



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 28 May 2021

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Purpose: To provide officer recommendations on submissions received to the draft Regional Land Transport Plan 2021-2031

Regional Land Transport Plan 2021 -2031 Deliberations

Executive Summary

The purpose of this report, and accompanying documentation, is to provide a summary of the 49 submissions received through public consultation on the draft Regional Land Transport Plan (RLTP) 2021-31. Hearings were held on 13 and 15 April 2021 for the 12 submitters who wished to be heard.

This report addresses the points raised in the 49 submissions received on the draft RLTP.

Officer recommendations are provided to assist the RLTP Hearings Subcommittee in its deliberations on submissions. The report considers submission points under the following headings:

- RLTP themes including: Healthy and Safe People, Environmental Sustainability, Inclusive Access, Economic Prosperity and Resilience and Security.
- Programme.
- Prioritisation methodology.
- New Activities.
- Language and text corrections - this section includes track changes sought in the RLTP.

A small number of submissions from council partners expressed concerns around the prioritisation weightings for the programme of significant activities. Because of the level of detail involved, and potential legal significance, a separate paper seeks direction on options for addressing the issue of prioritisation weightings.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee:

- 1 Receives the report, Regional Land Transport Plan 2021 -2031 Deliberations;**
- 2 Endorses proposed changes to the Regional Land Transport Plan document as outlined in this report including the following amendments_____;**
- 3 Delegates to the Group Manager Strategy and Science the authority to make any further minor alterations or corrections to the Regional Land Transport Plan;**
- 4 Recommends submission of the draft final document to the next meeting of the Regional Land Transport Committee for endorsement.**

1. Background

The Land Transport Management Act 2003 requires that Regional Councils ensure that the relevant Regional Transport Committee (RTC) prepares, a Regional Land Transport Plan (RLTP) for the next six financial years.

The RTC adopted the draft RLTP for consultation on 19 February 2021 subject to several amendments. The RTC delegated the hearings and deliberations on submissions to the Regional Land Transport Subcommittee.

Public consultation using the Local Government Act (s83) Special Consultative Procedure (SCP) was carried out between 05 March and 06 April 2021. A total of 49 submissions were received. Twelve organisations and individuals presented submissions to the Subcommittee on 13 and 14 April 2021.

An analysis of submitter details was provided in the report to the Subcommittee which showed that:

- More submissions were received from urban areas of the region, with the most submissions being from community members and organisations based in Tauranga;
- Submissions from organisations vs. individuals was fairly balanced; and
- The issues raised in submissions related to a range of themes and the content of the draft RLTP.

The 49 submissions received on the draft RLTP raised some 250 individual points of feedback. The points of submission cover a broad range of transport planning and funding issues for the Bay of Plenty (BOP) region. The diversity and depth of the submissions have enriched and expanded the draft RLTP. While more submissions were received from urban areas, issues raised in submissions address both urban and rural concerns equally. While many new and additional considerations were raised, there is a high level of support expressed in submissions for the current investment strategy in the RLTP.

All submission points have been considered by staff, and are summarised in this report. A full copy of the submissions is attached in Appendix 1.

Support for the whole Plan is expressed in the submissions **RLTP0024.1, RLTP0025, RLTP0026.1; RLTP0027.1, RLTP0028.1, and RLTP0044.2** which specifically support the retention of the five themes contributing to the vision statement; **RLTP0034.1, RLTP0035.1, RLTP0037.5, RLTP0041.1, RLTP0042.1, and RLTP0046.12**. A number of these submissions also expressed appreciation for the collaborative effort of the RTC in preparing the draft. In addition, some 20 submissions support the RLTP strategy to reduce car dependency and the programme of activities intended to aid a shift to alternative modes and mitigate the effects of climate change. (**RLTP0002.1, RLTP0004.1, RLTP0005.1, RLTP0020.2, RLTP0006.1, RLTP0008.1, RLTP0009.1, RLTP0017.1, RLTP0018.3, RLTP0020.1, RLTP0023.1, RLTP0030.1, RLTP0031.1, RLTP0036.1, RLTP0036.5, RLTP0037.1, RLTP0039.1, RLTP0046.1, RLTP0049.1 and RLTP0049.2**). All submissions are noted and accepted subject to minor changes and corrections to the draft RLTP.

This report follows the following order in considering submission points:

- RLTP themes including: Healthy and Safe People, Environmental Sustainability, Inclusive Access, Economic Prosperity and Resilience and Security, which the feedback *primarily* addresses. Transport activities do not necessarily deliver singularly on investment outcomes, and we recognise that there will be times when the point made in submission could be given a different interpretation and/or could have been reported under a different theme.
- Content within the programme of significant activities.
- Prioritisation methodology for the programme of significant activities.
- New Activities requested for inclusion in the RLTP.
- Proposed amendments to language and corrections.

Note where specific matters raised in submissions directly relate to a local council or Waka Kotahi's operation we will/have provided these to respective councils to address/progress.

1. Submissions

1.1 Healthy and Safe People

2.1.1 Submissions on Healthy and Safe People

The submissions on the theme of Healthy and Safety people largely support the focus and direction given in the RLTP. A few submissions raise site-specific road safety concerns and/or specific safety interventions.

Submission **RLTP0006.3** supports the focus of the RLTP investment strategy to better provide for alternative modes including the provision of safe cycle routes for commuter and school runs. Similarly, Submission **RLTP0009.2** supports making roads safe for cycling and scooters. Submission **RLTP0036.2** identifies that safety improvements for pedestrian and cyclists, especially for children getting to school are priority activities to support the shift away from car dependency/move to alternative modes.

Submission **RLTP0014.1** raises safety issues on SH30 between Rotoiti and Rotomā where three kohanga reo, a Kura Kaupapa and seven marae are located. The submitter requests speed management for this area, including additional limits outside the school (Te Kura of Rotoiti) around school hours. The submitter identifies

speed as a hazard, more than just healthy community and safe people issue. The extent of road trauma within the small community is deemed to be debilitating.

Submission **RLTP0021.4** identifies a number of safety issues related to the construction period for The Takitimu Northern Link. The submitter suggests that a plan is needed to cope with the increasing congestion and notes that the SH2/Barretts Road intersection is particularly dangerous even before the construction of the new road causing additional disruption.

Submission **RLTP0033.3** supports the provision of a safe and efficient transport system as critical to the success of Harbour and Marina development in Ōpōtiki. The submitter notes that safe access and egress from the harbour and marina industrial park is essential. The development, in turn, provides employment, economic growth and associated benefits for the town. The submitter seeks the retention of the regional transport vision.

Submission **RLTP0034.6** notes that reducing road deaths and injuries requires a multi-agency collaborative approach, and that the Road Policy Action Plan 2018-28, Road to Zero, and RLTP all have different DSI reduction targets. The submitter queries whether the agencies should all be working to the same targets. Submission **RLTP0035.6** requests that “Safety” be added as a ‘*Strategic Intervention*’ along with reference to the safe network programme including speed limit changes. Submission **RLTP0043.6** supports the national Road Safety Strategy and considers that the regional approach is consistent with the vision.

Submission **RLTP0043.1** raises the issue that rural roads often provide access for a range of users (e.g. access to recreation and tourist sites) and the focus on improving roads with the highest economic value will result in rural roads becoming more unsafe, making rural communities vulnerable. It is noted by the submitter that farmers pay disproportionately high rates. As such, farmers have a legitimate expectation of sufficient investment to have safe local rural roads. Submission **RLTP0043.8** raises the issue of the impact of the forestry industry on rural road safety.

Submission **RLTP0044.8** supports the benefits of improved health and well-being in the community through having a multi-modal transport system. The submitter notes that this is especially so for children who might expend more energy in transport than in sport. A focus on children is seen as an opportunity to grow a generation of transport users not ‘normalised’ to car travel. Submission **RLTP0046.2** strongly supports the investment strategy in the draft RLTP of protecting people from harm as a result of vehicle crashes. The submitter supports road safety as a key objective of the ‘*Healthy and Safe People*’ theme in the RLTP.

Submission **RLTP0047.11** considers that delays in progressing the Takitimu Northern Link (Te Puna to Ōmokoroa) are resulting in unnecessary deaths and serious injuries in addition to congestion. The safety benefits that the project will deliver are noted including the alignment of safety solution for SH2 Tauranga to Waihī with the SH2 wider northern corridor (Pokeno to Mangatarata). The SH2 corridor is a major freight and access route for workers to the seven packhouses between Katikati and the Port of Tauranga.

2.1.2 Analysis of Submissions on Healthy and Safe People

This RLTP builds on the significant focus and regional investment in safety made in the 2018 RLTP, and the request to add ‘Safety’ - as a ‘*Strategic Intervention*’ along with reference to the safe network programme including speed limit change - strengthens the RLTP. While noting that the different agencies and organisations involved in road safety across the BOP have different targets and ways in which each

harm reduction target is stated, the key consideration is that **all parties are aligned in a longer-term 'Vision Zero' approach**. The headline target for DSIs represents the 2030 target as part of the 30-year vision.

When it comes to investing in good health outcomes from transport, submissions generally acknowledge the positive shift towards active transport. Concerns around safe active transport are noted, in particular the desire for safe cycle routes especially for children/schools to be addressed on a project basis as the relevant activities in Tables 10, 11 and 14 are planned and implemented.

It is recommended that following the adoption of the RLTP a summary of the matters raised in submissions on healthy and safe people are passed on to each Road Controlling Authority (RCA) for consideration in their respective investment programmes.

The issue of investment going to roads with the highest economic value, to the exclusion of rural and forestry road routes, is noted. All councils in the region, and other key rural stakeholders (administrators of Special Purpose Roads etc.) have provided input to the current list of activities to be included in the RLTP as local road improvements. Safety investment in rural roads can also be achieved through low cost, low risk investments and, as such, are not separately listed as significant activities. Noting the following specific locations where road safety issues were raised as concern in submissions;

- SH35 Rotoiti to Rotomā - this is within a current Waka Kotahi activity (Road to Zero). Community consultation/engagement is to commence shortly.
- Access to Ōpōtiki Marina Industrial Park development - access to the development is from SH2 and submissions have been referred to Waka Kotahi for consideration.
- Takitimu Northern Link (*previously Tauranga Northern Link*) - The submission relates to an activity that is currently being progressed through the NZ Upgrade Programme and will be referred to Waka Kotahi for consideration within the scope of the current business case.

(Each item is addressed is addressed specifically in responses to submissions on activities in the RLTP programme, in line with as stated.)

1.2 Environmental sustainability

2.1.1 Submissions on Environment Sustainability

Submissions supporting the RLTP strategy to reduce car dependence/ shift to alternative modes include **RLTP0002.1, RLTP0004.1, RLTP0005.1, RLTP0006.1, RLTP0008.1, RLTP0009.1, RLTP0017.1, RLTP0018.3, RLTP0020.1, RLTP0023.1, RLTP0030.1, RLTP0031.1, RLTP0036.1, RLTP0037.1, RLTP0039.1, RLTP0046.1 and RLTP0049.1.**

Further, Submission **RLTP0020.2** identifies the priority activities to support the shift as being to increase buses per route for commuters into the CBD while limiting additional CBD car parking spaces. Submission **RLTP0049.2** suggests that an initial free public transport service will be needed to support the shift to alternative modes. Submission **RLTP0036.5** identifies Mount Maunganui and the CBD as having ideal conditions for promoting cycling.

Additionally, Submission **RLTP0024.3** supports climate change and sustainability underpinning the RLTP objective template, noting that many in the road transport

industry are looking at how they might be leaders in the low/zero emissions field. Submission **RLTP0025.3** supports the focus on improving transport choice through better multi-modal outcomes and notes that Tauranga falls well behind worldwide and New Zealand measure for single occupant car usage. Submission **RLTP0044.1** identifies that if the proportion of active transport trips (by cycling, walking and public transport) was the same in Tauranga as it is for Wellington, at 35%, there would be a reduction in light vehicle emissions of 52,210 tonnes per year. Submission **RLTP0031.5** contends that the TSP projects at the core of RLTP are not ambitious enough to result in significant emissions reduction. The submitter considers that the UFTI carbon emissions reduction target needs to be amended – which would in turn flow through to the RLTP through the projects.

Submission **RLTP0031.11** seeks investment in intra-regional bus services. The submitter explains that there is no ability to make a return trip from Tauranga to Whakatāne in a day on a Baybus service, Intercity bus travels via Rotorua which can make the Tauranga to Whakatāne route an 8.5 hour trip. Submission **RLTP0035.7** suggests greater emphasis in the RLTP on the importance and significance of electrification of the bus and general vehicle fleets to lower carbon emissions.

Submission **RLTP0034.7** is concerned that there is insufficient focus in the RLTP on the importance of considering emissions from freight transportation. The submitter notes an apparent inconsistency between GHG emission reduction targets in the RLTP (pp 10 & 47). Submission **RLTP0035.9** seeks stronger recognition/emphasis of the role of rail in reducing carbon emissions, contributing mode shift and improving safety. Submission **RLTP0041.5** considers the development of the Rangiora Business Park, due to its eastern location, supports UFTI and SmartGrowth initiatives and represents integrated planning to deliver multimodal outcomes.

Submission **RLTP0046.4** also supports the intention to shift to alternative modes, but notes that it may require partnering across local and regional government. Submission **RLTP0047.2** is supportive of mitigating climate change so long as methods are practical and realistic, noting that there would need to be an enormous uptake of people moving from single-occupancy car to alternative modes of travel in order to make a difference to emission rates.

