



# Bay of Plenty Regional Land Transport Programme 2012/13 – 2014/15

Prepared by the Bay of Plenty Regional Transport Committee





# Bay of Plenty Regional Land Transport Programme 2012/13 – 2014/15

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## Foreword

The Bay of Plenty Regional Transport Committee (RTC) strongly advocates for the projects in this Regional Land Transport Programme (RLTP) to be advanced into the National Land Transport Programme (NLTP). The Bay of Plenty region is absolutely united in its view that investment in the Bay of Plenty's transport network is critical for ensuring our continued contribution to New Zealand's economic productivity.

With its Upper North Island context, the RLTP is designed to support the Port of Tauranga which is New Zealand's largest and most efficient port. Nationally critical road and rail corridors provide the key connections between areas of productivity in the Bay of Plenty and Auckland, Waikato and Northland. The considerable support for rail and its contribution to the region's economy has been acknowledged in the RLTP. We welcome the collaborative work being undertaken through the Upper North Island Strategic Alliance (UNISA) and in particular the focus on freight and the inclusion of rail in the alliance.

The national status of the Port has been demonstrated by the commencement of one the government's seven roads of national significance (RoNS), the Tauranga Eastern Link. We welcome the news of the proposed State Highway 29 RoNS between Tauranga and Hamilton as this will address a weak link between the Port of Tauranga and the key export production and urban areas of the Waikato and Auckland.

Recent infrastructure investment in the Bay of Plenty has been extremely positive for the region. The RTC is concerned that the funding gap over the next ten years will result in the loss of momentum and impact negatively

on the economic productivity of the region. Alternative funding mechanisms as well as demand management will be required to optimise the recent transport investment and maintain our competitive edge.

I would like to acknowledge the collaborative approach used to develop the RLTP from the members of the Regional Advisory Group to the governance members on the RTC. This process has worked extremely well and we believe that the Bay of Plenty RLTP reflects our shared vision for the achievement of an affordable, integrated, safe, responsive and sustainable transport system.



Jane Nees  
**Chair - Regional  
Transport Committee  
Bay of Plenty  
Regional Council**  
**June 2012**



## Executive Summary

### Bay of Plenty Strategic Investment

Investment in the Bay of Plenty's transport activities will significantly contribute to New Zealand's economic growth and productivity. Over half of New Zealand's Gross Domestic Product (GDP) is generated in the Upper North Island. With an annual cargo throughput of more than 13 million tonnes, Port of Tauranga is New Zealand's largest port by volume and the most efficient port in Australasia.

The substantial population, traffic and economic growth that the Bay of Plenty has experienced in recent years are set to continue. This rapid growth has already placed significant demands on the region's transport network. If value for money is to be sustained and the region is to meet its economic productivity potential, then investment in the transport network needs to maintain its current momentum.

The region draws its economic strength from the proximity to Auckland and associated markets as well as the region's desirable lifestyle which encourages people to live and holiday in the Bay of Plenty. The Bay of Plenty population is generally older than the national average. There are also more people aged less than 15 years and more than 65 years than the national average. This means the region has fewer people in the work-force age bracket than the New Zealand average.

Individual road safety risks are higher than the national average in the Bay of Plenty for a number of the Safer Journey areas of high concern. These factors are alcohol and drug use; rural roads; and speed. Improving safety outcomes is an important consideration for all transport activities.

### Economic Productivity in the Bay of Plenty

The challenging economic situation internationally heightens the need to obtain more efficient freight routes. The Bay of Plenty is heavily reliant on the export industry with an estimated 30% of employment deriving from export based activity. Over 90% of freight in New Zealand is carried by road. Maintaining international competitiveness relies on an efficient regional freight network.

A key challenge for the region is to maintain and improve access to the Port of Tauranga. Recent research confirmed Tauranga is the most productive container port in Australasia. Strategic road and rail corridors provide the key connections between areas of production and the Port, and also between the Port and centres including Auckland, Hamilton and Rotorua.

Large projects such as Tauranga Harbour Link, Pyes Pa Bypass and the commencement of work on the Tauranga Eastern Link have all occurred in the last three years. Harbour Link included the construction of a duplicate bridge, four laning of Hewlett's Road and the construction of a four lane flyover. The Pyes Pa Bypass provides a more direct link into Tauranga.

In 2009 the Government announced its seven roads of national significance (RONS) which included the Tauranga Eastern Link (TEL) corridor. TEL when completed will be a 23 km long four lane median divided road and includes seven bridges.

A key challenge for the region is to maintain the momentum gained by these projects and maintaining existing infrastructure. This will be essential for ensuring efficient flow of goods from areas of production which will contribute to New Zealand's competitive advantage internationally.

### Integrated Growth Management

The Bay of Plenty has well advanced plans to manage growth and improve integration between transport infrastructure and land use. SmartGrowth, which covers the western Bay of Plenty sub-region, has a well-defined strategic direction and vision out to 2051. SmartGrowth is currently being reviewed and updates will influence future transport investment decisions.

Sub-regional growth management strategies are embedded in the Bay of Plenty Regional Land Transport Strategy (RLTS) through the concept of strategic corridors which act as a mechanism for linking future land use with transport networks. These strategic corridors sit within four priority investment areas designed to facilitate the movement of freight to and from the Port, from destinations within the region and from major production centres.



## The Region's Priorities

The investment areas identified in the RLTS have been developed into the following transport priorities:

- Regional Transport Infrastructure Maintenance
- Western Bay of Plenty Growth
- Eastern Bay of Plenty Route Security
- Rotorua Growth

The region's land transport activities have been grouped into packages to demonstrate their contribution to the RLTS. Figure 1, demonstrates the alignment between the activities in the RLTP through the RLTS to the government's primary objectives of increasing economic growth and productivity, ensuring value for money and focusing on road safety improvements.

This RLTP then prioritises the region's land transport activities for the period 2012/13 to 2014/15. The RTC has applied the principle that maintaining existing infrastructure and planning for the future to support economic growth and productivity are the top priorities, followed by the region's major improvement activities.

Consequently the region-wide top ten activities are planning, maintenance and asset management activities.

The top ten capital improvement activities in descending order of priority are:

1. Maunganui Girven Road intersection;
2. Rotorua Eastern Arterial;
3. Victoria Street Arterial;
4. Tauriko Upgrade;
5. Safety Retrofit – Bay of Plenty;
6. Katikati Bypass;
7. Rotorua Transportation Centre;
8. Tauranga Northern Link;
9. Hairini Stage 3 and 4; and
10. Domain Road Four-Laning.

The timing of construction of activities may not necessarily occur in sequential order due to other factors such as design or consenting processes. Other activities further down the list of priorities may be ready for construction at an earlier time.

Figure 1 - Government Policy Statement Implementation.

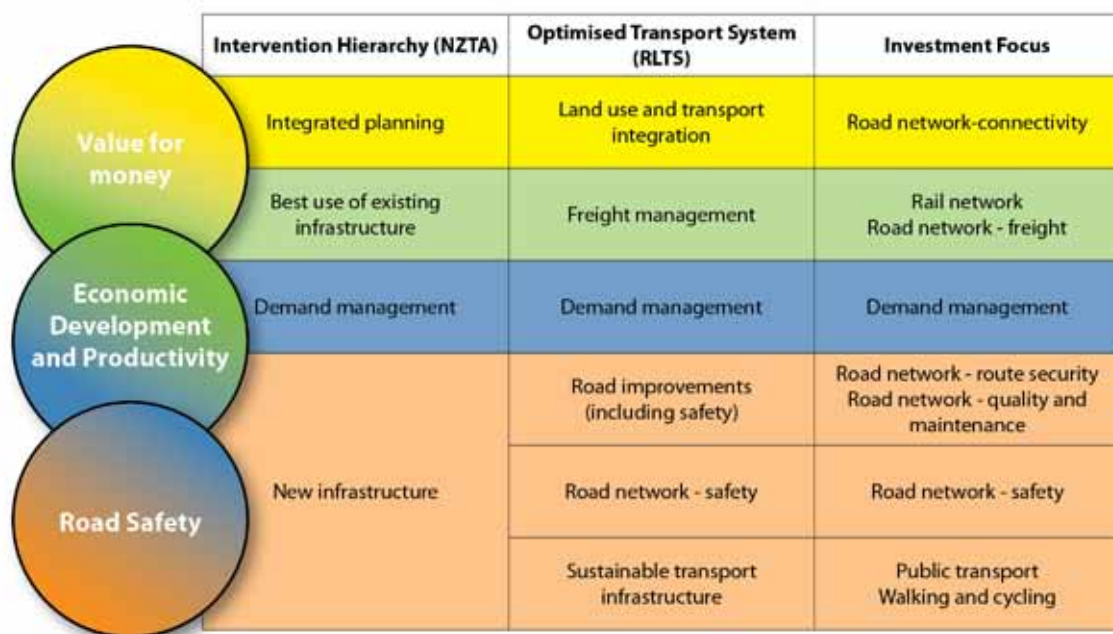
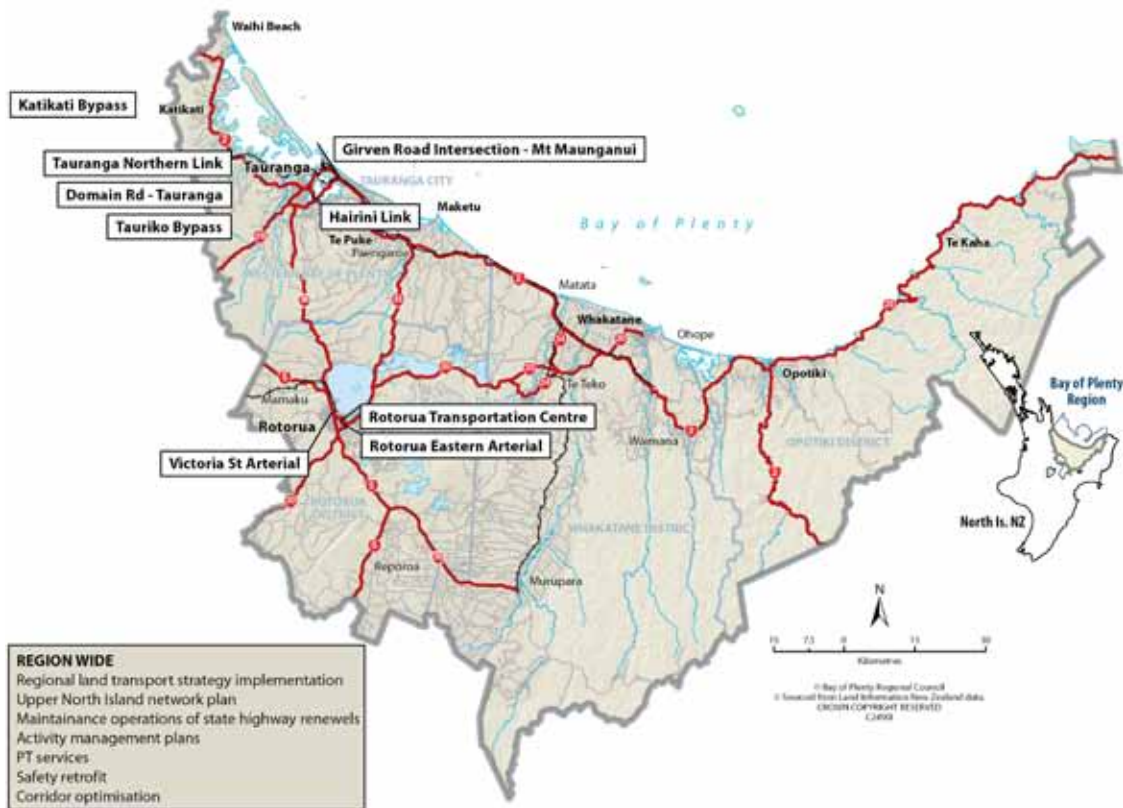


Figure 2 - The Top Ten Capital Improvement Projects.



## Investment and Revenue

Investment in the Bay of Plenty’s transport infrastructure will enhance the economic productivity of the region and contribute to value for money objectives by building on existing investment. Forecasted population and economic growth requires supporting infrastructure.

Each approved organisation in the region has prepared a ten year forecast of expenditure. A range of revenue sources and significant investment from other sources also exist. These include non-subsidised investment from local government; financial and developer contributions; public transport fares; and fees.

The previous RLTP identified a funding gap of approximately \$220 million over the 10 year period. The current RLTP 10 year forecast sees a reduction in investment of approximately \$300 million. It is important to note that almost 45% of the three year programme has been committed to the construction of Tauranga Eastern Link.

The local share component is planned for and managed through individual council’s 10 year plan programme. The majority of large projects (70% by value) are state highway projects, fully funded by NZTA. We are reliant on good internal processes within NZTA to ensure the affordability of the programme.



# Part 1: Strategic Context

**This provides a summary of the strategic context within which the Programme has been developed. The strategic context is drawn from the Bay of Plenty RLTS, which is the primary long-term regional transport planning document for the Bay of Plenty region.**

## 1.1 Overview

Investment in the Bay of Plenty transport system is critical to enhancing the economic productivity, value for money and improving road safety performance which benefits the regional and national economy, and improves peoples' well-being. The Bay of Plenty is a desirable location for people to live and visit.

The region has a population of approximately 270,000<sup>1</sup> ranking it as fifth in population size out of the 16 regions in New Zealand. Urban centres account for 80% of the region's population. Tauranga is the largest centre with around 40% of the region's population; followed by Rotorua with around 20%. The region's population is centred in the main urban areas and in the north-west. Much of the region is characterised by small urban centres, large rural hinterlands, dispersed travel patterns and relatively low population densities.

A significant proportion of national economic and population growth is taking place in the Auckland, Northland, Bay of Plenty and Waikato regions. In 2010 the Upper North Island (UNI) population was estimated at 2.3 million (52.7% of the national total). Population growth within the UNI has been robust and accounted for 72% of total population growth in New Zealand from 1996 to 2010. This area accounts for over half of New Zealand's total Gross Domestic Product (GDP) at approximately \$70 billion as at March 2011.

Within this wider context, the Bay of Plenty economy operates as both a producer of primary and value-added products and services and as a 'gateway' for international exports and imports through the Port of Tauranga. This means that both domestic and international economic links are fundamentally important to the region.

1 As at mid-2010.

## 1.2 National and International Connections

### 1.2.1 The Upper North Island

The four regions of Northland, Auckland, Waikato and the Bay of Plenty are projected to account for half of New Zealand's total economic activity by 2025 and will be responsible for the production and attraction of over half of all road and rail freight in New Zealand.

The Upper North Island Strategic Alliance (UNISA) establishes a long-term collaboration between the Auckland Council (AC), Bay of Plenty Regional Council (BPRC), Northland Regional Council (NRC), Waikato Regional Council (WRC), Hamilton City Council (HCC), Tauranga City Council (TCC) and Whangarei District Council (WDC) for responding to and managing a range of inter-regional and inter-metropolitan issues. The draft Upper North Island Strategic Alliance (UNISA) agreement identifies transport linkages as an initial focus for inter-regional collaboration.

The Waikato region produces a significant proportion of New Zealand's agricultural products, and the region is the source or destination for around one third of the Port of Tauranga's total throughput. There are strategic studies currently underway which have interregional significance; these include the Upper North Island Network Plan and State Highway 5 corridor studies.

Auckland is both a major market and a key distribution centre for higher value commodities. The Port of Tauranga, operating in conjunction with MetroPort in south Auckland, is an important southern access point for the flow of goods between the city and international markets.

The Bay of Plenty also serves as the hub for the central North Island wood supply region. The central North Island region is New Zealand's largest wood producing region, with around 30% of New Zealand's exotic forest area. Logs and processed forest products represent 66%<sup>2</sup> of the total tonnes handled by the Port of Tauranga. A significant proportion of logs are transported to the Port by rail but there are also large forestry areas without a rail link.

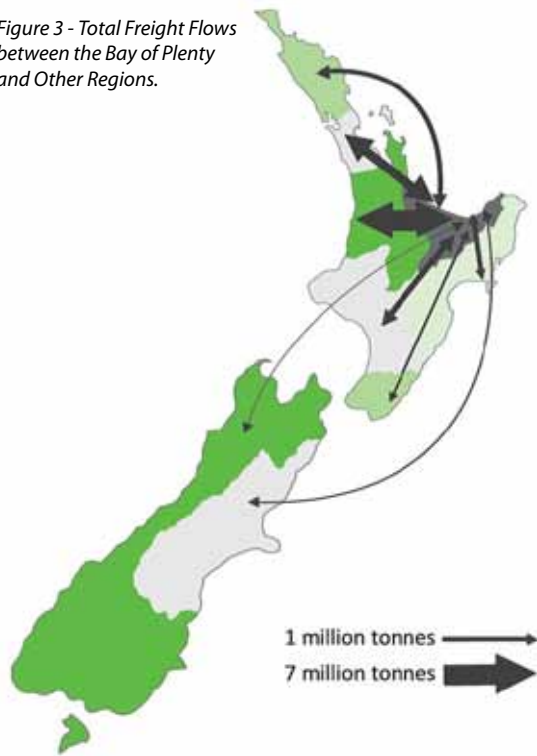
A significant proportion of the freight in the upper North Island will move through the Bay of Plenty, with volumes of freight traffic in the region forecast to increase by 63% by 2040. There are also substantial freight movements between the Bay of Plenty and other regions (Figure 3).

High Productivity Motor Vehicles (HPMVs) make a fundamental contribution towards increasing freight efficiency and productivity of the Bay of Plenty. The

2 Port of Tauranga Trade and Statistics Information

introduction of HPMV routes in the region is critically important for enabling these vehicles to access the Port. Clearly identified HPMV routes will provide benefits for transport operators and reduce compliance costs.

Figure 3 - Total Freight Flows between the Bay of Plenty and Other Regions.



### 1.2.2 Port of Tauranga

Continued transport investment that supports the Port of Tauranga will contribute to the nation's economic growth. The Port of Tauranga is a nationally important connection between the upper North Island and international markets due to its location in the centre of the country's most important export-earning industries. The Port handled approximately 15.4 million tonnes of imports and exports which is 78% more international cargo than its nearest competitor and more than three times the export volumes<sup>3</sup>. A recent Ministry of Transport report confirmed Port of Tauranga to be the most productive container port in Australasia and it is in the top 10% of the world's most productive ports.

The Port of Tauranga is strategically positioned to accommodate the international trend towards larger ships visiting fewer hub ports, which in turn, has the potential to change supply chains by altering freight flows and increasing peaks. This trend means that major inter-regional road and rail links to the Bay of Plenty are critically important to the functioning of regional economies in the upper North Island

<sup>3</sup> Statistics NZ data 2010.

KiwiRail is currently implementing its 10 year turnaround plan. The Auckland-Tauranga route is the country's busiest rail freight route. According to KiwiRail figures, 40% of the freight moving to and from Port of Tauranga travels by rail. With \$13 million being spent on passing loops between Hamilton and Tauranga, doubling the capacity of the route, rail has a critical role in providing access to the Port of Tauranga.

### 1.2.3 Tourism Connections

The Bay of Plenty is a desirable place to visit and Rotorua is one of New Zealand's premiere tourist destinations. The development of direct air services between Rotorua and Australia has provided an international tourism gateway for the region. The Port of Tauranga also acts as a gateway for international tourists. 82 ships visited Tauranga during the 2011/12 cruise ship season. Cruise ship passengers travel throughout the region and contribute to the regional economy.

