

Regional Transport Subcommittee

NOTICE IS GIVEN

that the next meeting of the **Regional Transport Subcommittee** for the purposes of deliberation on the Regional Land Transport Plan will be held in **Council Chamber, Western Bay of Plenty District Council, 1484 Cameron Road, Greerton** on:

Friday, 25 May 2018 commencing at 9.30 am.

Mary-Anne Macleod
Chief Executive
18 May 2018



Membership

Chairperson:	S Crosby (Bay of Plenty Regional Council)
Deputy Chairperson:	J Nees (Bay of Plenty Regional Council)
Appointees:	Councillor R Curach (Tauranga City Council), Deputy Mayor D Donaldson (Rotorua Lakes Council), Councillor A Iles (Whakatane District Council), Councillor B Julian (Kawerau District Council)
Advisor:	P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency)

Recommendations in reports are not to be construed as policy until adopted.

Agenda

1 Apologies

An apology has been received from Cr Rick Curach (TCC)

2 Public Forum

3 Acceptance of Late Items

4 General Business

5 Declarations of Conflicts of Interests

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Previous Minutes

Minutes of the Regional Transport Subcommittee Regional Land Transport Plan Hearing: 10 - 12 April 2018:

- **Tuesday, 10 April 2018 in the Ōmokoroa Community Church, Ōmokoroa**
 - **Wednesday, 11 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga**
 - **Thursday, 12 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga**
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Present:

Chairman: Cr Stuart Crosby, Bay of Plenty Regional Council

Members: Cr Berice Julian, Kawerau District Council
Cr Andrew Iles, Whakatāne District Council
Deputy Mayor Dave Donaldson, Rotorua Lakes Council
Cr Jane Nees, Bay of Plenty Regional Council
Cr Rick Curach, Tauranga City Council

In Attendance:

Bay of Plenty Regional Council:

Fiona McTavish (General Manager: Strategy & Science), Garry Maloney (Transport Policy Manager), Bron Healey (Senior Planner Transport), Kerry Gosling (Community Engagement Team Leader), Stephanie Macdonald (Senior Community Engagement Advisor), Andrew Williams (Planner Corporate Planning), Mary Norris (Planning Coordinator), Amber Rowe (Planning Administration Officer Transport), Robyn Garrett (Committee Advisor).

NZTA:

Alastair Talbot, Mark Aynsley, Nigel D'Ath
Parekawhia McLean, New Zealand Transport Agency (NZTA) (Advisor)

Apologies: Parekawhia McLean, NZTA – for Tuesday 10 April

The hearing commenced at 1.30 p.m Tuesday, 10 April 2018 in the Ōmokoroa Community Church, Ōmokoroa.

1 Welcome

Submitters and members of the public were welcomed and provided with a short health and safety briefing. Submitters were advised the hearing would be audio recorded for administration purposes only.

Chair Crosby introduced the Hearing Panel, outlined the hearing process and timeframe and thanked submitters for taking the time to engage in this process.

2 Declaration of Conflicts of Interest

The following interests were declared:

- Chair Crosby – for the submission from Rotorua Airport
- Deputy Mayor Donaldson – for the submission from Rotorua Airport.

3 Submissions

3.1 Ronald Boggiss

Tabled Document: 1

Key Points:

- Concerned about increased traffic through the Katikati Main Street
- Long delays waiting for gaps in the traffic to safely access the Main Street from side streets; had resulted in one fatality so far
- Responsible for maintaining irrigation of hanging baskets along Main Street – concerned about safety from density of traffic and exposure to pollution from exhausts emissions.

3.2 Joan Boggiss

Tabled Document: 2

Key Points:

- Raised concerns regarding safety on SH2 and supported the Katikati bypass
- Considered SH2 a driver issue and the bypass a health and safety issue. Katikati archived documents showed the development of the bypass concept since the 1940s
- Local residents should be able to access shops, park safely and use the town centre without traffic risks/hazards/noise/pollution which had a serious effect on amenity value and access to local roads.

3.3 Alan Goodyear

Tabled Document: 3

Key Points:

- Urged an early start to the Katikati bypass as it would give immediate relief to the Katikati community and through traffic
- Cheaper for trucks travelling to and from Auckland to use SH2; should have built bypass like many other similar sized towns in NZ; considered minor improvements to SH2 ineffective and diverted funds from the bypass
- Four-laning was expensive and with geotechnical problems, many streams and gullies in the area, a bypass would be easier to implement
- When asked by the panel to clarify “misguided attempts to manage traffic flows”; referred to unsuccessful attempts to increase truck usage of SH29 over the Kaimai Ranges.

3.4 **Sam Dunlop**

Key Points:

- Supported immediate construction of the Katikati bypass and the elevation of both the bypass and the safety of SH2 to Tauranga on the RLTP priority list
- Currently there was an average speed of 25km during summer from Katikati into Tauranga
- Bypass was not a new idea as a road to go around the town was surveyed in the 1920s and a stock route developed in the 1950s
- Disagreed with population and growth figures and considered growth in the area closer to 15%, not the 3% suggested by NZTA roading engineers, and that the affected population was approximately 21,000
- Provided clarification that trucks still used the road even at 25km an hour as it was cheaper than going over the Kaimai Ranges
- Provided clarification that the affected population figures should not be limited to the towns but also include the rural hinterland hence the 21,000 figure; as there was a considerable amount of residential rezoning away from the main road.

3.5 **John Giffney**

Tabled Document: 4 (PowerPoint presentation)

Key Points:

- Main concerns included lack of useful and reliable forecast; incorrect premises and statements in the Plan; not forward looking - no new routes; need for the Katikati bypass; “significant” project limit of \$1million too low
- The number of entrances/exits onto SH2 to farms, businesses and houses created significant safety hazards; e.g. compared with the Waikato expressway
- Needed a new road as SH2 could not be fixed. Auckland to Tauranga via Hamilton was not an option, as Tauranga was not a subset of Hamilton
- Plan lacked vision – needed to future forecast for 20 years’ time; but also ensure existing planned work such as the Katikati bypass could progress.

3.6 **Peter Myson**

Tabled Document: 5

Key Points:

- Had been rear-ended by a car when on a motorbike trying to turn into his own driveway, and it was sometimes impossible to exit the driveway
- Width of highway a concern – lane width was 3.05m when it should be 3.5m; narrow shoulder (less than 2m), no gravel shoulder. NZTA standards were not met between Katikati and Tauranga, and the lines of sight were poor
- Considered the Regional Council had a duty of care to minimise harm by reducing risk; i.e. SH2 must be top priority
- Safe speed limit: suggested 70km maximum, however needed to get traffic volume down and drive to the conditions.

Hearing adjourned at 2.30pm and reconvened at 2.50pm.

3.7 **John Buchanan, supported by Warren Yardley**

Tabled Document: 6

Key Points:

- Sought prioritisation of SH2 and Katikati bypass
- Safety concerns – greatest number of deaths per km of any NZ highway; used by heavy traffic due to extra cost of about \$300 per trip to use Kaimai route; few passing lanes and high number of double yellow lines; used by farm vehicles which could cause major delays; rural off-roads caused problems with turning; narrow bridges; unpredictable travel and arrival times due to traffic delays
- Narrow road, noisy, pollution all created a disincentive to sit in Katikati's Main Street cafes
- Hazardous to get out of side roads onto the Main Street
- Attempts at being an 'environment town' were not supported by the pollution from traffic.

3.8 **John Logan**

Tabled Document: 7

Key Points:

- Lived on northern fringe of Katikati; long waits to safely move out from side roads
- Preferred option was the Katikati bypass, however SH2 traffic could be improved by making changes to SH29; improve Thompsons Track; widen the Kaimai tunnel
- Exhaust fumes into Katikati Main Street a health hazard; exposure to diesel exhaust fumes linked with various diseases; serious health issue for residents
- Questioned whether bypass delays were due to objections being raised by the Katikati business community as there had been letters to the editor regarding the impacts on business of a bypass.

3.9 **David Marshall**

Tabled Document: 8

Key Points:

- Lived on a road that connected directly onto SH2, and was supported by other residents along SH2 who considered they became prisoners in own homes due to safety risk of turning out of driveways onto SH2
- SH2 had the heaviest traffic load of all roads linking to Tauranga and the Port; accidents and deaths at an all-time high
- Believed that a bypass was committed to and with the change of government, what appeared to be promised was lost
- Draft plan provided no justification for published priorities, useful forecasts not included – unable to give full scrutiny of the prioritisation. Considered consultation was poor and badly advertised, public needed more input
- Ōmokoroa - Tauranga road should be priority one, with the road to Waihī also a higher priority
- Katikati bypass also critical – alternative access to Port; safety and health issues; disincentive for development of Katikati town centre; town needed a boost with high priority for this project

- Flooding of the Uretara Stream was not common, however there was considerable delays if there was an incident as there was no other way around
- If no bypass, then the pedestrian crossing lights in Katikati should be further discussed.

3.10 **Philip Christophersen**

Tabled Document: 9

Key Points:

- Katikati resident; concerned about resident safety - particularly pedestrian safety from the Highfields Crossing area and crossing the Uretara Bridge. Town a place for people, not cars
- Understood that 61 new houses were proposed to be built at Highfields.

3.11 **Brian Miller**

Tabled Document: 10

Key Points:

- Aongatete resident. Considered it an urgent need to replace SH2 from Katikati to Tauranga and its priority rating should be increased
- Road had outlived its usefulness; had not kept pace with traffic density and had gone backwards with longer travel times, higher risk and inconsistent trip usage
- Could fund the road individually and collectively – budget for it; use road taxes, tolls or user charges
- Community support for tolls – some reluctance, with a need for education, publicity and change of user psychology.

Heating adjourned 3.15pm and reconvened 3.30pm.

3.12 **Nancy Robinson**

Tabled Document: 11

Key Points:

- Katikati resident; supported Katikati bypass
- Health hazard from emission of fumes and noise of traffic, especially heavy trucks
- Increased traffic density through Katikati – 99% of traffic passing through, needed an alternative route to avoid the main street; bypass would remove the need for trucks to slow down, e.g. logging trucks on the way to the port
- Safety issues, particularly parking and children cycling to school
- 50 years since an alternative route was promoted and promised
- Priority should be to address safety issues in Katikati, not to accommodate leisure walkers/cyclists.

3.13 **Graham Sparling 3.35**

Tabled Document: 12

Key Points:

- Long-term Katikati resident; Katikati bypass was needed urgently – low ranking was disappointing
- Huge increase in SH2 traffic would only get worse with expansion of the Port and logging, any other solution difficult
- Vibrations and pollution from traffic made Katikati town centre unpleasant, a bypass would reduce heavy traffic flow through town
- Urged Subcommittee to give the Katikati urban project high priority, ahead of cycleways.

3.14 **Ruth Sparling 3.40**

Tabled Document: 13

Key Points:

- Katikati resident; requested increased priority for the Katikati bypass
- Katikati was no longer a pleasant place to shop and visit – only one safe place to cross road; traffic noise and pollution
- Unable to do decent mural tour due to the noise of the traffic
- Trucks would use a bypass to avoid the bottleneck; impossible to turn right onto the main street from side roads.

3.15 **Bill Murphy**

Key Points:

- Four laning of SH2 to Omokoroa was necessary. Northern Arterial vital as a major arterial into the Port
- Needed to address the road and interchange to support the residential development planned in Omokoroa
- Safety of road – decreasing speed without increasing capacity would lead to gridlock and accidents due to frustration
- Minor safety measures not sufficient – needed a proper median barrier and four laning from Omokoroa to Tauranga – top priority, then address issue of Katikati
- Questioned whether the road was too difficult to fix due to side access issue; and suggested building side roads with access points onto SH2.

3.16 **Marilyn Roberts**

Key Points:

- Waihi Beach resident. Considered that Activity 6: Waihi Beach to Omokoroa and Activity 15; Katikati Urban should be in the top five priorities
- SH2 was a deadly highway and actions proposed were superficial – with the increase in traffic, the road would be a bottleneck again within 10 years. Vehicles on side roads from new subdivisions were unable to turn right onto SH2
- Safety and environmental issues not just economic, Katikati bypass would limit the effects of noise and fumes and would be safer, particularly for pedestrians and children. Bypass long overdue

- Waihi Beach not on any Regional Council plans and policies, although residents paid rates. Regional Land Transport should influence inclusiveness, not exclude Waihi Beach as a community
- Should be more consideration of rail and sea options, particularly sea transport from Waihi Beach to Tauranga. Needed much bigger picture.

3.17 **Anne Billing**

Tabled Document: 14

Key Points:

- Took life in hands when using her car – turning onto or off SH2 was dangerous, particularly waiting in the middle of the road to turn into driveways or side roads
- Pollution and noise in Katikati town centre was significant, dangerous to cross road, families went elsewhere to shop. Wanted a main street that was clean, safe, and free of through traffic; where a resident could walk/ride/skateboard; wanted an inclusive community, not a community divided by an un-crossable road
- Traffic a main contributor to region's economic growth, however not by sacrificing Katikati. Drop of priority for bypass showed lack of understanding and appreciation for Katikati community and residents
- SH2 from Waihi to Tauranga inadequate for type and volume of traffic, and unsafe with lives being risked daily
- Questioned whether it was practical to pull off to the side of the road rather than wait in the middle.

3.18 **Mike Williams**

Tabled Document: 15

Key Points:

- List of preferred works and priority order was confusing
- Priorities for SH2 and Tauriko should be reversed. SH2 was vulnerable through lack of resilience e.g. bridge being out, accident could disrupt access to Tauranga for a significant period of time. 10.1% of SH2 traffic was heavy traffic – traffic over SH29/Kaimais was half this volume
- Katikati bypass necessary – Government Policy Statement (GPS) – Katikati did not meet any of the four criteria. Public health benefits of reducing emissions; noise/pollution/lack of ambience in town centre. Trucks one per minute – more traffic than SH29 and other parts of SH2 south
- More emphasis needed on safety and resilience when prioritising
- Considered the SH2 corridor had more potential for urban growth than SH29
- Acknowledged the priority attached to Tauriko West to enable housing development, however considered that Tauriko was still some way off being developed as consents were not yet granted.