Submission **RLTP0021.1** expresses the concern that the draft RLTP does not provide the pathway to decarbonising transport. Similarly, Submission **RLTP0031.4** identifies that the CO₂ emissions reductions target in the draft RLTP is too low and will not give effect to the 58% reduction required of Bay of Plenty as a prosperous region in a developed country. Submission **RLTP0034.8** is concerned that the 20% target for increased mode share for public transport and active modes is not very ambitious in light of Government aspirations. Submission **RLTP0049.3** is concerned that the strategies do not take a hard enough line to deal with the climate change crisis.

Several submissions expressed qualified support of the draft RLTP strategy to reduce car dependence/ shift to alternative modes raising transport choice in rural areas as being a constraint, including Submission **RLTP0001.1** which notes that reducing car dependency makes sense if you live in urban areas and Submission **RLTP0013.1** which considers that the approach is fine in principle, but not realistic for people in Te Puke. Similarly, Submission **RLTP0004.5** notes that Waihī Beach and Katikati are not sufficiently addressed in terms of alternative modes, and Submission **RLTP0007.1** notes that rural residents will still require cars. Submission **RLTP0007.3** suggests that charging stations for electric vehicles will be needed to support take-up in the event that a move away from car dependence doesn't work for rural residents. Submission **RLTP0015.3** notes that draft RLTP appears to fail to address rural car dependency or focus on the increased safety needs of road users in the rural areas (especially those using alternative modes to private car). Submission **RLTP0010.1** notes a need to also preserve rail for longer term passenger transport.

Submission **RLTP0024.2** acknowledges benefits of mode-shift for the heavy transport sector due to decongestion, however, the submitter notes that the focus of the investment strategy should have greater consideration of the needs of heavy transport. Submission **RLTP0047.13** requests that a progressive approach is taken that protects the climate while also enabling [economic] growth to prosper.

A small number of submitters do not support an investment strategy that focuses on reducing car dependency and a greater uptake of alternative modes of transport. Submissions **RLTP0011.1** and **RLTP0012.1 & 12.2** are concerned that walking and cycling not practical from Waihi/Katikati/Omokoroa to destinations across Tauranga, and Submission **RLTP0016.1** notes that as a predominantly rural area Bay of Plenty's reliance on cars will not change.

Submission **RLTP0011.3** is concerned about cost of the investment strategy, given the minimal impact that addressing climate change in NZ will have on greenhouse gas emissions globally. Submission **RLTP0018.1** considers enough is being done already and the Bay of Plenty has good bus services currently. Submission **RLTP0038.1** considers the consultation regarding the directional shift in the RLTP was biased.

2.2.2 Analysis of Submissions on Environmental Sustainability (being a shift to alternative modes)

Around 60% of submissions included commentary that aligned with the theme – Environmental Sustainability. Of these comments, most found that the environmental sustainability narrative within the document's strategy was well balanced and positive. However, of those submissions that delved into the theme further, it was clear that two streams of opinion exist – those that want to see a reduction of the environmental sustainability and climate change narrative and subsequent changes to policy frameworks, and those that want to see more. For example, these two juxtaposed opinions noted that the draft *Environmental Sustainability* headline target to reduce emissions by 20% by 2030 was either too high, or too low. However, and as mentioned by some submitters, it is important that the RLTP strategy finds the right balance and that the environmental sustainability strategy within the document is founded in practical, realistic solutions and policy.

While opinions are mixed, there are two clear opinions presented through the submissions. However, staff consider that there is not an imbalance between these two viewpoints – both sides make relevant points but neither side's opinion is outweighed by the other.

In giving consideration to issues raised in submissions on climate change issues staff were mindful that, being released on 28 February 2021, the Climate Change Commission's report to Government came late in the development of the RLTP. Therefore, initial legal advice has been sought regarding the significance that the RLTP might apply to climate change issues, as follows:

'The RLTP must be "consistent with" the GPS. This clearly requires it to take into account, and reflect, the GPS's policy position on climate change, in particular the objective of a rapid transition to a low carbon transport system and a reduction in harmful emissions from the transport sector – so as to give effect to the CCC's emissions reduction target. The RTC could not recommend an RLTP which was demonstrably contrary to that objective.

However, we do not consider that this aspect of the GPS can be considered in isolation. The GPS contains a number of strategic priorities and outcomes, some of which may be in conflict (e.g. improving travel options vs reducing emissions). Where appropriate, there may need to be a balancing of the policy

positions. (This reality is reflected in the RTC's weighting of those priorities when determining the priority of significant activities in the RLTP.) Further, consistency with the GPS's policy position on climate change cannot be considered in isolation from the requirements of the RLTP overall. To take an extreme example, a RLTP which excluded all activities which may facilitate greater use of private vehicles may assist with achieving the climate change priority in the GPS, but at the same time this may not satisfy the other requirements of an RLTP.

In our opinion, the RLTP should be consistent with the GPS in relation to climate change if the GPS's policy position on climate change has been generally taken into account in the decision-making about the content of the RLTP (including the selection and prioritisation of significant activities); and if, overall, the RLTP can fairly be said to support the transition to a low carbon transport system and to achieving the emissions reduction targets (even if some individual activities included in the RLTP may not do so).

Section 5ZN of the CCRA

- Under s 5ZN, the RTC may, if it thinks fit, take into account the 2050 target and any emissions budget and emissions reduction plan in its decision-making.*
- The 2050 target is the national greenhouse gas emissions reduction target specified in s 5Q of the CCRA i.e. greenhouse gas emissions are zero by the end of 2050 and each subsequent year; and methane emissions are 10% less than the 2017 emissions by the end of 2030, and 24% to 47% less than 2017 emissions by the end of 2050 and subsequent years.*
- There are not as yet any emissions budget or emissions reduction plan, although proposals by the CCC have recently been consulted on and will be finalised later this year.*
- Although s 5ZN is couched in discretionary terms, the 2050 target (and the emission budgets and emissions reductions plans, once prepared) will be relevant to aspects of the RLTP and in our view they should be taken into account by the RTC.*
- Taking something into account does not equate with "giving effect to" or "implementing" those matters. The weight the RTC gives to the 2050 target, relative to other policy objectives and funding availability, is a matter for the RTC."*

Overall, we think this means that when preparing the RLTP, the RTC should:

- a. demonstrably take into account the 2050 gas emissions target. Taking this target into account means it is a relevant consideration, but the weight to be given will be for the RTC and it will not dictate any particular policy outcome;*
- b. take into account any other climate change considerations, to the extent relevant to determining what is an effective, efficient and safe land transport system in the public interest. This can include matters which are not specifically relevant under the CCRA (yet), such as the Government's declaration of a climate emergency and the contents of the CCC's report in January 2021;*
- c. ensure that the RLTP is consistent with the GPS, including the GPS's climate change policy. This should be satisfied if:*

- i. *the GPS's policy position on climate change has been generally taken into account in the decision-making about the content of the RLTP (including the selection and prioritisation of significant activities); and*
- ii. *overall, the RLTP can fairly be said to support the transition to a low carbon transport system and to achieving the emissions reduction targets, even if some individual activities included in the RLTP may not do so.'*

Taking into account the legal advice and the mixed views, and in summary, **staff do not recommend significant changes be made to the RLTP strategy in respect of submissions aligning with the environmental sustainability theme.** However, it is recommended that some refinement are made to strengthen areas within the strategy which align with submitter comments, including:

- Noting the opportunity that electrification provides for bus and general vehicle fleets; and
- Opportunities to reduce freight associated emissions, including opportunities to increase freight via rail.

It is also recommended that, in the light of the CCC report, further work is undertaken in the next six months to review and revise greenhouse gas emission targets so that they are consistent with declaration of a climate emergency.

1.3 Inclusive access

2.3.1 Submissions on Inclusive Access

Several submitters expressed concern regarding the extent to which rural communities have access and travel choice options. Submission **RLTP0017.4** suggested improved bus services and facilities (carrying bikes and wheelchairs) at SH33 to connect to Te Puke, Rotorua Airport Bus and Kawerau/Whakatāne buses for rural Ōkere Falls/Mourea community.

Submissions **RLTP0001.2**, **RLTP0001.4**, and **RLTP0021.3** sought further consideration of rural communities in the car-dependency investment strategies and requested that the RLTP look at how transport could be used to build rural communities. Submission **RLTP0015.64** considers that the RLTP conflates the western BOP sub-region with just the city of Tauranga. The submitter notes that travel between communities is essential for access to work, learning and play and that with the majority of the transport network being in rural areas (those communities) will never be reliant on public transport. Submission **RLTP0023.2** notes that rural communities should not be penalised through an investment strategy that supports alternative transport modes (which in turn favours urban areas).

Submission **RLTP0023.4** is concerned there is no mode shift plan to cover Katikati and Submission **RLTP0030.4** expresses disappointment that the RLTP does not include improved access to public transport in Waihī Beach. Submission **RLTP0043.11** seeks that the RLTP acknowledges that healthy transport choices, environmental sustainability and inclusive access targets urban areas, there is nothing in the RLTP that is likely to reduce car dependency in rural areas.

Submission **RLTP0043.7** seeks driver licence testing for young drivers to be affordable and accessible in rural areas through the reintroduction of testing centres into rural towns and settlements. It is requested that this is identified as an issue in the RLTP, along with advocacy to central government.

Submission **RLTP0043.12** requests that the RLTP acknowledges that inclusive access along with healthy transport choices and environmental sustainability transport planning targets urban areas, and that the RLTP that is not likely to reduce car dependency of rural communities. Submission **RLTP0046.5** is concerned that it is the frequency and access to public transport, not cost, that hinders uptake. The submitter strongly supports the investigation of options for responsive, affordable and cost-effective public transport, noting that bus services can provide a critical lifeline for smaller rural communities.

Submission **RLTP0006.2** supports affordable buses, including retention of the free tertiary buses from Eastern BOP. Submission **RLTP0015.32** seeks that BOPRC looks to explore alternative Public Transport methodology and evaluate the trial of the 'MyWay' service in Timaru. The Submitter notes that provision of appropriately sized vehicles and an on-demand service is innovative, makes the most out of technology, and could increase public transport patronage. Submission **RLTP0023.3** notes urban public transport planning is minimal, but that it should be a focus. Submission **RLTP0034.2** notes that the provision of reliable and effective public transport that meets community needs in Rotorua is important. A review of Rotorua's bus service provision is overdue and consultation on some options for the service will close after that for the RLTP. The submitter requests that feedback from the Rotorua public transport review is used to inform RLTP decision-making. Submission **RLTP0034.5** notes that a review of the Regional Passenger Transport Plan (RPTP) will be required (in the context of the GPS) once the RLTP is approved.

Submissions **RLTP0027.2** and **RLTP0028.2** seek to have Te Tumu related projects referenced in the RLTP discussion on *Supporting Regional Growth*. Submissions **RLTP0027.5** and **RLTP0028.4** note that the Kaituna Link is identified in UFTI and the Western BOP SmartGrowth Strategy (August 2013) and that Te Tumu related projects are identified in the Prioritised Activities section of the RLTP as well as the Regional Programme, Appendix 4, being the park & ride site Wairakei/Te Tumu, PT Access to the TEL and Te Tumu urban growth internal multimodal network and facilities. The Submission provides detail on the benefits of the Kaituna Link including SmartGrowth Eastern Corridor Map 6 showing the Kaituna Link.

Submission **RLTP0039.2** also supports for cycle lanes and e-lanes to support cycling and increased use of e-bikes/scooters.

Submission **RLTP0044.7** requests that the issue of equitable access is recognised and a major challenge the transport system in BOP faces because existing car dominance disadvantages anyone who cannot drive or chooses not to drive. This can include the elderly, children and young people, low income whānau, and people with cognitive or physical disabilities.

Submission **RLTP0046.15** acknowledges that iwi have aspirations regarding transport infrastructure; and that planning and investing to meet our iwi partner aspirations requires meaningful engagement on a project-by-project basis.

2.3.2 Analysis of Submissions on Inclusive Access

The theme of Inclusive Access did not generate as many submissions as other themes in the RLTP, although this likely reflects that the questions posed in the Summary Consultation Document were not explicitly structured around inclusive access. Submissions received on inclusive access were fulsome and reflective of personal circumstances for residents.

Consistent with the general support of the investment strategy to shift from car dependency the majority of submissions specifically related to the theme of Inclusive

Access focussed on accessibility issues for residents in rural areas including smaller rural/coastal settlements across the region.

Having considered all submissions on Inclusive Access **staff do not recommend significant changes be made to the RLTPs strategy in respect of submissions aligning with the environmental sustainability theme.**

However, **it is recommend that some minor amendments, edits and additions to strengthen areas within the strategy which align with submitter comments,** including:

- Specific amendments to the RLTP text are suggested to better delineate the different challenges to providing and therefore accessing alternative modes of transport for rural versus urban residents.
- Recognition of the need to investigate/trial alternative PT methodologies to support.
- Particular recognition of the need to continue to engage with iwi partners on both transport aspirations and transport needs for their communities.

In addition, the wider issue of rural bus services / accessibility will be considered within the current review of the Regional Public Transport Plan (RPTP).