## 1.3 Key Transport Drivers for the Bay of Plenty

Several key drivers influence strategic planning and investment decision-making for the Bay of Plenty region's transport system.

### 1.3.1 Economic Growth and Productivity

Regional GDP was \$10.17 billion in 2010. The Bay of Plenty economy is reliant on export industries with an estimated 30% of employment deriving from export based activity. Key national and regional industries are located in the Bay of Plenty and adjacent regions, particularly horticulture, agriculture, forestry and manufacturing (see Regional Economic Summary). Emerging opportunities include aquaculture, geothermal resources and iwi investment arising from Treaty of Waitangi settlements.

### Regional Economic Summary

- The **Port of Tauranga** is New Zealand's largest port by volume, handling 27% of the nation's export volume in 2010.
- The Bay of Plenty has the highest **heavy vehicle weight intensity** on roads in the country (214.8 thousand tonnes per km compared with the New Zealand average of 106.5).
- The Bay of Plenty's **East Coast Main Trunk** line carries over a 3rd of New Zealand's rail traffic and is the most densely utilised sector of the national network.
- 80% of the country's largest horticultural export value product – **kiwifruit** – (\$950 m in sales), 74% of the avocado crop (\$38 m) and 30% of the national citrus crop (\$5m) are grown in the Bay of Plenty.
- The Bay of Plenty and Rotorua in particular, is the 3rd most-important **tourism** destination in New Zealand (8.3% of the country's total visitor nights). Cruise ship visits add \$25-30 m per annum to the economy. International flights add between \$50-\$100 million per annum.
- The Central North Island (including the Bay of Plenty) accounts for 30% of New Zealand's exotic plantation **forest resources** (545,000 ha), contributing to the \$3.5b New Zealand earns from forestry exports each year.
- The Bay of Plenty accounts for 7% of New Zealand's **dairy industry** (\$600 m).
- 3,800-hectare marine farm consented off the coast of Opōtiki - the largest **aquaculture** venture in New Zealand
- **Regional GDP** was \$10.17b in 2010.
- Annual **employment growth** between 2006 and 2009 in the Bay of Plenty was about twice New Zealand average (at a time of global economic recession).
- The Bay of Plenty has the 5th largest **population** of New Zealand's 16 regions (Tauranga is the 6th largest urban area and Rotorua the 10th).

### 1.3.2 Road Safety

Road crashes impose high social and economic costs on the Bay of Plenty. In 2011, there were 15 fatalities, 165 serious injuries and 667 minor injuries in the region. The significant road safety areas of concern are intersections; speed; loss of control at bends; and alcohol and drugs. Several sections of state highway in the region are ranked nationally for high crash risk.

### 1.3.3 Tourism

Tourism is a significant contributor to the regional economy. The relatively high share of domestic and international tourists originating from Auckland and Waikato means that good road links are required with these areas.

Rotorua is one of New Zealand's top five tourist attractions. For the year ending December 2010 the Tourism Strategy Group of the Ministry of Tourism estimates there were 3.2 million visitor arrivals to Rotorua, who collectively spent \$550 million during their stay in Rotorua.

Cruise ships and the Rotorua International Airport are both rapidly growing sources of international tourists. These visitors often travel within the region to visit tourist destinations and expect good quality transport.

### 1.3.4 Risks to Route Security

The development of the region's inter and intra-regional road and rail network has been heavily constrained by topographical features such as the Kaimai Ranges, large harbours, rivers, lakes and narrow coastal strips.

Geographical constraints mean that the network is prone to access disruptions following natural hazard events. High priority natural hazards in the region are flooding, volcanic eruption (local source), large earthquakes, tsunami and extreme weather events.

The risk associated with some natural hazards may be increased by climate change. Heavy rainfall events, flooding, and droughts may occur more frequently, and the impacts of tropical storms might be greater. While sea levels are projected to rise, the rate at which they will rise is uncertain.

### 1.3.5 Population Growth and Integrated Growth Management

Population growth is a key driver of economic activity in the region; it boosts the size of the workforce and increases the size of local markets. Forecasts indicate that the region's population will continue to grow strongly in the future, with the Bay of Plenty expected to be the second-fastest growing region in New Zealand<sup>4</sup>. When compared nationally, the Bay of Plenty has a high proportion of residents aged 65 years or over. Population forecasts indicated there will be a substantial increase in the region's elderly population.

A significant proportion of the nation's population growth is taking place in the Auckland, Northland, Bay of Plenty and Waikato regions. By 2031 the Upper North Island (UNI) is expected to grow at a greater rate than the rest of the country and by 2031 it is projected that together they will account for 53% of New Zealand's population.

The western Bay of Plenty sub-region (Tauranga City and Western Bay of Plenty District) in particular is experiencing rapid population and economic growth. The sub-region's population has grown 51 per cent in the last 15 years.

<sup>4</sup> Statistics New Zealand Medium Subnational Population Estimates as at Feb 2010.



The sub-region has a well-defined strategic direction and vision out to 2051 through SmartGrowth, the growth management strategy for the sub-region.

Integrated land use and transportation planning in Rotorua is built around the Rotorua Sustainable Economic Growth Strategy, the Rotorua Transport Strategy and the eastern and western structure planning areas.

Plans in the eastern Bay of Plenty include the Whakatāne Integrated Urban Growth Strategy, Kawerau future business land development, and aquaculture development plans in Ōpōtiki. Strategic transport links with the western Bay of Plenty sub-region are core components of this planning.

### 1.3.6 Traffic Congestion

In recent years, growth in traffic volumes led to increased congestion in and around Tauranga city and on strategic corridors between the Port of Tauranga and other centres. Rotorua has also experienced traffic growth, and there is morning and afternoon peak congestion on some routes to and from the central city.

Investment in the region's roading system has alleviated congestion on key parts of the network. However, transport demand will need to be carefully managed in the longer term to ensure that traffic congestion does not place a constraint on the functioning of the wider economy. This will mean managing demand through integrated planning, demand management measures and public transport, while continuing to invest in the regional roading network to cater for remaining traffic growth.

### 1.3.7 Public Transport, Walking and Cycling

The car is currently the dominant individual travel mode in the Bay of Plenty, and use of public transport, walking and cycling is low at present. However, investment in public transport, walking and cycling is a sustainable and cost effective means of managing potential congestion in urban areas.

Transport corridors need to be designed to take into account the needs of all users, including public transport users, cyclists and pedestrians. Improved road spaces along with the promotion of safe cycling, regional car share initiatives and accessible pedestrian networks are important for supporting the optimised transport system.

The forecast growth in service sectors<sup>5</sup> of the economy represents an opportunity to further develop public transport in the region and manage congestion. The service sectors are focused on the main urban areas of Tauranga and Rotorua, which are also experiencing rapid growth in

<sup>5</sup> Includes: education, health, government, communications, finance and business, property services, retail and accommodation.

public transport use. This indicates a major role for quality public transport in linking workers and students with employment and education opportunities in the future.

The Ministry of Education has signalled its withdrawal of most of its Tauranga School bus services from January 2015. Investigations will be required to provide alternative options for school travel in Tauranga.

Public transport linking smaller settlements to the major urban centres plays an important social role by providing connectivity to goods and services.

### 1.3.8 Access to the Port of Tauranga

Ensuring that there is efficient access to the Port of Tauranga is vital from a national and regional economic development perspective. There are three key routes which are essential to maintaining and enhancing access to the Port, these are discussed below.

#### 1.3.9 Tauranga Eastern Link

The Tauranga Eastern Link (TEL) is a Road of National Significance<sup>6</sup> and is in the Eastern Corridor, a key strategic corridor in the Bay of Plenty. The TEL project comprises a 23 km section of four lane highway, providing a safer and more direct route between Tauranga and Paengaroa. The tolled section of the route will be between Rangiuuru and Pāpāmoa East. This part of the TEL is on a new alignment that bypasses Te Puke.

The TEL will:

- provide a safer alternative route to SH2 between Tauranga and Paengaroa, currently the second-worst performing section of state highway in New Zealand based on fatalities and serious injuries per kilometre;
- provide a more direct and efficient route for the movement of freight between the Port of Tauranga and areas of production in the central North Island, Eastern Bay of Plenty, Gisborne and Hawke's Bay;
- enable growth management plans in the Eastern Corridor to be integrated with transport infrastructure (residential and business developments in Pāpāmoa East, Te Puke and Rangiuuru); and
- bypass Te Puke and Waitangi, thus reducing the severance effects experienced by these communities.

#### 1.3.10 State Highway 29

State Highway 29 is classified as a National Strategic route in the state highway classification system and in the Regional Strategic Transport Network. This route forms an important inter-regional link between the Bay of Plenty and the rest

<sup>6</sup> Identified in the *Government Policy Statement on Land Transport Funding*.

of the upper North Island, providing for the movement of people and freight.

The State Highway 1 and State Highway 29 link between Hamilton and Tauranga has also been identified in the Government Policy Statement on Land Transport Funding 2012/13-2021/22 (GPS 2012) as a possible future Road of National Significance recognising the important inter-regional function performed by this route.

Freight volumes on this route are forecast to increase significantly over the next 30 years, particularly when the Waikato Expressway (State Highway 1) provides a more efficient link between Auckland and Hamilton. Therefore, the continued upgrading of this route is essential to maintain safe and efficient inter-regional access.

### 1.3.11 East Coast Main Trunk Rail Line

The East Coast Main Trunk (ECMT) rail line provides a major link for freight movement between Auckland, Hamilton and Tauranga and further east to Kawerau and Murupara. The Bay of Plenty section of the ECMT line carries over one third of New Zealand's rail traffic and is the most densely utilised sector of the national network.

The ECMT is critical to inter and intra-regional movements between major industries and the Port of Tauranga. Forty per cent of the freight moving to and from the Port of Tauranga moves by rail and volumes are forecast to increase significantly. Continued investment in improvements such as passing loops, and potentially, double tracking, is strongly supported and will be required to ensure adequate freight moving capacity is maintained.

## 1.4 Regional Land Transport Programme Purpose

This is the Bay of Plenty RLTP 2012/13 – 2014/15 (the Programme). The purpose of the Programme is to seek funding from the National Land Transport Fund (NLTF) for the activities it contains. Consequently, the Programme:

- identifies the region's investment priorities for transport;
- lists the region's proposed land transport activities for the period 2012/13 – 2014/15 and prioritises them; and
- provides a ten year financial forecast of anticipated revenue and expenditure for the region's land transport activities.

## 1.5 Responsibility

The Programme has been prepared by the Bay of Plenty RTC. It is a statutory requirement of the Land Transport Management Act (LTMA) and has been prepared in a manner consistent with the LTMA.

The Programme includes activities proposed by Approved Organisations in the region. The approved organisations in the Bay of Plenty are:

- the Bay of Plenty Regional Council – responsible for funding and delivering public transport services, undertaking regional land transport planning (including the development of regional land transport strategies and programmes), and regional road safety promotion;
- the New Zealand Transport Agency (NZTA) – responsible for managing the National Land Transport Fund and delivering state highway activities; and
- city and district councils – responsible for planning, funding and delivering their respective land transport activities, including local road networks.

More detail on the statutory and policy context for the programme can be found in Appendix 1.

## 1.6 Coverage

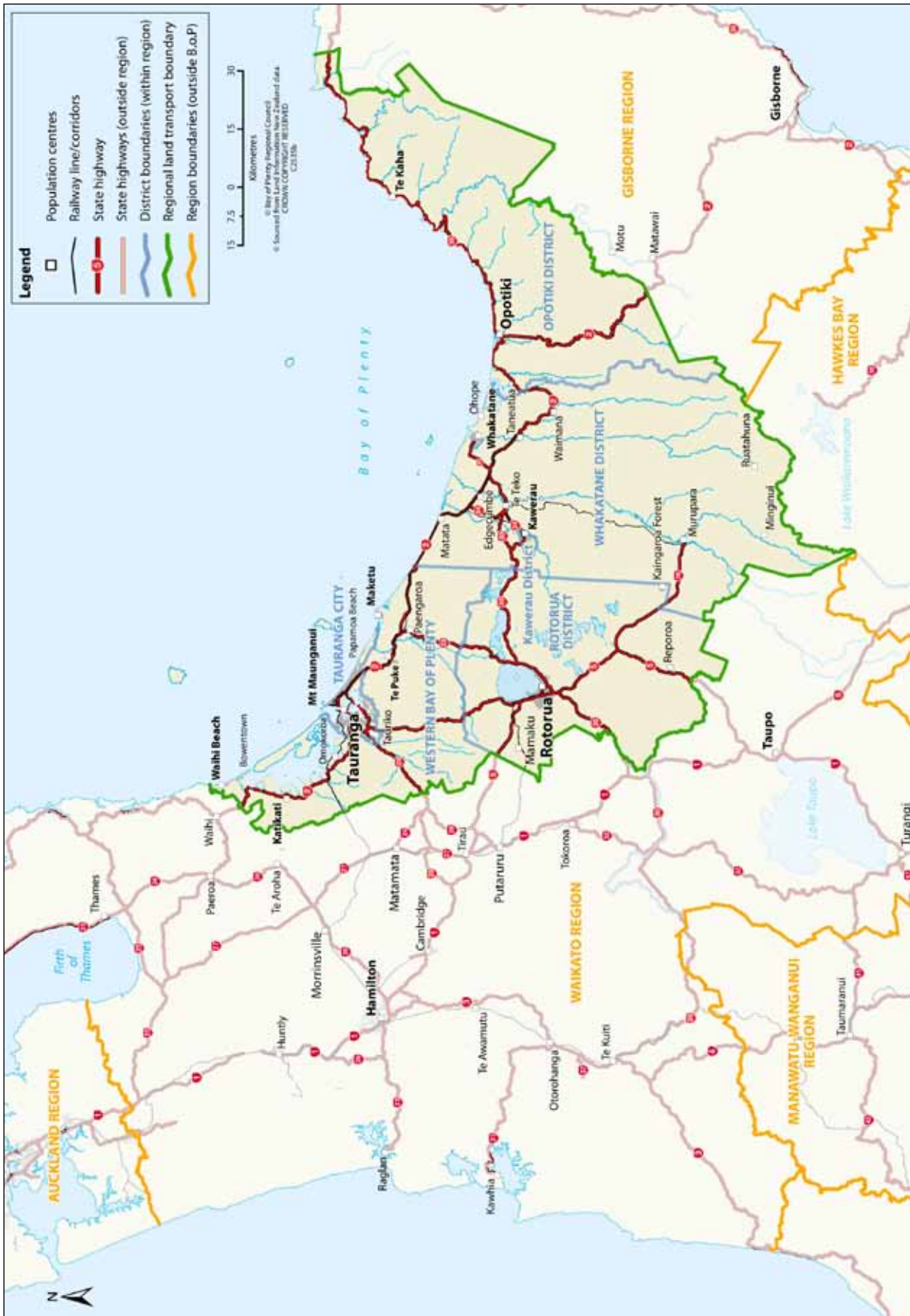
The Programme includes the land transport activities of the following local authorities:

- Kawerau District Council;
- Ōpōtiki District Council;
- Rotorua District Council;
- Tauranga City Council;
- Western Bay of Plenty District Council;
- Whakatāne District Council; and
- Bay of Plenty Regional Council.

The Programme also includes state highway activities in the region proposed by the NZTA.

The area covered by the Programme differs slightly from the Regional Council boundary, which includes part of the Taupō district and excludes part of the Rotorua district (see Figure 4). For the purposes of this Programme, the entire Rotorua district is included in the Bay of Plenty region, while Taupō district is included in the RLTP for the Waikato region.

Figure 4 - Bay of Plenty RLTP Boundaries.





## Part 2: Regional Investment Priorities

**Investment in the Bay of Plenty’s transport activities will provide the government with a substantial contribution to economic growth and productivity and building on the value for money already obtained through previous investment. Road safety improvements underpin the development of all activities.**

### 2.1 Recommended Investment Focus

The Optimised Transport System calls for a balanced investment approach to improve the overall effectiveness and efficiency of the transport system. This means investment in infrastructure and services across a number of categories and modes once efficiencies have been achieved through demand side measures. The balanced investment approach also supports the three focus areas that are priorities in the GPS:

- economic growth and productivity;
- value for money; and
- road safety.

### 2.2 The Optimised Transport System

The strategic option described in the RLTS is an Optimised Transport System. The Optimised Transport System means


considering a hierarchy of interventions to optimise the performance of the region’s land transport system.

Land use and transport integration sits at the top of the intervention hierarchy. Land use and transport integration typically involves policies that encourage more efficient planning processes and reduce overall travel demand.

The Optimised Transport System then places an emphasis on planning for future development, maintaining existing infrastructure and optimising the use of current infrastructure through the implementation of low cost, innovative demand management and freight management measures that are targeted to make the best use of the existing network. Supporting investments in improved infrastructure, public transport, walking and cycling complete the programme. Specific investment in rail to improve capacity and efficiency plays a key role in freight management measures.

The Optimised Transport System components can be translated into more specific categories for the purposes of focusing investment (Figure 5). NZTA’s intervention hierarchy requires an approach to land use and transport planning that considers low-cost, land-use and demand focused interventions before investing in additional infrastructure. This approach is closely aligned with the Optimised Transport System described in the RLTS and flows through to the investment focus areas. The investment focus areas are used in the RLTP to prioritise the activities.

Figure 5 - Intervention Hierarchy



| Intervention Hierarchy (NZTA)       | Optimised Transport System (RLTS)    | Investment Focus Areas  |
|-------------------------------------|--------------------------------------|---|
| Integrated planning                 | Land use and transport integration   | Road network-connectivity   |
| Best use of existing infrastructure | Freight management                   | Rail network<br>Road network - freight                                  |
| Demand management                   | Demand management                    | Demand management   |
| New infrastructure                  | Sustainable transport infrastructure | Public transport<br>Walking and cycling                                 |
|                                     | Road network - safety                | Road network - safety   |
|                                     | Road improvements (including safety) | Road network - route security<br>Road network - quality and maintenance |

## 2.3 Regional Priorities

This section sets out the regional priorities for the Bay of Plenty for the next 6 years. The regional priorities act as the focal point linking the region's programme to the government's desired outcomes. These principles apply the recommended focus for transport investment from the RLTS to four key implementation areas comprising a number of strategic corridors<sup>7</sup>.

The regional priorities are:

- Regional Transport Infrastructure Maintenance;
- Western Bay of Plenty Growth;
- Eastern Bay of Plenty Route Security; and
- Rotorua Growth.

<sup>7</sup> The RLTS contains detailed descriptions of the key implementation areas.

### 2.3.1 Strategic Corridors

The strategic corridors designed to implement the regional priorities are depicted in Figure 6. Each corridor has a set of interdependent and complementary activities that address the key outcomes. The corridors contain a variety of activities (including both land use and transport based activities), more than one organisation and a range of time periods.

The recommended investment focus in each corridor is indicative of the main focus for investment. The investment focus also assumes that individual packages will include investment in road network quality and maintenance, demand management, and the application of the safe systems approach to road safety.