3.19 **Michael Fisher**

Key Points:

- Appalled that consideration be given to dropping new highway down to a lower level given the dangers of this highway and when funds were already committed
- All public officials had a duty of care to look after their citizens and users of this highway

- Must retain high priority.

Hearing adjourned 4.38pm and reconvened 5.10pm.

3.20 Ross Godkin

Tabled Document: 16 (PowerPoint presentation)

Key Points:

- Ōmokoroa resident for over 20 years and travelled to Mt Maunganui daily for work - now left half an hour earlier due to increased travel time
- Looked at priorities and weightings and considered higher rating should be given to road safety. Strategic objectives were not reflected in the priority list; considered there were inconsistencies for rating/weighting of projects; hard to see how the priority list had been derived
- Safety should be the No. 1 priority. Katikati to Tauranga - 18 deaths in 4 years, highest in NZ but this did not reflect in priorities
- NZTA data traffic count – daily average in SH2 at Te Puna was over 20,000, highest 43,000; SH29 over the Kaimais 15,000 highest day – this traffic volume should reflect in priority in funding spent. SH2 incorrectly classified – performing the duty of a national road and was one of the busiest roads in NZ
- SmartGrowth had a disconnect with urban development – SH2 in its current form would not support growth. Needed to make it the No. 1 priority.

3.21 Vicki Knell

Tabled Document: 17

Key Points:

- Principal at the local Omokoroa Primary School and an accident survivor
- Disappointed that SH2 activities were rated at 6 and 11 – should be two top priorities
- Accidents and injuries were not a new issue for this road but had been made worse by increased volume. No room for human error, the road prevented any chance of taking avoidance action. Huge safety concerns from local communities
- Section of SH2 classified as Grade 2 – not fit for purpose. Nothing less than a northern arterial route would suffice.

3.22 Warwick Murray

Key Points:

- Local resident. Needed to address the carnage on this stretch of road, to give it higher priority, particularly from Omokoroa to Tauranga
- This stretch of SH2 was one of the busiest roads in the country and would get busier given the consented development coming online; one of highest accident rates in the country which was getting worse. The 20 deaths were not just statistics but involved real people and bereaved families
- Little effort had been made to ensure roading infrastructure was in place to cater for growth. Could anticipate growth in other areas to assist economic growth but not for this road when it was necessary for safety

- Should not prioritise economic growth over public safety. SH2 was never designed to cater for current volume of traffic – structurally could not accommodate the traffic safely
- Consideration of a new road should be top priority.

3.23 **Roger Stiles**

Tabled Document: 18

Key Points:

- Katikati resident - was assured that the Katikati bypass would start in 2009, 10 years later and still waiting
- Traffic volume through Katikati Main Street was a concern. The Plan had not taken consideration of the Katikati community's interest – Main Street was the focus for about 10,000 people around the town, some retailers had given up due to noise and pollution from traffic
- Had researched other town bypasses – improved cultural, social and commercial activity in those areas
- Problem was not only caused by traffic from Auckland – significant amount of locally generated traffic from five major packhouses, 3000 trucks of kiwifruit to port, many other local and regional truck movements through Katikati's Main Street.

3.24 **Richard Comyn and Beth Bowden (Te Puna Heartland)**

Key Points:

- Reprioritise weightings to reflect 40% safety/30% community interest/30% connectivity
- Omokoroa-Tauranga TNL was ready to go; Tauriko not. Significant population growth from 2013 census for Te Puna
- Noted the Vital Signs Survey – Western Bay at large wanted to use their local roads with improved safety; supported improved public transport; liked to cycle and walk – but needed to get to somewhere to do this by car.
- Life determined by timing, traffic flows and noise off SH2. Roads should provide good social and connection impact on communities rather than have negative impact.

Adjourned 5.55pm; reconvened 6.15pm.

3.25 **Chris Reynolds**

Key Points:

- Omokoroa resident and traffic engineer
- SH2 Omokoroa-Tauranga was carrying more capacity than was classified for
- Considered that being assigned a Priority 11 was a function of the problem - oriented planning process with the problems not being right
- Needed to drive prioritisation with numbers e.g. commute time increased 5 mins a day every year for last 5 years; 4.3 crashes every month – prioritising on the numbers could be defended
- WBOPDC was not doing their job; abrogated their responsibility to build roads – no alternative to SH2. North of the Wairoa Bridge had a disconnected non-network with one road

- The Chair noted an issue with the problem definition, if started with wrong problems ended up with wrong solutions.

3.26 **Jenny Hobbs**

Tabled Document: 19 and 20

Key Points:

- Chair of Katikati Community Board, member of various other community organisations – spoke on behalf of the community; needed the Katikati bypass now
- Initially the through traffic was useful for developing the town, however by 1986 only 16% of traffic was stopping in town
- Promised bypass did not eventuate: businesses that should have thrived had closed; noise and emissions pollution; extremely dangerous particularly for kids and elderly; independent life limited by SH2 – too dangerous to drive
- Community vision – based on the construction of the bypass; instead had a dirty industrial strip town with very few social opportunities, not the vision desired and expressed
- Consistent and loud community support for a bypass - three petitions signed by more than 20,000 people; traffic surveys done by volunteers, collated archive history of the bypass
- Dissociation caused by SH through middle of town created a dysfunctional town centre environment; building the bypass was a matter of social justice and the right thing to do – for the environment, for safety, for community identity – would bring the “Paint the Picture vision” to life and support Katikati being an environmental centre of excellence
- Questioned air quality measurements/monitoring – nothing at this stage as had gained approval for bypass so did not pursue air quality monitoring – portable shipping container monitoring system from Council would have to sit in the main street.

3.27 **Peter Maddison**

Key Points:

- Increased priority of environmental objective - susceptibility of roads to environmental damage with issues of flooding and landslips
- Looked at better integration of land transport throughout the region – mixture of land/sea/air to move freight to get goods to market; use of new scheduling technology; coastal barging for logs
- Public transport – not much in Katikati; needed better linkages through to main bus system, particularly for older population in rest homes
- To link up several projects on SH2 to make one major project and increase priority
- Traffic came to a halt in Katikati, concerned about pollution from trucks, safety of crossing road. Bypass was a no-brainer.

Hearing adjourned 6.40pm and reconvened 7pm.

3.28 Murray Grainger

Tabled Documents: 21 and 22 petition

Key Points:

- Omokoroa Community Board Chairman, supported by a 6,093 signature petition. The petition was formally received by Chair Crosby on behalf of the hearing sub-committee. An electronic version would be provided
- Noted the deep community concern regarding SH2 between Omokoroa and Tauranga e.g. the large number of Facebook members of the “Fix the Bloody Road Page”
- Minister of Transport had stated that whilst it would be an arm’s length decision by NZTA, there was every chance that if the Regional Transport Committee (RTC) prioritised SH2, then work could happen – this was a clear message to RTC to prioritise for funding
- Needed to be consistent with the Government Policy Statement (GPS): to focus on safety and reducing injury – SH2 had highest accident rate in the region; to focus on economic efficiency – SH2 needed to improve resilience to mitigate resilience risk; enhance economic growth - develop transport connections for routes important for exports; safety - safer intersections, enhance tourist safety
- Asked that these factors be addressed for SH2 and the high growth urban areas along it. Tauriko – 6 years off before development impacted; Omokoroa was happening now
- Omokoroa community asked for and needed a 4-lane expressway and a proper interchange at the Omokoroa/SH2 intersection – must be assigned top priority.

3.29 Neil Rogers

Key Points:

- Chair of Whakamarama Community Inc. - had lived on SH2 the last 30 years, heavy vehicle engineer
- Advised that 800 cars exited daily out of Whakamarama onto SH2, with a traffic volume of 20,000 cars. Intersections were outdated and a risk to users, recent changes had not improved flow
- SH29 was not a viable alternative for SH2
- Significant population living in rural areas around Te Puna, Apata, Minden, Whakamarama – considered that the plan focused on the settlements and towns with not enough attention paid to residents who lived along the “spine” of SH2
- W2T Te Puna - Omokoroa – should raise priority. Safety concerns – safety not properly considered, must be No. 1 priority. High traffic flows – no other single lane road that had such a high traffic volume; dangerous intersections; increased population growth; no alternative to the Wairoa Bridge if the bridge was out of action
- Goodall Road – requested that it be listed - could possibly be eligible for funding as a Māori road
- Chair Crosby outlined the RLTP process and timeline and noted that NZTA would issue a new national LTP in August 2018.

3.30 **Matthew Farrell**

Tabled Document: 23

Key Points:

- Prefaced his comments by noting he had been aware of layers of bureaucracy involved and that nothing was intended personally. Part of the “Fix the Bloody Road Campaign”, Editor of Lizard Magazine
- Draft plan showed a disconnect with the wider community; unhappy local electors demanded radical reprioritisation – with Omokoroa-Tauranga and the Katikati bypass being top priorities
- Omokoroa had been identified by SmartGrowth in 1991 for urban development, yet Tauriko now leapfrogged Omokoroa in the roading priorities
- No pre-consultation or significant engagement with the community
- Death statistics particularly high for this stretch of road – it was not the road causing the accidents but was killing people as the road design was not safe e.g. no median barrier; bad drivers and bad road – both needed addressing
- Housing growth had already occurred in the area; unpredictability of arrival times was hindering industry and education
- Draft plan showed lack of foresight and common sense, to target investment where needed
- Noted wide and committed community support, would take direct action if needed. Urged residents to check subcommittee members’ conflicts of interest.

The hearing adjourned at 7.30pm.

The hearing reconvened at 9.30 a.m. Wednesday, 11 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga.

3.31 Carol Bourn

Key Points:

- Whakamarama resident for 19 years
- SH2 Katikati-Tauranga not designed for traffic volume, insufficient overtaking opportunities, difficult to turn onto had poorly designed intersections, too narrow, no shoulder and narrow bridges. New subdivisions and residential growth would create even more traffic
- Needed to be a priority. Accident statistics clearly showed the road was unsafe, with 20 deaths. Needed a 4-lane safe road
- The Subcommittee clarified that it was a delegation of the Regional Transport Committee which involved other local authorities and NZTA not just the Regional Council
- In response to questions from the Subcommittee Members considered:
 - the current road could not be safely fixed as there was no room and too narrow – needed a new four lane road
 - existing road was too narrow for 4-laning. Purchased existing property 20 years ago and was given plans for a four-lane highway to be built within 10 years which finished at the Omokoroa turn-off, using land for a new four lane highway parallel to the existing road
 - Was told by Council at the time that it would be done in 10 years – first the Bethlehem roundabout then the four lane road; now No.11 on the priority list.

3.32 Thomas Bowater

Key Points:

- Lived on Snodgrass Road then Esdaile Road; during past 4 years the family had used SH2 at least 40 times a week, into school and work. Perilous and risky when entering SH2, very short decision making time. Finding alternative rural routes to get into town
- Needed to physically separate the traffic, drivers made mistakes; infrastructure had not caught up with increased demand and development. Very nervous about safety of driving in the future
- Needed to act now, cost to do work would only increase – needed to make the decision to spend the money
- Questioned the view on tolls as a user pays mechanism – supported tolls, taxation could not meet everything
- In response to questions did not support imposing a moratorium on the development of urban growth along SH2 but needed to sort infrastructure at the same time, doing nothing was ridiculous.

3.33 **Sean Lett**

Key Points:

- Four laning of SH2 from Tauranga-Omokoroa needed to be moved to top priority. People died on a road not fit for purpose. Had often been the first at the scene of an accident
- Did not understand how a cycleway could get a higher priority than a killer road
- Minor safety measures not sufficient, needed four lanes; also an increased police presence. Supported use of tolls if necessary
- In response to questions considered 4 lanes would help as lessen traffic density when getting in/out of his driveway and police presence would slow traffic down.

3.34 **Robert Cross**

Tabled Documents: 24

Key Points:

- Accessed SH2 from the Whakamarama shops intersection. Growth continued unabated in the district; all access roads to SH2 substandard
- Accident on Te Puna bridge would cause major traffic disruption, loss of productivity particularly for the port
- Major accident statistics extremely high, death rate very high. Most dangerous road in NZ – required immediate action to reduce the number of accidents and make the road safer. Needed to make SH2 No. 1 priority.

3.35 **Bryony Cross**

Key Points:

- SH2 woefully inadequate for usage. Single lane; expanding residential development; port expansion; traffic delays/accidents; traffic times trebled; high private car usage due to lack of public transport
- Minor safety improvements not sufficient – needed to be addressed with a high prioritisation
- In response to questions considered four laning the existing road would fix it, with appropriate bridgeways/access points
- The Chairman clarified that the Subcommittee was not just a Regional Council subcommittee but included other local authorities and noted that WBOPDC had chosen not to be on the Subcommittee.

3.36 **Anne Henry**

Tabled Documents: 25 and 26 (PowerPoint presentation)

Key Points:

- Katikati bypass needed to be higher priority. Considered it was a lack of consultation with the Katikati community; dispirited at delaying of bypass
- Businesses were affected by crawling traffic; health and safety (noise/emissions/accident risk) issues with the volume of traffic going through Katikati; impacted on feel and amenity of the main street for residents.