1.4 Economic prosperity

2.4.1 Submissions on Economic Prosperity

Submission **RLTP0015.5** raises the issue of inter-regional rail and the role for inland ports in the Waikato to assist in reducing road freight. Submission **RLTP0015.65** notes the potential of rail encourage economic development and seeks that the RLTP is integrated with the Rail Network Investment Programme (RNIP) that is currently being developed by KiwiRail. Submission **RLTP0043.4** notes that there are significant obstacles to be overcome to make rail more efficient and attractive to the primary production and manufacturing industries. Animal welfare and food safety requirements mean that road is preferred over rail for the transportation of livestock and perishable goods.

Submission **RLTP0024.4** welcomes the vision of an efficient and integrated transport network across modes. Submission **RLTP0024.12** expresses the concern that the road transport industry was not sufficiently represented in the RLTP decision-making process, *'Trucks cannot just fit in where cars go'*. This is evident in the Economic prosperity clauses 4.1, 4.2 and 4.5, and it is submitted that collaboration is required across the industry to better understand and deliver a safe and resilient transport system. However, Submission **RLTP0047.1** appreciates the relationship and collaboration that exists between industry and local government in the region. Submission **RLTP0025.9** seeks more detailed objectives under economic prosperity, and suggest this could be reoriented to include business/industry input.

Submission **RLTP0026.2** supports the retention of the information about the Port of Tauranga in the *'Our Economy'* section of the RLTP, the Economic Prosperity objective, and Headline Target (*maintain or improve travel time predictability, from a 2020 baseline, for freight movements on the primary freight network (road and rail) interpeak by 2030.*)

Submission **RLTP0025.3** strongly supports the RLTP actions to reduce climate change and move the region towards a low carbon future. The submitter notes that, as the economic development agency for the Western BOP and business

membership organisation, the RLTP is inextricably linked to future economic sustainability. Submission **RLTP0025.5** presents key insights from a survey of local businesses on climate change used to identify how to help the region to have the right tools for a sustainable economy. The submitter identifies the role of public transport in a well-functioning transport network. Submission **RLTP0047.3** notes that congestion, primarily in the wider Tauranga area, means productivity and economic loss.

Submission **RLTP0026.6** requests that investment in the State highway and rail networks is reinforced. The Submitter notes 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 significant Waka Kotahi projects listed in Table 16 are all on freight routes and can only help with creating more efficient freight movement.

Submission **RLTP0029.16** notes that the Ōpōtiki District is in a phase of investment and opportunity which requires a transport system with capability, capacity and resilience. The growth in population and the local economy will not flourish if the transport system does not deliver.

Submission **RLTP0033.4** supports the identification of economic prosperity as a key objective in the RLTP and the recognition of the importance of providing access to emerging areas of economic opportunity. The submitter seeks the retention of Objective 6.

Submission **RLTP0033.2** identifies that roading improvements associated with the Ōpōtiki Marina and Industrial Park (OMIP) are aligned with the RLTP objectives for economic prosperity and safety. The OMIP is a 'co-dependent' project with the Ōpōtiki Harbour development (OHD) providing landside marine activities. The OHD is currently identified in the RLTP as significant non-NLTF expenditure.

Submission **RLTP0040.1** notes that demand for industrial land in Tauranga remains high, especially for the Tauriko Business Estate. Early structure planning identified a connection from the Business Estate to SH29 and development has now progressed to the point that the connection is required within an implementation timeframe of 2 - 3 years.

Submission **RLTP0037.7** outlines five key principles that would guide a regional tourist cycle network.

Submission **RLTP0047.7** notes the reliance of access to Gisborne Port for the export of up to 31,000 truckloads of Kiwifruit in the event that Port of Tauranga is closed (fruit fly, earthquake). Submissions **RLTP0048.2, RLTP0048.3, RLTP0048.4** and **RLTP0048.5** specifically support economic prosperity Policies 4.1, 4.2, 4.7, 4.9 and 4.10, noting that these are complementary to Waikato Regional draft RLTP policies for strategic corridors and economic development, and that collectively the policies show joined-up thinking for ensuring the efficiency of freight movements in the upper North Island.

Submission **RLTP0047.10** presented the \$1.5B contribution to the economy by the kiwifruit industry. As the industry with the highest returns in the primary sector the Submitter notes that, while the draft RLTP seeks to increase freight on rail, kiwifruit is trucked to Port of Tauranga because of the short haul nature of the trips. The only packhouse in the BOP that has a rail head is at Apata, and even from that site it is not usually cost effective or time efficient to move the kiwifruit by rail.

Submission **RLTP0047.9** outlines the actions that Zespri is taking to meet an objective to be carbon positive to its retailers by 2030. As part of its efforts to understand the contribution the kiwifruit industry makes to climate change, Zespri learned that the most significant emissions source of the industry is shipping, at some 43% of the total supply chain emissions.

Submission **RLTP0022.1** is a detailed presentation on the concept 'Rangiuru Log Transfer Station: Road to Rail'. The submitter sets out indicative value of the project to the community of \$52,125,000 (wages) as well as environmental benefits from reduced carbon emissions from the shift of logs from road freight to rail. The proposal also identifies social and environmental benefits to be gained by stopping methyl bromide use at the port. Although not an economic issue Submission **RLTP0009.3** notes that air quality and odour issues in the vicinity of Port of Tauranga are deterrent to cyclists. Submission **RLTP0025.11** notes that the Housing and Business Capacity Assessment completed for SmartGrowth in 2017 identifies that further industrial land provision is required in the medium term (2020 -2027), and that while Rangiuru Business Park can deliver industrial land, large infrastructure is needed to enable full development of the land. Submission **RLTP0026.11** notes that at present there is no priority allocated to the Rangiuru Business Park Interchange project. The Submitter notes that with land availability highly constrained close to the Port, the Rangiuru Business Park, which is well serviced by rail, is seen as a critical land resource supporting extension of the Port activities.

Submission **RLTP0041.4** considers that growth in the Western Bay of Plenty is constrained by the availability of land for business development and employment and the availability of affordable housing. The Submission is developing a Business Park at Rangiuru that it is estimated will provide full time employment for up to 4000 workers. The submitter notes that the Rangiuru business park is commercially sub-optimal despite a PGF grant, but notes that from a transport perspective the park:

- Has good proximity to the Port of Tauranga with a potential rail connection (future siding). It also can be serviced by bus routes, walking and cycling trails;
- Being in an eastern location, distributes traffic (workers) away from the city; and that a TEL interchange would provide safe vehicle access.

It is also noted that the park will promote a sustainable, environmentally-friendly and resilient development, including the use of solar power.

2.4.1 Analysis of Submissions on Economic Prosperity

An interesting feature of the submissions on economic prosperity was not only the business and industry support to reduce carbon emissions from transport, along with the information provided industry's own interests and initiatives to become carbon neutral or positive. The transport investment strategy in the RLTP can align with the industry to address transport emissions at both an industry and a transport operations level.

The submissions expressed mixed feedback on level of industry involvement in the RLTP preparation/decision-making to date. Some were appreciative, others felt that the engagement was insufficient. Most submitters acknowledge that there will be congestion benefits for freight resulting from the RLTP's focus of mode shift. However, most also note the need for a greater emphasis on freight issues, and express particular support for activities or priority, as addressed later in the report. While a shift in freight from road to rail is generally supported, the submissions note that rail is not an option for a range of freight trips (such as short haul, perishable goods, livestock).

It is noted that there is particular support for the consideration of the Port of Tauranga and associated operations and the recognition of the security of connections to Port of Tauranga and also to Gisborne Port. Additionally, transport connections to port/harbour ancillary land uses such as the Ōpōtiki Marina Industrial Development and Rangiuru Business Park are brought to the attention of the RTC. Both developments support economic land uses. The location of the Rangiuru Business Park, east of Tauranga city, offers the opportunity to efficiently located employment land by drawing trips away from the congested city routes and destinations, subject to good multimodal connections; rail freight and cycling. At the Ōpōtiki Marina Industrial Park the key transport issue is safe access. There are also specific requests for activities to be included/prioritised in the programme, which are addressed later in this report.

Having considered all the submissions, and noting the Staff are not recommending significant changes be made to the RLTP strategy in respect of submissions aligning with the economic prosperity theme.

However it is recommended that **amendments, edits and additions strengthen areas within the strategy which align with submitter comments.** Specific proposed changes are:

- Setting out evidence as to the economic benefits of tackling climate change, which have been outlined in *The Economics of Climate Change* (Stern Report) and many subsequent studies;
- Emphasising the importance of reducing single-occupancy car trips (especially those of a short distance in urban areas) in order to mitigate congestion and free up more capacity for freight and trade purposes (where a motor vehicle remains essential);
- Summarising the proposed work of the Travel Demand Management and Behaviour Change programme – which will include working with businesses to both reduce their carbon footprints and save money;
- Placing stronger emphasis on the need to prioritise freight movements along the key corridors identified by the Tauranga Transport System Plan (TSP); and
- Highlighting future work by Regional Council and partners such as Priority One to link transport investment with sustainable economic growth (for example a regional sustainable freight strategy and decarbonised buses feasibility study).

1.5 Resilience and security

2.5.1 Submissions on Resilience and Security

The Statement of Proposal for consultation posed the question as to whether the draft RLTP does enough to assist in reducing emissions from transport so as to contribute to our climate change responsibilities. Nine submissions, around 20% of the total, responded directly and succinctly that the RLTP does enough to support changes to the way we travel, improve network resilience, and provide for more sustainable forms of transport as the Region's contribution to climate change. Those submissions included **RLTP0002.3, RLTP0003.2, RLTP0004.4, RLTP0005.2, RLTP0009.4, RLTP0018.2, RLTP0020.3, RLTP0039.3, and RLTP0046.4.**

In addition, Submission **RLTP0004.4** supports alternative roading options and Submission **RLTP0026.8** notes consistency with the Government Policy Statement

on Land Transport 2021 (GPS), which has greater emphasis on investing in the transport system as a whole in order to, support the movement of freight by the most appropriate mode, improve inter-regional corridors, and increase resilience.

Submission **RLTP0026.4** also supports the retention of Policy 4.10 (advocacy for increased investment in rail capacity to accommodate inter and intra-regional freight and people movements) to support aspirations to increase freight rail services for Port of Tauranga. Submission **RLTP0026.15** notes that June 2020, changes to the Land Transport Management Act implemented a new planning and funding framework for the heavy rail network owned by KiwiRail, resulting in a new activity class within the National Land Transport Fund. 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. Investment in rail will enable more port freight to be carried and in turn will reduce the amount of road freight and assist with the congestion issues on Hewlett's Road and Totara Street. Submission **RLTP0043.3** also supports moving more freight by rail and notes that the shift is only discussed in relation to *Economic Prosperity*, when it is relevant to Objective 1, 4, 6 and 7 as it can improve road safety, reduce road maintenance costs and congestion.

Submission **RLTP0041.6** considers the development of the Rangiuru Business represents integrated planning to deliver industrial land able to be supported by lower emission transport options (rail freight and cycleway).

Submission **RLTP0015.49** notes that the Katikati Bypass project delivers on several of the RLTP's objectives – including reduction of health impacts of transport on the Katikati community, including safety of side road access (objective 2); enabling the community to feel safer when travelling around Katikati and making walking and cycling more attractive in the town, thereby encourages healthier transport choices (objective 3); providing a more efficient route delivering (objective 6); and aiding resilience and security through the existing SH2 alignment providing a suitable detour route (objective 7).

While supporting the RLTP approach Submission **RLTP0029.1** seeks greater emphasis on the resilience of the State highway network in the Ōpōtiki District.

Submission **RLTP0043.10** advises that discussions about climate change, route security and resilience must address fire risk, and implores councils to work strategically with Fire and Emergency NZ to establish fire breaks at risk location and fire-fighting water supplies.

Submission **RLTP0046.3** strongly supports the focus in the RLTP on addressing the challenges that climate change presents.

However, more than one-quarter of submissions addressing the question of whether the draft RLTP does enough to ensure Region meets its contribution climate change responsibilities did not agree that the draft RLTP goes far enough or fast enough. Those Submissions included, **RLTP0001.3, RLTP0007.4, RLTP0008.2, RLTP0010.3, RLTP0011.2, RLTP0021.7, RLTP0031.3, RLTP0036.3, RLTP0037.2, RLTP0038.3, RLTP0044.3** and **RLTP0049.3**.

Submission **RLTP0015.4** is strongly supportive of any move to increase the proportion of freight using rail and notes the RLTP fails to discuss both rail efficiency and the potential that rail has to alleviate pressure on the roading network. Submission **RLTP0015.18** strongly supports the objective of Resilience and Security but wishes to see it translated more explicitly into projects. Submission **RLTP0015.28** is concerned that opportunities to capitalise on existing rail capacity for freight are

missed in the RLTP, at the expense of listing defunct and historic passenger rail services. Submission **RLTP0031.19** requests that the RLTP proactively supports the Climate change Commission's proposal to electrify the ECMT from Hamilton Mount Maunganui by 2025, and push to add electrification from Mount Maunganui to Kawerau.

Submission **RLTP0029.3** notes that due to its isolation Ōpōtiki District is significantly affected by its exposure to natural hazard events. Submission **RLTP0047.5** notes that the RLTP is not clear as to how a reduction, on average, of 25 hours of closure of National or Strategic routes within 9 years will be achieved. (Route Resilience and Security, Headline Target). Submission **RLTP0047.6** seeks an aggressive and coordinated approach to address the recommendations of the report '*Vulnerable: The quantum of local government infrastructure exposed to sea level rise*', Local Government New Zealand. While supporting the approach in the RLTP that building resilience into the transport system, Submission **RLTP0031.9** considers that a balance needs to be found between investment in low carbon solutions and investments into resilience of the network.