Figure 6 - Strategic Corridors



### 2.3.2 Regional Transport Infrastructure Maintenance

An ageing transport network will require increasing levels of maintenance, particularly in those areas that carry the highest volumes of freight in the country.

|                  |  |
|------------------|--|
| <b>Objective</b> | Maintain transport infrastructure to a level that is safe, affordable and supports economic development.   |
| <b>Issues</b>    | <ul style="list-style-type: none"> <li>The Bay of Plenty has the highest heavy vehicle weight intensity on roads in the country (214.8 thousand tonnes per km compared with the New Zealand average of 106.5), with freight volumes forecast to increase by over 65% by 2041. The East Coast Main Trunk rail line carries the highest volume of freight in the country.</li> <li>In 2011 there were 15 fatalities in the Bay of Plenty, with 'loss of control on bends' being a major contributor to fatal crashes.</li> </ul> |

| Investment Focus                       | Activities  |
|--|---|
| Road network – quality and maintenance | Activity Management Plan Improvements             |
| Rail network                           | Local Roads Maintenance, Operations and Renewals  |
|  | NZTA Maintenance and Operations Programme 2012/15 |
|  | NZTA Minor Improvements 2012/15                   |
|  | NZTA Preventive Maintenance Bay of Plenty 2012/15 |
|  | NZTA Safety Retrofit                              |
|  | NZTA Seismic Retrofit                             |
|  | Renewals of State Highways 2012/15                |
|  | Transportation Activity Management Planning       |

### 2.3.3 Western Bay of Plenty Growth

Forecast growth in residential and freight traffic will increase demand on the sub-region's transport system.

|                  |  |
|------------------|--|
| <b>Objective</b> | Support economic growth by providing for efficient freight movement and a high level of personal accessibility, while maintaining urban amenity and managing the effects of growth.  |
| <b>Issues</b>    | <ul style="list-style-type: none"> <li>Freight traffic is forecast to increase by 63% by 2040. A substantial proportion of this is associated with imports and exports through the Port of Tauranga and will be affected by future growth unless investment continues to be made in the road and rail network.</li> <li>The forecast residential growth in the Bay of Plenty region of 26% by 2021, most of this in the western Bay of Plenty, creating congestion and impacting on the efficiency of access for freight to the Port of Tauranga.</li> <li>The withdrawal of Ministry of Education funding for urban school bus services has the potential to add significant numbers of extra trips to the Tauranga road network during peak times, increasing future congestion levels significantly, particularly on the Tauranga Central Ring Route.</li> <li>The road safety record on State Highways 2 and 29 is poor due to a high crash rate.</li> </ul> |

| Strategic Corridor | Investment Focus       | Activities   |
|--------------------|------------------------|--|
| Eastern Corridor   | Road network – freight | Domain Road Four Laning<br>Maketū/Rangiuru Intersection Upgrade<br>Maunganui Road/Girven Road intersection<br>SH2 Te Puke No3 Road Intersection Upgrade<br>Tauranga Eastern Link<br>TCC/NZTA TEL Mangatawa Interchange (SH2) |



| Strategic Corridor     | Investment Focus  | Activities  |
|------------------------|---|---|
| Tauranga Urban Network | Demand management<br>Road network – freight<br>Road network – connectivity<br>Road network – quality and maintenance<br>Rail network<br>Public transport<br>Walking and cycling | Bethlehem to Wairoa Pedestrian and Cycle Facilities<br>Hairini Link - Stage 4<br>Harini Link- Stage 3<br>Poike Road Pedestrian and Cycle Facility<br>Public Transport Programme 2012-15- School Bus Project<br>SH2 Takitimu Dr Elizabeth St Intersection – Interim<br>Tauranga City Real Time Passenger Information System<br>Tauranga Transportation Model<br>Welcome Bay to Poike Pedestrian and Cycle Link   |
| Western Corridor       | Road network – freight<br>Road network – connectivity   | SH29 Eastern Kamaī Safe System Corridor<br>Soldiers Road Realignment<br>Tauriko Upgrade   |
| Northern Corridor      | Road network – safety<br>Rail network   | Apata Station Road to Sargent Drive Median Barrier<br>Arden Cottages Curves Realignment<br>Bethlehem to Waihi Rd SI SH2<br>Bridgman Lane Passing Lane<br>Katikati Bypass<br>Kauri Point Passing Lane<br>Minden Te Puna Intersection Improvements<br>Ōmokoroa Road Interim Intersection Improvements<br>SH2 Kauri Point Passing Lane<br>SH2 Northern Corridor Safe System Programme<br>Tauranga Northern Link<br>Tuapiro Rd Passing Lane<br>Waihi Beach Road Improvement<br>Wharawhara Road Roundabout |
| Southern Corridor      | Road network – safety   | Forest Passing Lane (SH33)<br>Oropi Road  |

### 2.3.4 Eastern Bay of Plenty Route Security

Access for freight and people to and from the eastern areas of the region is regularly disrupted through the failure of the transport network caused by natural hazards.

|                  |  |
|------------------|--|
| <b>Objective</b> | Ensure the Regional Strategic Transport Network (rail, state highway and/or local road network) in the eastern Bay of Plenty is resilient to natural hazard events.  |
| <b>Issues</b>    | Access for export products to the Port of Tauranga from the Eastern Bay of Plenty by road and rail has been disrupted in recent years by flooding and slips caused by extreme weather events, which are predicted to increase in frequency due to climate change. These events have also blocked access to employment, hospitals, and schools for residents in Kawerau, Ōpōtiki and Whakatāne districts. The network provides limited alternative route options and in most cases they require significant diversions for example the Waioeka gorge. |

| Strategic Packages                            | Investment Focus   | Activities  |
|---|--|---|
| Eastern Bay of Plenty Route Security          | Road network – route security<br>Rail network                | Pekatahi Road/Rail Bridge Upgrade<br>SH2 Route Security Kukumoa Rooding Improvements<br>Taneatua Rail Overbridge<br>Wainui Road route security including Matekerepu intersection<br>Waimana Gorge<br>Waiotahi Bluffs<br>Matatā Straight<br>Mōtū Bluff |
| Whakatāne Coastal Arterial Route Improvements | Road network – route security<br>Road network – connectivity | Study underway  |

### 2.3.5 Rotorua Growth

Continued growth of industry, particularly tourism, is essential for the economic development of Rotorua.

|                  |   |
|------------------|---|
| <b>Objective</b> | Support the growth of Rotorua and enhance the 'Rotorua tourism experience'. Support economic growth by providing for efficient freight movement and a high level of personal accessibility, while maintaining urban amenity and managing the effects of growth.   |
| <b>Issues</b>    | <ul style="list-style-type: none"> <li>Development of industries, such as geothermal power and associated industry, is progressing to diversify economic growth drivers in Rotorua.</li> <li>The Bay of Plenty and Rotorua in particular is the 3rd most important tourism destination in New Zealand. Most visitors are free independent travellers, but Rotorua International Airport and cruise ship visits also add significantly to the economic gains from tourism. Safe efficient access between centres and within Rotorua is essential to enhance the tourism experience in this country.</li> </ul> |

| Strategic Corridor       | Investment Focus   | Activities   |
|--------------------------|--|--|
| Rotorua Urban Network    | Demand management<br>Public transport<br>Walking and cycling | Rotorua Eastern Arterial<br>Rotorua Transportation Centre<br>Victoria Street Arterial  |
| Rotorua Eastern Corridor | Road network – freight                                       | Banksia Rd Passing Lane<br>Five Mile Gate Passing Lane SH5<br>High Productivity Motor Vehicle Priority Route- SH2/SH33/SH30/SH5 Port of Tauranga to Taupō<br>Mourea Bridge Pedestrian Cycleway<br>Parkcliffe Curves Improvements<br>Rotorua Weigh Pit Facilities (SH30/36)<br>Sun Valley Realignment<br>Waipa Curves Realignment |
| Rotorua Western Corridor | Road network – safety  | Mangapouri Bridge Widening   |







## Part 3: Investment and Revenue

### 3.1 Investment

Investment in Bay of Plenty transport infrastructure and services is critical to enhancing the performance of the regional and national economy and improving people's wellbeing. Activities in the programme have been prioritised using a methodology that places higher emphasis on planning for future investment, maintaining existing infrastructure along with supporting economic development by improving access to the Port of Tauranga.

Part One outlines the key drivers in the region, including forecast population and employment growth over the next 30 years. These drivers will place additional demands on the regional transport system.

The alignment between the Bay of Plenty regional priorities and the Government's objectives is demonstrated in Part Two. This is achieved through a summary of the key components of an Optimised Transport System which includes the region's long-term strategic option for managing regional transport to accommodate the projected demand. The Optimised Transport System requires a hierarchy of interventions to optimise the performance of the region's land transport system. Investment in new infrastructure and services is a critical part of this approach once efficiencies have been achieved through demand side measures.

### 3.2 Affordability of the Programme

The approved organisations within the region have each prepared a ten year forecast of expenditure. These have been collated by activity class and are presented in Appendix Two. We are confident of the affordability of the regional and local share of activities contained within the programme because of the robust planning involved in their individual 10 year long term plan development.

However it is difficult to determine the affordability of the programme over the entire ten year period in relation to the National Land Transport Fund contribution. NZTA has not provided a regionalised break down by activity class and the majority of major capital improvement projects (70% by value) are NZTA state highway projects. The RLTP contains significant projects scheduled towards the end of the 10 year programme. Under current forecasts it is likely there will be a significant funding gap. Consideration of alternative funding sources as options to close this funding gap is desirable.

Nationally the maintenance activity class has received requests for funding that exceed the funding allocated. Regional transport infrastructure maintenance is one of four regional priorities identified in this RLTP. The pressure on funding for maintenance is concerning and could result in a lower standard of infrastructure leading to decreased economic productivity and poor safety outcomes.

NZTA has also signalled changes to the process for allocating funding; this is likely to result in outcome based funding. Changes to funding allocation processes may result in a different investment focus.

#### 3.2.1 Forecast of Anticipated Revenue

The following sources of revenue have been identified in the 10 year forecast of anticipated revenue for the Bay of Plenty region.

##### **National Land Transport Fund**

The NLTF is the funding source for which the region is bidding through this RLTP. The primary source of this funding is made up of road user charges, fuel excise duty and other income collected as land transport revenue. NZTA has provided indicative national funding ranges for each activity class. If planned expenditure in one activity class was greater than the mid-point, it should be compensated by a lower expenditure in other activity classes.

##### **Local Funding Share**

The NLTF subsidises local projects with councils contributing approximately half of the cost. Local authorities are required to part fund all subsidised transport activities, with the proportion of funding required for an activity based on a Financial Assistance Rate (FAR) provided by NZTA. Local funding also makes a valuable contribution to non-subsidised transport activities; these are listed in section 3.2.2. The FAR varies according to the organisation applying for funding and the activity class being funded. The region's local authorities will contribute approximately \$370 million to NZTA financially assisted activities over the next ten years. A further estimated \$105 million will come from local government through fees and charges and public transport fares. Tolls from the Tauranga Eastern Link is anticipated to generate approximately \$100 million in revenue.



### Other Funding

Funds are also available from the following:

- developer and financial contributions;
- additional contributions from local authorities beyond that usually required for a subsidised activities;
- Bay of Plenty Regional Council Infrastructure Fund;
- public transport fares;
- contributions from community groups or other government agencies to community programmes;
- betterment from landowners receiving values from road improvements;
- fees and charges; and
- vested developer assets.

- on-street landscaping and urban design elements (provision and maintenance);
- amenity lighting;
- public off street lighting;
- Wainui Road route security;
- lead infrastructure for example Ōpōtiki Harbour Entrance Twin Groynes;
- walking and cycling facilities- mainly used for recreation; and
- seal extensions.

Rail is not funded through the NLTF. The importance of the Kiwirail 10 Year Turnaround Plan has been emphasised throughout the RLTP. The level of investment in the ECMT and other rail infrastructure is complementary, and may also provide an alternative to roading infrastructure.

### 3.2.2 Significant Expenditure on Activities to be Funded from other Sources

The following activities are expected to be funded by local authorities without assistance from the NLTF:

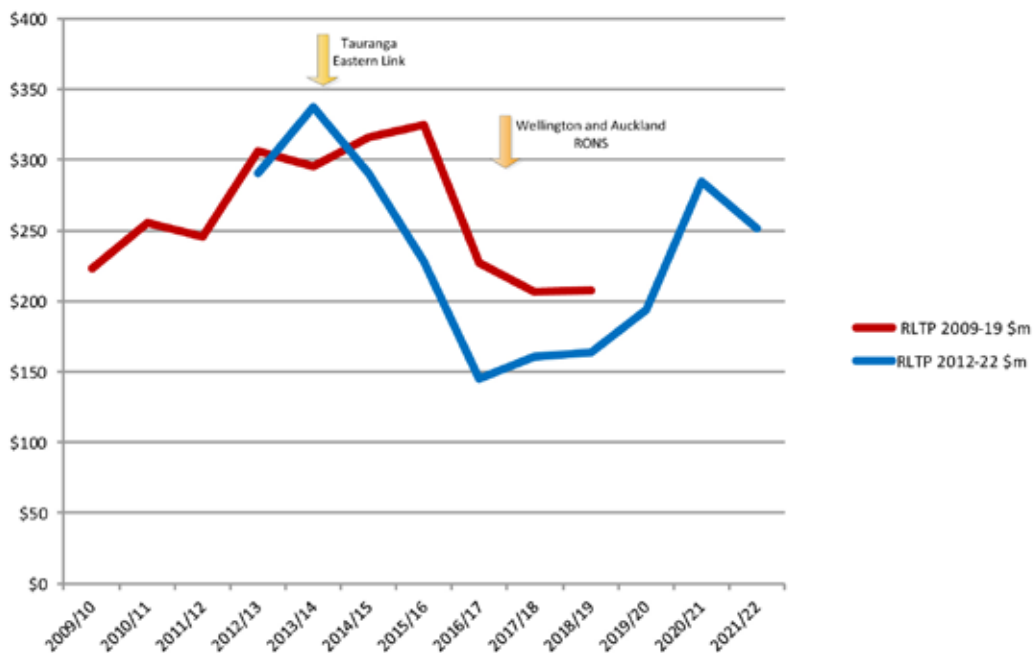
- footpath maintenance and renewal;
- new footpaths (other than for safety);
- public off-street parking provision, maintenance and enforcement;

### 3.2.3 Total Projected Expenditure Over Ten Years

Total expenditure over all activity classes is shown in the Figure 7. The graph shows the impact of expenditure from the Roads of National Significance (RONS). Firstly expenditure in the Bay of Plenty peaks with the construction of the Tauranga Eastern Link and then declines as other RONS commence construction.

Figure 8 shows the anticipated total expenditure over the next 10 years. The 10 year programme for the Bay of Plenty

Figure 7 - Summary of Bay of Plenty Ten Year Financial Forecast<sup>8</sup>



<sup>8</sup> Note the local share is estimated based on current financial assistance rates and is therefore subject to change.

region has a total cost of \$2.31 billion. The NZTA's share of this expenditure is \$1.8 billion. The balance of the funding is made up from local share and other funding.

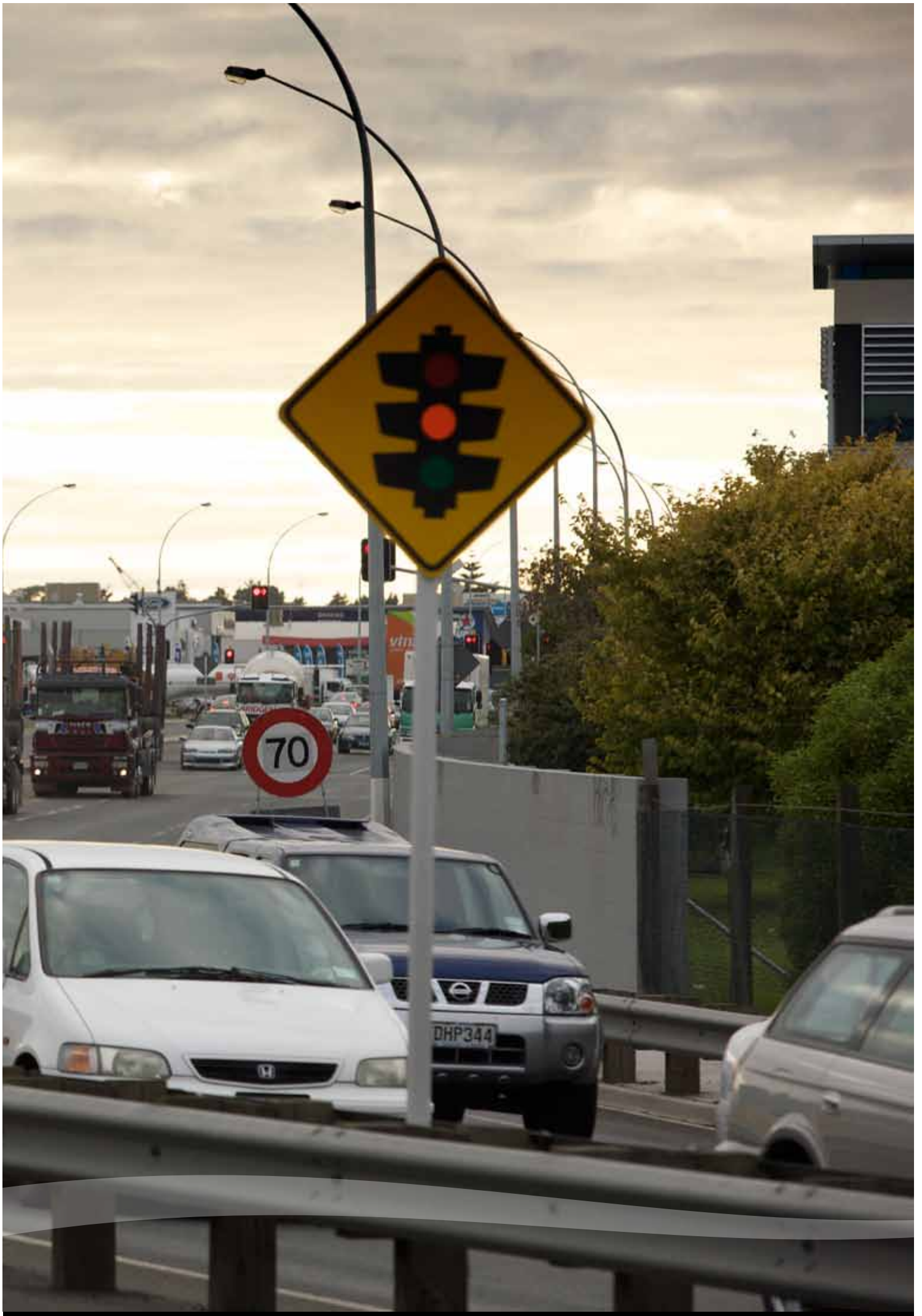
Table 1 shows a breakdown of the 10 year expenditure across each activity class. NZTA's intervention hierarchy in section 2.2 emphasises the importance of low cost activities, including transport planning and demand management. The Bay of Plenty RLTP has allocated only 0.4% of the total

expenditure to transport planning, in comparison to 1.01% nationally (based on the 2009-12 NLTP). Nearly 40% of the forecasted investment is in maintenance, renewal and operations of existing transport networks, this reflects the importance placed on optimising the existing transport network. 50% of the programmed expenditure over the next 10 years is forecasted to be on new state highway infrastructure.