3.37 **Glen Crowther**

Key Points:

- Needed to factor in climate change, reduce emissions. Needed to elevate importance of environment when considering investment; multi-modal – electric and public transport. Plan would increase emissions, inconsistent with government's priorities; did not address reducing emissions by 1/3 by 2030, not the type of shift needed, especially for freight and trades – diesel emissions
- Urban form for liveable cities – was the crux of challenge in WBOP. Needed to rethink model of land use and transport, stop replicating what has failed in the past – needed big picture for land use development to drive down emissions and deal with congestion. Needed higher weighting than 10% for environment and liveable cities; also affordability more than 5%
- Needed to align RLTP with other documents e.g. WBOP Transport Blueprint, Tauranga Transport Programme
- School bus services – community still unhappy, should be addressed in the RLTP. Cycleways a big help but would not get current kids onto bikes – would be the next generation
- In response to questions was unsure 4-laning SH2 Tauranga-Omokoroa would be sufficient – was an old model of simply making more road to address volume. Supported safety improvements, bus lanes, multi-modal approach needed for this corridor
- Did not consider it was possible to compromise on climate outcomes to allow for housing catch-up and then focus on emission reduction as areas of Tauranga would be adversely affected by climate change and could not delay. Needed better community engagement around innovative housing solutions; infrastructure to serve needs of people.

3.38 **Grant Turner - National Road Carriers Association (NRC)**

Tabled Documents: 27 and 28

Key Points:

- Executive Officer of NRC, resident of Pāpāmoa; 14-vehicle road transport business, industry advisor for 11 years
- Thousands of heavy trucks operated in the region daily. Drivers had limited driving hours per day – maximum 13 hours, therefore traffic and holdups were a major concern. A 20 minute delay could necessitate employment of more drivers. Saving on travel times made a huge difference to businesses and operators
- Needed safe efficient movement of freight; strategic and resilient roads that were efficient and provided connectivity; through traffic separated from heavy commercial/industrial traffic
- Hundreds of businesses in BOP supported by increased freight trips; with economic growth and port growth the freight task would increase – some would move by rail and sea but majority would continue to move by road – road share of freight would not diminish. Needed roads that were safe and that would support efficient freight movement
- In response to questions regarding the use of SH29 for heavy traffic rather than SH2; advised that SH2 was a shorter distance from Auckland-Tauranga; gradient of Kaimais was a deterrent especially if fully loaded – slower, increased fuel consumption and wear and tear. SH29 better designed for heavy traffic – but needed to make that route more attractive and more economic to drivers

- Truck drivers did not want to be seen as holding traffic up and creating environmental hazards; had improved emissions technology now
- Clarified that the NRC Association would be submitting on the draft GPS
- In response to questions relating to trucks rolling being a driver or road issue considered it a driver issue but other factors came into it such as roll on bends, slower advisory speeds for trucks, further education for drivers.

3.39 **Caryn Shearer**

Key Points:

- Spoke as a parent; travelled the road from Whakamarama to Tauranga multiple times a day; the road was not safe. School buses not always sufficient, had to drive
- Needed a 4-lane highway with safe entry and exit points; increased volume of cars on the road – could take over an hour to get into Bethlehem when it should take 15 minutes only. New residential developments would increase volume and increase risk.

3.40 **Corina Godkin**

Key Points:

- 21-year resident of Omokoroa; drove to Katikati for work for 10 years.
- Omokoroa intersection disgraceful, particularly if turning right; no visibility, could not see vehicles from all directions; volume of traffic both ways had increased significantly; problem compounded by trade/industry vehicles turning into Omokoroa
- Essential infrastructure had not supported growth in Omokoroa despite SmartGrowth commitment to upgrade key roads to support urban growth
- Accidents at Apata closed the road, detours created confusion – needed to improve safety by reducing speed and having 4 lanes.

3.41 **Ross Goodwin**

Key Points:

- Long-term resident; wanted the 4-lane highway from Omokoroa-Tauranga reinstated as No. 1 priority as population had increased significantly.
- SH2 did not cater for amount of traffic on the road – it was decided it needed upgrading back in 1993 with land purchaed from 1993 onwards to build a new 4-lane road
- Residents very frustrated at the constant delays and downgrading of this project; deep community concern and support for SH2 to be addressed and the 4-lane road built.

Adjourned 11.10am; reconvened 11.35am.

3.42 **Jeff Fletcher**

Key Points:

- Represented the Te Tumu Landowners group; 3 main landowners in the Te Tumu urban growth area. Supported the ranking given to Pāpāmoa East

projects and wanted to see the ranking maintained. Notification of the Te Tumu plan change expected later this year

- Kaituna Link Project – supported this being maintained in the RLTP and would like to see investigations progressed as part of this plan. Would give connectivity from Te Tumu east, to Whakatāne, to the airport
- Plan should recognise the need for an integrated multi-modal network across the Eastern Bay, aspire to get more people onto public transport and out of cars; Vital Signs Survey results was a strong signal that the future for this sub-region should be anchored with a better public transport network and connectivity. Integration with Tauranga, the CBD and other sub-region townships was vital; link Te Tumu to Te Puke and Pāpāmoa; needed to ensure future public transport planning and multi-modal network linked between local authorities
- In response to queries regarding the impact of development at Te Tumu on trips into Tauranga; advised that extensive traffic modelling had been done and was being done in the development of Te Tumu; aimed to increase multi-modal transport from 2% to 10%. In time, the development of a Te Tumu town centre would have a positive impact on trips; work/learn/play in Te Tumu, schools already being planned
- When questioned on how to encourage people out of cars and onto public transport suggested there was no magic bullet however needed to make the bus network more regular and convenient, provide wifi, little things build up to make a viable option.

3.43 **Francis Pauwels Toi EDA**

Key Points:

- Needed to consider the growth in Eastern Bay and the impact on employment, transport and logistics. Needed to be prepared for future change and growth, particularly with kiwifruit/aquaculture/forestry and the implications for freight and impact on the port
- Needed a study to look at how things would move – air/road/sea/rail – capital was there. Needed this group/plan to focus on drivers of transport logistics in the region and the various sub-regions
- Weather events and bridge restrictions could cause major delays and closures on the road to Gisborne
- Mōtū Trail – plans for it to connect through to Whakatāne, into Kawerau then Tarawera and Rotorua. Housing implications, needed to look at investment.
- Subcommittee agreed that information from the commercial development sector was crucial, needed good communication
- In response to questions relating to the funding of an Eastern Bay logistics study; suggested local industries and agencies as well as local authorities to look at funding.

3.44 **Dan Kneebone Port of Tauranga**

Speaker on behalf: Mark Appeldorn

Tabled Documents: 29 and 30

Key Points:

- Congestion on local roads impacted on the port activity. To keep port growth in context, port development not necessarily impacting on road movements as some growth was transshipment-based and so never on the road network; and

there had been significant increases in rail volume. Congestion on Hewletts Rd and Totara St was of particular concern

- Read from brief of evidence provided. Broad endorsement of priorities; urgent attention on localised congestion
- Recurrent traffic delays had significant impact on port activities and business even from one part of the port to another; weekday traffic movements impacted localised Port access. 2km congestion extended in each direction – Hewletts Road/Totara Street/Harbour Bridge
- Frequency and coverage of delay were of concern; current operating demands already at network's peak operating capacity, local traffic growth demands expected to increase but already operating at local network capacity. Increased volume combined with increased delays resulted in intermittent incident disruption to the network and therefore the port
- Incident statistics showed higher crash density nearer to port, especially the Hewletts and Totara intersections; considered weather and poor visibility contributing factors
- Clarification sought regarding impacts of use of and movement of containers – road impacts mainly from the empty container depot on Totara Street, most freight increase not on the roads
- In response to questions regarding the port's contribution to costs of ensuring access to Port; considered having discussions with Tauranga City Council regarding the port's access points. Was happy to participate in any public transport conversation. Considered priority would be to fix the Mt Maunganui side, east into the port, first. Noted that configuration of intersections to avoid all interactions happening at one intersection could help with Hewletts Road congestion; highlighted the challenges converging on the urban network near port
- Subcommittee noted the need for constant engagement with the commercial/industrial sector
- In response to questions regarding movements from storage to port from the off-port storage on south side of Hewletts and off Totara; clarified that not large numbers with container movements but acknowledged impact from the Hewletts Rd log yards – logs fed through to Mt Maunganui port; containers fed through to Sulphur Point
- Responded the port was a 24-hour/7 days freight distribution operation; with no operational constraints from noise.

3.45 **Allan Sole Waihi Beach Community Group**

Tabled Document: 31

Key Points:

- Considered Waihi Beach a forgotten area by Regional Council and transport development. Travelled the furthest on SH2 into Tauranga, now constantly in queues. Could take over an hour to get in, 30% longer travel time
- Strongly supported the Katikati bypass and the improvement of the Omokoroa intersection, both should be in top 5 ranking. Waihi Beach contributed to the gridlock and pollution problems in Katikati
- Concept of "safer crashes" with less injuries. Increased policing to modify drivers' behaviour on the road; needed more pull-off areas for slower vehicles e.g. rural machinery
- Thanked Regional Council for the bus service, would like to see it grow and develop, expansion into Waihi very helpful

- Should be included in the Blueprint, felt like Waihi Beach sat outside many regional services.

3.46 **Jan Booyesen Community Trails**

Tabled Documents: 32

Key Points:

- Supported cycleways. Needed to move away from car-centric model and cost-centred model onto public transport and onto bikes
- Smarter use of technology e.g. a booking system for bus trips – provided with a ride when needed
- Cycling was an alternative – timeframes were too long, fast-track initiatives e.g. Omokoroa – Bethlehem link; Tauranga eastern link currently ended up nowhere and needed to link to Pāpāmoa
- Looked at tourism in Western Bay - ncrease tourist spend in area by providing a link from Rotorua to Waihi Beach, i.e, provide a multi-day ride.

3.47 **Ross Paterson**

Key Points:

- Has travelled SH2 Omokoroa-Tauranga for 45 years
- Noted bad timing of the GPS and that the change of direction in the GPS created anxiety for this process and submitters. The move of capital away from roads threatened work around SH2; priority on safety was good but not a bandaid for Omokoroa-Tauranga road - safety was paramount but did not want the government to get away with minor touch-ups. SH2 has done its service, now not fit for purpose, considered a 2 star road. Make work on Te Puna-Omokoroa No. 1. priority. Safety refinements were good but would not be sufficient in the long run
- Was Northern Link needed to continue and should be linked with Te Puna/Omokoroa and be No. 1 priority. Needed to keep pressure on, preliminary work done, purchases made – needed to hold to commitments made for the Northern Link
- Problem with the Omokoroa/SH2 intersection, needed a strong engineering solution – could not wait, needed addressing immediately.

3.48 **Bill Wasley SmartGrowth**

Tabled Documents: 33 and 34

Key Points:

- Western Bay of Plenty sub-region story – facilitated growth - future development policy required; 43,000 new dwellings in the sub-region over the next 30 years. Needed to provide housing but also identify needed infrastructure to support the housing development – needed to ensure integrated approaches such as Omokoroa and the Northern Link were implemented
- Smartgrowth strategy 2004 was supported by all partners, including NZTA and WBOPDC, thought and planning went into deciding where growth was to occur, infrastructure needed included 4-laning from Te Puna to Omokoroa - transport had not delivered. Needed to address those areas already underway where commitments have been made as well as future planning

- Connectivity of urban development needed higher priority; alignment of various development plans and key projects to support growth development e.g. WBOPDC and SmartGrowth
- Regional Investment Oversight Group established (including Subcommittee members Crs:Nees and Crosby); objective of how to deliver collaboratively and seamlessly to keep up with growth and community expectations
- Chair Crosby agreed that the Western Bay had been let down by NZTA, focus being shifted to SH29/SH1 (strategy to four-lane SH1 to Tauranga and link up with the Waikato expressway) had let down SH2 development -one partner letting down a collaborative process. Local authorities doing the right thing by the community and were let down by agency and central government.
- Fearful this could happen with other proposed growth areas e.g. Tauriko; needed to go to the top; ministerial engagement was key and had worked well in the past. Clear messaging from local authorities - needed support by good policy advice.

3.49 **Anna Larsen Welcome Bay Transport Forum**

Key Points:

- Residents concerned and frustrated with the commute from Welcome Bay.
- 15th Avenue/Turret Road should be given upgraded priority (not necessarily 4-laning, maybe tidal 3rd lane in the middle); appreciated that making more roads would not solve environmental problems with cars, but needed an immediate solution
- School traffic a real issue – to reinstate free school buses. Go back to Ministry of Education collectively to discuss funding. Previously 500 students at Tauranga Intermediate would catch the bus; 300 alone from Welcome Bay; now has dropped to 250 in total using Tauranga Intermediate buses – 50% drop in use. Free busses would free up Western Bay traffic, currently was cheaper to drive two kids into town to school than put them on the bus
- Supported a trial of free commuter bus service; even getting one commuter out of a car one day a week would make a difference to traffic congestion
- Proposed Welcome Bay bus lane – unlikely to make any significant difference to travel time; to remove median strip which had safety implications. Needed a separated cycleway from Welcome Bay to the city
- The congestion and delays had effects on productivity, on time-sensitive jobs, on the environment, on other services
- In response to a query considered a targeted rate to provide free bus services was a better investment than building more roads. How it was framed to the community was important
- In response to providing information regarding the drop-off in bus usage at Tauranga Intermediate would try to provide statistics however was a variable figure as different in morning and afternoon

3.50 **Mayor Garry Webber**

Speakers: Gary Allis

Tabled Documents: 35 (PowerPoint presentation)

Key Points:

- Criteria weighting – safety 40%, route efficiency 30%, quality of life 30% - SH2 Omokoroa-Tauranga clearly ticked the box for safety(deaths)/access (side roads)

- Omokoroa had been in planning documents since 1991 as a growth area, including upgrading SH2: 4-laning, Omokoroa intersection, Katikati bypass. Acknowledged while there was a need at Tauriko questioned how could it be higher priority than Omokoroa/SH2
- Had built up public expectation; Katikati bypass/Omokoroa intersection – already approved, must be reprioritised to the top of the list
- More emphasis needed on modal shift to rail; e.g. railhead for logs at Kawerau, take 36,000 log trucks movements off road
- In a competitive world for central government funding – the RLTP needed to be the most compelling one that NZTA and the Minister would read
- Death wish for Western Bay district if road works not undertaken now; had a responsibility to the community to do everything possible to make it happen.