Submission **RLTP0023.5** does not consider that the RLTP does enough to improve network resilience. Submission **RLTP0023.8** raises the issue that there are no resilience activities in the list for Katikati. Submission **RLTP0030.5** expresses disappointment that the RLTP does not include network resilience for the coastal community of Waihī Beach as a coastal community which is potentially affected by sea level rise.

Submission **RLTP0012.3** casts doubt on sea level change due to the level of carbon in the atmosphere being a real issue. Submissions **RLTP0013.3** and **RLTP0016.2** expressed the view that efforts to reduce climate change were unlikely to be successful and therefore wasteful of ratepayers' money. In a similar vein Submission **RLTP0011.2** expresses the concern that the plan is theoretical and we will not see practical change.

2.5.2 Analysis of Submissions on Resilience and Security

Improving network resilience and security is an important component of the RLTP strategy. The resilience and security of the region's transport network can be impacted in a number of ways, and can range from the impacts of climate change including sea-level rise and increased flood events, to a vehicle accident, or rock fall among others. Any of these events can cause significant disruption to the region's transport network and subsequently, the Resilience and Security theme was one picked numerous in the submissions.

Submissions were largely supportive of the Resilience and Security narrative in the RLTP and therefore, significant changes to the strategy are not considered necessary. It is noted that while several submissions consider that the RLTP has not gone 'far enough, fast enough', the issue of the cost to ratepayers of delivering a low emission/more resilient transport system is still a concern to submitters. Staff consider that a variety of amendments be made to better represent the views presented in the submissions, and strengthen the strategic case for investment to support network resilience at the 'right cost'. Therefore, **it is recommended that minor amendments to strategic text enable this**, and notably improving the narrative with respect to the following key submission points:

- An increasing focus on shifting freight to rail to support situations where alternative freight routes (road) may be impacted due to an unplanned event;
- Further outlining the importance alternative bypasses and routes (road) to ensure access can remain to key destinations, both inter and intra regionally.

This point was raised most commonly in respect of the eastern Bay of Plenty with significant risk of natural hazards with potential to block significant State Highway routes and for potential flooding impacts on State Highway 2 at Katikati; and

- Ensuring that the climate change narrative does not stand alone; that it has a stronger link with network resilience and security as its impacts will have a significant effect on the region's network resilience in future.

1.6 Programme

2.6.1 Submissions made on the activities comprising the RLTP Programme/ Investment Strategy

The majority of submissions support or offer qualified support for the activities comprising the RLTP Programme/ investment strategy.

Submissions supportive of the list of activities being appropriate to help meet the aim of further utilising alternative modes of transport & mitigate effects of climate change include **RLTP0002.4**, **RLTP0005.3**, **RLTP0008.3**, **RLTP0020.3**, **RLTP0037.3**. Submission **RLTP0025.1** supports the package of activities that unlock UFTI/TSP priorities.

While the Submitter supports the focus of the investment strategy in the RLTP to move away from continued car dependence, Submission **RLTP0006.4** is hopeful, not confident that the programme will achieve the desired uptake in alternative modes and mitigation of the effects of climate change. Submissions **RLTP0009.5**, **RLTP0021.2** and **RLTP0025.2** are also supportive of the inclusion of activities that further utilise alternative modes of transport & mitigate effects of climate change but consider that the plan is not sufficiently bold and time-frames in the RLTP need to be brought forward. However, Submission **RLTP0024.5** considers roading should be the priority, and Submission **RLTP0035.12** requests that greater weighting for both freight and non-freight commercial journeys.

Submission **RLTP0046.12** is generally supportive of the investment commitments in the RLTP for the eastern Bay of Plenty. Submission **RLTP0042.2** supports the list of activities in so far as, in the Submission's view, the proposed level of investment enables the draft RLTP to give effect to the (GPS). Submission **RLTP0015.6** expresses support for a number of activities but notes several project descriptions, the scope and timings need to be expanded/clarified.

Submission **RLTP0021.8** notes that the activities in the list address urban residents and draws a blank on activities that address their own [rural] community. Submission **RLTP0038.4** expresses qualified support for the activities list in the RLTP, but is concerned about the lack of evidence of SMART (Specific, Measurable, Achievable, Relevant and Timebound) thinking about the objective setting. Submission **RLTP0039.4** is supportive of the list of activities subject to cost. Submissions **RLTP0031.6** and **RLTP0031.10** consider that the list of activities will not achieve the desired outcomes due to insufficient funding of public transport, in particular (at 15% of overall funding), and walking and cycling infrastructure.

The following submissions expressed support for investment in particular aspects of transport, as listed:

Public transport and Ride Share:

- Submissions **RLTP0002.2**, **RLTP0004.3**, **RLTP0015.7** and **RLTP00049.4** support more investment in PT/Bus services and infrastructure improvements and incentives.
- Submission **RLTP0007.2** is supportive mode-shift and suggests that car-pooling might work for rural residents subject to being adequately promoted.
- Submission **RLTP0025.6** supports strong investment in public transport in the Western Bay of Plenty.
- Submission **RLTP0025.7** supports initiatives in the programme to encourage more people onto the (Western Bay of Plenty) bus network, including efforts to promote travel behaviour change. Submission **RLTP0031.14** supports the development of attractive, secure park and ride facilities.
- Submission **RLTP0025.8** supports public transport network improvements that align with SmartGrowth and UFTI objectives, including a 'joined-up' approach to bus and parking strategies.
- Submission **RLTP0031.12** supports higher priority and increased investment for urban and intra-regional bus services.
- Submission **RLTP0031.13** supports higher priority and increased investment for Mobility as a service (MaaS) and Rideshare initiatives

Cycling and Active modes:

- Submissions **RLTP0031.17** and **RLTP0037.6** support higher priority and increased investment in Tauranga urban, to establish the urban cycle network before 2030, and for regional cycleway infrastructure, including a cycle tourist route.
- Submission **RLTP0044.4** is supportive of the high proportion of walking, cycling, public transport and road safety projects making up the list, but is concerned that the budget allocation doesn't reflect these as priorities.
- Submission **RLTP0046.10** supports investment on cycle infrastructure.

Travel Demand Management:

- Submissions **RLTP0036.4** and **RLTP0044.5** support higher priority and increased investment for travel behaviour change, noting that reallocating road space is well known to precipitate intense community reaction. The specific suggested initiatives were public relations and communication, behavioural change promotion, sufficient resourcing and a regional multi-modal transport website.

Resilience and Interregional Routes, including State Highways:

- Submission **RLTP0029.2** is concerned that there are no Ōpōtiki District Council led activities in the prioritised list, which due to reliance in the district on the State highway network (SH2 and SH35).
- Submission **RLTP0029.4** expresses concern that all Waka Kotahi activities for SH2 and SH35 in the Ōpōtiki District are not of high enough priority.
- Submission **RLTP0024.11** supports the RTC in its approach to have the *Matekerepu to Ōpōtiki* and *Waimana Gorge* resilience projects included in the Waka Kotahi Investment Proposal. (Table 15).

Safety:

- Submission **RLTP0017.2** considers safety to be the priority.
- Submission **RLTP0046.16** supports more investment in speed management.

Low/no Emission

- Submissions **RLTP0007.6**, **RLTP0011.8**, and **RLTP0031.18** support initiatives to support EV uptake.
- Submission **RLTP0046.11** supports initiatives to increase bus patronage, especially where lower socio-economic communities struggle to access core services due to transport costs.
- Submission **RLTP0046.7** support efforts to electrify the public transport fleet and would like to know if further electrification is considered.
- Submission **RLTP0031.2** identifies all/any carbon emissions reducing activities, safe and more accessible transport options, including rapid & frequent bus services and connected and safe cycleways in Tauranga as priorities.
- Submission **RLTP0031.7** low carbon transport investments are the priority.

A small number of submissions expressed support for investment in all activities in the RLTP by funding activity class, as follows:

- Submission **RLTP0015.51** supports the *Activity Management Plan Development* activity, (Table 13).
- Submission **RLTP0015.52** supports the *Western Bay of Plenty* activity Low cost, low risk programmes, (Table 14).
- Submission **RLTP0029.13** supports the activities the RTC requested be included in the Waka Kotahi Investment proposal, (Table 15).
- Submission **RLTP0026.7** supports the projects included as Significant Expenditure on activities not funded from the NLTF, (Table 16).
- Submissions **RLTP0029.14** and **RLTP0026.16** support the inclusion of all the Activities of Regional Significance, noting that investment in the State Highway system, particularly the significant freight routes of SH2 to Auckland and SH29 to Hamilton will assist with retaining the efficient movement of freight between adjoining region, (Table 17)

The following submissions expressed support for investment in specific activities in the RLTP, by activity,

No.	Activity	Org	Phase	Submissions
9	Totara Street multimodal improvements	TCC, Waka Kotahi	Pre-implementation	Submission RLTP0026.9 requests that the Totara Street Multi-modal Walking and Cycling Improvements, Table 10, and seeks that these improvements be of higher priority/ahead of PT Submission RLTP0026.10 requests that the Totara Street multi-modal Local Road Improvements, Table 11, be the number

No.	Activity	Org	Phase	Submissions
				one priority and higher priority than PT projects. <i>This is a double up in the draft RLTP whereby we have this activity in Table 11, but not as an activity in Appendix 4</i>
10	Hewletts Road sub area accessibility improvements	Waka Kotahi / TCC	SSBC, Pre-implementation, implementation	Submission RLTP0026.14 supports the retention of the Hewletts Road sub-area accessibility improvements activity, and requests higher (second) priority and earlier timing, 2021-2024; noting that that Hewletts Road is one of the highest areas of congestion in the City and causes significant delays to Port traffic.
12	SH 29A multimodal corridor improvements	Waka Kotahi	Implementation	Submission RLTP0035.14 notes the importance of the SH29 multi-modal Corridor Improvements to be delivered in Years 21-24. The submitter (Tauranga City Council) notes the need for a number of related activities to be aligned and integrated and looks forward to working with Waka Kotahi to achieve that.
16	Park and ride site – Wairakei / Te Tumu	TCC	DBC	Submissions RLTP0027.6 and RLTP0028.7 support the inclusion of the park & ride site at Wairakei /Te Tumu.
17	Public Transport Access to Tauranga Eastern Link	TCC	DBC, Pre-implementation	Submissions RLTP0027.7 and RLTP0028.8 support the inclusion of PT access to the TEL
20	Te Tumu urban growth area internal multimodal transport network and facilities	TCC	SSBC	Submissions RLTP0027.8 and RLTP0028.9 support the inclusion and Te Tumu urban growth internal multimodal network and facilities.
27	Katikati Urban	Waka Kotahi	Implementation	Submissions RLTP0001.5 and RLTP0023.10 seek that the Katikati Urban Improvements activity be brought forward, Submission RLTP0015.48 supports the <i>Katikati Urban</i> activity, but requests that the timing be 2021-2024 not 2027 - 2031.
28	Papamoa East Interchange and connections to Te Tumu	TCC	Implementation	Submissions RLTP0027.9 and RLTP0028.6 support the <i>Papamoa East Interchange and connections to Te Tumu</i> activity.
32	Western Corridor Ring Route (SH 29 to SH 36 - Tauriko)	TCC	SSBC	Submission RLTP0024.9 seeks that priority be given to the Western Corridor Ring Route and connections to SH29

No.	Activity	Org	Phase	Submissions
33	Western Corridor Ring Route (SH 36 – Oropi Road)	TCC	SSBC, Pre-implementation	Submission RLTP0024.10 seeks that priority be given to the Western Corridor Ring Route and connections to SH29
38	Western Bay of Plenty Walking and Cycling Implementation Plan	WBOP DC	DBC, Pre-implementation,	Submission RLTP0015.38 supports the retention of <i>Western BOP Walking and Cycling Implementation Plan</i> , and seeks that the table be amended to include the timing 2021-2024 and 2024-2031.
40	Whakatane Cycle Trails	WDC	Implementation	Submission RLTP0029.12 supports the inclusion of, and priority for, the <i>Whakatāne Cycle Trails</i> activity.
42	Welcome Bay Road RP 1.8 - 3.4 km	WBOP DC	Implementation	Submission RLTP0015.45 supports the retention of the Welcome Bay Road RP 7.5-8.2 km and Welcome Bay Road RP 1.8-3.4 km activities,
44	No.1 Road Te Puke	WBOP DC	SSBC	Submission RLTP0015.39 strongly supports the retention of No.1 Road Te Puke Walking and Cycling Improvements activity, but seeks that the phase be amended to SSBC, implementation.
46	Thornton Road - Blueberry Curves - Safety Improvements	WDC	Implementation	Submission RLTP0029.8 supports the inclusion of and priority for the <i>Thornton Road - Blueberry Curves -Safety Improvement</i> activity.
47	Rotorua Bus Service Enhancements	BOPRC	Implementation	Submission RLTP0034.3 seeks a higher priority ranking for the Rotorua PT Review (reconsideration on a level playing field with Western Bay improvements), noting Rotorua Lakes Council has awarded the contract for the rollout of significant bus shelter upgrades across the network and it is imperative that bus services improvements are implemented to work in the bus infrastructure improvements.
52	SH 35 Wainui Road to Wakanui Road	Waka Kotahi	Implementation	Submission RLTP0029.9 supports the inclusion of, and priority for, the <i>SH35 Wainui Road to Te Wakanui Road</i> activity, (Table 7).
55	SH 2 Ōpōtiki to Gisborne	Waka Kotahi	Implementation	Submission RLTP0029.10 supports the inclusion of, and priority for, the <i>SH2 Ōpōtiki to Gisborne</i> activity, (Table 7)
56	SH 2 Wainui Road to Ōpōtiki NSRRP	Waka Kotahi	Implementation	Submission RLTP0029.11 supports the inclusion of, and priority for, the <i>SH2 Wainui Road to Ōpōtiki NSRRP</i> activity, (Table 7).