**Table 1 - Summary of Bay of Plenty Ten Year Financial Forecast<sup>9</sup>**

| Activity Class Name                                | Ten Year Expenditure   | Local Share          | Other                 | NLTF                   |
|--|------------------------|----------------------|-----------------------|------------------------|
| Transport planning                                 | \$8,516,670            | \$3,983,335          | \$250,000             | \$4,283,335            |
| Road user safety                                   | \$6,555,366            | \$3,627,540          | \$304,690             | \$2,623,136            |
| Walking and cycling facilities                     | \$4,000,000            | \$1,329,000          | -                     | \$2,671,000            |
| Public transport services                          | \$161,695,871          | \$61,034,653         | \$55,796,130          | \$44,865,088           |
| Public transport infrastructure                    | \$11,524,554           | \$5,762,277          | -                     | \$5,762,277            |
| Maintenance and operation of local roads           | \$336,869,790          | \$168,434,895        | -                     | \$168,434,895          |
| Maintenance and operation of State highways        | \$240,925,377          | -                    | -                     | \$240,925,377          |
| Renewal of local roads                             | \$172,383,496          | \$86,191,748         | -                     | \$86,191,748           |
| Renewal of State highways                          | \$142,361,322          | -                    | -                     | \$142,361,322          |
| New and improved infrastructure for local roads    | \$172,604,066          | \$48,662,739         | ~\$50,000,000         | \$73,941,327           |
| New and improved infrastructure for State highways | \$1,064,429,841        | -                    | -                     | \$1,064,429,841        |
| <b>Totals</b>                                      | <b>\$2,321,866,353</b> | <b>\$379,026,187</b> | <b>~\$106,350,000</b> | <b>\$1,836,489,346</b> |

9 Note the local share is estimated based on current financial assistance rates and is therefore subject to change



## Part 4: The Programme

### 4.1 Overview of Three Year Programme

A summary of the total expenditure on activities is presented in Table Two below. Appendix Two provides a breakdown of expenditure for each organisation in the Bay of Plenty over the next three years and includes those activities that are not subject to prioritisation.

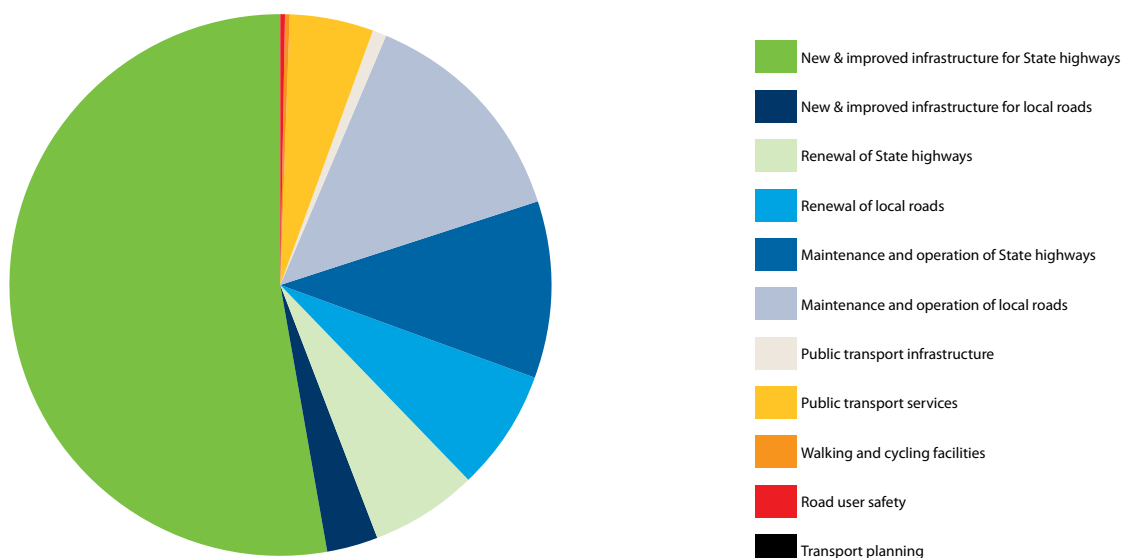
The activities listed in Appendix Two comprise the total bid for funding support from the National Land Transport Fund from the Bay of Plenty region. The pie graph shows the allocation between activity classes for the next three years.

**Table 2 - Total Cost of Activities Submitted for Funding 2012/13-2014/15.**

| Activity class name                                | 2012/13              | 2013/14              | 2014/15              | NLTF share           |
|--|----------------------|----------------------|----------------------|----------------------|
| Transport planning                                 | \$958,951            | \$1,065,222          | \$856,264            | \$2,041,476          |
| Road user safety                                   | \$1,558,280          | \$1,575,464          | \$1,575,464          | \$2,827,369          |
| Walking and cycling facilities                     | \$2,041,000          | \$429,000            | \$0                  | \$2,470,000          |
| Public transport services                          | \$10,197,534         | \$11,492,926         | \$13,320,550         | \$18,022,857         |
| Public transport infrastructure                    | \$730,296            | \$3,338,729          | \$1,944,953          | \$3,006,989          |
| Maintenance and operation of local roads           | \$31,085,590         | \$31,645,015         | \$32,640,871         | \$44,792,304         |
| Maintenance and operation of state highways        | \$23,875,082         | \$23,976,439         | \$24,134,232         | \$71,985,753         |
| Renewal of local roads                             | \$17,553,940         | \$17,760,936         | \$17,353,906         | \$25,350,404         |
| Renewal of state highways                          | \$16,258,308         | \$13,751,980         | \$14,347,548         | \$44,357,836         |
| New and improved infrastructure for local roads    | \$33,517,224         | \$24,540,936         | \$33,878,906         | \$43,274,327         |
| New and improved infrastructure for state highways | \$98,634,043         | \$120,053,943        | \$234,950,047        | \$440,577,245        |
| <b>Total</b>                                       | <b>\$228,972,652</b> | <b>\$243,684,994</b> | <b>\$374,460,741</b> | <b>\$701,433,364</b> |

### 4.2 Activities Included in the Programme

**Figure 8 - Forecasted Total Expenditure for Three Year Programme by Activity Class.**





## 4.3 Process for Prioritisation

The RLTP is the mechanism for implementing the RLTS. It is also the tool used to seek funding through the NLTF. The draft RLTP currently contains a list of 83 prioritised activities ranging from transport planning and modelling activities through to large state highway projects.

Prioritisation is not required for all activities; the LTMA only requires the following activities to be prioritised for the first three years of the RLTP:

- All state highway activities;
- Major local road improvements (over \$5 million);
- New public transport services and infrastructure;
- Walking and cycling improvement;
- Road safety promotion; and
- Transport planning and studies.

Local road maintenance, renewals and capital works less than \$5 million, and existing public transport services are included in the draft RLTP without prioritisation, as specified in the LTMA. The expenditure in these non-prioritised activities is included in Appendix Two.

Activities in the RLTP were prioritised by the RTC using a methodology that assesses each activity against the nine investment areas in the RLTS as follows:

- Road network – connectivity
- Demand management
- Rail network
- Road network – freight
- Road network – route security
- Road network – quality and maintenance
- Road network – safety
- Public transport
- Walking and cycling

To establish a score, or weighting, for each investment area sub-set, RTC members and key stakeholders rated the contribution of each investment area. Once the contribution of each investment area sub-set had been established, they were ranked and their rank then converted into a score.

The process was approved by the RTC on 21 October 2011. The list of prioritised activities was then developed and the RLTP drafted.

The outcome of the RLTP prioritisation process is that a high priority has been given to future planning; maintaining and optimising existing infrastructure; and supporting economic development in particular access to the Port of Tauranga.

The priorities take into account the NZTA's investment profile to ensure the process focuses on supporting economic development in the region.

## 4.4 Committed Funding

The following projects have been approved for funding.

*Table 3 - List of Committed Funding.*

| Approved organisation    | Project Name            | Phase         | Committed     |
|--------------------------|-------------------------|---------------|---------------|
| NZTA                     | Tauranga Northern Link  | Investigation | \$1,102,200   |
| NZTA                     | Tauranga Eastern Link   | Construction  | \$16,405,100  |
| NZTA                     | Tauranga Eastern Link   | Construction  | \$286,073,300 |
| Rotorua District Council | Lake Road Four Laning   | Construction  | \$8,943,284   |
| Rotorua District Council | Lake Road Four Laning   | Property      | \$1,300,000   |
| Tauranga City Council    | TCC Tara Rd Four Laning | Construction  | \$10,700,000  |

## 4.5 The Prioritised List of Activities

The following table sets out the region's land transport activities for the purposes of seeking funding from the National Land Transport Fund. The tables include a description of the activities and the regional priority ranking. The projects are listed according to activity class as follows:

- Transport planning;
- Road user safety;
- Walking and cycling facilities;
- New public transport services;
- Public transport infrastructure;
- New and improved infrastructure for local roads; and
- New and improved infrastructure for state highways.

## 4.5.1 Transport Planning

**Table 4 - The Region's Priority Land Transport Activities.**

| Project  | Description  | Organisation                           | Regional Priority |
|--|--|--|-------------------|
| Regional Land Transport Strategy implementation and monitoring 2012/15 | Statutory and non-statutory functions relating to the Bay of Plenty Regional Land Transport Strategy 2011.   | Bay of Plenty Regional Council         | 1                 |
| Regional Land Transport Programme 2012/15                              | Statutory and non-statutory functions relating to the Bay of Plenty Regional Land Transport Programme 2012.  | Bay of Plenty Regional Council         | 2                 |
| Upper North Island Network Plan  | The Upper North Island (UNI) Network Plan will be a high level strategic summary of key land use, transport and investment information and current thinking pertaining to the four Upper North Island regions of Northland, Auckland, Waikato and Bay of Plenty. | NZTA                                   | 3                 |
| Activity Management Plan Bay of Plenty 2012/15                         | The preparation and improvement of activity management plans for land transport activities.  | NZTA                                   | 7                 |
| Transportation Activity Management Planning                            | Implementation of Smart Transport strategic roading network and co-ordination of the regional transportation committee and technical committee.  | Western Bay of Plenty District Council | 8                 |
| Activity Management Plan Improvements                                  | The preparation and improvement of activity management plans for land transport activities.  | Whakatāne District Council             | 9                 |
| TCC/WBOPDC/NZTA Tauranga Transport Model                               | Amendments to the Tauranga Transport Model to deliver the expectations and outcomes of Western Bay District Council, NZTA and Tauranga City Council in the 2012-2015 period.   | Tauranga City Council                  | 10                |
| Corridor Optimisation 2012/15 BOP                                      | Studies to optimise the use and effectiveness of the existing transport corridors.   | New Zealand Transport Agency           | 14                |
| Regional Public Transport Plan 2012/15                                 | Drafting the Regional Public Transport Plan.   | Bay of Plenty Regional Council         | 17                |
| TCC Directional Signage Planning                                       | Delivery of elements of the Tauranga Urban Network Strategy (TUNS) on the local road network through improved route signage on Tauranga arterial corridors and resulting protection of local and collector roads.  | Tauranga City Council                  | 57                |

## 4.5.2 Road User Safety

| Project   | Description  | Organisation                                    | Regional Priority |
|---|--|---|-------------------|
| Road Safety Promotion 2012/15 - Bay of Plenty   | NZTA Highway and Network operations (State Highways) contribution to the education component of the regions Safer Journey strategy implementation 2010-2020 plan.  | New Zealand Transport Agency                    | 68                |
| TCC/WBOPDC Road Safety Promotion 2012/15        | Deliver the Safer Journeys 2010-2020 Road Safety Strategy and Community at Risk Register for the Tauranga and Western Bay District areas as a fully integrated and co-ordinated package.   | Tauranga City Council                           | 69                |
| Road Safety Promotion 2012/15                   | Improvements in road safety via promotions, primarily to give support to the districts' within the Bay of Plenty Region with their Road Safety Action Plans and encourage other required initiatives e.g. Bikewise.  | Bay of Plenty Regional Council                  | 70                |
| Road Safety Promotions 2012/15- High Priority   | Delivery of a collection of road safety projects in the Rotorua District from 2012-2015. Projects to include: speed; alcohol; younger drivers; safer rural roads and roadsides - intersections. This is a group of activities which support the District's identified road safety issues and is in line with New Zealand's road safety strategy 2010-2020. RDC's focus is on priority projects as identified in the Safer Journeys 2020 strategy and the Communities at Risk register. | Rotorua District Council                        | 71                |
| Road Safety Promotions 2012/15- Medium Priority | Delivery of a collection of road safety projects in the Rotorua District from 2012-2015. Projects to include: cycling; walking; older drivers. This is a group of activities which support the District's identified road safety issues and is in line with New Zealand's road safety strategy 2010 - 2020. RDC's focus is on priority projects as identified in the Safer Journeys 2020 strategy and the Communities at Risk register.  | Rotorua District Council                        | 72                |
| Road Safety Promotions 2012/15                  | The areas of high concern have been identified from the Safer Journeys 2020. These are speed, young drivers, alcohol and drug. Eastern Bay of Plenty is one of the worst areas for road safety and must be seen as a high priority.  | Whakatāne, Ōpōtiki and Kawerau District Council | 73                |

## 4.5.3 Walking and Cycling Facilities

| Project  | Description   | Activity Class                 | Organisation | Regional Priority |
|--|---|--------------------------------|--------------|-------------------|
| Poike Road Pedestrian and Cycle Facility             | Provide pedestrian/cycle facilities across SH29 at Poike Road, to provide links between Welcome Bay and the Polytech.   | Walking and cycling facilities | NZTA         | 42                |
| Mourea Bridge Pedestrian Cycleway                    | Widen bridge to accommodate 2.5 m wide combined pedestrian/cyclist facility separated from traffic lanes. This project is part of the Eastern/Lakes Transportation package. | Walking and cycling facilities | NZTA         | 62                |
| Bethlehem to Wairoa Pedestrian and Cycle Facilities  | Provide Pedestrian and Cycle facilities on SH2 between Carmichael Road and Wairoa River Bridge.   | Walking and cycling facilities | NZTA         | 67                |
| Welcome Bay to Poike Pedestrian and Cycle Facilities | Welcome Bay to Poike Road pedestrian and cycling facility.  | Walking and cycling facilities | NZTA         | 74                |

#### 4.5.4 New Public Transport Services

| Project                      | Description   | Activity Class            | Organisation                   | Regional Priority |
|------------------------------|---|---------------------------|--------------------------------|-------------------|
| Tauranga School Bus Services | New public transport services in Tauranga in response to changes to Ministry of Education school buses. | Public transport services | Bay of Plenty Regional Council | 26                |

#### 4.5.5 Public Transport Infrastructure

| Project  | Description  | Activity Class                 | Organisation                   | Regional Priority |
|--|--|--------------------------------|--------------------------------|-------------------|
| Rotorua Transportation Centre                        | Upgrade the existing transport terminal to cater for increased demand and provide linkage between local and inter-regional passenger transport services.                             | Rotorua District Council       | Rotorua District Council       | 19                |
| Tauranga City Real Time Passenger Information System | To provide an affordable system which provides passengers with Real Time information. This pilot will produce a module which can be used by other provincial centres in New Zealand. | Bay of Plenty Regional Council | Bay of Plenty Regional Council | 41                |
| Bay of Plenty Regional Electronic Ticketing System   | Provision for the replacement of existing ticketing systems.   | Bay of Plenty Regional Council | Bay of Plenty Regional Council | 56                |

#### 4.5.6 New and Improved Infrastructure for Local Roads

| Project                                  | Description  | Organisation                           | Regional Priority |
|--|--|--|-------------------|
| Victoria Street Arterial                 | Proposed Arterial east-west Linkage between SH5 and SH30 bypassing Rotorua CBD.  | Rotorua District Council               | 13                |
| Domain Road Four Laning                  | Domain Road, Tauranga four-laning from Gravatt Road to the Domain Road interchange.  | Tauranga City Council                  | 23                |
| TCC/NZTA TEL Mangatawa Interchange (SH2) | Tauranga City Council contribution towards the TEL Mangatawa Interchange, funding assistance towards TCC local share through NZTA P and I group. | Tauranga City Council                  | 29                |
| Landing Road Roundabout Reconstruction   | Landing Road Roundabout Reconstruction.  | Whakatāne District Council             | 58                |
| Apanui Stream Culvert Replacement        | Apanui Stream Culvert Replacement.   | Whakatāne District Council             | 60                |
| Waihī Beach Road Improvement             | Crash reduction from improved road alignment.  | Western Bay of Plenty District Council | 75                |
| Oropi Road Realignment                   | Crash reduction from improved road alignment.  | Western Bay of Plenty District Council | 76                |