3.51 **Carole Gordon SuperNZ**

Key Points:

- People should be a greater focus in land transport planning. Significant growth of over-65 population in the region, plan for transport systems for longevity and public transport that served the community
- Quality of living standard for wellbeing – intergenerational concept – transport had a significant part to play in this. Looked at the culture the draft plan portrayed – pictures of young active males which questioned values of inclusivity, equity and diversity
- Needed to be more future focussed; Western Bay was one of the highest aging populations in the regions; climate change not addressed. RLTP not forward thinking
- Bay of Plenty heavily utilised road networks – unsafe for aging population, needed an age-friendly lens put on transport decisions, should be easy and stress-free to access critical services
- Transport could maintain active aging and support businesses around the silver economy, transport a key platform to enable this to happen
- Supported prioritisation of public transport which served the needs of community. Linked with Tauranga Urban Strategy, to enable aged people to access basic living services, cost of dependency enormous
- Noted that submitters contribute at own cost; advocacy not politically acceptable

Adjourned at 2pm; reconvened at 2.30pm.

3.52 **Terry Molloy New Zealand Automobile Association**

Key Points:

- In general, NZAA supported the plan; opportunities to encourage public transport; commitment to road safety
- SH2 Omokoroa-Tauranga – concerned with low priority, reprioritisation warranted due to unsafe road, residential growth, public concern, resilience outcomes, route of choice for heavy vehicles and tourists. Rated high for accident risk. Should reconsider projects from Waihi to Tauranga to increase priority to improve safety and resilience
- Noted national importance of the port and the need to ensure access to the port

3.53 **David Riley**

Key Points:

- Whakamarama resident. Urgently needed to fix SH2 Katikati-Tauranga, was an important holiday route and a vital local highway, barrier to safety of community - put at top of list
- Rural people also needed to use buses rural bus stops, park-n-rides and direct bus services
- Needed serious targets for increased cycling. Timeframes too long, design of cycling infrastructure must be better e.g. cycle lanes not disappearing at intersections. In Denmark – 62% cycle to work and school, 9% in cars.

3.54 **Larry Baldock**

Tabled Documents: 36

Key Points:

- Supported submissions from SmartGrowth and WBOPDC; supported increased priority for Omokoroa-Tauranga SH2 work
- Strategic Roding Network (SRN) – needed to be completed. Justified to focus on issues facing Tauranga urban area, 5th largest city in the country, port vital to whole country
- Ring road connections to TEL – to avoid Auckland gridlock; completion of the ring road was vital to the success and development of Tauranga
- Funding - a regional fuel tax and/or a targeted rate would not meet shortfalls, needed to unlock public wealth in the region e.g. Regional Council dividends from the Port. Port shares value could reduce if congestion/delays/traffic costs continue, needed funding sooner rather than later
- Clarified that a regional fuel tax was not the favoured option though considered people prepared to make a contribution. The committee could submit to the GPS on funding alternatives.

3.55 **Don Thwaites**

Tabled Documents: 37

Key Points:

- Identified was a Regional Transport Committee member but needed to make a submission to the Plan as has lived on SH2 for 45 years and brother was killed on this road. Eight deaths on the 2km stretch beyond the current endpoint of the TEL alone
- Ranking not appropriate for Omokoroa-Tauranga road; fatalities highest in the country
- Property purchased along the road to extend the TNL could clear four more dangerous intersections. Turning extremely hazardous, sightlines were not there
- Omokoroa – one exit point onto a busy state highway, 1500 houses and 1000 more being developed
- SH2 – current safety measures not sufficient, 4-lane highway was what was needed. Reinstate as No.1 priority, send a strong clear message; action needed and long overdue
- Clarified that No. 1 priority would be 18km TNL; agreed an easy immediate fix would be to extend TNL by a further 2km to address four more intersections.

3.56 **John Turner**

Tabled Documents: 38

Key Points:

- Resident off Plummers Point Road
- Safety must be the paramount reason for decision making, responsibility to save lives. Never enough money in any organisation, have to get the priorities right
- Omokoroa and Plummers Point access to SH2 – No. 1 priority for spending
Flyovers to access SH2 seemed simple and cost-effective

3.57 **Sharni Wilson**

Key Points:

- Katikati-Tauranga needed to be prioritised, a four-lane motorway required
- Lived in Bethlehem, travelled frequently to Auckland – considered it a scary unsafe piece of road.

3.58 **Ad van Gorp**

Key Points:

- SH2 Katikati-Tauranga needed priority, subdivisions increasing, safety decreasing. Should consider safety and liveability not just economics. Needed to be addressed immediately, even if started now there would be a time lag.

3.59 **Vivette Bradley**

Key Points:

- Needed a four lane bypass with median barriers from Omokoroa-Tauranga
- Had six children (four driving) and elderly parents in Omokoroa, forced to make risky decisions every day. No longer family friendly or safe area, was considering moving
- Make the road safe – do it right and do it now, no longer fit for purpose.

3.60 **Rina Francis**

Tabled Documents: 39

Key Points:

- Omokoroa resident, friend killed on SH2, husband was a volunteer fireman
- Four lane highway with median barrier would go a long way to significantly reducing accidents; road was currently not fit for purpose. Drivers made mistakes but the traffic volume meant there was no leeway and no way to take evasive action – consequences severe if driver mistake.

3.61 **Andrew Hollis Fix the Bloody Road**

Key Points:

- Has lived in the SH2 Tauranga-Katikati area for a considerable time and had seen the change from gravel roads to sealed side roads – still one road to fix.
- 20 deaths in 8 years from Wairoa Bridge to Katikati, needed to be four lanes with a median barrier

- SH2 was a local road used for shopping, school, and sports; a regional link between towns and communities and a state highway used for freight and tourism. Bounced between authorities and agencies, no one taking responsibility
- Tauranga/Omokoroa work could start immediately, land already bought and owned
- Not up to state highway standards in parts (too narrow); current safety upgrades causing more safety issues. As new subdivisions were populated, accidents and fatalities would increase with increased traffic volumes. Four lanes and median barrier would not necessarily decrease injury but would decrease fatalities and severity of injury
- Would escalate protest action if needed to direct action, currently following due process.

3.62 **Nigel Tutt Priority One**

Key Points:

- Broadly supported the RLTP
- Transport crisis – high growth both in population and economic, called for planning on a scale never needed before. Focus should be on getting as much done as soon as possible
- Needed to leverage balance sheet and take risks – be judged on actions not strategies. Transport was business No.1 constraint. Congested transport network affected ability to move goods around. Should not forget about freight – busiest port, kiwifruit expansion would not come by train. Needed to fix areas broken right now e.g. Hewlett and Turret Roads
- Feasibility study to clarify whether light rail on or off the table
- Agreed with multi modal approach. Needed a shift in philosophy in the region, needed to be strong leaders, transport single largest issue
- Questioned funding tools for transport infrastructure; looked at public-private partnerships; Regional Council balance sheet; business willingness to pay for transport
- Questioned Priority 1 support for initiatives such as travel plans for workplaces, flexible hours, car alternatives to lessen peak time congestion – happy to lobby and advocate, share good stories.

3.63 **Megan Ryan (and children)**

Key Points:

- Omokoroa resident and teacher. Needed a safe road from Tauranga to Omokoroa. 20 years ago property was purchased for changes to be made and has been put off. Now caught in traffic to go 2km on the main road; right turn onto SH2 too dangerous
- Road was not designed for volume of traffic – 26,000 traffic movements daily average, designed for 3000, could not handle it. Driver error, but margins provided no leeway, no room to move, needed four lanes and concrete barrier in middle. Needed proper on and off ramps
- Understood that projects had to be prioritised but questioned how a cycleway could be higher priority than a fatal road
- Residential development in Omokoroa without roading infrastructure – Omokoroa Road would be a better road than SH2; being ranked 11 not acceptable.

3.64 **Nicola Newton**

Key Points:

- Owned a swim school on Plummers Point Road. Majority of families attending swimming lessons travelled on SH2, as do staff. Traffic had reached proportions and was no longer safe
- Needed a 4-lane bypass built within a reasonable timeframe; speed limits reduced; greater police presence; increased signage; safety improvements at intersections
- Duty to provide a safe environment and workplace as business owner, councils had the same duty to residents.

3.65 **Michael Newton**

Key Points:

- Plummers Point resident for over 40 years. Area much busier, but the road has not changed, was now commuter belt area not rural
- Kiwifruit grower, seen results of road accidents - 10 people have died within 100m of one of his orchards, mainly in last 5 years. Amount of traffic made it one of the most dangerous roads he had seen in the world.

3.66 **Craig Clarke**

Key Points:

- Increased priority for SH2 Omokoroa-Tauranga. Lived on SH2 with access directly onto SH2, took a risk every time he left the property; mail delivery and rubbish collection hit and miss as considered too dangerous to pull over
- Growth in traffic particularly noticeable in last three years with increased noise and increased speed; decreased police presence; road not designed for sheer volume of traffic. Trucks now often 58t when road was designed for 30t. More weight on trucks as shortage of drivers
- Omokoroa and Katikati were still growing, traffic volume would keep increasing, would get completely gridlocked if road not addressed
- Fix the road now – four lanes, median barrier, safe access on and off.

3.67 **John Watt**

Tabled Documents: 40

Key Points:

- Investment Logic Mapping (ILM) process – concerned that road safety was not emphasised enough. Draft GPS now out – strategic direction had safety and access as two main priorities – to reduce road trauma and crash severity. Disagreed with priority percentage given to safety with the ILM process
- SH2 to Katikati should be highest ranking
- Current speed limits from Waihi to Tauranga not safe for side road access.
- Road tunnel under Kaimais should be on agenda – present road over the Kaimais was sub-alpine, weather could cause havoc
- Omokoroa-Te Puna should be No. 1; the Katikati bypass No. 2; Waihi to Omokoroa No.3; these three should have priority over everything else
- Subcommittee noted that there would likely be a new weighting as a result of the GPS; ILM driven out of Treasury. Would need to see how NZTA balanced

decrease in state highway funding with the increase in regional road and safety funding.

3.68 **Jude Reyland**

Also speaking on behalf of neighbour Janet Reid.

Key Points:

- SH2 to Katikati needed to be higher priority. No room for human error; traffic too fast when trying to exit/enter SH2
- Impacted on Katikati - traffic noise; trucks increased, traffic volume increased. Also tourist drivers; log trucks, tradies, tractors, school traffic – holiday traffic bumper to bumper
- Increased development in Katikati/Omokoroa/Te Puna; truck drivers preferred SH2 to SH29; dreadful accident statistics
- Safety should be No. 1 consideration. Needed a well-designed and well-built four lane highway with median barrier and safe on/off points
- Needed to prioritise the Katikati bypass and a four lane highway to meet with the TNL.

3.69 **Rae O'Hara**

Key Points:

- SH2 between Te Puna, Omokoroa and Bethlehem was not safe or fit for traffic volume. Road would soon be a limiting factor in regional growth, 20 minute drive takes 45 minutes, economically a hindrance as well as unsafe – no confidence would reach end point
- Road needed to be highest on priority list, needed four lanes from Katikati to Bethlehem; effective interim safety measures; address dangerous intersections e.g. Omokoroa, Snodgrass, Plummers Point and Quarry roads. Needed increased police presence
- Use Paeroa roundabout as a model for temporary fix.

3.70 **John Garwood**

Key Points:

- Supported Jo Wills' submission
- More fast charge points for electric cars; supported light rail service, look at Tauranga commuter rail e.g. from Omokoroa and the Eastern Bay. Should consider how to progress getting Kiwirail as part of transport planning
- Subcommittee noted that Kiwirail had been invited to attend RTC meetings, had not been successful in getting them to more than one meeting a year
- Needed to put pressure on Minister of Transport, to look at a railcar system. Could have sidings to cater for smaller trains. Alternative to roads.

3.71 **Stephen Parr**

Tabled Documents: 41

Key Points:

- From Welcome Bay. Believed Turret Road/15th Avenue needed solving. Route into schools and hospital – one hour every day to do 7 km

- Mismatch between vehicles driving down 15th Avenue to those coming up, needed tidal flow consideration as was very strong in one direction at certain times of the day.
- Reinstate free school buses for Welcome Bay; free bus trial to test patronage
- Subcommittee advised that Tauranga City Council was investigating tidal flow on Turret Road bridge – if feasible would be pursued. Whangaparoa was a test case at the moment
- In response to questions considered the currently proposed dedicated bus lane in Welcome Bay from James Cook to Meadowviews too short, needed to demonstrate that the bus could get into town more quickly than by car.

The hearing adjourned at 5.55 pm.

The hearing reconvened at 9.30 a.m. Thursday, 12 April 2018 in Mauao Rooms 1 and 2, Bay of Plenty Regional Council, First Avenue, Tauranga.

Resolved:

That the Regional Transport Committee Regional Land Transport Plan Hearing Sub-committee, under its delegated authority, accepts late submissions for consideration.