No.	Activity	Org	Phase	Submissions
-	SH 2 Katikati bypass ¹	Waka Kotahi / WBOP DC	-	<p>Submissions RLTP0001.6, RLTP0003.1, RLTP0011.4, RLTP0012.6, RLTP0015.50 and RLTP0023.9 support the Katikati Bypass and wish to see it prioritised, with timing for 2021 - 2031. The lack of progress on design and designation is seen as an indictment on the planning authorities. Submitters are concerned that predicted traffic growth will kill main street business, and that idling traffic does not address climate change emissions. Submissions RLTP0023.6 and RLTP0030.6 support the Katikati Bypass and raise the issue that the Bypass will improve the resilience of the transport network of both the town and wider network. Submission RLTP0042.4 (Waka Kotahi) advises that the Katikati Bypass is not included in the proposed Waka Kotahi programmes and therefore, pursuant to the Land Transport Management Act s16(3)(i) the activity is unable to be included in the RLTP prioritised list for Waka Kotahi.</p>
-	SH 2 Rangiuru Business Park interchange	Waka Kotahi / WBOP DC	-	<p>Submission RLTP0015.47 supports the 'Rangiuru Business Estate' activity, in Table 11. The Submitter notes the 'Description' column to be amended to include structure plan implementation (the urbanisation and development of roads in the area). Interchange costs \$36 million; structure plan roads \$15 million. Project involvement from Quayside Holdings. With the 'Timing' column to read 2021-2024. Submissions RLTP0020.4, RLTP0025.12, RLTP0026.13 and RLTP0041.2 support the inclusion of, and priority given to, 'shovel ready' development at the Rangiuru Business Park/ Rangiuru Log Transfer Station Road to Rail and Methyl Bromide Treatment Facility. These include an interchange with the Tauranga Eastern Link, structural roads and existing road (Pah and Young Roads) upgrades at the site.</p>

¹ The prioritisation of Katikati bypass and Rangiuru Business Park interchange projects will be considered once consultation of the draft document has been completed.

No.	Activity	Org	Phase	Submissions
Table 16	<i>Significant Expenditure on activities not funded from the NLTF</i>	Waka Kotahi		Submission RLTP0015.54 supports the <i>Takitimu North Link Stage One: between SH 29 and SH 2 near Te Puna</i> and <i>Takitimu North Link Stage Two: Ōmokoroa to Te Puna</i> activity. Submissions RLTP0024.7 and RLTP0047.12 also strongly support priority to be given to construction of the <i>Takitimu North Link</i>
Table 17	Activities of inter-regional Significance	BOPRC, & Gisborne		Submission RLTP0024.8 seeks that priority be given to the <i>SH 2 Ōpōtiki to Gisborne Boundary HPMV improvements</i>
		BOPRC & Waikato		Submissions RLTP0015.58 , and RLTP0048.7 support the <i>SH 2 Waihi to Tauranga Corridor Programme</i> activity.
		BOPRC & Waikato		Submissions RLTP0015.59 , RLTP0030.2 and RLTP0048.8 support the <i>Waihi to Waihi Beach Cycle Trail</i> activity
		BOPRC & Waikato		Submission RLTP0048.6 specifically supports the <i>SH29 Piarere to Tauriko</i> inter-regionally significant activity.

However, Submissions **RLTP0001.7**, **RLTP0012.4**, **RLTP0013.4**, **RLTP0016.3**, **RLTP0021.9** and **RLTP0023.7** do not agree that the list of activities will achieve further utilisation of alternative modes of transport and mitigate the effects of climate change. Submission **RLTP0012.5** does not think that the list of activities/priorities will achieve the desired outcomes because the Bay of Plenty does not have effective public transport, and people use cycle ways for recreation not transport.

Submission **RLTP0015.2** is concerned that, as the only council in the region to have declared a climate change emergency, BOPRC's direction appears to have had undue influence in the draft RLTP. It is the Submitter's view that the change to weightings in prioritising projects, the RLTP narrative and questions in the RLTP summary document are overly weighted towards climate change. Conversely, Submission **RLTP0049.3** is concerned that the strategies do not take a hard enough line to deal with the climate change crisis.

2.6.2 Analysis of Submissions on activities comprising the RLTP Programme/ Investment Strategy

All submissions in support for investment in particular aspects of transport are noted and accepted. All submissions supporting Specific Activities in the RLTP by funding activity class, and submissions supporting specific activities in the RLTP are noted and acknowledged.

Submissions **RLTP0001.6**, **RLTP0003.1**, **RLTP0011.4**, **RLTP0012.6**, **RLTP15.50**, **RLTP0023.6**, **RLTP0023.9** and **RLTP0030.6** support the Katikati Bypass (unnumbered) are rejected for the reasons provided in Submission **RLTP0042.4** of Waka Kotahi which is accepted. The Katikati Bypass is not in the Waka Kotahi programme and therefore is unable to be included in the RLTP prioritised list for Waka Kotahi. Staff recommend a discussion on the significance of the Katikati Bypass be included elsewhere in the RLTP.

Submissions seeking activities to be given higher priority and/or for the timing of the activity to be brought forward are declined. The activities in the regional programme have been prioritised by the RTC. Key stakeholders including representatives of all the Region's local authorities and Waka Kotahi collectively, have considered a range of evidence that included safety statistics and risk factors; social and economic outcomes, including a range of economic indicators, and environmental outcomes including risk and resilience, before reaching agreement on respective weightings that have then been used to rank the activities.

Submissions **RLTP0001.7**, **RLTP0012.4**, **RLTP0012.5**, **RLTP0013.4**, **RLTP0016.3**, **RLTP0021.9** and **RLTP0023.7** which do not support the activities comprising the RLTP Programme/ Investment Strategy are noted. The concerns expressed about the likelihood of the activities promoting a significant shift to alternative modes, is noted.

Submissions **RLTP0015.2** and **RLTP0049.3** are rejected as, on the basis of the legal advice noted above, it is considered that the RTC has given due weight to each of the strategic priorities in the RLTP as part compiling the list of activities in the RLTP programme.

1.7 Prioritisation methodologies

2.7.1 Submissions on the Prioritisation Methodologies used in the preparation of the RLTP

Submission **RLTP0015.1** expresses significant concern that the weightings used to prioritise activities in the RLTP had changed from the weightings approved by the RTC (at its meeting on 03 December 2020), and as such do not reflect the agreed direction and decisions of the RTC and do not "contribute to an effective, efficient, and safe land transport system in the public interest".

Submission **RLTP0015.9** requests that activities in the RLTP are prioritised using the following weightings:

- Climate change 20%
- Safety 30%
- Improving freight and regional resilience 35%; and
- Better travel options 15%

Submission **RLTP0035.11** requests that the project prioritisation method used in the RLTP is more fully described including how it was developed and tested; how the prioritisation reflects the direction and decisions of the Regional Transport Committee, and how it aligns with the approach developed by the Transport Special Interest Group.

Submission **RLTP0035.13** considers that the current prioritisation/assessment criteria do not explicitly recognise the importance of transport investment to support planned growth. The submitter seeks that the prioritisation criteria clearly reflect the need for transport investment to enable housing and employment land supply either by including additional reference to the existing *Better Travel Options* criteria or the inclusion of a separate new criterion.

Submission **RLTP0035.18** seeks clarification whether the list in Appendix 4 is a prioritised or numbered list of activities for the region and that key activity

dependencies are identified so as to enable a clear understanding of important activity timing and sequencing.

2.7.2 Analysis of Submissions on the Prioritisation Methodologies

A full report on the prioritisation methodology used in the preparation of the RLTP is attached to this agenda. The prioritisation of the activities in the RLTP programmed prioritised using the weightings suggested above is also included in that paper.

The paper states that amendments to the priority weightings will not necessarily result in significant changes to the prioritised list. However changes to the weightings may require a review of the narrative in the draft RLTP.

Staff preferred option is to retain the priority weightings in the draft RLTP consultation document because they:

- Align with the Local Government Leader's Climate Change declaration 2017 signed by many of the region's mayors;
- Provide a balance of significant activities that will enable intensification, through providing better transport options;
- Align with many of the submissions on economic prosperity, from businesses and industry that acknowledge that there will be congestion benefits for freight resulting from the RLTP's focus on mode shift;
- Take into consideration priorities at a sub-regional level for example the Transport System Plan;
- Reflect input from the Regional Advisory Group; and
- Provide a good fit with the GPS across the four transport investment priorities, including climate change.

1.8 Requests for New activities

Requests have been made for 41 new activities to be included in the RLTP. The submissions and a recommendation from staff on each is as follows:

Submission	Staff Recommendation
Submissions RLTP0004.2, RLTP0010.2 and RLTP0039.5 seek the inclusion of a passenger rail activity in the RLTP.	Submission noted. As part of the <i>Metro Passenger Service Opportunities</i> completed for UFTI, KiwiRail identified a number of constraints on passenger rail services in the western Bay of Plenty. Future inter-regional and/ or passenger rail will be considered as part of Regional Passenger Transport Plan (RPTP) review required subsequent to the adoption of the RLTP (currently underway).
Submission RLTP0004.6 requests that ferries, small cargo boats and other sea transport as means to transport people and cargo are investigated. Submission	Submission noted. As part of the <i>Metro Passenger Service Opportunities</i> KiwiRail identified a number of constraints on passenger rail services in the

Submission	Staff Recommendation
RLTP0031.16 supports investment in ferry service trials	western Bay of Plenty. Future inter-regional and/ or passenger rail will be considered as part of Regional Passenger Transport Plan (RPTP) review required subsequent to the adoption of the RLTP (currently underway) The <i>Regional Freight Flows</i> report completed for UFTI, investigated the use of shipping for movement of freight.
Submission RLTP0011.5 requests the inclusion of Beach Road [Katikati] roundabout	Submission noted. The activity is unlikely to meet the threshold for being a significant activity. It is recommended to be referred to the WBOPDC as the responsible RCA for consideration in its LTP/asset management planning.
Submission RLTP0011.6 requests a new roundabout at the Marshall and Henry Road intersection	Submission noted. The activity is unlikely to meet the threshold for a significant activity. It is recommended to be referred to the WBOPDC as the responsible RCA for consideration in its LTP/asset management planning.
Submission RLTP0011.7 requests footpaths and pedestrian crossings improvements at Katikati as follows: <ul style="list-style-type: none"> • Tereretukahia Marae, along Tetly Road and back to town • modern footpaths in town • Two pedestrian crossings painted with red surrounds and modernised. (Main Road and at the schools). • Additional pedestrian crossing across Park Rd, for all kids to walk safely down Beach Rd. 	Submission noted. The activities are unlikely to meet the threshold for a significant activity. It is recommended to be referred to the WBOPDC as the responsible RCA for consideration in its LTP/asset management planning.
Submission RLTP0011.10 requests re boring of the Kaimai Tunnel to enable road traffic to use the tunnel.	Submission noted. The activity relates to the inter-regional SH1/29 - ECMTL activity for which Waka Kotahi prepared a Strategic case in 2016. It is recommended that the submission be referred to Waka Kotahi for consideration as part of further business case work on SH1/29 - ECMT.
Submission RLTP0014.2 requests speed management at on SH30 between Rotoiti and Rotomā	Accept in part The submission relates to an activity that is already in the programme (Road to Zero). It is recommended that the submission be referred to Waka Kotahi as the responsible RCA for consideration as part of its community engagement on the project.
Submission RLTP0015.29 requests the inclusion of the Ōmokoroa Structure Plan, along an additional bullet point in the text under 'Supporting regional growth' as follows: " <u>Ōmokoroa Structure Planning.</u> "	Accept in part. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned to it.

