committee, taking account of any prescription made by the agency under paragraph (a).

6 A regional land transport plan must also include:

(a) an assessment of how the plan complies with section 14

(b) an assessment of the relationship of Police activities to the regional land transport plan (below)

(c) a list of activities that have been approved under section 20 but are not yet completed

(d) an explanation of the proposed action, if it is proposed that an activity be varied, suspended or abandoned

(e) a description of how monitoring will be undertaken to assess implementation of the regional land transport plan

(f) a summary of the consultation carried out in the preparation of the regional land transport plan

(g) a summary of the policy relating to significance adopted by the regional transport committee under section 106(2)

(h) any other relevant matters. For the purposes of this section, existing public transport services means the level of public transport services in place in the financial year before the commencement of the regional land transport plan, and any minor changes to those services

Section 16(6) Police Activities

Section 16(6) of the LTMA requires the inclusion of an assessment of the relationship of Police activities to the RLTP.

Police's strategic direction is outlined in Police's Statement of Intent 2020-2025. This RLTP aligns with their core goal of Safe Roads. As part of that goal, the New Zealand Police has committed to Road to Zero along with Ministry of Transport and Waka Kotahi.

Police have also made considerable commitments to road safety through the Road Safety Partnership Programme 2018- 2021. This operational framework has led to the introduction of a range of measures to promote a safe road system. Police have identified the following priority areas:

- Not wearing seatbelts or using child restraints;
- Impaired driving from alcohol, drugs or fatigue;
- Distracted driving; and
- Speed.

Bay of Plenty Police have a core role in working with other transport sector agencies, including Waka Kotahi and local authorities, to co-ordinate the delivery of programmes. In the Bay of Plenty, local authorities, the Police and other partner agencies develop annual road safety action plans and regularly report against these plans.

Additionally, the Road Policing Manager for Bay of Plenty Police was provided the opportunity to comment during the development of this Plan.

Activities that are part of Road to Zero and Road Safety are treated as the highest priority, 'business as usual', in this RLTP.

Section 16(3)(d) – Prioritised Activities

For activities included in the Plan, section 16(3)(d) of the LTMA requires the Plan to show the order priority for all activities identified by the regional transport committee as significant. In this Plan we have listed and prioritised all activities that the regional transport committee resolves as being regionally significant included at Appendix 4.

Section 18 – Consultation Requirements

When preparing a regional land transport plan, a regional transport committee: a. must consult in accordance with the consultation principles specified in section 82 of the Local Government Act 2002 b. may use the special consultative procedure specified in section 83 of the Local Government Act 2002.

Section 18D – Significance Policy

Each regional transport committee must, in accordance with section 106(2) of the Act, adopt a policy that determines "significance" in respect of variations it wishes to make to its Regional Land Transport Plan ("Plan") as provided for by section 18D of the Act and the activities that are included in the plan under section 16. The Significance Policy is included at page 127.

Section 106 – Functions of Regional Transport Committees

1. The functions of each regional transport committee are:
    (a) to prepare a regional land transport plan, or any variation to the plan, for the approval of the relevant regional council.
    (b) to provide the regional council with any advice and assistance the regional council may request in relation to its transport responsibilities.
2. Each regional transport committee must adopt a policy that determines significance in respect of:
    (a) variations made to regional land transport plans under section 18D
    (b) the activities that are included in the regional land transport plan under section 16.

Appendix 6 – Evidence Base

A full list of the referenced and considered documents during the preparation of the Bay of Plenty Regional Land Transport Plan 2021. Includes various strategies, policies and technical reports.

- *A vision for hydrogen in New Zealand – Green paper (2019)*
- *Active Whakatāne - District-Wide Transport and Recreation Strategy 2020*
- *Arataki – Version 2 (Waka Kotahi) (2019)*
- *Bay of Connections Māori Economic Development Strategy (2013)*
- *Bay of Plenty Climate Change Action Plan Version 1.0 (2019)*
- *Bay of Plenty Community Carbon Footprint 2015/16 (2017)*
- *Bay of Plenty Regional Council Long Term Plan 2018-2028 Volume One and Volume Two*
- *Bay of Plenty Regional Council Regional Land Transport Plan Annual Report Card 2018-19*
- *Bay of Plenty Regional Freight Flows Study (2020)*
- *Bay of Plenty Regional Public Transport Plan (2013)*
- *Bay of Plenty Regional Policy Statement*
- *Climate Change Response (Zero Carbon) Amendment Act 2020*
- *Eastern Bay – Beyond Today (2016)*
- *Government Policy Statement on Land Transport 2018/19-2027/28 and 2021/22-2030/31*
- *He Pou a Rangi Climate Change Commission – 2021 Draft Advice for Consultation*
- *Land Transport Management Act 2003*
- *Local Government Leaders' Climate Change Declaration (2017)*
- *National Policy Statement on Urban Development (2020)*
- *New Zealand Energy Efficiency and Conservation Strategy 2017-2022*
- *Planning for the Future of Rotorua (2019)*
- *Port of Tauranga Annual Report (2020)*
- *Road to Zero Action Plan 2020-2022*

- *Road to Zero New Zealand's Road Safety Strategy 2020-2030*
- *Rotorua Housing Accord (2017)*
- *Rotorua Urban Cycling Strategic Plan 2015 – 2018 & Cycling Framework Draft Version 3*
- *Tauranga City Council Cycle Plan (2018)*
- *Te Poupou Rautaki – Rotorua Lakes Council Housing Strategy (Draft 2020)*
- *The Draft New Zealand Rail Plan (2019)*
- *Urban Form and Transport Initiative Final Report (2020)*
- *Urban Form and Transport Initiative Foundation Report (2019)*
- *Urban Form and Transport Initiative Interim Report (2019)*
- *Urban Form and Transport Initiative Regional Freight Flows Study (2019)*
- *Urban Form and Transport Initiative Western Bay of Plenty Public Transport Mode Shift Scenarios (2020)*
- *Vulnerable: the quantum of local government infrastructure exposed to sea level rise (2019)*
- *Waka Kotahi Investment Proposal 2021-2031*
- *Waka Kotahi Regional Mode Shift Plan Bay Of Plenty (2020)*
- *Western Bay of Plenty Transport System Plan (2020)*