**Crosby/Curach
CARRIED.**

3.72 Heidi Hughes Greater Tauranga

Speakers: Leann Taylor

Tabled Documents: 42 and 43 (PowerPoint presentation)

Key Points:

- Greater Tauranga had tried to demystify the Land Transport Plan; 1048 submissions from the community and recommended key changes:
 - Transport agencies worked with same vision however 10-year goals. Greater Tauranga vision – healthy, friendly, vibrant, sustainable, equitable city. Most important change in transport use was with next generation. Transport Centre of Excellence did not go far enough, needed a new model not business as usual. Needed shared vision and bold integrated transport and urban planning; community integration in decision making process critical citing Queenstown model
 - Modern, quick, easy to use bus service. Double investment on public transport infrastructure, align bus services with bus infrastructure – align Public Transport Blueprint and TGA Transport Plan. Did not support move to light rail until buses were full. Achieve bus rapid transit on key routes e.g. city loop; joined approach to interchanges
 - Supported a free school bus trial for Bay of Plenty region. Needed safe effective fast free school services. Huge difference in traffic on school holidays. Parents driving kids to school would put kids on buses if free. Buses (students) late to school due to congestion, in some cases 40 minutes late. Get kids used to public transport so is a normal choice for them when older
 - Supported an intercity train Auckland/Hamilton/Tauranga; implications for business travel. Front foot location of a train station, to consider importance of integrating this
 - Build cycle network in 10 years not 30. Needed a safe connected network
 - Fund redesign of Cameron Road, important corridor to get right for business and entrance to the city
- The Subcommittee noted that the Regional Council's new bus contract had been extended to include school bus services
- In response to questions whether Greater Tauranga had jointly approached central government with Greater Auckland about free school bus funding; there

was alignment but different regional goals, supported each other where mutually affected e.g. intercity rail, school buses not high on agenda

- Suggested free bus trial could bring out minor issues to sort out e.g. best options for stops; identify possible blockages.

3.73 **Zespri**

Tabled Documents: 44 (PowerPoint presentation)

Key Points:

- Protecting freight corridors in and out of port long term was critical as kiwifruit was a growth industry
- Containers had to be trucked into the port which would grow exponentially as the industry developed as forecasted.

3.74 **TKL**

Tabled Documents: 44 (Part of Zespri PowerPoint)

Key Points:

- Owned by post-harvest operators in the Bay of Plenty region
- Key points: fleet productivity; road user safety; cost
- 700 truck movements a day in the region; annually about 50,000 truck movements in and out of the port. Two key routes: east – Te Puke/Ōpōtiki/Edgecumbe – significant number from Te Puke packhouses, would not use TEL; northern arterial along SH2 – consequences of an incident involving a heavy vehicle more severe, delay was significant – dropped a load per day per truck into the port – added 13% cost
- Encouraged better use of resource already available e.g. bus lanes on Hewletts Rd; dedicated cycleways on Totara St – was already very congested, an all-day issue not just peak time issue
- Kiwifruit – 100% value added within the region, economic value huge. Needed to appreciate the scale of the kiwifruit business and impact on Bay of Plenty and New Zealand
- Subcommittee noted that commercial decisions did not always flow through to the infrastructure providers which was an ongoing engagement issue
- Did not consider movement of containers by rail was viable from the east as no rail network linked close to packhouses – doubled cost of getting product to the wharf if included putting in rail infrastructure.

Adjourned at 10.40am; reconvened at 11.05am.

3.75 **Milton Clare**

Key Points:

- Concerned about prioritisation of SH2, particularly four-laning. Understood GPS would have a big impact; would like to see lobbying by Regional Council and SmartGrowth
- Encouraged support of SmartGrowth but concerned the northern corridor had missed out, development had been based on collaboration with SmartGrowth and WBOPDC. Potentially 300 sites in Omokoroa would impact on SH2; part of

Stage 2 of the Omokoroa SmartGrowth Strategy was formalised in 2007 by sewerage connection with plan operative in 2010; relied on landowners to commit to development. Feasibility study showed marginal return for developers and access was a significant factor in that assessment

- SH2 – was planned to have 4-laning completed by time development started, with TNL and Te Puna-Omokoroa. Now was a major uncertainty for developers; potentially large numbers of new residents' impact on infrastructure; also cost implications if development not taken up. Needed clear direction of what would happen to provide certainty for the market
- Access and resilience, safety, energy and economic efficiency, affordability – queried how SH2 to Omokoroa could be No. 11 on the priority list when these objectives were considered
- Special Housing Area in this area could only go ahead once the infrastructure had been planned.

3.76 **Felicity van der Lee**

Tabled Document: 45

Key Points:

- From Te Puna, supported using Park and Ride facilities in conjunction with rail
- Land was available at Apata next to railway e.g. Wellington – railway and buses and ParknRide. Rail from Waihi and Katikati could linked towns together.

3.77 **Jo Wills Sustainability Options**

Key Points:

- Congestion increased by freight movement but needed to prioritise movement of people; safety and liveability needed to be emphasised. Needed to align the RLTP and GPS
- Public transport should be so frequent that you did not require timetables, should also be affordable
- Active transport should be given higher priority; also environmental objectives such as emissions reduction
- Noted support for extension and electrification of rail.

3.78 **Rowan Little - Rotorua Airport**

Subcommittee members Crs: Crosby and Donaldson did not participate in discussion of this submission due to declared conflicts of interest;

Cr Crosby vacated the Chair and Cr Nees assumed the Chair.

Speakers: Mark Gibb and Rowan Little

Key Points:

- Provided background: 100% owned by Rotorua Lakes Council, 250,000 passengers annually; mix of business and tourist; flight schedule increased 6% per annum, growth 4% per annum; rental car and helicopter operations on site. Was a requirement to develop the land not utilised by flight operations. Issues with Te Ngae Road – needed to ensure this road worked for access to airport
- Ensure future growth was not hindered by lack of investment and growth in transport infrastructure; free flow of transport into CBD from airport; needed to know where entry/exit points onto Te Ngae Road and SH30 were; congestion

and safety. Needed to make most of growth, not be limited by road restrictions into town. The airport was being redeveloped, positive and lasting first impression – needed to support this impression with trip into town

- Transport planning should facilitate growth and operation of the airport; to give effect to the Rotorua Spatial Plan, Connect Rotorua and Infrastructure Strategy
- SH30 was a key freight transport route; also expected residential development out to the east of Rotorua along Te Ngae Road. Needed to recognise and plan for this with road infrastructure - supported this recognition in the RLTP; would like the SH30 Eastern Corridor Connect Rotorua to be increased in priority – area of urban growth, tourism, significant business from airport
- Suggested a new KPI/specific indicator should be included for Rotorua Airport. Reduce traffic congestion on SH33 with a measurable objective under the Plan; key strategic corridor should be identified
- Crucial to integrate airport as it had significant impact on and from traffic movements; key partner agencies needed to work together to collaborate, identify Rotorua Airport as a key partner
- Supported Eastern Corridor Project inclusion; funding already committed to Stage 1; keep as priority. Generally supportive of draft RLTP.

Cr Crosby assumed the Chair.

3.79 **Mark Wassung**

Tabled Documents: 46 and 47 and 48 (PowerPoint presentation)

Key Points:

- Bold multi-modal vision needed, about people and the community. Lack of enthusiasm/creativity/connectivity in RLTP. Cross organisational collaboration critical, needed to tap into community creativity, had engaged with stakeholders to change the thinking,
- Bring services together – aggregate around a multi-modal station, to become a destination. Critical to interact with the local communities e.g. Welcome Bay community as they knew where their bus stops should be, where the pinch points were. Community would get it right if involved
- Suggested actions: set up a stakeholder group that reflected broader community; 3D model base for transport network; make public transport about the people; implement the Goldline for seniors for community connectivity; use trials to test feasibility; Coronation Park multi-modal station was a kickstart; protect cycleways and light rail corridors now; redline around TGA urban sprawl, focus on intensification; overlap urban form and transport; include Māori Iwi and Hapū; bold and visionary not mediocre; connected to tourism activities e.g. port by rail; give people options; involve the Port in collaboration; Regional Council was an enabler, leader and catalyst
- In response when asked by the Subcommittee for suggestions on the RLTP document itself suggested it would need to catch attention and sell the case and was happy to be communicated with on this.

3.80 **Phil Shoemack**

Tabled Documents: 49 (PowerPoint presentation)

Key Points:

- Transport had a huge impact on quality of life and wellbeing, clear interaction between transport and health. Would like to see transport planning being more

focussed around needs of people, especially those who did not have cars or were transport challenged with disability.

- Right transport solutions had a positive effect on mental health; if wrong, could be a barrier e.g. roads separated people.
- Climate change – transport was a significant contributor
- Current health outcomes – if mode share similar to Wellington, there would be 50 fewer premature deaths per year in Tauranga. Road crash trauma only part of impacts from transport e.g. physical inactivity and wider community health problems
- Good transport network could help Improve community health outcomes and free up funding for other things
- Prevention – future costs of healthcare were unsustainable
- Pleased “healthy” was in vision; environmental sustainability and safety also part of public health. Needed to reduce speed, invest in public transport, better walking/cycling infrastructure, get freight off roads and onto rail
- Needed to be aspirational and measurable with objectives. Targets for mode share on an annual basis
- Separate out infrastructure spending on walking and cycling
- Clarified that there was no specific data on effects on health from air pollution from heavy traffic in Katikati.

3.81 **Margo McCarthy**

Speakers: Laoise (daughter)

Tabled Documents: 50

Key Points:

- Knew how many people were killed on SH2, always asked when her parents would be home so she knew when to start worrying; had her driver’s licence – possibility of a fatal crash high – did not want to be just another person on the road who might not come home
- Road was not safe, needed to stop head-on crashes, impact of driver error
- Questioned how the most fatal road in New Zealand could be less priority than a cycleway.

3.82 **Nikki Johnson Kiwifruit Growers**

Key Points:

- Industry doubled in size; transport link to port was crucial. Needed reliable and efficient transport network for growers, both for business and personal lives
- Needed better emphasis on safety and economic efficiency which was part of quality of life
- SH2 prioritisation was out of step

3.83 **Glen Crowther Sustainable Business Network**

Key Points:

- Considered the RLTP downplayed environmental aspects; also needed an integrated approach between health, environment and transport
- Political climate was changing, GPS signalled fundamental changes
- Greenhouse gas emissions targets were critical. Needed to have a detailed plan about how to meet the national emissions target

- Integration between transport and land use planning needed to be more tightly integrated and look at longer term land use implications
- Look at utilisation of other modes apart from road for freight
- Targets were required to see measurable change in mode shift
- Needed big investments in infrastructure upfront including central government and users/ratepayers funding options
- Rail – Kawerau Container terminal supported. Needed to find cost effective options for low emission freight transport. Higher charge for road transport options
- Needed a clear plan to drive multi-modal change
- Copenhagen success in modal shift principles could be applied here with clear targets and community buy-in, gain momentum to overcome hurdles, find solutions. Needed policies like carbon pricing – needed central government input
- Clarified the national ride share application needed the right kind of system.

Adjourned 1.20pm; reconvened 1.55pm.

3.84 **Nicolas Hargreaves**

Key Points:

- Worked and lived along SH2 and considered SH2 dangerous everywhere. Had lost five workers in one accident, massive impacts on staff and community
- Needed a four-lane highway with median barrier. Needed it to be fit for purpose and safe. Project needed to be top priority
- Clarified that reducing the speed limit was not a serious fix, needed a new road, with safe access on and off via ramps and flyovers.
- Subcommittee noted the need to be informed of commercial decisions well in advance; was aware of the projected growth in the kiwifruit industry

3.85 **Colin Hewens**

Key Points:

- Whakamarama resident
- Considered Tauranga Northern Link should have been completed before Tauranga Eastern Link. NZTA wrong in trying to force people over Kaimais to Auckland
- SH2 should immediately become first priority, Tauriko lower down the list – good to future plan but needed to fix up existing mistakes with SH2 first.

3.86 **Max Kehoe**

Key Points:

- Could hear the damage (horns, sirens) every day out on orchard and recognised frustrations lead to mistakes and accidents
- SmartGrowth development plan for Western Bay of Plenty, northern arterial had still not happened, have been waiting for 15 plus years, based purchasing decisions on expectation of the arterial
- Fixing SH2 needed to be more important than cycleways and Tauriko

- WBOPDC had contributed by allowing so much residential development; needed affordable housing but also needed appropriate transport network for work and school.

3.87 **Ian Dustin**

Tabled Documents: 51

Key Points:

- Largely agreed with the RLTP but no mention made of the Rangiora Industrial area and its suitability for log and kiwifruit transit. Location for picking up loads from SHs2 and 33 and moving them via rail not road
- To create a container park, connected to the port by rail, effectively loading directly onto the ship from the railhead at Rangiora. Would eliminate need for logging trucks, environmental and economic benefits of removing trucks from the roads
- Proposed railhead design largely on Quayside land apart from one area on Seeka kiwifruit land
- Clarified which land was Seeka-owned, considered Seeka would do a deal, decision to containerise kiwifruit crop rather than coolstore already made
- Suggested inclusion of Rangiora Business Park with a rail siding in current projects, to change historic method of getting logs to port.

3.88 **Gareth Hudson**

Tabled Documents: 52

Key Points:

- Appreciated accessibility/user friendly way to make submissions
- Pyes Pa resident and used Fraser Street now rather than Cameron Road due to congestion and concerned given that Pyes Pa had been an identified development area.
- Needed to get people out of cars onto buses, dedicated bus lanes would help
- Safety concerns with 2nd Avenue/Cameron Road intersection; also pedestrian safety when crossing Cameron Road. Cycleway needed separating
- Multi-modal transport hubs e.g. at Greerton. Needed real time information on buses, QR codes at bus stops. Flow of students from Greerton to tertiary institutions so needed to service new Waikato University campus with good public transport
- Subcommittee noted that a new ticketing system, electric buses and real time information was on its way

3.89 **David Jenkin**

Tabled Documents: 53

Key Points:

- Did not consider the need to explain why SH2 should be priority one. Expressed concern it was not in top 10 list
- Turning right into Pahoia was a lethal intersection
- Elderly father in Omokoroa would only drive between 10am and 3pm, was affecting quality of life

- When questioned on interim measures; supported lowering speed limit around junctions but did not like “sticking plaster” measures.

3.90 **Pat Jones**

Key Points:

- Lived in Welcome Bay Road/Asher Road; day to day activities now in Pāpāmoa.
- Requested buses between Welcome Bay and Pāpāmoa a couple times of due to increased population in that area
- Subcommittee noted and advised that there was a new bus contractor, bus routes were constantly reviewed, would pass submission on to Public Transport team for their consideration.