Submission	Staff Recommendation
Submission RLTP0015.33 requests the addition of a new activity being an Alternative model trial to evaluate and trial alternative PT using on-demand services. The submitter suggests timing of the activity being 2010 - 2024.	Accept in part. Under the Western Bay of Plenty Transport System Plan BOPRC has an on-demand trial in Welcome Bay. This will inform our future region-wide policy. Demand responsive services will be considered as of the RTP review required subsequent to the adoption of the RLTP (currently underway)
Submission RLTP0015.34 requests the inclusion of the Park and ride sites northern corridor, e.g. Omokoroa and Te Puna - Indicative cost \$9.5 million per site - SSBC Light and implementation -2021-2024 and 2024-2027 (implementation) activity, in Table 9.	Accept in part. Sites such as Ōmokoroa, which is scheduled for significant growth, and Te Puna are located within the SH2 corridor where park and ride sites will help facilitate a shift to alternative mode for residents of smaller communities/rural residential areas. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned to it.
Submission RLTP0015.35 requests the inclusion of the Te Puke to Rangiuru Business Park Cycleway, WBOPDC/Waka Kotahi, implementation, \$4 million, - 2021-2024 activity, in Table 9.	Accept in part. The Rangiuru Business Park provides an important supply of industrial zoned land east of Tauranga city, and a cycleway provides multimodal access to the site. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned to it.
Submission RLTP0015.36 requests the inclusion of the Maniatutu Road to Okere Falls - completion of Paengaroa to Okere Falls cycle trail', Waka Kotahi, implementation, \$1.5 million, - 2021- 2024 activity, in Table 9.	Submission noted. The activity is unlikely to meet the threshold of a significant activity. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration in its low cost, low risk programme.
Submission RLTP0015.37 requests the inclusion of the Existing SH2 (Omokoroa to Cameron Road) multimodal upgrade post Takitimu North Link completion', implementation, \$47.5 million, - 2025-2031 activity, in Table 10.	Accept in part. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned.
Submissions RLTP0015.40 and RLTP0030.3 request the inclusion of Waihi Beach to Athenree Cycleway, implementation, \$1.5 million, - 2021-2024 activity, in Table 10.	Accept in part The activity is unlikely to meet the threshold of a significant activity. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration in its low cost, low risk programme.
Submission RLTP0015.41 requests the inclusion of the Local road connections to the TNL and SH2, WBOPDC,	Accept in part. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an

Submission	Staff Recommendation
implementation, \$5 million - 2024-2027 activity, in Table 11.	activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned.
Submission RLTP0015.42 requests the inclusion of Omokoroa roading, WBOPDC, Implementation, \$43 million - 2021- 2024 activity, in Table 11.	Accept in part. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned.
Submission RLTP0015.43 requests the inclusion of Omokoroa Structure Plan Stage 3, WBOPDC, Implementation, \$64 million - 2021-2031 activity, in Table 11.	Accept in part. As the responsible RCA/project lead, WBOPDC advises that it has provided its local share for this activity in its LTP. However, as an activity brought forward after prioritisation by the RTC, this activity would be added to the end of the current list with no priority assigned.
Submission RLTP0015.44 requests the inclusion of 'Revoked SH2 operations and maintenance', WBOPDC, implementation, \$1 million p.a. - 2024-2027, and \$1.5 million p.a. - 2027-2031 activity, in Table 11.	Submission noted. The activity relates to works to ensure that SH2 is fit for purpose at the time it is revoked on completion of the TNL. It is recommended that the activity be included as an activity that the RTC requests Waka Kotahi to include in its investment proposal.
Submission RLTP0015.53 requests the State Highway 29 detour route upgrades - Poripori Road, Crawford Road, Wairoa Road route - timing 2021-2027, SH2 detour route upgrades - Esdaile Road, Old Highway, Barrett Road route - timing 2024-2031, and SH 2 detour route upgrades - Old Coach Road route - timing 2024-2031 activities, be included in the Waka Kotahi Investment Proposal, Table 15.	Submission noted. The detour upgrades are proposed to improve the resilience of SH29 and therefore they need to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration.
Submission RLTP0017.3 seeks inclusion of a safe pedestrian crossing at Ōkere Falls Store, Whangamarino School and Mourea Mini mart and Judder bars at transitions from 80kph to 60kph speed limit zones -	Submission noted. The activity is unlikely to meet the threshold of a significant activity. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration in its low cost, low risk programme.
Submissions RLTP0018.4 and RLTP0046.13 support a second bridge into Whakatāne as a priority.	Submission noted. The activity relates to works to provide resilience of SH30 as it crosses the Whakatāne River, therefore it needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration.
Submission RLTP0019.1 requests the installation of a safety mirror at the intersection of Rocky Cutting Road and Welcome Bay Road -	Submission noted. The activities are unlikely to meet the threshold for a significant activity. It is recommended to be referred to the WBOPDC as the responsible

Submission	Staff Recommendation
	RCA for consideration in its LTP/asset management planning.
Submission RLTP0021.6 seeks inclusion of raising bridges such as at SH2 Te Puna Stream Crossing, for resilience	Submission noted. The activity relates to works to provide resilience of SH2 and therefore it needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration.
Submission RLTP0021.10 seeks inclusion of specific planning, such as free commuter bus services or reconnection of the Old Highway to Te Puna Stream crossing, to reduce traffic congestion associated with the Takitimu North Link construction works phase	Submission noted. The activity relates to works to address congestion and promote mode shift during construction works in the SH2 corridor therefore it needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration. BOPRC is open to working with Waka Kotahi on any mitigation activities.
Submission RLTP0024.6 seeks the inclusion of increased route reliability along SH2 Waihi to Tauranga	Accept in part This submission relates to a works within a currently funded project. It is recommended to be referred to Waka Kotahi to consider within the existing project.
Submission RLTP0027.4 requests that the Kaituna Link Investigation, planning and designation be included.	Submission noted. The activity comprises investigation of a new road in Tauranga city. It is recommended to be referred to TCC as the responsible RCA/project lead for its consideration of the project for funding.
Submissions RLTP0027.3 and RLTP0028.3 request that Te Tumu related projects be included in the RLTP.	Submission noted. It is recommended to be referred to TCC as the responsible RCA/project lead for its consideration of the project for funding.
Submission RLTP0029.5 seeks resiliency improvements to widen, realign and strengthen ' <u>Old Creamery Road</u> ', under the activity class ' <u>State Highway Improvements</u> ', Table 12	Accept. The resiliency works at Old Creamery Road are consistent with the objectives and policies of the RLTP for resilience and security. It is recommended that the activity be included as an activity that the RTC requests Waka Kotahi include in its investment proposal. (Table 15)
Submission RLTP0029.6 seeks the additional an [<u>Ōpōtiki District</u>] ' <u>Activity Management Plan</u> ' to be included in the under the activity class ' <u>Investment Management Activity Class</u> ', Table 13.	Accept. It is recommended that the Ōpōtiki District Activity Management Plan Development be added to Table 13 as it is legitimate for the AMP to be funded from this activity class.
Submissions RLTP0029.7 and RLTP0033.1 request that ' <u>Ōpōtiki marine precinct SH2 access arrangements</u> ' be added as an activity for inclusion in the <i>Waka Kotahi Investment Proposal</i> , Table 15, as an upgrade of access to the Ōpōtiki Marina and Industrial Park (roundabout) will create a gateway between the Ōpōtiki	Submission noted. Safe access and egress to the Ōpōtiki Marine Precinct will support the outcomes sought through PGF investment in the Marina and Industrial Park PGF. The roundabout is on SH2 and therefore it needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka

Submission	Staff Recommendation
urban area, increase safety and cater for increasing traffic demands associate with on-going economic development.	Kotahi as the responsible RCA/project lead for consideration
Submission RLTP0031.15 supports investment in a passenger rail trial. Submission RLTP0047.8 supports a passenger rail service from Ōmokoroa to Paengaroa to provide transport for 16,500 seasonal workers in packhouses and orchards.	Submission noted. As part of the <i>Metro Passenger Service Opportunities</i> completed for UFTI, KiwiRail identified a number of constraints on passenger rail services in the western Bay of Plenty. Future inter-regional and/ or passenger rail will be considered as part of Regional Passenger Transport Plan (RPTP) review required subsequent to the adoption of the RLTP (currently underway).
Submission RLTP0032.1 requests inclusion in the RLTP of \$975,000.00pa funding for implementation of a “Wednesday Challenge” travel behaviour change/mode shift business case.	Accept in part. The activity does not meet the threshold for inclusion as a significant activity. The Carless Wednesday Challenge project strongly aligns with Regional Council’s intention to commission a Travel Management & Behaviour Change (TDM&BC) programme. The Carless Wednesday Challenge project provides an opportunity to give added impetus to that programme through working closely with the community. It has been recommended to the BOPRC LTP Hearings Committee that BOPRC allocates \$273,000 for one-year to support the Carless Wednesday Challenge initiative, and pending that decision, it is recommended. Full support for the Wednesday Challenge is dependent on TCC and Waka Kotahi for further funding.
Submission RLTP0035.10 requests that the SH29 Network Connections business case is added to the list of transport initiatives that are necessary to implement UFTI. It notes that the business case is a significant priority activity supporting UFTI’s <i>Connected Centres</i> programme.	Submission noted. The business case relates to works in the SH29 corridor and therefore it needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration.
Submissions RLTP0035.15 and RLTP0040.2 request that SH29 Tauriko West Network Connections receives high priority status for early work, business cases, investigations and implementation/construction within 2 - 3 years. The submitter requests that Waka Kotahi adds a pre-implementation phase activity with associated costs to Table 12 ‘State Highway Improvements’ and note that following completion of the business case it may be appropriate to vary the RLTP to also include construction activity within a 10-year period.	Agree in part. The SH29 Tauriko West Connections pre-implementation phase aligns with the RLTP outcome to support regional growth. It is recommended that that the pre-implementation phase of SH29 Tauriko West Network Connections be included as an activity that the RTC requests Waka Kotahi include in its investment proposal. (Table 15).
Submission RLTP0035.17 requests that SH29 Tauriko Network Connection is	Agree.

Submission	Staff Recommendation
added as an activity of inter-regional significance to Table 17.	The SH29 Tauriko Network Connection aligns with the objectives and policies in the RLTP for economic prosperity. It is recommended that that activity be included as an activity that the RTC requests Waka Kotahi. Include in its investment proposal. (Table 15)
Submission RLTP0041.3 requests that a Tauranga East Link (TEL) interchange at Rangiuru is included in the <i>Waka Kotahi Investment Proposal</i> , Table 15.	Support. The TEL interchange at Rangiuru aligns with the objectives and policies in the RLTP for economic prosperity. It is recommended that that activity be included as an activity that the RTC requests Waka Kotahi. Include in its investment proposal. (Table 15)
Submission RLTP0046.8 supports investment to subsidise or fund domestic EV charging stations.	Support in principle. It is recommended to be referred to the Waka Kotahi and all the relevant local territorial authorities as the responsible RCA/project lead for consideration in their LTPs/programme (such as low cost, low risk).
Submission RLTP0046.9 supports investment to subsidise or fund E-bike storage in urban areas.	Support in principle. As the activity aligns with the RLTP approach to alternative modes and low carbon travel option. However, it is noted that there is no activity within the NLTF currently from which funding for the activity could be sourced.
Submission RLTP0046.14 requests the inclusion of two-laning of the Pekatahi Bridge.	Submission noted. The Pekatahi Bridge is on SH2, therefore the activity needs to be proposed by Waka Kotahi to be added into the programme. It is recommended to be referred to the Waka Kotahi as the responsible RCA/project lead for consideration.
Submission RLTP0048.7 seeks that inter-regionally significant rail activities on the ECMT are also included in Table 17.	Accept. It is recommended that regionally significant rail activities on the ECMT are included in Table 17, <i>Activities of Inter-regional significance</i> , as this will make the BOP RLTP consistent with other RLTPs in the upper North Island

1.9 Other Matters

2.9.1 Submissions on Funding and Governance

Submission **RLTP0031.8** is concerned that there is insufficient funding for low carbon transport options in the Plan, noting that the BoPRC spend on public transport per capita lower than other cities. The Submission notes that “you get what you invest in”, and that Tauranga is the only metro with less than 10% non-car travel to work mode share. Submission **RLTP0038.2** considers the success or otherwise of the RLTP to deliver a shift away from car dependence needs funding commitment from central government.

Submission **RLTP0043.5** requests that the RLTP recognises the wider range of economic impacts of COVID, in particular the support needed by the primary sector

in order to underpin New Zealand's COVID recovery. Rooding budgets shortfalls, whether COVID related or not, should not be recovered from farmers.

Submission **RLTP0043.9** urges councils to assess the full impact of the forestry sector on local infrastructure and aim to recover costs from the sector through increased use of FAR, advocating for changes to the Rating Valuations Act 1988, and advocating for policy corrections that currently incentivise farmland to forestry conversion which in turn, reduces rates-based revenue.

Submission **RLTP0046.6** would like to see advocacy to central government for funding of alternative public transport. Submission **RLTP0046.17** would like a conversation at national level on funding options and opportunities for maintaining Special Purpose Roads.

Finally, Submission **RLTP0013.2** advises that Regional Council has no business in providing or maintaining transport networks, and Submission **RLTP0016.4** notes that [local] councils should focus on improving and repairing roads to reduce fuel consumption and are safer.

Analysis

The submissions raise issues that are not matters that can be resolved or given effect, simply by inclusion in the RLTP. **It is recommended that the concerns raised, in particular those of advocacy to central Government and Waka Kotahi be recorded and are included in an on-going work programme for the RTC or through other organisations such as the Transport Special Interest Group (TSIG).**

2.9.2 Inter Regional Policy Alignment

Submission **RLTP0026.1** supports the retention of the joint SH1/29-East Coast Main Trunk Line Statement, and Submission **RLTP0048.1** supports the identification of the shared policies as outlined in the joint statement in the Waikato and BOP RLTPs from the Upper North Island Alliance and the joint statement for the SH1/19-East Coast Main Trunk Line.

Analysis

These submissions are noted. The submissions support the RLTP as drafted, and no changes are therefore recommended.