## 4.5.7 New and Improved Infrastructure for State Highways

| Project   | Description  | Regional Priority |
|---|--|-------------------|
| Property Acquisition Block and Fees – Bay of Plenty | Property acquisition for various small projects, minor improvements, and payment of fees to property consultants.  | 4                 |
| Maunganui Road/Girven Road intersection             | Intersection upgrade of SH2 crossroads with Girven Road.   | 11                |
| Rotorua Eastern Arterial*                           | The project aims to develop a way to increase efficiency, reduce travel times, and improve safety for all road users travelling around and through the eastern suburbs of Rotorua.                   | 12                |
| Tauriko Upgrade*                                    | Upgrade to reconfigure SH29 between Omanawa Rd and the Takitimu Drive toll road roundabout.  | 15                |
| Safety Retrofit - Bay of Plenty                     | Package of targeted safety improvements including barriers, hazard removal, seal widening and national initiatives such as wide centre lines, speed management, and vehicle activated warning signs. | 16                |
| Katikati Bypass*                                    | A 2.5 km bypass is planned to take SH2 west of Katikati.   | 18                |
| Tauranga Northern Link*                             | Proposed new link bypassing Bethlehem and Te Puna between Route K and Minden Road (Te Puna).   | 20                |
| Hairini Link - Stage 4                              | Capacity upgrade of the Maungatapu and Hairini signalised roundabouts by the creation of a direct link from SH2A to Welcome Bay.   | 21                |
| Hairini Link- Stage 3*                              | 4 laning of 15th Ave and Turret Road.  | 22                |
| SH2 Takitimu Dr Elizabeth St Intersection - Interim | Introduction of signal controls to the SH2 Takitimu Dr/ Elizabeth St roundabout to provide medium term capacity improvements.  | 24                |
| Pekatahi Road/Rail Bridge                           | Replacement of current road/rail bridge at the end of its useful life.   | 25                |
| Wharawhara Road Roundabout*                         | A new roundabout providing access to future land use development in Katikati and consistent with the planned SH2 Katikati bypass.  | 27                |
| Mangapouri Bridge Widening*                         | Widening the existing single bridge between Rotorua and Tauranga along SH36 to include a slow vehicle bay.   | 28                |
| Soldiers Road Realignment*                          | Improve route safety by providing a consistent driving environment for road users along SH29 between the Soldiers Rd and Ngamuwahine Roads intersections.  | 30                |
| SH2 Route Security Kukumoa Roading Improvements     | Evaluation of options to improve route security along this key section of SH2.   | 31                |
| Sun Valley Realignment                              | Introduction of an improved road alignment and southbound passing lane to improve road safety.   | 32                |
| Forest Passing Lane (SH33)                          | Introduction of a south-bound passing lane to improve travel efficiency and safety.  | 33                |
| Five Mile Gate Passing Lane (SH5)                   | New southbound passing lane. This project is part of the Rotorua Southern transportation package.  | 34                |
| Parkcliffe Curves Improvements                      | Realignment of this section of SH33, plus related intersection improvements to improve road safety.  | 35                |
| Banksia Rd Passing Lane*                            | Introduction of a new north bound passing lane between Banksia Place and Okawa Bay to improve efficiency and road safety.  | 36                |
| SH29 Eastern Kama Safe System Corridor              | Design and implementation of physical works to improve road safety on this corridor.   | 37                |
| Ōmokoroa Road Intersection Improvements*            | Introduction of Ōmokoroa Road. To provide access to the significant growth in the Omokoroa area supporting the SmartGrowth strategy.   | 38                |
| SH2 Northern Corridor Safe System Programme         | Targeted implementation of safety improvements along this key section of the region's State Highway network based on the application of the 'Safer System' approach.                                 | 40                |
| Maketū /Rangiuru Intersection Upgrade               | New intersection to connect Rangiuru Business Park (RBP) to SH2, between Pah Road and Affco freezing works.  | 43                |

| Project  | Description  | Regional Priority |
|--|--|-------------------|
| No3 Road Intersection Upgrade  | Part of a package of works with Local Authority and developer to create safer intersections on the northern edge of Te Puke urban area   | 44                |
| Bethlehem to Waihi Road safety Improvements SH2 (investigation)                              | Minor widening to accommodate a median barrier to provide crash severity reduction.  | 45                |
| Taneatua Rail Overbridge   | Remove the bridge, realign the road and improve SH2 Whitepine Bush Rd/ Taneatua Rd intersection.   | 46                |
| Rotomā Bluff Slow Vehicle Bay  | Introduction of a slow vehicle bay to improve road safety and travel efficiency along SH30 between Whakatāne and Rotorua.  | 47                |
| Rotomā Hills Passing Lane  | Introduction of a passing lane to improve road safety and travel efficiency along SH30 between Whakatāne and Rotorua.  | 48                |
| Bridgman Lane Passing Lane   | Introduction of a northbound passing lane to completed the existing southbound lane along SH2 near Tanners Point.  | 49                |
| Kauri Point Passing Lane*  | Introduction of a passing lane to improve road safety and travel efficiency along SH2 near Kauri Point.  | 50                |
| High Productivity Motor Vehicle Priority Route - SH2 Waihi to Port of Tauranga*              | Package of route corridor improvements to accommodate High Productivity Motor Vehicle traffic between Waihi and Port of Tauranga along SH2.  | 51                |
| High Productivity Motor Vehicle Priority Route- SH2/SH33/SH30/SH5 Port of Tauranga to Taupō* | Package of route corridor improvements to accommodate High Productivity Motor Vehicle traffic between Port of Tauranga and Taupō along SH2, 33, 30, 5.                                   | 52                |
| Seismic Retrofit   | Treatment of various seismic retrofit and seismic linkage sites to ensure the delivery of a secure integrated transport network for the movement of people and freight.                  | 53                |
| Trevarthens Hill Realignment*  | Realignment of a section of SH30 near Rotorua to improve road safety.  | 54                |
| Waipa Curve Realignment*   | Realign existing curves to improve safety and efficiency and widen seal width.   | 55                |
| Arden Cottage Curves Realignment*  | Realignment of this section of SH2 to improve road safety.   | 59                |
| Improved Driver Information  | The delivery of Intelligent Transport Systems to optimise the network by helping to manage the movement of people and freight to deliver a more efficient, integrated transport network. | 61                |
| SH2 Apata Station Rd to Sargent Drive Median Barrier   | Installation of median barriers and reconfiguration of intersections to improve road safety along SH2 between Sargent Drive and Apata Station Road, near Ōmokoroa.                       | 63                |
| Tuapiro Rd Passing Lane  | Introduction of a passing lane along SH2 north of Katikati to improve road safety and travel efficiency  | 64                |
| Waitahanui Bridge Replacement*   | Replacement of Waitahanui Bridge.  | 65                |
| Minden Te Puna Intersection Improvements   | Upgrading of existing priority controlled cross intersection to improve road safety.   | 66                |
| SH29 Stock Effluent Disposal Facility  | Provision of roadside disposal sites for in-transit stock trucks.  | 77                |
| Rotorua Weigh Pit Facilities (SH30/36)*  | Provision of a new weigh-pit on SH36 between Ngongotaha and Hamurana.  | 78                |
| Matekerepu Intersection SH2  |  | 79                |
| Waimana Gorge SH2  |  | 80                |
| Matatā Straight SH2  |  | 81                |
| Waiotahi Bluffs SH2  |  | 82                |
| Mōtū Bluffs SH35   |  | 83                |

\* represents projects scheduled to commence post 2015.

Note projects prioritised 79-83 are late additions to the programme and are yet to be prioritised using the agreed methodology.

## 4.6 Factors Influencing the Development of the Programme

A number of issues were raised during the development of the RLTP that impact on its effectiveness. These are:

- the timing of large state highway projects;
- alignment between transport activities and land use developments; and
- ensuring alignment between related local road projects and state highway projects.

It is important to note that factors other than the priority of an activity contribute to its construction. It is feasible that the highest priority activity might not proceed if it is not ready and so be programmed for construction later than lower priority activities. For example, where the highest priority activity still needs to go through final design, consenting and property purchase there may be other activities that are ready for tender and construction. Alternatively a project that is ranked lower may proceed earlier, for example where infrastructure is at the end of its useful life.

When preparing the 10 year financial forecast, the RTC applied the principle that the investigation phase for new and improved infrastructure activities would take precedence for funding. In the long term this will provide the RTC with a better understanding of the cost and land requirements for each activity and enable fully informed decision-making.

Land use in the SmartGrowth region is generally well aligned with large transport projects. The global financial crisis has slowed growth and triggered a review of the SmartGrowth strategy. The update will be completed in 2013. The outcome of this review will provide useful information to guide the development of the next RLTP. The update may affect the sequencing and timing of land use and transport projects for some growth areas. Any changes are likely to only affect the timing of certain transport projects not the overall need for that project. An example of the potential impact is the realignment of State Highway 29 between Route K and Omanawa Road. The Tauriko Upgrade forms a critical component of the SmartGrowth southern growth corridor. The land surrounding Tauriko will have both housing as well as new employment and these land use changes will impact on the transport network.

The Rotorua Eastern Arterial project serves the major growth area for Rotorua on the eastern side of the Lake and will take inter-regional traffic off the existing route at Te Ngae Road. The new arterial route will provide improved access to Rotorua airport and also improve access to industrial employment areas and for logging trucks. Close alignment between this State Highway project and Rotorua

District Council's Victoria Street Arterial are required to ensure the success of both projects.

The Ministry of Education has signalled its intention to withdraw from the provision of school bus services in the Tauranga urban area. The withdrawal of these services is likely to cause overloading on urban bus services as well as impact on congestion during the morning peak. The RLTP includes provisions for new bus services to address the withdrawal.

Aquaculture is an emerging economic activity with the potential to impact on transport networks in the region. The largest aquaculture water space in New Zealand and in the Southern hemisphere has recently been approved in the Eastern Bay of Plenty region. A joint venture for 3,800 hectares of water space to farm marine species will be located off the Ōpōtiki coast.

## 4.7 Police Road Safety Activities

The Police play a key role for transport in the region. Policing activities, across a broad spectrum of outputs ranging from drink-driving enforcement to community road policing, are an essential component of achieving the desired outcomes of the Government's 'Safer Journeys Strategy to 2020'.

The Police sit on the Bay of Plenty RTC as an appointed representative holding the safety and personal security portfolio. The police representative contributes to the development of the RLTP. This ensures a high level of alignment between strategies and programmes developed by the RTC and the Bay of Plenty Road Policing Programme. The Police also work in partnership with the sub-regional road safety committees to develop road safety action plans (RSAPs). RSAPs are key tools for delivering road safety activities in the region in an integrated manner.

There are three principle documents outlining the police engagement in road safety. These are Safer Journeys; New Zealand's Road Safety Strategy 2010-2020; the New Zealand Police's Road Policing Strategy 2011 to 2015; and the annual Road Policing Programme. Together these documents provide the strategic direction for Police both nationally and within the Bay of Plenty region.

The four principle focus areas in the 2020 Safer Journeys Strategy are:

- Safe Roads and Roadside;
- Safe Road Use;
- Safe Speeds; and
- Safe Vehicles.

Figure 9 - The Safe System Model.



Safer Journeys goes beyond looking at a single incident. It requires a holistic approach and is based on the principle that even responsible drivers can make mistakes but it shouldn't cost them their lives.

The Police focus is to integrate its activities with other road safety partners, taking a whole of Police approach to road safety, with a particular focus on injury and crash prevention. Safe speeds and safe road use are the key focus areas for Police. This is to be achieved through a combination of prevention, deterrence and enforcement to achieve set priorities.

Police will focus on each of the areas of concern set out in Safer Journeys, in particular:

- Reducing the impact of high-risk drivers;
- Reducing the impact of alcohol/drug impaired driving;
- Increasing the safety of young drivers;

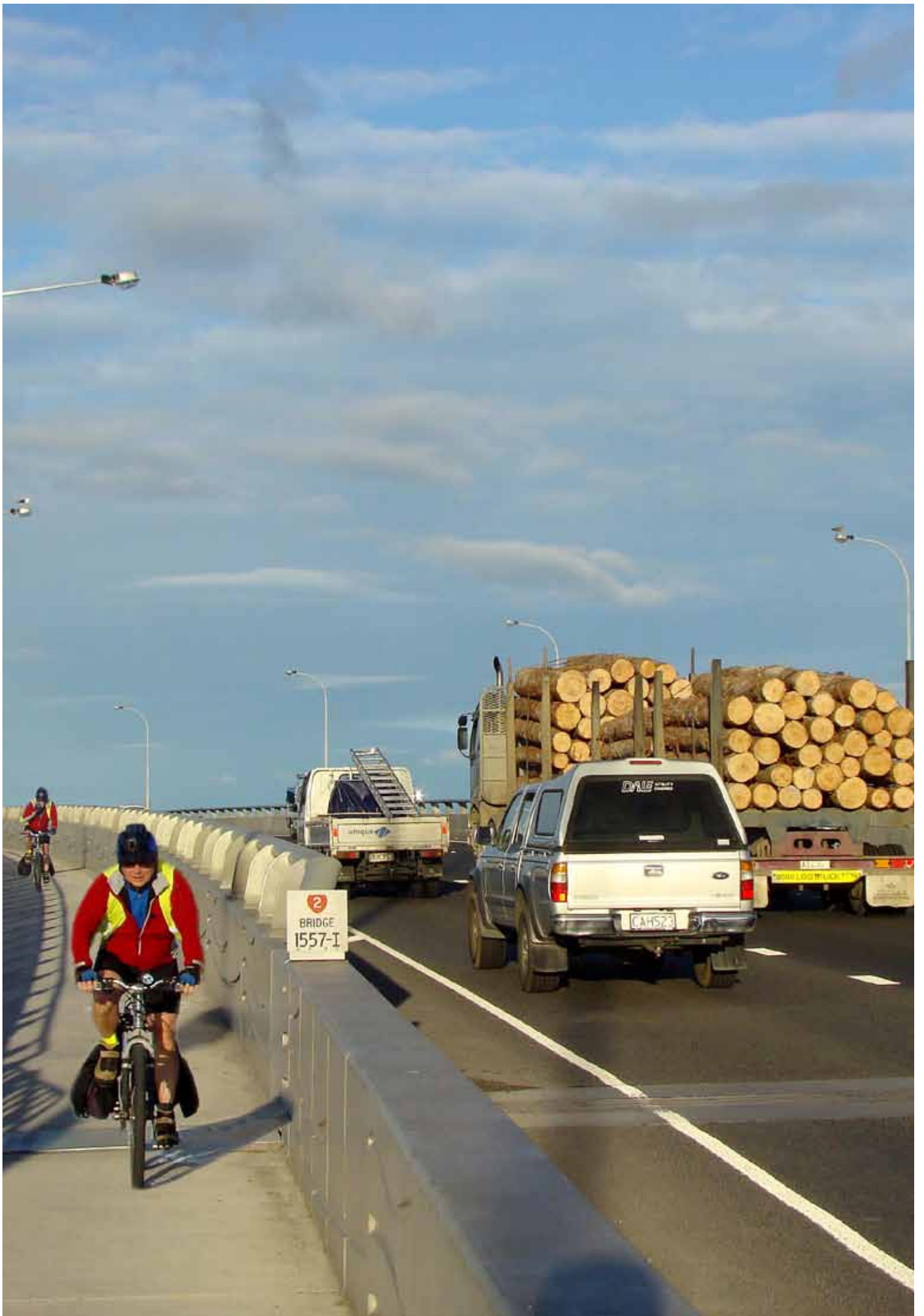
- Focusing on excess and inappropriate speed to reduce the number of crashes;
- Improving the safety of heavy vehicles;
- Increasing the level of restraint use; and
- Increasing the safety of motorcycling.

This accords well with Bay of Plenty Regional risk factors of:

- Intersections;
- Alcohol;
- Speed; and
- Loss of control on bends.

Funding for road policing comes directly out of the NLTF and is planned and implemented alongside the road safety programmes contained within the RLTP.





## Part 5: Monitoring and Review

The RTC, with the assistance of the Regional Advisory Group (RAG), will undertake monitoring to assess the implementation of the RLTP. As much as practicable, monitoring of the RLTP will not duplicate other monitoring and review processes.

Monitoring will involve:

- Gathering and reviewing information from organisations responsible for delivering RLTP activities; and
- At least annually reporting on the delivery of the RLTP at the activity class level.

The RTC will review the RLTP and prepare a new programme prior to completion of the current three-year cycle on 30 June 2015.

The RTC may prepare a variation to the RLTP in the three years to which it applies at the request of an approved organisation including NZTA, or on the RTC's own motion. Any variation that exceeds the significance policy test will be considered by the RTC.

### 5.1 Significance Policy

#### 5.1.1 Introduction

Section 106(2) of the Land Transport Management Act 2003 (LTMA) requires each regional transport committee to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation of the RLTP in the three years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

#### 5.1.2 Significance Policy

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

- The addition or removal of an activity<sup>10</sup> with a total cost in the three years of the programme of more than \$10 million;
- A change in the priority of an activity with a total cost in the three years of the programme of more than \$10 million;

- The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$10 million in the three years of the programme;
- A scope change<sup>11</sup> to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$10 million in the three years of the programme; and
- Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.

For the purposes of clarity, the following are unlikely to be considered significant:

- Variations to activities that are in the urgent interests of public safety;
- Variations to activities involving preventative maintenance and emergency works;
- Variations to activities relating to local road maintenance, local road renewals, local road minor capital works, existing public transport services;
- Variations to road user safety activities; and
- Addition of the investigation phase of a new activity.

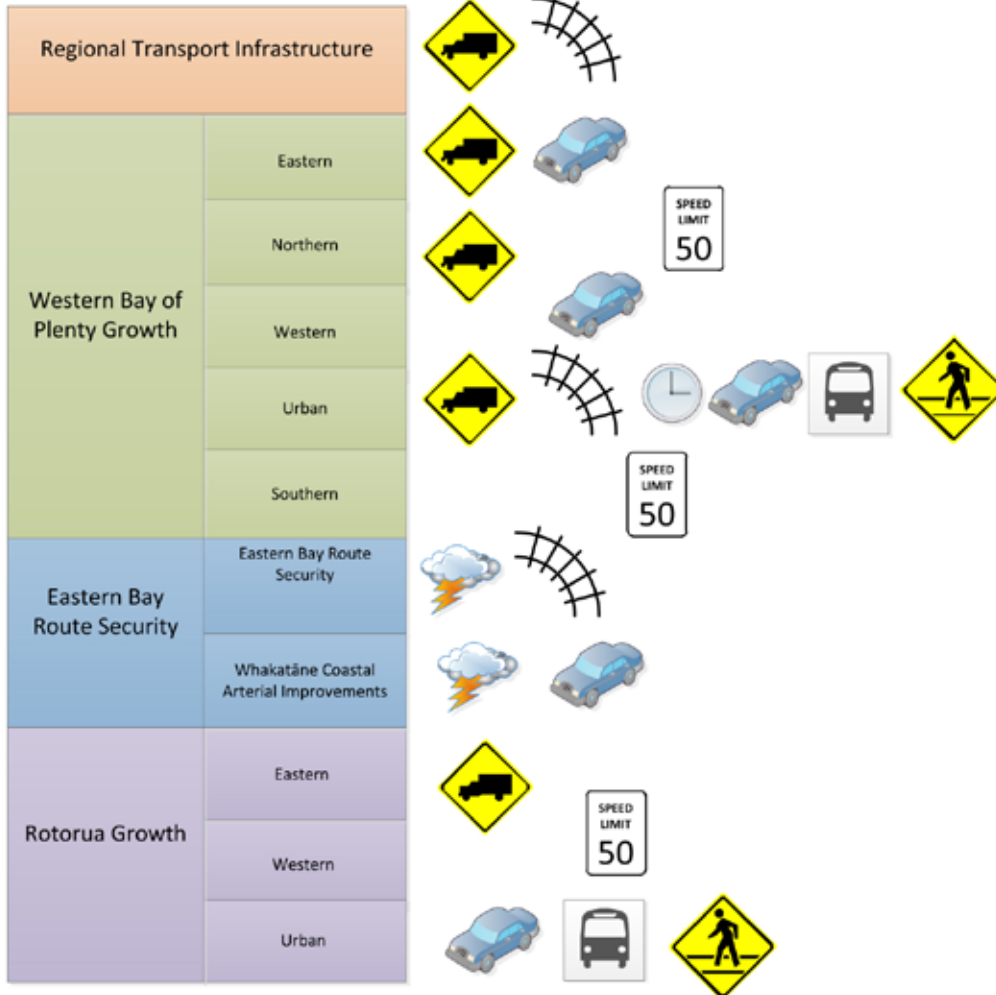
<sup>10</sup> An activity is a land transport output or capital project, or both.

<sup>11</sup> A scope change is a modification to the agreed activity scope as contained in the funding application submitted in Transport Investment Online. The activity scope is defined as the work that must be done to deliver a product with the specified features and functions. A product may be a project output, strategy, plan, or delivery of a road safety programme. A scope change is not a variation in the timing of the activity, or a cost variation resulting from a change in input costs.

# Regional Land Transport Monitoring

Regional Priorities

Indicators



Reduce the delay per km on Key Congested Routes in Tauranga from 2010 levels



Improve the consistency of freight travel times on National and Regional Strategic routes compared to 2010 levels



Reduce the total person kilometres travelled in the region below 2006-10 levels (five year rolling average).