Adjourned 3.10pm; reconvened 3.40pm.

3.91 **Sarah Jane Little**

Key Points:

- Worked at Ōmokoroa No.1 School, on Plummers Point Road, lived in Aongatete.
- Volume of traffic on this short stretch of road was high. No safe access on or exit off; slow traffic caused build up and frustration which led to risk taking. No margin of error with narrow road and bridges, no shoulders, no median barrier. Feared for children. Needed to increase priority of four lane highway with median strip from Katikati to Tauranga
- When questioned on truck driver behaviour; considered truckies generally aware of other drivers as they made their living on the road – but still succumbed to frustration and undertook unsafe passing manoeuvres, had not experienced excessive air horn use.

3.92 **Alan McOnie**

Tabled Documents: 54

Key Points:

- Lived on SH2, lived just north of Katikati, access directly off SH2. Traffic volume had increased over 100% but no road improvements
- Traffic volume on SH2 had increased over 500% from 1975 – 2017. Heavy vehicles 6.7% of that 2017 figure; did not take account local traffic movements and orchard packhouse generated movements. Increasing amount of urban development contributed to traffic movements; trucks started earlier now about 4am. Road never designed for these volumes of traffic
- 57 named rural road intersections and approximately 180 private residential driveways along SH2 with no turning bays provided or left lane pull overs led to inconsistent unpredictable turning behaviour
- Projects on SH29 being ranked higher than SH2 made no sense. Very high accident rates, including 45 fatalities since 2000; accident sites were spread along the whole length of the highway. Should be zero tolerance of unsafe practices
- No injury accidents should be considered as near misses and a red flag. Safety on road should be paramount. Consideration of traffic speed essential as speed

had a direct influence on crash occurrence and severity; needed policing and enforcing

- Urgently needed Katikati bypass – could take half an hour to travel into Katikati seven km north of Katikati
- Recommended full width turning lanes; speed reduction to 80km (with enforcement); heavy traffic onto SH29; improved driver education.

3.93 **Tracy Livingston**

Tabled Document: 55

Key Points:

- Whakamarama resident - witnessed accidents and narrow misses, road allowed no room for error. Had become a city road with quality and design of a country road
- Short term solutions: to reduce speed to 75/80; increase police presence; install delineator posts and separation curving – sense of a narrow road would slow people down; more signage of local speed limits; direction arrows on the road to remind to stay on the left; chevrons on the road – to show the 2-second rule following distance at the speed limit; problems with trucks – good drivers but in a rush – went faster than they should
- Reduce driver error by using data to target drivers involved in accidents e.g. young/users of alcohol and prescription meds/older drivers redo tests; change our driver culture; completely separate roads for E-cars, small cars, scooters – separate out smaller vulnerable vehicles and heavy traffic
- Supported low pollution solutions smart growth and local production to avoid transport/trucking foodstuffs by roads. Use Reserve Bank funds at little or no interest to fund vital infrastructure.

3.94 **Catherine McIntosh**

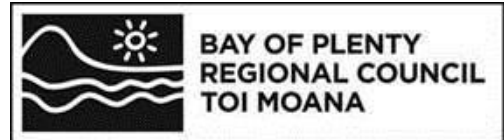
Tabled Documents: 56.

Key Points:

- Needed to act with courage, trust and integrity
- SH2 was everyone's problem was not fit for purpose
- TNL needed to cope with increased development, accident; delays to businesses and day-to-day living
- Needed a new separate state highway with all state highway safety standards met
- Needed to amend the RLTP to make the TNL/SH2 the region's No. 1 priority
- Temporary measures were ineffective – needed effective interim measures whilst TNL was being built.

The hearing closed at 4.40pm.

Reports



Receives Only – No Decisions

Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan deliberations

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee.

Each paper contains a set of recommendations in response to submissions. These include both recommendations on amendments to the RLTP and recommendations on matters that are outside the scope of matters detailed in section 16 of the Land Transport Management Act (form and content of regional land transport plans).

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

1 Receives the report, Regional Land Transport Plan deliberations.

1 Introduction

The Regional Transport Committee received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. These are:

- Policy Framework
- Regional Programme and Prioritised Activities
- Road Network
- Public Transport
- Rail

- Walking and Cycling
- General and Other Matters

Each paper contains a set of recommendations in response to submissions. These include both recommendations on amendments to the RLTP and recommendations on matters that are outside the scope of matters detailed in section 16 of the Land Transport Management Act (form and content of regional land transport plans).

The following supporting documents are attached to the agenda to assist with RLTP deliberations:

- ***Draft Bay of Plenty Regional Land Transport Plan 2018 – Submission Analysis*** – draft submissions analysis report from Global Research (unchanged from previous draft report sent to Hearings Subcommittee).
- ***Draft Bay of Plenty Regional Land Transport Plan 2018 (Recommendations - track changes)*** - includes recommendations in track changes made in response to submission points as well as editorial corrections and updates resulting from changes in the operating environment since the draft Plan was released for public consultation (for example, release of the draft GPS).
- ***Draft Bay of Plenty Regional Land Transport Plan 2018 (Recommendations – clear copy)*** –as above but clear copy version showing the effect of changes.

Please note that the financial information and some of the programme details (particularly in chapters 6, 7, 8 and Appendix 3) in the draft RLTP still need to be updated to reflect evolving NZTA and local authority programmes. These amendments are covered in a recommendation in the Regional Programme deliberations paper.

2 Council’s Accountability Framework

2.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council’s Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council’s Long Term Plan 2015-2025.

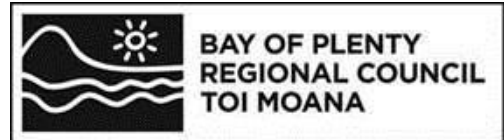
Future Budget Implications

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

Bron Healey
Senior Transport Planner

for Transport Policy Manager

17 May 2018



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Policy Framework

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to the policy framework.

The RLTP Policy Framework contains a benefits and objectives framework, a strategic response based on an Optimised Transport System, and a series of policies that guide the implementation of the plan.

Submissions sought to enhance the policy framework through amendments such as: being future focused, people centric, responsive to the Government Policy Statement on land transport (GPS), emphasising the place of strategic freight, and by providing better clarity in specific objectives. A large number of submissions focused on the use of the policy framework in project prioritisation, rather than the framework per se.

Recommended amendments include: the inclusion of a future focus 'box' which acknowledges the potential 2019 GPS and highlights the Bay of Plenty Rail Study, a number of new or amended KPIs, added clarification or completeness to a number of objectives, and enhancement to the place of strategic freight within the policy framework.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Policy Framework.**

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 Amends the Introduction section (1) to add the words *'for all'* to the regional vision statement.
- 2 Amends the Problems section (3.1 para 2) to add:
 - a. that congestion is leading to *'impediments to the movement of strategic freight'*
 - b. *'including the urban arterial network'* to major routes in Tauranga.
 - c. *'This is impacting on the quality of life for all residents affected by congestion'*, at the end of the paragraph.
- 3 Maintains the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.
- 4 Scores and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.
- 5 Amends the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
- 6 Amends the Access and resilience objective (3.3.1) to include *'a multi-modal response'* as part of a transport system to achieve the objective.
- 7 Amends the Land use and transport integration objective (3.3.3) to add that access can be impeded by: *'network delays to the movement of freight'* and to include *'multi modal freight efficiency'* as part of long term planning for regional growth.
- 8 Amends the Land use and transport integration objective (3.3.3) to clarify that this objective includes *'current and future'* land use, and that achieving the objective will require a *'multi modal response'*.
- 9 Amends the Land use and transport integration objective (3.3.3) to add *'There is a strong relationship between land use and transport'* to the beginning of the paragraph and *'and services'* to factors influencing the type of land use patterns that emerge.
- 10 Amends the Energy Efficiency objective (3.3.4) to include the words *'and goods are moved'* alongside the words *'people choose'* the best way to travel.
- 11 Amends the Energy Efficiency (3.3.4) KPI to include *'increase the number of Electric Vehicle registrations in the region from 2016'*.
- 12 Amends the Public Health (3.3.5) KPI to include *'increase the public transport network coverage from 2016 levels'*
- 13 Amends the Safety (3.3.6) KPI to integrate *'progress towards the target of zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year'* into the objective statement and the KPIs

- 14 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box¹.

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 15 Amends the Integrated planning section (4.1.1) to include '*maintenance and enhancement of strategic freight corridors*', to the list of descriptors of integrated planning (para 1).
- 16 Amends the Safe System section (4.2) to add 'Improved road safety for the Bay of Plenty region is essential'.
- 17 Amends Land-Use and Transport Integration (5.3 #9) to include '*brownfield developments*' alongside greenfield.
- 18 Amends Economic Efficiency (5.7 #27) to include '*and prioritise investment*' after co-ordinated planning.
- 19 Amends Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.

1 Introduction and the Policy Framework

This paper makes recommendations on matters raised in submissions that relate to the policy framework. It identifies the relevant sections of the RLTP, summarises key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the GPS and recommends any changes to the RLTP policy to improve alignment.

¹ This recommendation also appears in the Rail Deliberations Paper.

The RLTP, in chapter 3, identifies four priority land transport problems and then three principle benefits from addressing these problems. Each benefit is weighted and divided into weighted objectives. These weightings drive the prioritisation of activities that are submitted for funding from the National Land Transport Fund for the six year period of the RLTP. A number of Key Performance Indicators are attached to each of these objectives (KPIs).

The strategic response, outlined in Chapter 4, to these problems is an Optimised Transport System. There is a hierarchy of interventions to address these issues: Integrated Planning, Demand Management, Network Optimisation, and New and Improved Infrastructure. A Safe System approach underpins each level of the Optimised Transport System.

The Plan contains policies which relate to each of the eight objectives in Chapter 5. These act to guide the actions of organisations responsible for implementing the plan. These policies rely on organisations working collaboratively for successful implementation.

2 Submissions on the policy framework

Submissions on the policy framework were predominantly focused on the use of the framework, i.e. whether the prioritised list of regional projects actually delivered on the framework, and on the balance or weighting of the various objectives. The scope of some of the objectives was also commented on, along with suggested improvements to polices and KPIs².

A number of submitters questioned whether the objectives framework and the prioritised list of regional projects actually correlate. A number of submitters disagreed with the weightings of specific objectives, including giving safety a higher weighting along with integrating land-use and transport, and rebalancing other priorities. On the priority problems, there was no clear pattern or consensus on this, other than the balance of the framework is not flowing through to project prioritisation that meets expectations. A number of submitters also assumed that the entire regional programme was just the prioritised activities (7.4).

SmartGrowth and others commented on the need to include current land use as well as future land use as part of integrated land use and transport planning e.g. integrating transport with the growth that has occurred and been planned for Ōmōkoroa as well as integrating with new growth areas such as Tauriko. Other submitters commented that the Access and Resilience objective doesn't include multi modal choice and the Port of Tauranga made a number of submission points relating to the placement of freight within the objectives.

A number of submissions made suggested improvements to KPIs on health and the social impact of transport. The Port of Tauranga suggested improvements to KPIs including reducing strategic freight travel times, increasing the proportion of freight on rail, and reducing the energy footprint / km travelled. Many submitters commented on the utility of the safety KPIs and suggested improvement, including Waikato Regional Transport Committee suggesting a zero target to align with signals from central government and the Waikato region.

² Longer submissions that suggested wording changes are detailed in the attached appendix.

Submitters supported the Optimised Transport System but wanted better emphasis on rail and the inclusion of strategic freight corridors as part of integrated planning. SUPA NZ submitted that mobility scootering needs to form part of the walking and cycling network and given commensurate focus. There was broad support for the policies but requests for better emphasis on rail and better integration of freight into the policies.

The recently released draft GPS 2018 focuses on four strategic priorities: safety, access (economic and social opportunities, choice and resilience), along with value for money and the environment. The GPS introduces the themes of: mode neutral, integrating land use planning and transport, and incorporating technology and innovation. The new activity classes of transitional rail and rapid transit have been added. Other government signals include a second stage GPS (possibly in 2019) which will further emphasise rail and integrate targets and tactics from the soon to be established Climate Commission. There is good alignment between the draft RLTP and the draft GPS and the focus on safety and land use and transport integration.

3 Recommendations on the Policy Framework

To respond to submissions and increase alignment with the GPS, the following recommendations are made for the policy framework sections of the RLTP. Note that recommendations contained in the Rail and the Walking and Cycling Papers also cover the policy framework:

Regional Transport Vision

1. Amend the Introduction section (1) to add the words *'for all'* to the regional vision statement.

Benefits and Objectives Framework

2. Amend the Problems section (3.1 para 2) to add:
 - a. that congestion is leading to *'impediments to the movement of strategic freight'*
 - b. *'including the urban arterial network'* to major routes in Tauranga.
 - c. *'This is impacting on the quality of life for all residents affected by congestion'*, at the end of the paragraph.
3. Maintain the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.
4. Score and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.
5. Amend the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
6. Amend the Access and resilience objective (3.3.1) to include 'a multi-modal response' as part of a transport system to achieve the objective.

7. Amend the Land use and transport integration objective (3.3.3) to add that access can be impeded by: 'network delays to the movement of freight' and to include 'multi modal freight efficiency' as part of long term planning for regional growth.
8. Amend the Land use and transport integration objective (3.3.3) to clarify that this objective includes 'current and future' land use, and that achieving the objective will require a 'multi modal response'.
9. Amend the Land use and transport integration objective (3.3.3) to add 'There is a strong relationship between land use and transport' to the beginning of the paragraph and 'and services' to factors influencing the type of land use patterns that emerge.
10. Amend the Energy Efficiency objective (3.3.4) to include the words 'and goods are moved' alongside the words 'people choose' the best way to travel.

Key Performance Indicators

11. Amend the Energy Efficiency (3.3.4) KPI to include 'increase the number of Electric Vehicle registrations in the region from 2016'.
12. Amend the Public Health (3.3.5) KPI to include 'increase the public transport network coverage from 2016 levels'
13. Amend the Safety (3.3.6) KPI to integrate 'progress towards the target of zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year' into the objective statement and the KPIs.