2.9.2 Land use Integration/Growth Issues

Submissions **RLTP0031** and **RLTP0038.5** raise the issue of the lack of engagement on UFTI and/or a growth agenda. Submission **RLTP0043.13** requests that the issue of the loss of productive land is included in discussion about further regional growth in the RLTP. Submission **RLTP0043.14** notes that most Bay of Plenty towns were established to support the agricultural sector and urban design policies aiming to reduce travel demand/improve mode choice still must consider the needs of the farming hinterlands and support businesses such as vets, farm supply retailers, accountants and health services. Rooding infrastructure has failed to keep ae with urban development particularly along the SH2 corridor. Submission **RLTP0021.5** is concerned that development is allowed to occur on low-lying land.

Analysis

These submissions are noted. They raise issues that need consideration in land use planning and urban design processes and activities, and as such the RTC could formally advise all councils in the BOP region that of the concerns. It is not

recommended that any changes be made to the RLTP to specifically address the points.

2.9.3 Non RLTP matters

Submission **RLTP0011.9** seeks Local council and Waka Kotahi offices to be located in Katikati. Submission **RLTP0021.11** seeks UFB Connections for rural communities.

Submission **RLTP0029.15** considers that the One Network Road Classification of SH2 from the eastern terminus of TEL through Ōpōtiki to Gisborne should be upgraded from Arterial Road to a Regional classification.

Submission **RLTP0043.15** identifies the lack of stock truck effluent disposal facilities in the BOP and Federated Farmers would like to work with BOPRC, relevant district councils and other stakeholders to plan and provide better located stock truck effluent.

Submission **RLTP0045.1** notes that aggregate for road building (and for building flood protection and coastal erosion structures) is an essential resource in short supply in the Bay of Plenty. Submission **RLTP0045.2** notes that co-ordination between transport planning and planning for land use and quarries should be linked to the transport plan

Analysis

The submissions are noted, they raise issues are considerations for the various agencies who are involved in land transport planning and operation. It is recommended that the RTC advise relevant organisations/agencies of the submission for their consideration as part of their work programmes.

1.10 Language and Text Corrections

The following submissions seek language and text changes to the RLTP:

Submission	Staff recommendation
Submission RLTP0010.4 notes that there is a lack of local specifics in the plan, that 99% of the plan could apply to any city.	Accept in part. While engagement was undertaken with key stakeholders from across the region and all members of the Regional Advisory Group (RAG) were asked to contribute local content for the draft RLTP, staff are open to making minor edits to ensure it captures the essence of the BOP transport vision.
Submission RLTP0015.8 supports the Foreword	Submission noted. No changes required.
Submission RLTP0015.10 requests that the discussion on 'Regional Land Transport Issues - is amended as follows: <i>"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</i>	Accept. The amendment gives recognition to the concern raised by several submitters about the limited travel option by alternative modes for residents in rural areas.

Submission	Staff recommendation
<p><i>people the use of a private car is not always an option for making everyday trips. <u>Meanwhile access to alternative modes and physical distance from services and amenities means that many in the region are reliant on private vehicles.</u></i></p>	
<p>Submission RLTP0015.11 discussion on ‘<i>Regional Land Transport Issues</i>’ - is amended as follows: <i>“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 as traffic congestion <u>and</u>, pollution, <u>and increased maintenance and reduced safety are avoided or mitigated.</u>”</i></p>	<p>Accept. The amendment gives recognition to the concern raised by submitters about the impacts of increased traffic levels on road surfaces and the potential safety risks if road pavements are not maintained.</p>
<p>Submission RLTP0015.12 requests that the third bullet point in the Introduction be amended to read: <i>Accessibility, within and between our urban centres, between rural communities and to and from our rural areas, by providing wider transport choices and services;</i></p>	<p>Accept. The amendment acknowledges the many rural communities in the region.</p>
<p>Submission RLTP0015.13 requests that the additional text under the discussion on ‘<i>Integrating Land Transport Planning</i>’ as follows: <u>“Integrating spatial and transport planning also includes retrofitting local walking and cycling networks into existing spaces, enabling modal shift for the existing population. Noting that creation of separate or off-road walking and cycling facilities means the location may not just be in the road corridor, but also in the rail corridor, reserves and other public land and private land by agreement”</u></p>	<p>Accept. The amendment enhances the discussion in the RLTP on integrating land transport planning.</p>
<p>Submission RLTP0015.14 requests an additional graph to show the main means of travel to school/education and relative narrative discussion under ‘<i>Our Communities</i>’.</p>	<p>Accept if the submitter provides information, or source. Accept, if submitter provides information or can direct BOP staff to the source.</p>
<p>Submission RLTP0015.15 requests that the additional text in ‘<i>Our Communities</i>’ be amended as follows: <u>“Many of the smaller communities in the region (particularly 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 faced with static and declining populations present different challenges than for where the region is growing rapidly.”</u></p>	<p>Accept. The amendment reminds the reader of that the make-up of the region is not simply split along territorial boundaries with the western BOP being “urban” and the east and south being “rural”.</p>
<p>Submission RLTP0015.16 requests that the additional text in ‘<i>Our Economy</i>’ as follows: <u>“Beyond Rotorua, tourism is also a substantial economic contributor, however the profile (pre-Covid figures) has generally been significantly reliant on the domestic market (approximately 60% nationally and 80% for the Tourism BOP area).”</u></p>	<p>Accept, if the submitter provides accurate figures, and a source reference.</p>

Submission	Staff recommendation
<p>Submission RLTP0015.17 requests that the additional text in 'Our Economy' as follows: <u>"Cycleway tourism offers a significant opportunity. These routes are an economic stimulus and also benefit local connectivity."</u></p>	<p>Accept. The amendment gives recognition in the RLTP to the economic value of cycle tourism.</p>
<p>Submission RLTP0015.19 requests that 'Environmental Sustainability Policy 2.8' be amended as follows: <u>"Develop and expand inter-connected walking and cycling networks in urban and rural areas that prioritise direct connections to key destinations and that link communities and link marae to communities. (City and district councils, Waka Kotahi)."</u></p>	<p>Accept. The amendment enhances 'Environmental Sustainability Policy 2.8'</p>
<p>Submission RLTP0015.20 requests that 'Environmental Sustainability Policy 2.9' be amended as follows: <u>"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, community groups, external funding)."</u></p>	<p>Accept. It is appropriate to consider a wide range of funding options when investing for local transport outcomes.</p>
<p>Submission RLTP0015.21 requests that 'Reducing road deaths and serious injuries' be amended as follows: <u>"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, local road width deficiencies, pavement surfaces and improving cycling facilities to provide safer access on the overall network."</u></p>	<p>Accept in part. An amendment to this effect will better capture the range of activities included in the RLTP to provide safer access on [to] the BOP transport network, however BOPRC staff will reword.</p>
<p>Submission RLTP0015.22 requests that 'Improving environmental sustainability' be amended as follows: <u>"Park 'n' ride facilities at Papamoa, Wairakei, Te Tumu, Te Puna, Omokoroa and elsewhere."</u></p>	<p>Accept. The submission corrects the text of the RLTP.</p>
<p>Submission RLTP0015.23 requests a correction to 'Improving environmental sustainability' as follows: <u>"Implementing the Western Bay of Plenty Walking and Cycling Action Plan including the development of a cycleway along No.1 Road in Te Puke"</u></p>	<p>Accept. The submission corrects the text of the RLTP.</p>
<p>Submission RLTP0015.24 requests an additional bullet point in 'Improving environmental sustainability' as follows: <u>"Provide e-bike charging stations in co-ordination with the private sector".</u></p>	<p>Accept. Commercial e-bike operations align with the key direction in the RLTP to promote mode shift and low emission transport options.</p>
<p>Submission RLTP0015.25 requests additional text under 'Improving multimodal access and choice' as follows: <u>"Alignment between different planning regimes (e.g. RMA) is needed to better enable delivery to support modal shift".</u></p>	<p>Reject. The amendment does not enhance the RLTP narrative. While it may be desirable the alignment of different planning regimes, transport investment itself is the key driver of mode-shift.</p>

Submission	Staff recommendation
Submission RLTP0015.26 requests a key for Figure 20 Population accessibility by mode – Tauranga.	Accept. The submission enhances the text of the RLTP.
Submission RLTP0015.27 requests an additional bullet point under ‘ <i>Improving multimodal access and choice</i> ’ as follows: <u>“Implement 60% of WBOPDC Walking and Cycling Action Plan in 10 years.”</u>	Accept. The submission enhances the RLTP.
Submission RLTP0015.30 requests additional text under ‘ <i>Improving System Resilience</i> ’ as follows: <u>“System resilience for the State Highway network often relies on local roading. Identified detour routes are necessary to enable the efficient response at a network scale. Funding of necessary upgrades to these detour routes would deliver more effective resilience with improved safety for the extraordinary traffic demands”</u>	Accept. The amendment enhances the discussion of system resilience in the RLTP.
Submission RLTP0015.31 requests that ‘ <i>Strategic Interventions, Table 4</i> ’ be amended by changing the title to ‘Walkability and cycle friendly’, by amending the first as follows: <u>“Walkable and cycle friendly neighbourhoods”</u> Bullet point eight: <i>Streets, walkways and off-road paths designed for pedestrians, cycles, micro-mobility and public transport.”</i>	Accept the intent of the change. Reword Table 4 in Strategic Interventions for improved readability.
Submission RLTP0015.46 notes that the - Waihi Beach Road RP 0.8 km2.4 km activity should no longer included in Table 11 (due to change in Low-Cost Low-Risk funding limit increase).	Accept. The submission corrects the text of the RLTP.
Submission RLTP0015.55 requests that description of the <i>Takitimu North Link Stage One</i> activity in Table 16 be amended as follows: <u>“Implementation of urbanisation programme Construction of 1100m of new roadway including shared path and new public transport infrastructure to support housing supply”.</u>	Accept. It is desirable that the descriptions of all activities in the RLTP are clear and accurate.
Submission RLTP0015.56 requests that item total expenditure for the ‘ <i>Omokoroa Road Safety Upgrades and Urbanisation sites</i> ’ activity, in Table 16 be amended from \$14m to \$43m.	Accept. \$43m is the total cost of the activity (ie, inclusive the CIP, local share and Waka Kotahi contribution/works).
Submission RLTP0015.57 seeks clarity the document regarding the ‘ <i>SH 29 corridor improvements</i> ’ activity, Table 17, around what is intended to be delivered. The Submitter suggests the text be amended to include: <u>“including median safety barriers and sideroad roundabouts to achieve the full safety benefits of the project.”</u>	Accept. It is desirable that the descriptions of all activities in the RLTP are clear and accurate.
Submission RLTP0015.60 requests that ‘ <i>Other Funding</i> ’ be amended to include Crown Infrastructure Partners, Provincial Growth Fund and New Zealand Upgrade Programme funding’	Accept. The amendment ensures the RLTP recognises a wider range of funding sources other than rates and NLTP, although it is noted that government may announce new

Submission	Staff recommendation
	funds that transport investments can access over the life of the RLTP, so the list here is not considered to be definitive.
Submission RLTP0015.61 requests Figure 35; Bay of Plenty Cycle Network be amended to show completed sections and proposed (to be completed) sections of the Paengaroa to Okere Falls Tourism/Recreation Route, the Omokoroa to Tauranga Regional Strategic Route shown as completed, and the Te Puke to Rangiuru Business Park route as a 'proposed regional strategic' route.	Accept, subject to submitter supplying the information.
Submission RLTP0015.62 requests an additional KPI for ' <i>Inclusive Access</i> ' in Appendix 3 being the percentage of jobs and schools that can be reached by a 45-minute pedestrian journey, cycle trip, e-bike trip or e-scooter trip.	Reject. This data is not currently collected and the means by which the data would be source is unknown/funded. A more relevant measure of inclusive would be a 20-minute pedestrian journey (as in 20-minute towns)
Submission RLTP0015.63 requests an additional KPI for ' <i>Inclusive Access</i> ' in Appendix 3 being separate and specific targets for public transport and active modes, rather than bundling together as 20%, in KPI 15.	Accept in part. The very low PT and active mode share in the BOP currently means that it could be difficult in measure progress towards each specific target in the short term, i.e. a single event that sees a large number of people to use the bus for only a limited number of days could <i>affect per annum</i> patronage data. However, BOPRC will reconsider in the context of the RPTP review.
Submission RLTP0025.10 seeks more detailed objectives under ' <i>Economic Prosperity</i> ', and a focus given to the upper North Island supply chains.	Accept in part. The submissions received relating to the theme of Economic Prosperity will be reviewed to identify if and where more detail might be added to the objectives in the RLTP.
Submission RLTP0026.3 notes that objectives 4.6 and 4.8 do not sit well within the Economic Prosperity set and requests that these are moved to more appropriate sections.	Accept. The RLTP reads better if Policy 4.6 is shifted to sit under the <i>Inclusive Access</i> policies and listed as Policy 3.7; and Policy 4.8 is shifted to sit under the <i>Environmental Sustainability</i> policies and listed as policy 1.10.
Submission RLTP0026.5 seeks that <i>Supporting Regional Growth</i> Western BOP text is amended as follows: " <i>Hewletts Road corridor and adjoining network, in particular Totara Street, to improve access for people and goods and support Port of Tauranga's operations</i> ".	It is desirable that the descriptions of all activities in the RLTP are clear and accurate.