Reduce the number of days sections of Regional Strategic Transport Network routes are closed due to extreme weather events compared to 2010 levels



Increase the percentage of people living with 500m of a bus stop on a Regional Strategic or Urban Connector public transport route above 2009-2010 levels



Increase the volume of freight on the East Coast Main Trunk rail line compared to 2010 levels



Reduce the number of deaths and serious injuries in the region below 2005-09 levels (5 year rolling average)



Increase the time each person spends walking and cycling above 2006-2010 levels (five year rolling average)



# Glossary and Appendices





## Glossary

| Term/Acronym               | Meaning   |
|----------------------------|---|
| AO                         | Approved Organisation eligible to receive NZTA funding.   |
| BCR                        | Benefit Cost Ratio (or B/C) compares the benefits accruing to land transport users and the wider community from implementing a project, with that project's costs.  |
| BOP                        | Bay of Plenty region  |
| BOPRC                      | Bay of Plenty Regional Council  |
| CAS                        | Crash Analysis System   |
| CBD                        | Central Business District   |
| CDEM                       | Civil Defence and Emergency Management  |
| Crown Grant                | Special government grants for specific regions.   |
| DC                         | Developer Contribution  |
| Demand Responsive Services | Demand responsive public transport services respond to demand and fill the gaps between fixed-route, network services and single hire taxi services. Demand responsive services provide flexibility in one or more of the following: route, vehicle allocation and operator, payment type, and passenger category. Demand responsive services are particularly useful for connecting isolated communities in rural areas/small towns to essential services. |
| Developer contributions    | Fees imposed under the LGA and used to pay for the cost of infrastructure that is needed to meet the additional demands created by growth   |
| DM                         | Demand Management   |
| ECMT                       | East Coast Main Trunk railway line  |
| Economic Evaluation Manual | The industry standard for the economic evaluation of transport activities. Used by Approved Organisations for economic evaluation and the preparation of funding applications to the NZTA.  |
| Facility pricing           | Pricing the use of transport infrastructure to fund (or partially fund) the cost of developing or providing that infrastructure e.g. roads, car parking. Can also be used as a demand management tool.  |
| FAR                        | Financial Assistance Rate – percentage of total cost of an activity paid by NZTA.   |
| Financial Contributions    | Fees imposed under the RMA usually when a resource consent is granted   |
| GDC                        | Gisborne District Council   |
| GDP                        | Gross Domestic Product  |
| GPS                        | Government Policy Statement on Land Transport Funding   |
| HBRC                       | Hawkes Bay Regional Council   |
| HOV                        | High Occupancy Vehicle  |
| ICT                        | Information and Communications Technology   |
| KDC                        | Kawerau District Council  |
| Key Congested Routes       | Tauranga Routes monitored in the NZTA Travel Time Performance Indicators report.  |
| KiwiRail                   | Statutory corporation operating rail in NZ as a single entity with multiple business units (aka New Zealand Railways Corporation, NZRC).  |
| KiwiRAP                    | New Zealand Road Assessment Programme for proactively assessing crash risk on rural state highways and allocating Star Ratings.   |
| LA                         | Local Authority (regional, district or city council)  |
| LGA                        | Local Government Act  |
| LIM                        | Land Information Memorandum   |

| Term/Acronym                         | Meaning  |
|--------------------------------------|--|
| Long Term Plan                       | A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years.   |
| LTP                                  | Long Term Plan   |
| LTMA                                 | Land Transport Management Act  |
| MoT                                  | Ministry of Transport  |
| NAP                                  | Neighbourhood Accessibility Plan   |
| National Strategic                   | Road and rail - major access routes for people and goods, or provide for large volume freight movements of importance to the national economy.<br>Cycling - trails on the national cycle trail network.  |
| NLTF                                 | National Land Transport Fund   |
| NLTP                                 | National Land Transport Programme  |
| NZTA                                 | New Zealand Transport Agency   |
| NZTS                                 | New Zealand Transport Strategy   |
| ODC                                  | Ōpōtiki District Council   |
| PoT                                  | Port of Tauranga   |
| PPP                                  | Public Private Partnership - a mechanism for funding large infrastructure projects in which construction and operating costs (and risks) are allocated between public and private sector parties.  |
| PT                                   | Public Transport   |
| Public transport farebox recovery    | Proportion of public transport costs recovered through revenue generated by fares.   |
| RAG                                  | Regional Advisory Group  |
| RCA                                  | Road Controlling Authority   |
| RDC                                  | Rotorua District Council   |
| REA                                  | Rotorua Eastern Arterial   |
| Regional Connector                   | Road and rail - provide connections to, or alternative access for, national or regional strategic routes, or are corridors that should be retained for strategic purposes.<br>Cycling - routes that provide opportunities to improve connections between urban areas.  |
| Regional Strategic                   | Road and rail - significant regional freight routes, or providing direct intra and inter-regional connections between major urban centres, or between major tourism locations.<br>Public transport - priority corridors for increasing service frequency and reliability.<br>Cycling - provide significant connections within urban areas. |
| Regional Strategic Transport Network | Key intra and inter-regional road, rail, public transport and cycling connections in the Bay of Plenty necessary to support national and regional economic development and provide access for people.  |
| RLTP                                 | Regional Land Transport Programme  |
| RLTS                                 | Regional Land Transport Strategy   |
| RMA                                  | Resource Management Act  |
| Route K                              | Tolled road in Tauranga.   |
| RPS                                  | Regional Policy Statement  |

| Term/Acronym                 | Meaning  |
|------------------------------|--|
| RPTP                         | Regional Public Transport Plan   |
| RSTN                         | Regional Strategic Transport Network   |
| RSAP                         | Road Safety Action Plan  |
| RTC                          | Regional Transport Committee   |
| Rural Connector              | Public transport routes that provide access to essential community goods and services, and connections to Regional Strategic corridors and Urban Connector routes.   |
| SH                           | State Highway (managed by NZTA)  |
| SI                           | Safety Improvement   |
| SmartGrowth                  | Fifty year growth management strategy and implementation plan for the western Bay of Plenty sub-region.  |
| Social Cost Benefit Analysis | Analysis described in the NZTA Economic Evaluation Manual. Involves valuing the range of benefits and costs associated with each transport activity, and its alternatives and options over a certain period to determine their relative economic efficiency. |
| SOV                          | Single Occupancy Vehicle   |
| SPR                          | Special Purpose Road   |
| Strategic Corridor           | The strategic corridors implement the regional priorities. Each corridor has a set of interdependent and complementary activities.   |
| TA                           | Territorial Authority (city or district council) aka TLA   |
| TCC                          | Tauranga City Council  |
| TEL                          | Tauranga Eastern Link  |
| TLA                          | Territorial Local Authority (city or district council) aka TA  |
| TMA                          | Transport Management Association   |
| TMIF                         | Transport Monitoring Indicator Framework   |
| TNL                          | Tauranga Northern Link   |
| Urban Connector              | Public transport routes that carry urban services and support Regional Strategic public transport corridors.   |
| VKT                          | Vehicle Kilometres Travelled   |
| WBOPDC                       | Western Bay of Plenty District Council   |
| WDC                          | Whakatāne District Council   |
| WRC                          | Waikato Regional Council   |

# Appendices

## Appendix 1 - Statutory and Policy Context

A number of national, regional, sub-regional and local policy documents have influenced the development of the RLTP, and will continue to do so as the programme is implemented. Figure 11 illustrates the relationship between national, regional and local policy documents.

The statutory and policy context for the RLTP is subject to ongoing change. The following summarises some of the key statutes and policies based on the latest information available when the RLTP was being finalised.

### Land Transport Management Act (LTMA)

The LTMA sets out the core requirements that must be followed when preparing a regional land transport strategy. These include specifying how the strategy:

- contributes to achieving an affordable, integrated, safe, responsive and sustainable land transport system (the purpose of the LTMA);
- contributes to:
  - a. assisting economic development
  - b. assisting safety and personal security

- c. improving access and mobility
- d. protecting and promoting public health
- e. ensuring environmental sustainability
- is consistent with any relevant national policy statement or any relevant regional policy statement or regional plan;
- takes into account the relevant GPS;
- takes into any national energy efficiency and conservation strategy; and
- any relevant district plan.

The LTMA also sets out a range of other matters that must be taken into account, as well as specific content requirements for regional land transport strategies.

The Government has released a proposal to amend the LTMA. This proposes a number of changes to the LTMA which will have significant implications for regional land transport strategies.

**Table 5 - LTMA 2008 Provisions and Proposed Amendments.**

| Provision                          | LTMA 2008  | Proposed   |
|------------------------------------|--|--|
| LTMA Purpose                       | <ul style="list-style-type: none"> <li>• To contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system</li> </ul>   | <ul style="list-style-type: none"> <li>• To contribute to an effective, efficient and safe land transport system to support New Zealand’s economic, social, cultural and environmental wellbeing</li> </ul>  |
| LTMA Objectives / Criteria         | <ul style="list-style-type: none"> <li>• Assisting economic development</li> <li>• Assisting safety and personal security</li> <li>• Improving access and mobility</li> <li>• Protecting and promoting public health</li> <li>• Ensuring environmental sustainability</li> </ul> | <ul style="list-style-type: none"> <li>• Removed</li> </ul>  |
| Government Policy Statement        | <ul style="list-style-type: none"> <li>• Issued every three years.</li> <li>• Sets out the short to medium impacts Government wishes to achieve from the allocation of the National Land Transport Fund.</li> </ul>  | <ul style="list-style-type: none"> <li>• Renamed Government Policy Statement on Land Transport.</li> <li>• Issued at least once every six years.</li> <li>• Investment strategy reviewed every three years.</li> <li>• To set out the Government’s outcomes and objectives for the land transport sector for at least 10 years.</li> <li>• To set out the impacts that the Government wishes to achieve from the allocation of the National Land Transport Fund for a 10-year period.</li> </ul> |
| Regional Land Transport Strategies | <ul style="list-style-type: none"> <li>• Prepared at least once every six years for a period covering 30 years.</li> </ul>   | <ul style="list-style-type: none"> <li>• Remove requirement to produce a separate regional land transport strategy.</li> </ul>   |
| Regional Land Transport Programmes | <ul style="list-style-type: none"> <li>• Prepared every three years for a period covering three years plus a ten year financial forecast.</li> </ul>   | <ul style="list-style-type: none"> <li>• Issued every six years and reviewed every three years.</li> <li>• Extended role to identify proposed outcomes, objectives and interventions for at least 10 years.</li> </ul>   |



## Government Policy Statement on Land Transport Funding (GPS)

### GPS 2009

GPS 2009/10 – 2018/19 (GPS 2009) was taken into account in the development of the RLTS. GPS 2009 covers the financial period from 2009/10 – 2014/15 and provides indicative figures from 2015/16 – 2018/19. The GPS details the Government's desired outcomes and funding priorities for the land transport sector. The GPS also guides the funding that is allocated in the National Land Transport Programme.

GPS 2009 states that the Government's priority is for land transport investment to support national economic growth and productivity. The Government also expects progress on other objectives of the LTMA.

The impacts the Government expects to be achieved are:

#### *Impacts that contribute to economic growth and productivity*

- Improvements in the provision of infrastructure and services that enhance transport system efficiency and lower the cost of transportation through:
  - improvements in journey time reliability;
  - easing of severe congestion;
  - more efficient freight supply chains; and
  - better use of existing transport capacity.
- Better access to markets, employment and areas that contribute to economic growth.
- A secure and resilient transport network.

#### *Other impacts*

- Reductions in deaths and serious injuries as a result of road crashes.
- More transport choices, particularly for those with limited access to a car where appropriate.
- Reductions in adverse environmental effects from land transport.
- Contributions to positive health outcomes.

GPS 2009 also lists seven initial Roads of National Significance (RONS) as a statement of national road development priorities. The seven roads are:

- Puhoi to Wellsford (SH1)
- Completion of the Auckland Western Ring Route (SH20/16/18)
- Auckland Victoria Park bottleneck (SH1)
- Waikato Expressway (SH1)
- Tauranga Eastern Corridor (SH2)
- Wellington Northern Corridor (Levin to Wellington) (SH1)
- Christchurch motorway projects

### GPS 2012

In July 2011, the Government released GPS 2012/13 – 2021/22 (GPS 2012). GPS 2012 covers the financial period from 2012/13 – 2017/18 and provides indicative figures for 2018/19 – 2021/22. The GPS is in effect from 1 July 2012 – 30 June 2015.

GPS 2012 includes the following overarching goal for transport:

*An effective, efficient, safe, secure, accessible and resilient transport system that supports the growth of our country's economy in order to deliver greater prosperity, security and opportunities for all New Zealanders.*

The three focus areas that are priorities for GPS 2012 are:

- economic growth and productivity;
- value for money; and
- road safety.

GPS 2012 states that continuing to progress the seven RONS is a critical part of the Government's economic growth and productivity priority. GPS 2012 identifies an additional four routes that may be considered as future RONS. These have high volumes of traffic and are important for freight movements including port access. The routes are:

- Hamilton to Tauranga
- Cambridge to Taupō
- Napier to Hastings
- State Highway 1 north and south of the current Christchurch motorway projects.

GPS 2012 also recognises that the following can make a contribution to economic growth and productivity outcomes:

- quality investments in public transport;
- improving the local road network;
- investing in walking and cycling;
- considering networks from a national perspective; and
- integrated planning.

The Government expects the same short to medium term impacts to be achieved in GPS 2012 as those set out in GPS 2009.

## Appendix 2 - Total Bid for Funding Support from NLTP 2012/2015

Note the figures contained in Appendix Two are correct at 20 April 2012 and may be subject to change pending the completion of the National Land Transport Programme.

### Transport Planning

| Project name   | Organisation name                  | Total cost for three years | NLTF Funding | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Contribution to LTMA Objectives |
|--|------------------------------------|----------------------------|--------------|--------------|--------------|--------------|-------------------|---------------------------------|
| Activity Management Plan Bay of Plenty 2012/15                                 | NZTA                               | \$656,250                  | \$656,250    | \$218,750    | \$218,750    | \$218,750    | 7                 | Economic development            |
| Activity Management Plan Improvements  | Whakatāne District Council         | \$100,000                  | \$58,000     |              | \$100,000    |              | 9                 | Economic development            |
| Regional Land Transport Programme, 2012/15                                     | Bay of Plenty Regional Council     | \$465,135                  | \$261,485    | \$132,571    | \$145,061    | \$187,503    | 2                 | All                             |
| Regional Public Transport Plan, 2012/15  | Bay of Plenty Regional Council     | \$203,153                  | \$114,250    | \$16,586     | \$96,313     | \$77,232     | 17                | Access and mobility             |
| Corridor Optimisation 2012/15 BOP  | BOP Highway and Network Operations | \$200,000                  | \$200,000    | \$100,000    | \$50,000     | \$50,000     | 14                | Economic development            |
| RLTS - Regional Land Transport Strategy, 2012/15 Implementation and Monitoring | Bay of Plenty Regional Council     | \$493,919                  | \$277,490    | \$182,710    | \$171,764    | \$139,445    | 1                 | All                             |
| TCC Directional Signage Planning   | Tauranga City Council              | \$25,000                   | \$13,250     | \$25,000     |              |              | 55                | Economic development            |
| TCC/WBOPDC/NZTA Tauranga Transport Model                                       | Tauranga City Council              | \$250,002                  | \$92,751     | \$83,334     | \$83,334     | \$83,334     | 10                | All                             |
| Transportation Activity Management Plan  | Western BoP District Council       | \$300,000                  | \$168,000    | \$100,000    | \$100,000    | \$100,000    | 8                 | Economic development            |
| Upper North Island Network Plan  | NZTA                               | \$200,000                  | \$200,000    | \$100,000    | \$100,000    |              | 3                 | All                             |

## Road User Safety

| Project name                                   | Organisation Name                                | Total cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Contribution to the LTMA Objectives |
|--|--|----------------------------|----------------------------------|--------------|--------------|--------------|-------------------|-------------------------------------|
| Road Safety Promotion 2012/15                  | Bay of Plenty Regional Council                   | \$673,355                  | \$378,429                        | \$224,570    | \$231,745    | \$231,745    | 70                | Safety and personal security        |
| Road Safety Promotion 2012/15 - Bay of Plenty  | NZTA Highway & Network Operations                | \$351,000                  | \$351,000                        | \$117,000    | \$117,000    | \$117,000    | 68                | Safety and personal security        |
| Road Safety Promotion 2012/15- High Priority   | Rotorua District Council                         | \$778,092                  | \$443,512                        | \$259,364    | \$259,364    | \$259,364    | 71                | Safety and personal security        |
| Road Safety Promotion 2012/15- Medium Priority | Rotorua District Council                         | \$331,908                  | \$189,198                        | \$110,636    | \$110,636    | \$110,636    | 72                | Safety and personal security        |
| TCC/ WBOPDC Road Safety Promotion 2012/15      | Tauranga City Council                            | \$1,325,588                | \$672,643                        | \$435,190    | \$445,199    | \$445,199    | 69                | Safety and personal security        |
| Road Safety Promotion 2012/15                  | Whakatāne, Ōpōtiki and Kawerau District Councils | \$1,234,560                | \$792,587                        | \$411,520    | \$411,520    | \$411,520    | 73                | Safety and personal security        |

## Walking and Cycling

| Project name   | Organisation name | Phase type   | Total Cost for three years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Duration (months) | Regional Priority | Contribution to LTMA Objectives                   |
|--|-------------------|--------------|----------------------------|--------------|--------------|--------------|-------------------|-------------------|---|
| Bethlehem to Wairoa Pedestrian and Cycle Facilities  | NZTA              | Construction | \$847,000                  | \$418,000    | \$429,000    |              | 6                 | 67                | Access and mobility, Safety and personal security |
| Mourea Bridge Pedestrian Cycleway                    | NZTA              | Construction | \$819,000                  | \$819,000    |              |              | 12                | 62                | Access and mobility, Safety and personal security |
| Poike Road Pedestrian and Cycle Facilities           | NZTA              | Construction | \$495,000                  | \$495,000    | -            |              | 12                | 42                | Access and mobility, Safety and personal security |
| Welcome Bay to Poike Pedestrian and Cycle Facilities | NZTA              | Construction | \$309,000                  | \$309,000    |              |              |                   | 74                | Access and mobility, Safety and personal security |

## Maintenance and Operations

| Organisation Name                          | Total Cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Contribution to the LTMA Objectives |
|--|----------------------------|----------------------------------|--------------|--------------|--------------|-------------------------------------|
| Bay of Plenty Regional Council             | \$12,525                   | \$5,913                          | \$4,175      | \$4,175      | \$4,175      | Safety and personal security        |
| Kawerau District Council                   | \$684,270                  | \$442,312                        | \$222,000    | \$228,090    | \$234,180    | Safety and personal security        |
| NZTA                                       | \$71,985,753               | \$71,985,753                     | \$23,875,082 | \$23,976,439 | \$24,134,232 | Safety and personal security        |
| Ōpōtiki District Council                   | \$4,812,778                | \$2,406,389                      | \$1,549,397  | \$1,603,627  | \$1,659,754  | Safety and personal security        |
| Rotorua District Council                   | \$15,855,490               | \$7,452,080                      | \$5,137,500  | \$5,283,625  | \$5,434,365  | Safety and personal security        |
| Tauranga City Council                      | \$18,240,667               | \$7,843,487                      | \$6,126,067  | \$6,042,187  | \$6,072,413  | Safety and personal security        |
| Western BoP District Council <sup>12</sup> | \$41,377,746               | \$19,033,763                     | \$13,161,451 | \$13,692,311 | \$14,523,984 | Safety and personal security        |
| Whakatāne District Council                 | \$1,379,000                | \$1,379,000                      | \$488,500    | \$463,000    | \$485,000    | Safety and personal security        |
| Whakatāne District Council                 | \$12,982,000               | \$6,229,360                      | \$4,427,000  | \$4,328,000  | \$4,227,000  | Safety and personal security        |