Strategic Response

14. Amend the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box3.

Future Focus
<p><i>A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.</i></p> <p><i>This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.</i></p> <p><i>An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.</i></p> <p><i>These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.</i></p>

³ This recommendation also appears in the Rail Deliberations Paper.

and the Integrated planning section (4.1.1) to include 'maintenance and enhancement of strategic freight corridors', to the list of descriptors of integrated planning (para 1).

16. Amend the Safe System section (4.2) to add 'Improved road safety for the Bay of Plenty region is essential'.

Policies

17. Amend Land-Use and Transport Integration (5.3 #9) to include 'brownfield developments' alongside greenfield.
18. Amend Economic Efficiency (5.7 #27) to include 'and prioritise investment' after co-ordinated planning.
19. Amend Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.

4 Council's Accountability Framework

4.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

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

Nic Newman
Principal Advisor

for Transport Policy Manager

17 May 2018

APPENDIX 1

Policy Submissions Appendix

Policy Submissions Appendix

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Rotorua Airport routes	Rotorua Regional Airport Ltd (RRAL)	3.3.7 Economic Efficiency	RRAL seeks to amend the wording of the KPIs to include: <i><u>'reduce travel delay time on key routes between Rotorua Airport and Rotorua CBD from 2016 levels'</u></i>	Decline	The current KPI references the Port of Tauranga as it is nationally significant infrastructure and has an available data source to monitor progress on the KPI.
Safety	Waikato Regional Transport Committee	3.3.6 Safety	Waikato Regional Transport Committee seeks to amend the safety KPI to: <i><u>'Work towards zero deaths and injuries'</u></i>	Accept	Amend the Safety (3.3.6) KPI to integrate <i>'progress towards the target of zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year'</i> into the objective statement and the KPIs. This aligns with government and inter-regional priorities.
Inter-regional tourism	Waikato Regional Transport Committee	5.7 (#30) Economic Efficiency	Waikato Regional Transport Committee seeks to amend the policy to include Waikato Regional Council as an implementation agency.	Accept	Amend Economic Efficiency (5.7 #30) to include <i>Waikato Regional Council</i> as an implementation agency. This recognises the inter-regional tourism movements between the Bay of Plenty and the Waikato.
Tauranga Urban Arterial Network	Port of Tauranga	3.1 Problems	Port of Tauranga request amendment to the Problem section to highlight	Accept	Amend the Problems section (3.1 para 2) to add that congestion is leading to <i>'impediments to the movement of strategic freight'</i> and

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
			<i>Traffic congestion is occurring on parts of the network, in particular the <u>urban arterial network</u>, and is a major impediment to strategic import/export freight movements.</i>		major routes in Tauranga ' <i>including the urban arterial network</i> '.
Freight within Access and Resilience	Port of Tauranga	3.3.1 Access and Resilience	Port of Tauranga request that freight movement is included as part of this objective and suggest an additional KPI: <i><u>Reduced urban arterial travel times for strategic import/export freight movement.</u></i>	Accept in Part	Amend the Access and Resilience Objective (3.3.1) to include that access can be impeded by: <i>network delays to the movement of freight.</i> The existing KPI covers National and Regional Strategic Routes, without highlighting any particular route or class.
Freight within land use planning	Port of Tauranga	3.3.3 Land use and transport integration	Port of Tauranga request additional text to highlight freight: <i><u>Long term planning ensures regional people and goods growth patterns and urban form reduce travel demand, support mixed-mode freight efficiency, public transport and encourage walking and cycling.</u></i>	Accept in Part	Amend the Land use and transport integration objective (3.3.3) wording to include ' <i>multi modal freight efficiency</i> ' as part of long term planning for regional growth. Planning for mixed mode freight should form part of land use and transport integration. However, the addition of the words 'people and goods' to growth patterns, is implicit and change is unnecessary given the recommended change.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Freight within Energy Efficiency	Port of Tauranga	3.3.4 Energy Efficiency	Port of Tauranga request changes to the text and KPI: People choose <u>and goods are programmed</u> the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources <u>Reduce the total energy footprint, per kilometer travelled for freight movement</u>	Accept in Part	Amend the Energy Efficiency objective (3.3.4) to include the words ' <i>and goods are moved</i> ' alongside people choose. While the suggested KPI is very valid, we do not have access to the data to measure progress against it.
Safety	Port of Tauranga	3.3.6 Safety	Port of Tauranga requests KPI: <u>Reduce deaths and serious injuries arising from freight and good movement below 2016 levels (five year rolling average).</u>	Decline	A single KPI that targets zero deaths and serious injuries on the regional network is recommended.
Integrated Planning	Port of Tauranga	4.1.1 Integrated Planning	Port of Tauranga seeks that freight movement is recognised as a key factor in the integrated planning story and a <u>dedicated freight corridor strategy and model</u> is included.	Accept in Part	Amend the Integrated planning section (4.1.1) to include ' <i>maintenance and enhancement of strategic freight 'corridors'</i> ', to the list of descriptors of integrated planning (para 1). The Strategic Response does not include investment management projects such as that requested. The request has been referred to NZTA and TCC as the responsible authorities.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Demand Management	Port of Tauranga	4.1.2 Demand Management	Port of Tauranga seeks the following addition to make a particular focus on freight within demand management: <i>Improve the overall efficiency of the transport network with a key focus on strategic urban import/export freight corridors.</i>	Decline	The current wording seeks to improve the efficiency of the whole network, while prioritising higher value trips. This implies strategic freight is prioritised, as it is high value.
Access and Resilience Policies	Port of Tauranga	5.1 (#2) Access and Resilience	Port of Tauranga requests amendment to the policy to include the words: <i>ensure that the development and management of transport corridors enhances freight accessibility and maintains the permeability of the corridor for all users and minimises the severance effects on surrounding communities</i>	Decline	The current wording includes all users of the network (including freight) without favouring one over the other.
Land use and transport integration Policies	Port of Tauranga	5.3 (#9) Land use and transport integration	Port of Tauranga requests amendment to the policy to include the words <i>people and goods</i> in strategic transport corridors, include <i>brownfield</i> development in new development and enhancing <i>freight efficiency</i> as matters to give effect to.	Accept in Part	The place of 'goods' is implicit in strategic transport corridors, no change is needed. Amend Land-Use and Transport Integration (5.3 #9) to include <i>brownfield developments</i> alongside greenfield. Freight efficiency is already included in other policies listed in 5.3.
Economic Efficiency	Port of Tauranga	5.7 (#27)	Port of Tauranga requests	Accept	Amend Economic Efficiency (5.7

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Policy		Economic Efficiency	amendment to the wording to include: <i>Co-ordinate planning and prioritise investment for roads, rail and shipping to ensure that freight movements in the region and the upper North Island are managed in an integrated manner</i>		#27) to include <i>and prioritise investment</i> after co-ordinated planning. Prioritising investment is an important part of co-ordinated planning.
Land use and transport integration	SmartGrowth (EM1)	3.3.3 Land and transport integration	Add the following to Objective 3.3.3 – land use and transport integration on page 43: <i><u>There is a strong relationship between land use and transport. Land use patterns influence transport factors such as trip lengths and the viability of different modes, while the provision of transport infrastructure and services influences the type of land use patterns that emerge.</u></i> <i><u>There needs to be an ongoing relationship between land use planning, through growth strategies and spatial plans, and transport, through the RLTP. Transport networks need to integrate with agreed land use patterns and vice versa.</u></i>	Accept in part	Amend the Land use and transport integration objective (3.3.3) to add ‘ <i>There is a strong relationship between land use and transport</i> ’ and add ‘ <i>and services</i> ’ to factors influencing the type of land use patterns that emerge. The additional paragraph re-states the existing text using different wording and therefore offers no additional value to the explanation.
Economic efficiency	SmartGrowth (EM1)	3.3.7 Economic efficiency	Add the following to Objective 3.3.7 – Economic Efficiency on page 45: <i><u>Achieving this objective also requires</u></i>	Decline	The objectives in the RLTP are high level, long term statements that support various aspects of the

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
			<u><i>a balance between preserving easy and safe access via the three major state highways to the nationally significant Port of Tauranga as freight traffic increases, and at the same time offering good levels of service to our communities in terms of moving about easily.</i></u>		region's transport system. The relief sought would narrow the focus of the economic efficiency objective to one particular mode and part of the region. The national significance of the Port of Tauranga is emphasised throughout the RLTP.
Traffic congestion	SmartGrowth (EM1)	3.1 Problems Traffic growth	Under Problems in section 3.1 on page 36, insert the following at the end of the page: <u><i>This increasing congestion is impacting on the quality of life for residents.</i></u>	Accept	Amend the Problems section (3.1 para 2) to add: ' <i>This is impacting on the quality of life for all residents affected by congestion.</i> ' Traffic congestion affects the quality of life of residents wherever it occurs in the region.
Strategic response	SmartGrowth (EM1)	4.1 Optimised transport system 4.1.1 Integrated planning	Add the following to section 4.1 on page 47: <u><i>The aim is to achieve an improved level of service and journey reliability over time by ensuring that the hierarchy of interventions are implemented in a timely manner, including new and improved transport infrastructure and services.</i></u> At the end of section 4.11 on page 47, insert the following: <u><i>For areas like the western Bay of Plenty sub-region which are experiencing significant growth</i></u>	Decline	The additional text appears to re-state the existing text using different wording and therefore offers no additional value to the explanation.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
			<u>pressures, facilitating and integrating with urban development is key.</u>		
Strategic response	SmartGrowth (EM1)	4.2 Safe system	At the start of section 4.2 – Safe System on page 50 insert the following: <u>Improved road safety for the Bay of Plenty region is essential.</u>	Accept	Amend the Safe System section (4.2) to add ' <u>Improved road safety for the Bay of Plenty region is essential</u> '.
Policies	SmartGrowth (EM1)	5.1 Access and resilience	Transport and ease of access is particularly important to the sub-regional and wider regional economy. The ability for freight traffic to be able to move to and from the Port of Tauranga and the Airport is essential. Add a new policy under section 5.1 – Access and Resilience: <u>Undertake work on the ease of access and barriers to key regionally and nationally significant industry and hubs within the region, in particular the Port of Tauranga.</u>	Decline	The suggested policy is an action. Maintaining access to the Port of Tauranga is a key focus of the work being progressed in the Tauranga Programme Business Case.



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on the regional programme and, in particular, submissions made on the prioritised list of proposed activities in the RLTP.

The regional programme is in Chapter 7 of the RLTP, with more detailed information on individual activities in the programme in Appendix 3.

The vast majority of submissions sought a higher priority for two activities in particular (Katikati Bypass and SH2 Omokoroa to Te Puna), with a number of submissions questioning why these activities were lower than other activities on the draft RLTP list. Several submitters also questioned why the Tauranga Northern Link was not prioritised. Other submissions requested additions to the list of activities of inter-regional significance and investment in demand management activities.

Recommended amendments include: a revised prioritised list; adding text to the RLTP to note the region's expectations on activities that previously had funding committed; prioritising activities according to their respective activity classes and adding information on their indicative timing and national profiles where available; adding two new activities of inter-regional significance and noting that there is scope to include investment in demand management activities by way of an RLTP variation.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities.**

That the Regional Land Transport Plan Hearings Subcommittee recommend that the Regional Transport Committee:

- 1 Adds text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities (or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities).**
- 2 Approves Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP.**
- 3 Adds activities included in the draft TAIP but not previously included in the draft RLTP and notes these activities meet the criteria for a significant activity but are late additions to the programme meaning they were unable to be regionally prioritised in the RLTP alongside the other significant activities.**
- 4 Adds activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.**
- 5 Prioritises significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amends their regional priority in Appendix 3 accordingly.**
- 6 Includes the indicative timing and national profile of prioritised activities where this information is available.**
- 7 Adds a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.**
- 8 Adds the following two activities of inter-regional significance:**
 - a. Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and**
 - b. Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.**
- 9 Updates the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.**
- 10 Notes that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.;**

1 Introduction

This paper covers submissions on the regional programme and, in particular, submissions made on the prioritised list of proposed activities in the RLTP.

The regional programme is in Chapter 7 of the RLTP, with more detailed information on individual activities in the programme in Appendix 3. Chapter 7 includes sections summarising the process for developing the regional programme (7.2); the activities (and in some cases activity phases) that previously had funding committed through the National Land Transport Fund (7.3); the region’s prioritised list of improvement activities (7.4), activities not included in the New Zealand Transport Agency’s (NZTA) draft State Highway Investment Proposal (SHIP) (now Transport Agency Investment Proposal - TAIP) that the region has requested be included (7.4.1); and activities identified as being of inter-regional significance (7.6).