Submission	Staff recommendation
Submission RLTP0026.12 requests a change to the naming of the Rangiuru Business Park Interchange activity.	Accept. The submission corrects the text of the RLTP.
Submission RLTP0026.17 supports the Key Performance Indicators, Appendix 3 but request an additional Economic Prosperity KPI that measures the proportion of freight carried to and from the port by rail and report in each successive RLTP. As follows, <i><u>'Increase the proportion of Port freight carried by rail above 2020 levels.'</u></i>	Accept. The suggested measure aligns with the direction of the RLTP to support a shift in road freight to rail.
Submissions RLTP0031.20 and RLTP0047.4 raise issues around data and monitoring (2020 baselines) Submission RLTP0043.2 requests that the RLTP include regional statistics on the use of local roads versus state highways.	Reject. The submitters do not provide a rationale and staff are not confident that the data sets would be available/ comparable.
Submission RLTP0034.4 seeks that consistency is maintained between the RLTP and the BOP mode shift plan which currently in draft.	Submission noted, and accept in part. However, the RLTP will be adopted in advance of Waka Kotahi's Mode Shift Plan for BOP being finalised.
Submission RLTP0033.5 supports the retention of <i>'supporting regional growth'</i> as a key priority in the RLTP. The submitter seeks recognition that transport investment supports the creation of new employment opportunities along with identification of significant economic investments in the Ōpōtiki Harbour.	Accept. The amendment ensures that the RLTP recognises that the value of some investments, such as to the Ōpōtiki Harbour and Marina, made though the PGF may not be fully realised if safe and efficient transport connections are not provided.
Submission RLTP0034.9 notes that the Rotorua Cyways programme is complete and request the wording on page 56 is changed from <i>"On-going implementation of the Rotorua Cyways programme</i> to <i>" <u>On-going construction of the Rotorua Cycling infrastructure network</u>".</i>	Accept The submission corrects the text of the RLTP.
Submission RLTP0034.10 notes that Figure 20 is missing a legend and Figure 22 has an incorrect title. The submitter would like to see the same data analysis undertaken for Rotorua.	Accept in part The corrections can be made to the figures as requested, and Rotorua bus patronage data (figure 22) will be updated to include 2019/20 and 2020/21 data. Similar analysis, as provided for in figure 20, is not available for Rotorua, as the data was collected as part of the UFTI reports
Submission RLTP0034.11 requests amendment of the text on page 62 to read <i><u>"The use of walking and cycling for everyday activities across the sub-region is improving. Since 2016 there has been and 81% increase in commuting by bike"</u></i>	Accept. The amendment will enhance the discussion on active modes in the sub-Region.
Submission RLTP0035.2 supports the inclusion and alignment content from UFTI and Western Bay of Plenty Transport System Plan (WBTSP) in the RLTP,	Reject. The RLTP includes extensive discussion of, and is aligned with

Submission	Staff recommendation
the submitter further seeks the inclusion of reference to the Smart Growth, UFTI and WBTSP in the diagram in Figure 4 and Table 4.	the content of UFTI and the WBTSP. Submitters to the RLTP have noted a lack of public engagement on UFTI/a growth agenda for the western BOP. It is not necessary or timely to make the suggested addition to the RLTP at this point.
Submission RLTP0035.3 requests that cycling is included within the ' <i>Strategic Interventions</i> ' to recognise that safe and connected cycling is a key element of a successful future transport system. The submitter notes that system level change should address how and interconnected cycling network will enable safe movement for people of all ages to places of employment, learning and recreation.	Accept. The requested amendment ensures the strategic sections of the RLTP stay aligned with the issues raised in submission supportive of safe cycle facilities and improvements activities in the programme.
Submission RLTP0035.4 requests that the RLTP accurately reflects the language of UFTI in respect of future public transport services in the western BOP. That would see " <i>Integrated Mass Transit System</i> " and mass transit references replaced with " <i>frequent and reliable services</i> ". The use of " <i>Integrated Mass Transit System</i> " language is also problematic for submission RLTP0007.5	Accept in part. The language in the RLTP should be consistent with the agreed transport network.
Submission RLTP0035.5 requests additions to the Travel Demand Management and Behaviour Change Strategic Intervention section to acknowledge the need to focus on changing people's perception of PT .	Reject. BOPRC is currently work on a TDM and behaviour change programme and it is recognised that the common perception that people have in the BOP about PT is currently an accurate perception. The key task in this RLTP period is to improve PT service and infrastructure so that people's experience of PT can be a reliably good experience.
Submission RLTP0035.8 seeks a change to the text Hamilton to Tauranga (SH1/29 and rail) strategic focus area; as follows <i>"Provide for safe and reliable journeys for people and freight, and enable quality urban development in planned growth areas on this nationally strategic corridor, including SH1/29 improvements through the NZUP and strategic rail network."</i>	Reject. The transport investment does not enable quality development in planned growth areas, it supports it.
Submission RLTP0035.16 notes that Tauranga City Council continues refine its project costs, inter dependencies and timings as it finalises its Long Tern Plan. TCC undertakes to continue to work with BOPRC to align project information as the RLTP develops.	Submission noted.
Submission RLTP0035.19 requests that ' <i>Te Papa Spatial Plan and integrated land use and multimodal movement strategy package</i> ' in Table 16 is renamed " <i>Future Proofing Cameron Road Stage One</i> "	Accept. The submission corrects the information in the RLTP.

Submission	Staff recommendation																					
<p>Submission RLTP0042.3 (Waka Kotahi) identifies that some timings for Road to Zero activities are incorrect, and that the Road to Zero <i>SH35 Wainui Road to Te Wakanui Road</i> activity now has a different investment pathway (from R2Z improvements to R2Z Low cost, low risk), and seeks the following corrections: <i>Table 7 Road to Zero:</i></p> <table border="1" data-bbox="164 483 917 1144"> <tbody> <tr> <td data-bbox="164 483 233 573">53</td> <td data-bbox="233 483 655 573"><i>SH30 Cookson Road to SH33 Safe System Transformation</i></td> <td data-bbox="655 483 917 573">2021 - 24 <u>2027 -30</u></td> </tr> <tr> <td data-bbox="164 573 233 663">54</td> <td data-bbox="233 573 655 663"><i>SH36 Pyes Pā to Waitetī Road</i></td> <td data-bbox="655 573 917 663">2021 - 24 <u>2024 -27</u></td> </tr> <tr> <td data-bbox="164 663 233 752">55</td> <td data-bbox="233 663 655 752"><i>SH2 Ōpōtiki to Gisborne</i></td> <td data-bbox="655 663 917 752">2021 - 24 <u>2024 -27</u></td> </tr> <tr> <td data-bbox="164 752 233 842">57</td> <td data-bbox="233 752 655 842"><i>SH2 Wilson Road Intersection</i></td> <td data-bbox="655 752 917 842">2021 - 24 <u>2024 -27</u></td> </tr> <tr> <td data-bbox="164 842 233 931">59</td> <td data-bbox="233 842 655 931"><i>Tauranga Urban Package</i></td> <td data-bbox="655 842 917 931">2021 - 24 <u>2027 -30</u></td> </tr> <tr> <td data-bbox="164 931 233 1021">60</td> <td data-bbox="233 931 655 1021"><i>West Rotorua Urban Package</i></td> <td data-bbox="655 931 917 1021">2021 - 24 <u>2027 -30</u></td> </tr> <tr> <td data-bbox="164 1021 233 1144">52</td> <td data-bbox="233 1021 655 1144"><i>SH35 Wainui Road to Te Wakanui Road</i></td> <td data-bbox="655 1021 917 1144">Remove from road to Zero Improvement List</td> </tr> </tbody> </table>	53	<i>SH30 Cookson Road to SH33 Safe System Transformation</i>	2021 - 24 <u>2027 -30</u>	54	<i>SH36 Pyes Pā to Waitetī Road</i>	2021 - 24 <u>2024 -27</u>	55	<i>SH2 Ōpōtiki to Gisborne</i>	2021 - 24 <u>2024 -27</u>	57	<i>SH2 Wilson Road Intersection</i>	2021 - 24 <u>2024 -27</u>	59	<i>Tauranga Urban Package</i>	2021 - 24 <u>2027 -30</u>	60	<i>West Rotorua Urban Package</i>	2021 - 24 <u>2027 -30</u>	52	<i>SH35 Wainui Road to Te Wakanui Road</i>	Remove from road to Zero Improvement List	<p>Accept. The submission corrects the information in the RLTP.</p>
53	<i>SH30 Cookson Road to SH33 Safe System Transformation</i>	2021 - 24 <u>2027 -30</u>																				
54	<i>SH36 Pyes Pā to Waitetī Road</i>	2021 - 24 <u>2024 -27</u>																				
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<p>Submission RLTP0044.6 suggests that talking about ‘<i>alternative transport</i>’ reinforces the dominance of the car. It reduces walking, cycling and PT to mere alternatives to driving. The submitter suggests instead that the RLTP discusses ‘<i>investing in a multi-modal transport system</i>’.</p>	<p>Accept. The submission raises an interesting perspective and staff support minor amendments to better articulate the importance/significance of walking, cycling and PT in their own right.</p>																					
<p>Submission RLTP0044.9 seeks the inclusion of additional KPIs to enhance the measurement of progress on the delivery of active transport infrastructure, including:</p> <ul style="list-style-type: none"> • Targets for the progress and completion of the high quality urban cycling infrastructure, e.g. 100% completion of the planned network by 2030 • Kilometres of cycle paths built per annum. • A specific target for travel to school mode share. <p>Additionally, a measure of inclusive access, e.g. the number of people who missed opportunities due to lack of transport</p>	<p>Accept in part.</p> <ul style="list-style-type: none"> • Reject a new KPI on completion of the urban cycling network; it would place an unfair onus on TLAs and is subject to both national and local share funding which cannot be guaranteed; • Accept the addition of kms of cycle paths built per annum as a KPI would be a welcomed addition to the RLTP monitoring framework. It is likely the KPI would read as follows: <u><i>Increase cycle path kilometres within the region above 2020 levels.</i></u> • Reject a specific target for travel to school mode as there is currently no way to measure this, 																					

Submission	Staff recommendation
	or current data source. A survey with such parameters would be difficult and expensive to execute. <ul style="list-style-type: none"> Reject the measure of inclusive access the reasons as above, unless the submitter is aware of current surveys/data sources.

2. Considerations

1.11 Risks and Mitigations

Development of a final Regional Land Transport Plan 2021-2031 is at a critical stage, and timeframes are tight. There continues to be a risk delivering the final RLTP to Waka Kotahi by the June 2021 deadline.

1.12 Climate Change

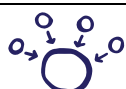
Mitigation			Adaptation	
Reduce GHG emissions	Produce GHG emissions	Sequester carbon	Anticipate climate change impacts	Respond to climate change impacts
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

The draft RLTP 2021 consultation document, the Statement of Proposal and the consultation questions featured a significant focus on climate change.

4.1 Implications for Māori

The development of the RLTP sets out the region’s proposed land transport programme and seeks funding for activities included. Therefore, the RLTP has a range of impacts on Māori and Council partnerships with Māori. It is vital that the formulation of the RLTP takes into account and reflects Māori aspirations. The RTC has engaged with Māori through consultation processes, including requests for iwi submissions, and via the provision of information through targeted engagement. It is also recommended that the RTC continues to engage with iwi as part of its on-going work programme, in addition to the engagement that will occur on a project-by-project basis, to continue to identify and respond to impacts on Māori of any land transport activities.

4.2 Community Engagement



CONSULT
Whakauiuia

To obtain input or feedback from affected communities about our analysis, alternatives, and /or proposed decisions.

Consultation was carried out under s83 of the Local Government Act 2002.

Specific Communications and engagement included:

- Staff meeting with various organisations.
- Invitations to various entities and organisations to submit on the draft RLTP (letter/email) including community groups.
- Leveraging off organised Long Term Plan events during LTP consultation.
- A social media campaign saw:
 - Facebook (paid) ad 13,793 impressions. Seen by 8,629 people. 176 click throughs from the ad to the RLTP Hive website pages.
 - Facebook (organic) ad 3,050 people reached. 90 engagements.
- Advertisements appeared in:
 - Rotorua Weekender (30,000 circulation)
 - Whakatāne Beacon (22,000 circulation)
 - Weekend Sun (60,000 circulation)
- Published advertising in 2 e-panui, also appeared in “Around the Rohe” and “Council Kōrero” newsletters
- 95 iwi were emailed: to LTP stakeholder list in conjunction with the LTP advising that RLTP was also coming out for consultation.
- Inclusion of RLTP communication in any requested iwi visits.

4.3 **Alignment with Strategic Framework**

The Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee (RTC); and sets the functions of the RTC and a mandate for preparing the Regional Land Transport Plan (RLTP). The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network. This ultimately supports the Regional Council’s strategic framework and specifically the Vibrant Region outcome within the Long Term Plan 2018-2028.

4.4 **Financial Implications**

There are no material unbudgeted financial implications and this fits within the allocated budget.

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council’s Long-Term Plan 2018-2028

3. **Next Steps**

Adoption under the Land Transport Management Act 2003 is a two-step process. The Regional Transport Committee will meet to adopt/endorse the Regional Land Transport Plan 2021-2031 on 28 May 2021. An agenda pack will be sent out on 21 May 2021.

The Regional Council will meet to adopt the Regional Land Transport Plan 2021-2031 on 17 June 2021.

An agenda pack will be sent to council on 10 June 2021.

A finalised, adopted RLTP 2021-2031 will be sent to Waka Kotahi for consideration of the National Land Transport Programme (NLTP) funding.

Attachments

Attachment 1 - Regional Land Transport Plan full submissions - marked up version