## Public Transport Services

| Project  | Total Cost for Three Years | NLTF Funding | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Contribution to LTMA Objectives |
|--|----------------------------|--------------|--------------|--------------|--------------|-------------------|---------------------------------|
| Public transport programme 2012/15 existing services | \$32,059,208               | \$16,546,956 | \$9,967,710  | \$10,700,432 | \$11,391,066 | NA                | Access and mobility             |
| Tauranga School Bus Services                         | \$2,951,802                | \$1,475,901  | \$229,824    | \$792,494    | \$1,929,484  | 26                | Access and mobility             |

<sup>12</sup> Note this figure includes renewals



## Public Transport Infrastructure

| Project Name   | Organisation Name              | Phase Type    | Total Cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Contribution to LTMA Objectives |
|--|--------------------------------|---------------|----------------------------|----------------------------------|--------------|--------------|--------------|-------------------|---------------------------------|
| Bay of Plenty Regional Electronic Ticketing System   | Bay of Plenty Regional Council | Construction  | \$822,350                  | \$411,175                        |              | \$268,400    | \$553,950    | 56                | Access and mobility             |
| Bay of Plenty Regional Electronic Ticketing System   | Bay of Plenty Regional Council | Investigation | \$51,880                   | \$25,940                         | \$51,880     |              |              | 56                | Access and mobility             |
| Minor improvements 2012/15                           | Bay of Plenty Regional Council | Improvement   | \$1,119,028                | \$559,514                        | \$376,536    | \$372,489    | \$370,003    | NA                | Access and mobility             |
| Rotorua Transportation Centre                        | Rotorua District Council       | Design        | \$250,000                  | \$125,000                        | \$250,000    |              |              | 19                | Access and mobility             |
| Rotorua Transportation Centre                        | Rotorua District Council       | Construction  | \$3,021,000                | \$1,510,500                      |              | \$2,000,000  | \$1,021,000  | 19                | Access and mobility             |
| Tauranga City Real Time Passenger Information System | Bay of Plenty Regional Council | Construction  | \$697,840                  | \$348,920                        |              | \$697,840    |              | 41                | Access and mobility             |
| Tauranga City Real Time Passenger Information System | Bay of Plenty Regional Council | Investigation | \$51,880                   | \$25,940                         | \$51,880     |              |              | 41                | Access and mobility             |

## New and Improved Infrastructure for State Highways Committed Funding

| Project Name           | Phase Type    | Total         | 2012/13      | 2013/14      | 2014/15       | Contribution to LTMA Objectives   |
|------------------------|---------------|---------------|--------------|--------------|---------------|---|
| Tauranga Northern Link | Investigation | \$1,102,200   | \$1,102,200  |              |               | Economic development, Access and mobility<br>Safety and personal security |
| Tauranga Eastern Link  | Construction  | \$16,405,100  | \$7,944,600  | \$5,139,900  | \$3,320,600   | Economic development  |
| Tauranga Eastern Link  | Construction  | \$286,073,300 | \$72,302,700 | \$86,146,500 | \$127,624,100 | Economic development  |

## New and Improved Infrastructure for State Highways Proposed Activities

| Project name  | Phase Type    | Total Cost for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Activity continues |         | Regional Priority | Contribution to LTMA Objectives |
|---|---------------|----------------------------|--------------|--------------|--------------|--------------------|---------|-------------------|---------------------------------|
|   |               |                            |              |              |              | 2015/18            | 2018/21 |                   |                                 |
| Bethlehem to Waihi Road Safety Improvements SH2                     | Investigation | \$146,000                  | \$72,000     | \$74,000     |              | ✓                  | ✓       | 45                | Safety and personal security    |
| Bethlehem to Waihi Road Safety Improvements SH2                     | Design        | \$76,000                   |              |              | \$76,000     | ✓                  | ✓       | 45                | Safety and personal security    |
| Bridgman Lane Passing Lane  | Design        | \$248,000                  |              |              | \$248,000    | ✓                  |         | 49                | Safety and personal security    |
| Five Mile Gate Passing Lane (SH5)                                   |               | TBC                        |              |              |              |                    |         | 34                | Safety and personal security    |
| Forest Passing Lane (SH33)  | Design        | \$106,000                  |              | \$106,000    |              | ✓                  |         | 33                | Safety and personal security    |
| High Productivity Motor Vehicles (HPMV) – Port of Tauranga to Taupō | Investigation | \$52,000                   | \$52,000     |              |              |                    |         | 52                | Economic development            |
| HPMV – Port of Tauranga to Taupō                                    | Design        | \$53,000                   |              | \$53,000     |              |                    |         | 52                | Economic development            |
| HPMV – Port of Tauranga to Taupō                                    | Construction  | \$656,000                  |              |              | \$656,000    |                    |         | 52                | Economic development            |
| Improved Driver Information -                                       | Construction  | \$621,000                  | \$207,000    | \$192,000    | \$222,000    |                    |         | 61                | Safety and personal security    |

## New and Improved Infrastructure for State Highways

| Project Name  | Phase type    | Total Cost for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Activity continues |         | Regional Priority | Contribution to LTMA objectives           |
|---|---------------|----------------------------|--------------|--------------|--------------|--------------------|---------|-------------------|---|
|   |               |                            |              |              |              | 2015/18            | 2018/21 |                   |   |
| Hairini Link - Stage 4                              | Property      | \$5,000,000                |              | \$2,000,000  | \$3,000,000  | ✓                  |         | 21                | Economic development, Access and mobility |
| Hairini Link - Stage 4                              | Design        | \$4,310,000                |              | \$2,810,000  | \$1,500,000  | ✓                  |         | 21                | Economic development, Access and mobility |
| Hairini Link - Stage 4                              | Construction  | \$57,586,700               |              |              | \$57,586,700 | ✓                  |         | 21                | Economic development Access and mobility  |
| Maketū/Rangiuru Intersection Upgrade                | Investigation | \$340,000                  |              | \$340,000    |              | ✓                  | ✓       | 43                | Safety and personal security              |
| Maketū/Rangiuru Intersection Upgrade                | Design        | \$700,000                  |              |              | \$700,000    | ✓                  | ✓       | 43                | Safety and personal security              |
| Maunganui Road/Girven Road                          | Design        | \$1,720,000                | \$950,000    | \$770,000    |              | ✓                  |         | 11                | Economic development, Access and mobility |
| Maunganui Road/Girven Road                          | Construction  | \$20,995,400               |              |              | \$20,995,400 | ✓                  |         | 11                | Economic development Access and mobility  |
| Maunganui Road/Girven Road                          | Property      | \$4,002,000                |              | \$2,980,000  | \$1,022,000  | ✓                  |         | 11                | Economic development, Access and mobility |
| Minden Te Puna Intersection Improvements            | Investigation | \$103,000                  | \$103,000    |              |              | ✓                  |         | 66                | Safety and personal security              |
| Minden Te Puna Intersection Improvements            | Design        | \$106,000                  |              | \$106,000    |              | ✓                  |         | 66                | Safety and personal security              |
| No3 Road Intersection Upgrade                       | Investigation | \$318,000                  | \$318,000    |              |              | ✓                  |         | 44                | Safety and personal security              |
| No3 Road Intersection Upgrade                       | Design        | \$212,000                  |              | \$212,000    |              | ✓                  |         | 44                | Safety and personal security              |
| Parkcliffe Curves Improvements                      | Investigation | \$164,000                  |              | \$164,000    |              | ✓                  |         | 35                | Safety and personal security              |
| Parkcliffe Curves Improvements                      | Design        | \$109,000                  |              |              | \$109,000    | ✓                  |         | 35                | Safety and personal security              |
| Pekatahi Road/Rail Bridge                           | Design        | \$64,000                   |              |              |              |                    |         | 25                | Economic development                      |
| Pekatahi Road/Rail Bridge                           | Construction  | \$1,563,000                |              |              |              | ✓                  |         | 25                | Economic development                      |
| Property Acquisition Block and Fees - Bay of Plenty | Construction  | \$2,812,500                | \$937,500    | \$937,500    | \$937,500    |                    |         | 4                 | Economic development                      |

## New and Improved Infrastructure for State Highways

| Project Name   | Phase type                        | Total Cost for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Activity continues |         | Regional Priority | Contribution to LTMA objectives |
|--|-----------------------------------|----------------------------|--------------|--------------|--------------|--------------------|---------|-------------------|---------------------------------|
|  |                                   |                            |              |              |              | 2015/18            | 2018/21 |                   |                                 |
| Rotomā Bluff Slow Vehicle Bay                        | Investigation                     | \$191,000                  |              | \$191,000    |              | ✓                  |         | 47                | Safety and personal security    |
| Rotomā Bluff Slow Vehicle Bay                        | Design                            | \$55,000                   |              |              | \$55,000     | ✓                  |         | 47                | Safety and personal security    |
| Rotomā Hills Passing Lane                            | Investigation                     | \$185,000                  | \$185,000    |              |              | ✓                  |         | 48                | Safety and personal security    |
| Rotomā Hills Passing Lane                            | Design                            | \$53,000                   |              | \$53,000     |              | ✓                  |         | 48                | Safety and personal security    |
| Rotomā Hills Passing Lane                            | Construction                      | \$60,000                   |              |              | \$60,000     | ✓                  |         | 48                | Safety and personal security    |
| SH2 Northern Corridor Safe System Programme          | Investigation                     | \$1,550,000                |              | \$1,550,000  |              | ✓                  | ✓       | 40                | Safety and personal security    |
| SH2 Northern Corridor Safe System Programme          | Construction                      | \$5,517,300                |              |              | \$5,517,300  | ✓                  | ✓       | 40                | Safety and personal security    |
| SH2 Northern Corridor Safe System Programme          | Design                            | \$742,000                  |              | \$497,000    | \$245,000    | ✓                  | ✓       | 40                | Safety and personal security    |
| SH29 Eastern Kamai Safe System Corridor              | Design                            | \$160,000                  | \$160,000    |              |              |                    |         | 37                | Safety and personal security    |
| SH29 Eastern Kamai Safe System Corridor              | Construction                      | \$3,231,000                |              | \$1,594,000  | \$1,637,000  |                    |         | 37                | Safety and personal security    |
| SH2 Apata Station Rd to Sargent Drive Median Barrier | Investigation                     | \$139,000                  | \$139,000    |              |              | ✓                  |         | 63                | Safety and personal security    |
| SH2 Apata Station Rd to Sargent Drive Median Barrier | Design                            | \$143,000                  |              | \$143,000    |              | ✓                  |         | 63                | Safety and personal security    |
| SH2 Apata Station Rd to Sargent Drive Median Barrier | Construction                      | \$3,037,000                |              | \$1,496,000  | \$1,541,000  | ✓                  |         | 63                | Safety and personal security    |
| SH2 Route Security Kukumoa Roading Improvements      | Investigation                     | \$1,133,000                | \$1,133,000  |              |              |                    |         | 31                | Safety and personal security    |
| SH2 Takitimu Dr Elizabeth St Intersection - Interim  | Construction                      | \$1,866,000                |              | \$919,000    | \$947,000    | ✓                  |         | 24                | Safety and personal security    |
| SH5 Five Mile Gate Passing Lane                      | <i>Detail yet to be provided.</i> |                            |              |              |              |                    |         |                   |                                 |
| SH29 Stock Effluent Disposal Facility                | Design                            | \$20,000                   |              | \$20,000     |              |                    |         | 77                | Environmental sustainability    |
| SH29 Stock Effluent Disposal Facility                | Construction                      | \$600,000                  |              |              | \$600,000    |                    |         | 77                | Environmental sustainability    |



## New and Improved Infrastructure for State Highways

| Project Name                     | Phase type   | Total Cost for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Activity continues |         | Regional Priority | Contribution to LTMA objectives |
|----------------------------------|--------------|----------------------------|--------------|--------------|--------------|--------------------|---------|-------------------|---------------------------------|
|                                  |              |                            |              |              |              | 2015/18            | 2018/21 |                   |                                 |
| Safety Retrofit - Bay of Plenty  | Construction | \$4,374,447                | \$1,458,149  | \$1,458,149  | \$1,458,149  |                    |         | 16                | Safety and personal security    |
| Seismic Retrofit - Bay of Plenty | Construction | \$640,000                  | \$270,000    | \$50,000     | \$320,000    |                    |         | 53                | Safety and personal security    |
| Sun Valley Realignment           | Construction | \$4,356,000                | \$1,411,000  | \$1,453,000  | \$1,492,000  |                    |         | 32                | Safety and personal security    |
| Taneatua Rail Overbridge         | Construction | \$3,800,000                | \$1,140,000  | \$2,660,000  |              | ✓                  |         | 46                | Economic development            |
| Tuapiro Rd Passing Lane          | Design       | \$164,000                  |              |              | \$164,000    | ✓                  |         | 64                | Safety and personal security    |
| Arden Cottage Curves Realignment |              |                            |              |              |              |                    |         | 59                | Safety and personal security    |

## Minor Improvements

| Organisation Name                  | Total Cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Contribution to LTMA Objectives |
|------------------------------------|----------------------------|----------------------------------|--------------|--------------|--------------|---------------------------------|
| BOP Highway and Network Operations | \$8,748,894                | \$8,748,894                      | \$2,916,298  | \$2,916,298  | \$2,916,298  | Safety and personal security    |
| Kawerau District Council           | \$80,400                   | \$60,032                         | \$26,800     | \$26,800     | \$26,800     | Safety and personal security    |
| Ōpōtiki District Council           | \$314,000                  | \$188,400                        | \$112,000    | \$102,000    | \$100,000    | Safety and personal security    |
| Rotorua District Council           | \$1,609,541                | \$917,438                        | \$519,500    | \$536,540    | \$553,501    | Safety and personal security    |
| Tauranga City Council              | \$2,949,039                | \$1,562,991                      | \$983,013    | \$983,013    | \$983,013    | Safety and personal security    |
| Western BoP District Council       | \$3,768,000                | \$2,110,080                      | \$1,053,000  | \$1,095,000  | \$1,620,000  | Safety and personal security    |
| Whakatāne District Council         | \$2,010,000                | \$1,165,600                      | \$680,000    | \$670,000    | \$660,000    | Safety and personal security    |
| Whakatāne District Council         | \$259,000                  | \$259,000                        | \$94,000     | \$87,000     | \$78,000     | Safety and personal security    |

## Renewal programme 2012/15 - Local Roads

| Organisation Name              | Total Cost for Three Years            | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Contribution to LTMA Objectives |
|--------------------------------|---------------------------------------|----------------------------------|--------------|--------------|--------------|---------------------------------|
| Bay of Plenty Regional Council | \$0                                   | \$0                              | \$0          | \$0          | \$0          | Safety and personal security    |
| Kawerau District Council       | \$922,200                             | \$596,134                        | \$300,000    | \$307,400    | \$314,800    | Safety and personal security    |
| Ōpōtiki District Council       | \$2,581,783                           | \$1,290,892                      | \$831,228    | \$860,321    | \$890,234    | Safety and personal security    |
| Rotorua District Council       | \$16,335,353                          | \$7,677,616                      | \$5,252,500  | \$5,447,181  | \$5,635,672  | Safety and personal security    |
| Tauranga City Council          | \$358,000                             | \$153,940                        | \$358,000    |              |              | Safety and personal security    |
| Tauranga City Council          | \$500,000                             | \$215,000                        |              | \$500,000    |              | Safety and personal security    |
| Tauranga City Council          | \$17,934,446                          | \$7,711,812                      | \$6,046,212  | \$5,944,034  | \$5,944,200  | Safety and personal security    |
| Western BoP District Council   | <i>see maintenance and operations</i> |                                  |              |              |              |                                 |
| Whakatāne District Council     | \$12,177,000                          | \$5,845,010                      | \$4,047,000  | \$4,078,000  | \$4,052,000  | Safety and personal security    |
| Whakatāne District Council     | \$1,860,000                           | \$1,860,000                      | \$719,000    | \$624,000    | \$517,000    | Safety and personal security    |

## Renewal programme State Highways

| Activity               | Total Cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Contribution to LTMA Objectives |
|------------------------|----------------------------|----------------------------------|--------------|--------------|--------------|-------------------|---------------------------------|
| Renewals Programme     | \$43,629,031               | \$43,629,031                     | \$16,015,373 | \$13,509,045 | \$14,104,613 | 6                 | Safety and personal security    |
| Preventive Maintenance | \$728,805                  | \$728,805                        | \$242,935    | \$242,935    | \$242,935    | NA                | Safety and personal security    |

### New and Improved Infrastructure for Local Roads - Committed

| Project Name            | Approved Organisation    | Phase        | 2012/13     | 2013/14     | 2014/15 |
|-------------------------|--------------------------|--------------|-------------|-------------|---------|
| Lake Rd Four Laning     | Rotorua District Council | Construction | \$7,363,284 | \$1,580,000 |         |
| Lake Rd Four Laning     | Rotorua District Council | Property     | \$1,300,000 |             |         |
| TCC Tara Rd Four Laning | Tauranga City Council    | Construction | \$7,200,000 | \$3,500,000 |         |

### New and Improved Infrastructure for Local Roads - Proposed

| Project Name                             | Organisation Name            | Phase Type    | Duration (months) | Total Cost for Three Years | Total NLTA Share for Three Years | Cost 2012/13 | Cost 2013/14 | Cost 2014/15 | Regional Priority | Objective                    |
|--|------------------------------|---------------|-------------------|----------------------------|----------------------------------|--------------|--------------|--------------|-------------------|------------------------------|
| Apanui Stream Culvert Replacement        | Whakatāne District Council   | Construction  | 2                 | \$750,000                  | \$398,250                        |              |              | \$750,000    | 60                | Economic development         |
| Landing Road Roundabout Reconstruction   | Whakatāne District Council   | Design        | 12                | \$75,000                   | \$44,250                         |              |              | \$75,000     | 58                | Economic development         |
| Oropi Road Realignment                   | Western BoP District Council | Construction  | 4                 | \$1,050,000                | \$588,000                        | \$100,000    | \$950,000    |              | 76                | Safety and personal security |
| TCC/NZTA TEL Mangatawa Interchange (SH2) | Tauranga City Council        | Construction  | 36                | \$9,700,000                | \$3,243,600                      |              |              | \$9,700,000  | 29                | Economic development         |
| Victoria Street Arterial                 | Rotorua District Council     | Investigation | 36                | \$500,000                  | \$285,000                        |              | \$500,000    |              | 13                | Economic development         |
| Victoria Street Arterial                 | Rotorua District Council     | Design        | 36                | \$1,500,000                | \$855,000                        |              |              | \$1,500,000  | 13                | Economic development         |
| Waihi Beach Road Improvement             | Western BoP District Council | Design        | 6                 | \$250,000                  | \$140,000                        |              | \$250,000    |              | 75                | Safety and personal security |
| Waihi Beach Road Improvement             | Western BoP District Council | Construction  | 6                 | \$4,500,000                | \$2,520,000                      |              |              | \$4,500,000  | 75                | Safety and personal security |

## Appendix 3 - Consultation Process

The draft Bay of Plenty RLTP 2012/13- 2014/15 (draft RLTP) will be approved by the Bay of Plenty Regional Transport committee (RTC) on 23 March 2012 and released for public consultation on 4 April 2012.

A month long consultation period on the Draft RLTP was undertaken in accordance with the Local Government Act special consultative procedure (s83). Targeted consultation was undertaken with parties identified in the Land Transport Management Act (s18). The submission period on the Draft RLTP closed on 4 May 2012 and 27 submissions were received in total.

Public hearings were held on 22 May 2012 with eight submitters attending to talk to their submissions. The hearing panel made recommendations to the RTC on the 6 June 2012 in light of the submissions received.

## Appendix 4 - Full List of Activities

The following projects have been approved for funding or currently under review and are included on the 2012/15 RLTP Development programme.

| Approved Organisation    | Project Name           | Phase         | Committed     |
|--------------------------|------------------------|---------------|---------------|
| NZTA                     | Tauranga Northern Link | Investigation | \$1,102,200   |
| NZTA                     | Tauranga Eastern Link  | Construction  | \$16,405,100  |
| NZTA                     | Tauranga Eastern Link  | Construction  | \$286,073,300 |
| Rotorua District Council | Lake Rd 4-Laning       | Construction  | \$8,943,284   |
| Rotorua District Council | Lake Rd 4-Laning       | Property      | \$1,300,000   |
| Tauranga City Council    | TCC Tara Rd 4-Laning   | Construction  | \$10,700,000  |

## The Prioritised List of Activities

The following table prioritises the region's land transport activities for the period for the purposes of seeking funding from the NLTF

**Table 6 - The Region's Priority Land Transport Activities.**

|    | Project  | Organisation                           |
|----|--|--|
| 1  | Regional Land Transport Strategy 2012/15 Implementation and Monitoring | Bay of Plenty Regional Council (BOPRC) |
| 2  | Regional Land Transport Programme 2012/15                              | BOPRC                                  |
| 3  | Upper North Island Network Plan  | NZTA                                   |
| 4  | Property Acquisition Block and Fees - Bay of Plenty                    | NZTA                                   |
| 5  | Maintenance, Operations and Renewals Programme 2012/15                 | NZTA                                   |
| 6  | Renewal of State Highways  | NZTA                                   |
| 7  | Activity Management Plan Bay of Plenty 2012/15                         | NZTA                                   |
| 8  | Transportation Activity Management Planning                            | Western BoP District Council (WBoPDC)  |
| 9  | Activity Management Plan Improvements                                  | Whakatāne District Council (WDC)       |
| 10 | TCC/WBOPDC/NZTA Tauranga Transport Model                               | Tauranga City Council (TCC)            |

|    | Project  | Organisation                   |
|----|--|--------------------------------|
| 11 | Maunganui Road/Girven Road Intersection                        | NZTA                           |
| 12 | Rotorua Eastern Arterial                                       | NZTA                           |
| 13 | Victoria Street Arterial                                       | Rotorua District Council (RDC) |
| 14 | Corridor Optimisation 2012/15                                  | NZTA                           |
| 15 | Tauriko Upgrade  | NZTA                           |
| 16 | Safety Retrofit - Bay of Plenty                                | NZTA                           |
| 17 | Regional Public Transport Plan 2012/15                         | BOPRC                          |
| 18 | Katikati Bypass  | NZTA                           |
| 19 | Rotorua Transportation Centre                                  | RDC                            |
| 20 | Tauranga Northern Link   | NZTA                           |
| 21 | Hairini Link - Stage 4   | NZTA                           |
| 22 | Hairini Link- Stage 3  | NZTA                           |
| 23 | Domain Road Four Laning  | TCC                            |
| 24 | SH2 Takitimu Dr Elizabeth St Intersection - Interim            | NZTA                           |
| 25 | Pekatahi Road/Rail Bridge                                      | NZTA                           |
| 26 | Tauranga School Bus Services                                   | BOPRC                          |
| 27 | Wharawhara Road Roundabout                                     | NZTA                           |
| 28 | Mangapouri Bridge Widening                                     | NZTA                           |
| 29 | TCC/NZTA TEL Mangatawa Interchange (SH2)                       | TCC                            |
| 30 | Soldiers Road Realignment                                      | NZTA                           |
| 31 | SH2 Route Security Kukumoa Roading Improvements                | NZTA                           |
| 32 | Sun Valley Realignment   | NZTA                           |
| 33 | Forest Passing Lane (SH33)                                     | NZTA                           |
| 34 | Five Mile Gate Passing Lane (SH5)                              | NZTA                           |
| 35 | Parkcliffe Curves Improvements                                 | NZTA                           |
| 36 | Banksia Road Passing Lane                                      | NZTA                           |
| 37 | SH 29 Eastern Kaimai Safe System Corridor                      | NZTA                           |
| 38 | Ōmokoroa Road Interim Intersection Improvements                | NZTA                           |
| 39 | Minor Improvements 2012/15                                     | NZTA                           |
| 40 | SH2 Northern Corridor Safe System Programme                    | NZTA                           |
| 41 | Tauranga City Real Time Passenger Information System           | BOPRC                          |
| 42 | Poike Road Pedestrian and Cycle Facility                       | NZTA                           |
| 43 | Maketū/Rangiuru Intersection Upgrade                           | NZTA                           |
| 44 | No3 Road Intersection Upgrade                                  | NZTA                           |
| 45 | Bethlehem to Waihi Road Safety Improvement SH2 (investigation) | NZTA                           |
| 46 | Taneatua Rail Overbridge                                       | NZTA                           |
| 47 | Rotomā Bluff Slow Vehicle Bay                                  | NZTA                           |
| 48 | Rotomā Hills Passing Lane                                      | NZTA                           |
| 49 | Bridgman Lane Passing Lane                                     | NZTA                           |



|    | Project  | Organisation |
|----|--|--------------|
| 50 | Kauri Point Passing Lane   | NZTA         |
| 51 | HPMV Priority Route- SH2 Waihi to Port of Tauranga                 | NZTA         |
| 52 | HPMV Priority Route- - SH2/SH33/SH30/SH5 Port of Tauranga to Taupō | NZTA         |
| 53 | Seismic Retrofit   | NZTA         |
| 54 | Trevarthens Hill Realignment                                       | NZTA         |
| 55 | Waipa Curve Realignment  | NZTA         |
| 56 | Bay of Plenty Regional Electronic Ticketing System                 | BoPRC        |
| 57 | TCC Directional Signage Planning                                   | TCC          |
| 58 | Landing Road Roundabout Reconstruction                             | WDC          |
| 59 | Arden Cottage Curves Realignment                                   | NZTA         |
| 60 | Apanui Stream Culvert Replacement                                  | WDC          |
| 61 | Improved Driver Information  | NZTA         |
| 62 | Mourea Bridge Pedestrian Cycleway                                  | NZTA         |
| 63 | SH2 Apata Station Rd to Sargent Drive Median Barrier               | NZTA         |
| 64 | Tuapiro Rd Passing Lane  | NZTA         |
| 65 | Waitahanui Bridge Replacement                                      | NZTA         |
| 66 | Minden Te Puna Intersection Improvements                           | NZTA         |
| 67 | Bethlehem to Wairoa Pedestrian and Cycle Facilities                | NZTA         |
| 68 | Road Safety Promotion 2012/15 - Bay of Plenty                      | NZTA         |
| 69 | TCC/WBOPDC Road Safety Promotion (2012/15)                         | TCC          |
| 70 | Road Safety Promotion (2012/15)                                    | BOPRC        |
| 71 | Road Safety Promotion 2012/2015 - High Priority                    | RDC          |
| 72 | Road Safety Promotion 2012/2015 - Medium Priority                  | RDC          |
| 73 | Road Safety Promotion (2012/15)                                    | WDC/ODC/KDC  |
| 74 | Welcome Bay to Poike Pedestrian and Cycle Link                     | NZTA         |
| 75 | Waihi Beach Improvements   | WBoPDC       |
| 76 | Oropi Road   | WBoPDC       |
| 77 | SH29 Stock Effluent Disposal Facility                              | NZTA         |
| 78 | Rotorua Weigh Pit Facilities (SH30/36)                             | NZTA         |
| 79 | Matekerepu Intersection SH2  | NZTA         |
| 80 | Waimana Gorge SH2  | NZTA         |
| 81 | Matatā Straight SH2  | NZTA         |
| 82 | Waiotahi Bluffs SH2  | NZTA         |
| 83 | Mōtū Bluffs SH35   | NZTA         |

**Note:** projects 79-83 are late additions to the programme and haven't been prioritised according to the agreed prioritisation methodology

## Appendix 5: Activity Class Definitions

Table 7 - Activity Classes.

| Activity Class  | Definition   |
|---|--|
| New and improved infrastructure for state highways                            | Activities related to managing and delivering a state highway capital improvement programme.   |
| Renewal of state highways   | Activities related to managing and delivering a renewal programme for existing state highway assets. Renewal activities are capital expenditure items arising from the deterioration of existing infrastructure assets.  |
| Maintenance and operation of state highways                                   | <p>Activities related to managing and delivering state highway maintenance and operations. Maintenance activities are for managing the physical condition of assets that is appropriate to the level of use.</p> <p>Operation activities are for managing demand and running services to optimise utilisation across networks. Emergency reinstatement for immediate responses to loss of service is included in this activity class</p>   |
| New and improved infrastructure for local roads                               | Activities related to managing and delivering capital improvement programmes for local roads.  |
| Renewal of local roads  | Activities related to managing and delivering renewal programmes for existing local road infrastructure. Renewal activities are capital expenditure items arising from the deterioration of existing infrastructure assets.  |
| Maintenance and operation of local roads                                      | <p>Activities related to managing and delivering local road maintenance and operations. Maintenance activities are for managing the physical condition of assets that is appropriate to the level of use.</p> <p>Operation activities are for managing demand and running services to optimise utilisation across networks. Emergency reinstatement for immediate responses to loss of service is included in this activity class.</p>   |
| Road policing   | Road policing activities delivered by the New Zealand Police.  |
| Public transport services   | Activities related to managing and delivering contracted public transport services and total mobility transport services.  |
| Public transport infrastructure   | Activities related to managing and delivering the renewal and improvement of infrastructure to support public transport services.  |
| Road safety promotion   | Activities that promote, educate, advertise or raise awareness of the safe use of transport networks. This includes road user activities that are required to implement the Safer Journey's Action Plan(s). It also includes reimbursement to towage and storage operators for uncollected impounded vehicles.   |
| Walking and cycling   | Activities related to managing and delivering new and improved infrastructure and promotional activities for increasing the use of walking and cycling for transport purposes.   |
| Sector research   | Activities related to managing and delivering research into land transport issues. This activity class also includes residual training activities that were agreed as part of the 2009–2012 National Land Transport Programme and previously funded under the Sector training and research activity class.   |
| Transport planning  | Activities related to managing and delivering transport planning to improve network, service or asset management plans in response to significant changes in transport demand.   |
| Management of the funding allocation system, including performance monitoring | <p>Activities related to managing the National Land Transport Fund through allocation and expenditure through the National Land Transport Programme. This includes developing, managing and/or monitoring:</p> <ul style="list-style-type: none"> <li>• associated funding and procurement procedures, policies and guidelines</li> <li>• funding agreements with approved organisations</li> <li>• assistance and advice to approved organisations and</li> <li>• Regional Land Transport Committees</li> <li>• Land transport inputs, activities and impacts.</li> </ul> |

## Appendix 6 - Bay of Plenty Investment Priorities

For the following types of activities or combinations of activities the Regional Transport Committee (RTC) is required to determine the order of priority:

- Those proposed by local authorities, other than local road maintenance, local road renewals and local road minor capital works, and existing public transport services; and
- Those proposed by NZTA including activities relating to state highways.

The NZTA has recommended an assessment and prioritisation process for regional transport committees to follow to encourage consistency between regions. The NZTA process also allows the RTC to take into account regional issues and priorities when assessing activities.

The first step for prioritisation is each approved organisation assessed the activities according to the following three factors:

**Strategic fit** to prioritise investments that have the greatest potential to support a thriving New Zealand and a safe land transport system;

**Effectiveness** determines the activities that are most likely to succeed in achieving the desired GPS impacts and the ones that are ready to proceed in terms of both planning and funding availability

**Efficiency** determines the activities that are likely to provide the greatest benefit for the least cost, this is determined by developing a benefit cost ratio for activities.

Each activity was rated high, medium or low for each of the three factors to create a profile (e.g. High, Medium, Low). The default ranking for all activities is low unless evidence is supplied to support a higher ranking. Benefit cost ratio (BCR) is not required for transport planning activities for example strategies.

The ratings given to each activity was examined and where there were obvious inconsistencies between organisation's ratings or the activity has not been assessed the activities were given a revised profile.

The profiles are then converted into a ranking as below:

| Profile            | Rank |
|--------------------|------|
| HHH                | 1    |
| HHM, HMH, MHH      | 2    |
| HHL, HMM           | 3    |
| HLH, MHM, MMH      | 4    |
| LHH, HML           | 5    |
| HLM, MHL, MMM      | 6    |
| MLH, LHM, LMH      | 7    |
| HLL, MML, MLM, LHL | 8    |
| LMM, LLH           | 9    |
| MLL, LML, LLM      | 10   |
| LLL                | 11   |

Activities with the same rank can be distinguished between by using the efficiency rating (BCR) to create a priority list.

The process described above creates a nationally consistent prioritisation methodology. The next step is to ensure the region's priorities are considered. This was achieved by assessing the activities against the investment areas identified in the RLTS using the intervention hierarchy as outlined in Figure Five on page 15.

A sub-group of Regional Advisory Group (RAG) established a ranking system to determine the relative importance of each investment subgroup against the five RLTS outcome objectives (Economic Development, Safety and Personal Security, Environmental, Land Use and Transport Integration, Access and Mobility and Public Health). The priority rankings are shown in Appendix Four.

The following table ranks outcomes compared against the transport investment priorities for the region:

| Investment Type  | Outcome              |                              |                              |                                    |                     |               |
|--|----------------------|------------------------------|------------------------------|------------------------------------|---------------------|---------------|
|  | Economic Development | Safety and Personal Security | Environmental Sustainability | Land Use and Transport Integration | Access and Mobility | Public Health |
| <b>Road Network – Freight</b>  |                      |                              |                              |                                    |                     |               |
| Improve Port of Tauranga access  | ✓✓✓                  |                              |                              |                                    | ✓✓                  |               |
| Support high productivity vehicles   | ✓✓✓                  |                              |                              |                                    | ✓                   |               |
| Inter-modal freight hubs   | ✓✓                   |                              | ✓                            | ✓                                  | ✓                   |               |
| Network management – reduce mixing of freight / general traffic            | ✓✓                   | ✓✓                           |                              | ✓                                  | ✓✓                  | ✓             |
| Network management – freight priority measures                             | ✓✓                   |                              |                              |                                    | ✓                   |               |
| <b>Road Network – Route Security</b>                                       |                      |                              |                              |                                    |                     |               |
| Route security – Eastern Bay of Plenty sub-region                          | ✓✓                   |                              |                              |                                    | ✓✓✓                 |               |
| Route security - Western Bay of Plenty sub-region                          | ✓✓                   |                              |                              |                                    | ✓✓                  |               |
| Route security - Rotorua sub-region  | ✓✓                   |                              |                              |                                    | ✓✓                  |               |
| <b>Road Network - Connectivity</b>   |                      |                              |                              |                                    |                     |               |
| Improve inter-regional connections to Hamilton/ Auckland                   | ✓✓✓                  | ✓                            |                              |                                    | ✓✓                  |               |
| Service planned urban growth   | ✓                    |                              | ✓                            | ✓✓✓                                | ✓✓                  | ✓             |
| Improve tourism access   | ✓✓                   |                              |                              |                                    | ✓✓                  |               |
| Build on access improvements generated by existing investment              | ✓                    |                              | ✓                            |                                    | ✓✓                  |               |
| Improve connections with isolated communities                              |                      |                              |                              |                                    | ✓✓                  |               |
| <b>Road Network – Quality and Maintenance</b>                              |                      |                              |                              |                                    |                     |               |
| Maintain quality of existing network                                       | ✓✓✓                  | ✓✓                           | ✓                            |                                    | ✓✓                  |               |
| Improve road alignments  | ✓                    | ✓✓                           |                              |                                    |                     |               |
| Improve surfaces   | ✓                    | ✓✓                           |                              |                                    | ✓                   |               |
| Improve network management   | ✓✓                   | ✓                            |                              |                                    | ✓                   |               |
| <b>Road Network - Safety</b>   |                      |                              |                              |                                    |                     |               |
| Safer roads and roadsides  | ✓                    | ✓✓✓                          |                              |                                    |                     |               |
| Safer road users   | ✓                    | ✓✓                           |                              |                                    |                     |               |
| <b>Rail Network</b>  |                      |                              |                              |                                    |                     |               |
| Improve Port of Tauranga access  | ✓✓✓                  | ✓                            | ✓✓                           |                                    |                     |               |
| <b>Demand Management</b>   |                      |                              |                              |                                    |                     |               |
| (teleworking, use of ICT)  | ✓                    | ✓                            | ✓✓                           |                                    |                     |               |
| Support increased travel options   |                      | ✓                            | ✓✓                           |                                    | ✓                   |               |
| Support improved freight integration (load-sharing, business travel plans) | ✓✓                   |                              |                              |                                    |                     |               |
| Multi-modal connections (interchanges, park and rides)                     | ✓                    | ✓                            | ✓                            |                                    | ✓                   |               |

| Investment Type   | Outcome              |                              |                              |                                    |                     |               |
|---|----------------------|------------------------------|------------------------------|------------------------------------|---------------------|---------------|
|   | Economic Development | Safety and Personal Security | Environmental Sustainability | Land Use and Transport Integration | Access and Mobility | Public Health |
| <b>Public Transport</b>   |                      |                              |                              |                                    |                     |               |
| Services on regional strategic corridors                                  | ✓                    |                              | ✓✓                           |                                    | ✓                   |               |
| Support infrastructure for regional strategic corridors                   |                      | ✓                            | ✓                            |                                    | ✓                   |               |
| Services on urban connector routes  |                      |                              | ✓✓                           |                                    | ✓✓                  |               |
| Support infrastructure for urban connector routes                         |                      | ✓                            | ✓                            |                                    | ✓✓                  |               |
| Services on rural connector routes  |                      |                              | ✓                            |                                    | ✓✓                  |               |
| Support infrastructure for rural connector routes                         |                      | ✓                            | ✓                            |                                    | ✓                   |               |
| Demand responsive services in rural areas                                 |                      |                              |                              |                                    | ✓✓                  |               |
| Support service integration (real-time information, integrated ticketing) |                      |                              |                              |                                    | ✓✓                  |               |
| <b>Walking and Cycling</b>  |                      |                              |                              |                                    |                     |               |
| Strategic cycle routes - Tauranga   |                      |                              | ✓✓                           |                                    | ✓                   | ✓✓            |
| Strategic cycle routes - Rotorua  |                      |                              | ✓✓                           |                                    | ✓                   | ✓✓            |
| Strategic cycle routes - Whakatāne  |                      |                              | ✓                            |                                    | ✓                   | ✓✓            |
| Cycle improvements – town centres   |                      |                              | ✓                            |                                    | ✓                   | ✓✓            |
| Cycle improvements - rural  |                      |                              | ✓                            |                                    |                     | ✓             |
| Pedestrian facilities – urban centres                                     |                      |                              | ✓                            |                                    | ✓✓                  | ✓             |
| Pedestrian facilities – town centres                                      |                      |                              | ✓                            |                                    | ✓                   | ✓             |
| Pedestrian facilities – support public transport services                 |                      |                              | ✓                            |                                    | ✓✓                  | ✓             |





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