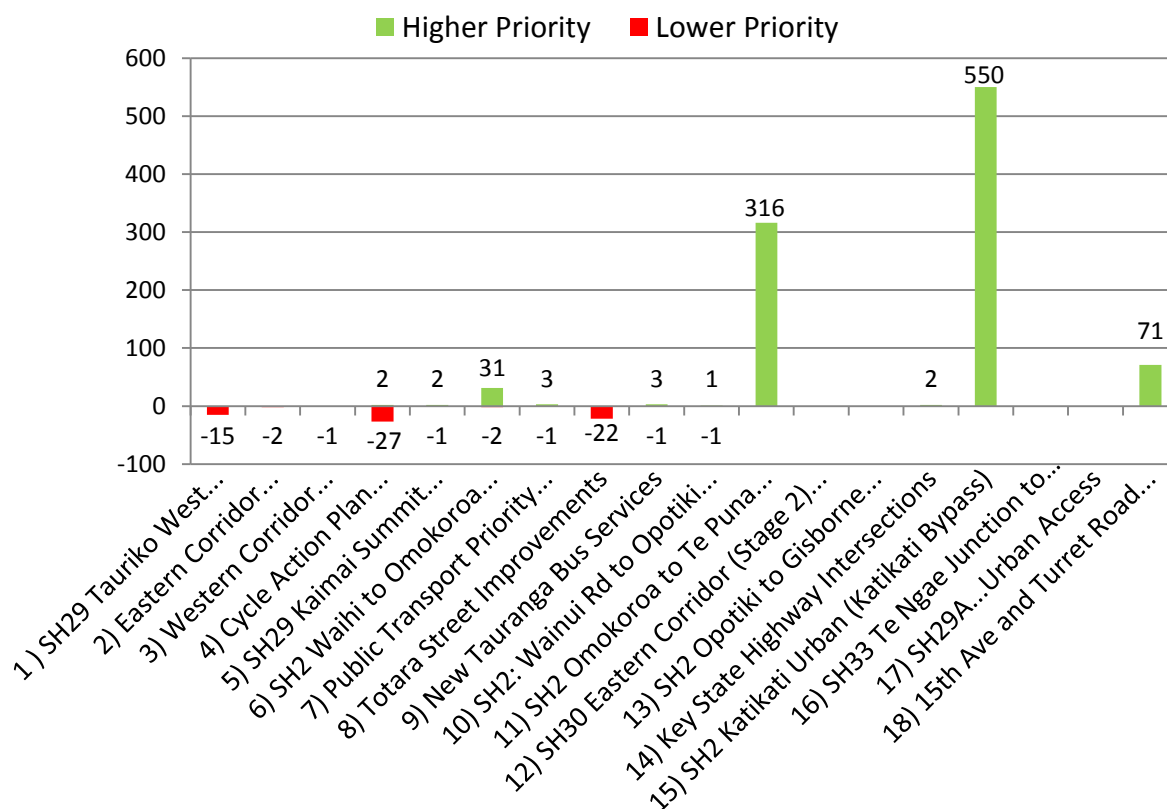
2 Submissions on prioritised and committed activities

2.1 Prioritised activities

The vast majority of submissions on the draft RLTP were on activities ranked from 1 to 18 on the prioritised list, either explicitly or implicitly requesting changes to their priority.

Figure 1 shows the number of submissions on each activity in the top 18 seeking either a higher or lower priority for that activity.

Figure 1 Submissions on the 18 highest priority RLTP activities



The graph shows that submissions seeking a higher priority were largely focused on four activities:

- very large numbers of submitters requested a higher priority for Katikati Bypass (550) and SH2 Omokoroa to Te Puna (316);

- a substantial number of submitters requested a higher priority for 15th Avenue and Turret Road Upgrade (71); and
- a considerable number of submitters sought a higher priority for SH2 Waihi to Omokoroa (31).

There were far fewer submissions seeking a lower priority for certain activities, and these were generally in relation to activities the submitters were requesting be a higher priority (for example, activities on SH2 between Waihi and Tauranga). Comments seeking a lower priority were centred on:

- SH29 Tauriko West Network Connections (15);
- Tauranga Cycle Action Plan Implementation (27); and
- Totara Street Improvements (22).

Comments on SH29 Tauriko West Network Connections generally questioned why what was perceived to be a future growth area was prioritised over an area such as Omokoroa which was already experiencing the negative impacts of growth (congestion and safety issues). In terms of the cycling activities, many of those seeking a lower priority questioned how cycleways could be prioritised over activities that could prevent deaths and serious injuries on SH2.

2.2 Committed activities

Submissions on committed activities are being considered alongside those on proposed activities because several submitters expressed concern that the Tauranga Northern Link activity was not included in the prioritised list. In the draft RLTP, all phases of the Tauranga Northern Link (including implementation/construction) were identified in the list of activities that had funding committed through the NLTF.

3 Other submissions on the regional programme

A number of submitters noted that local authority land transport programmes in the draft RLTP are subject to council long-term plan processes and will not be finalised prior to the date the final RLTP is submitted.

The Waikato Regional Transport Committee requested additions to the list of activities of inter-regional significance (see attached table).

Sustainability Options and the Sustainable Business Network requested significant investment in demand management initiatives, rideshare schemes, business and commuting schemes (see attached table).

4 Recommendations

4.1 Committed activities

- 1 Add text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities (or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities).**

The draft RLTP was prepared in a manner that showed clear alignment with the draft SHIP released in August 2017. Activities (or in some cases activity phases) with the status of ‘committed projects’ in the draft SHIP were identified as committed activities in the draft RLTP. Activities that were ‘planned activities’ in the draft SHIP were identified as proposed activities in the draft RLTP and prioritised as required by the Land Transport Management Act.

Following the release of the draft Government Policy Statement on Land Transport 2018-19-2028/29 (GPS) on the 4 April 2018, the NZTA released a revised draft investment proposal (TAIP) on the 27 April designed to ‘give effect’ to the draft GPS. The draft TAIP re-defines the previous ‘committed’ and ‘planned’ categories in the draft SHIP and now identifies three project categories:

- **In Construction** - activities that are currently under construction or have recently been completed;
- **Proposed state highway activities to be re-evaluated** - Activities which are in development but have been identified as requiring a re-evaluation to better align with the draft GPS. Once re-evaluated they will be reconsidered.
- **Proposed state highway improvements** - Activities which are new or are in an early phase of project development. These activities will continue to be developed and delivered subject to their alignment with the draft GPS priorities.

Activities and activity phases identified as being committed in the draft SHIP and RLTP have now been distributed across all three project categories in the draft TAIP. Most notably, all phases of the Tauranga Northern Link previously identified as committed are now in the list of ‘proposed state highway activities to be re-evaluated’.

The information accompanying the release of the draft GPS includes the following commentary on the state highway improvements activity class:

Activity class	Average percentage change over three years	Comment
State highway improvements	11% decrease	This decrease rebalances investment across the transport portfolio. The proposed activity class level will allow for currently committed projects to be completed and will enable the delivery of more safety improvements.

There appears to be a clear regional consensus that the Government and the NZTA should honour all previous commitments in the state highway activity class before proceeding with new priorities. Therefore the recommendation is that text be added to the RLTP that clearly states that the region expects NLTF funding to be allocated to the completion of activities (or activity phases) listed in section 7.3 of the RLTP before funding is allocated to the proposed activities that the region has prioritised in section 7.4.

4.2 Prioritised activities

- 2 **Recommend Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP.**
- 3 **Add activities included in the draft TAIP but not previously included in the draft RLTP and note these activities meet the criteria for a significant activity**

but are late additions to the programme meaning they were unable to be regionally prioritised in the RLTP alongside the other significant activities.

4 Add activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.

Following the release of the draft RLTP and subsequent submissions and hearings processes, the Regional Advisory Group (RAG) has revisited previous assessments of certain activities and assessed new activities added to the RLTP since the initial prioritisation process.

RAG has revisited previous assessments for the following SH2 activities on the basis of evidence presented in submissions and at hearings, as well as new evidence made available by the NZTA :

- W2T Omokoroa to Te Puna (Transformed)
- W2T Katikati Urban (previously Katikati Bypass)
- W2T Waihi to Omokoroa (Safer Corridor)

RAG has also assessed a new activity for the SH2 corridor that it recommends be added to the list of activities that the Regional Transport Committee requests are added to the TAIP:

- SH2/Omokoroa Road Intersection Upgrade

Finally, RAG has assessed four new activities that have been added to the RLTP but not previously assessed:

- Maunganui Road Walking and Cycling Improvements
- Opotiki Harbour Access Roads
- Opotiki to Ohiwa Cycle Trail
- Stock Effluent Disposal Facility

While a substantial number of submitters requested a higher priority for 15th Avenue and Turret Road Upgrade, RAG did not revisit the previous assessment of this activity. The prioritisation of 15th Avenue and Turret Road Upgrade at 4 on the list of local road improvement projects is considered to be appropriate given the need to time construction to follow completion of the Baypark to Bayfair project to ensure there is not major disruption on two key local road corridors at the same time.

Appendix 1 shows the outcomes of the RAG process in terms of the prioritised list in the draft RLTP that was released for public consultation. Option 1 shows the prioritised list when the existing Investment Logic Map (ILM) weightings are applied. The re-assessment moves:

- W2T Omokoroa to Te Puna (Transformed) from 11 to 1;
- W2T Waihi to Omokoroa (Safer Corridor) from 6 to 3;
- W2T Katikati Urban (previously Katikati Bypass) from 15 to 7.

The new activity SH2/Omokoroa Intersection Upgrade is added at 4. The four other new activities occupy places further down the prioritised list, while the majority of the

existing activities have moved down either 1 or 2 places as a consequence of the revision of priorities.

RAG considered this revised list alongside two alternative options with different objective weightings. The alternative options are shown as Option 2 and Option 3 in Appendix 1. In both cases, the priority of SH2 Waihi to Tauranga activities increased to a similar degree as Option 1. However, the alternative weightings also affected the priority of all other activities on the list. The resulting priority for some activities does not appear to be consistent with the Government direction outlined in the draft GPS. For example, in Option 2 'Public Transport Priority for Key Routes' drops from 7 to 15, while 'New Tauranga Bus Services' drops from 9 to 25. In Option 3 the same activities drop to 20 and 31 respectively. In addition, the scale of the re-ordering across all activities is so significant that it would seem imprudent to adopt either alternative option without first revisiting the public consultation process.

Therefore, RAG recommends that the revised prioritised list with the original ILM weightings is adopted in the RLTP. This list is responsive to public submissions, and provides the best fit with RLTP objectives while still being consistent with the Government direction outlined in the draft GPS.

4.3 Format of the prioritised list

- 5 Prioritise significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amend their regional priority in Appendix 3 accordingly.**
- 6 Include the indicative timing and national profile of prioritised activities where this information is available.**
- 7 Add a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.**

As noted in the summary of submissions, a number of submitters expressed concern that activities in other activity classes (e.g. walking and cycling, public transport) were prioritised ahead of state highway safety improvements that could prevent further deaths and serious injuries on the state highway network.

The RLTP contains eight objectives covering the following areas:

- Safety
- Economic efficiency
- Access and resilience
- Environmental sustainability
- Land use and transport integration
- Energy efficiency
- Public health
- Affordability

Proposed activities have been assessed in terms of the extent to which they meet each of the objective statements in the RLTP. Activities in some activity classes naturally tend to address a broader range RLTP objectives than others that may

address just one or two key objectives (e.g. safety or economic efficiency). As a result, these activities tend to achieve a higher ranking in a single integrated list.

However, at the national level, funding ranges for different activity classes are set in the GPS. The NZTA then makes funding decisions for individual activities on the basis of the funding that is available in each activity class. So in effect, activities are competing for national funding against all other activities in the same activity class rather than activities in different activity classes. This means, for example, that a state highway activity is not competing for funding with walking and cycling, or public transport projects.

The RLTP public consultation process has demonstrated that this distinction is difficult to convey in a single integrated list comprising of activities from different activity classes. To address this issue, RAG has indicated a preference for prioritising activities within each activity class as a clearer way of presenting the region's priorities for national funding in each activity class.

There would also seem to be public value in including information on both the indicative timing and the national profile of prioritised activities where it is available. This would serve to highlight both the similarities and differences between regional and national perspectives on the priority of activities.

4.4 Activities of inter-regional significance

8 Add the following two activities of inter-regional significance:

- a) **Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and**
- b) **Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.**

4.5 Regional programme

9 Update the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.

10 Note that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.

5 Council's Accountability Framework

5.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

5.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

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

Bron Healey
Senior Transport Planner

for Transport Policy Manager

17 May 2018

APPENDIX 1

Regional Land Transport Plan Prioritised List - Options 1-3

Option 1: Investment Logic Map

Benefit	Objective	Weighting
Safety (30%)	Safety	30%
Economic performance (25%)	Economic efficiency	20%
	Affordability	5%
Quality of life (45%)	Access and resilience	15%
	Environmental sustainability	10%
	Land use and transport integration	10%
	Public health	5%

- Scoring reviewed based on new technical information
- New additions to RLTP

Activity	Priority	Draft RLTP
W2T Omokoroa to Te Puna (Transformed)	1	11
TNP SH29 Tauriko West Network Connections	2	1
W2T Waihi to Omokoroa (Safer Corridor)	3	6
SH2/Ōmokoroa Road Intersection Upgrade	4	-
Eastern Corridor Growth projects	5	2
Western Corridor Growth Management - Tauriko West connections	6	3
W2T Katikati Urban (previously Katikati Bypass)	7	15
Cycle Action Plan Implementation (Tauranga)	8	4
SH29 Kaimai Summit to Tauriko	9	5
Public Transport Priority for key routes (Tauranga)	10	7
Totara Street Improvements	11	8
New Tauranga bus services	12	9
SH2: Wainui Rd to Opotiki, NSRRP	13	10
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	14	12
SH2 Opotiki to Gisborne (Resilience and Safety)	15	13
Improvements to Key State Highway Intersections (Tauranga)	16	14
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	17	16
TNP SH29A Barkes to Poike Urban Access	18	17
15th Avenue and Turret Road Upgrade	19	18
Pyes Pa Road Upgrade - Joyce Road to Aquinas	20	19
Maunganui Road Walking and Cycling Improvements	21	-
Domain Road upgrade	22	20
SH30 Whakatane West Access	23	21
Whakatane Urban Arterial Access Implementation	24	22
SH2 Waimana Gorge (Resilience and Safety)	25	23
Marine Parade Walking and Cycling Facilities	26	24
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	27	25
SH36 Hamurana to Pyes Pa (Safer Transformation)	28	26
SH35 Opotiki to Gisborne (Resilience & Safety)	29	27
SH5 Tarukenga to Ngongotaha Safety Improvements	30	28
Smith's Farm Access	31	29
ITS Improvement Programme	32	30
Seismic Resilience of bridges and other assets	33	31
National Ticketing Programme	34	32
Opotiki Harbour Access Roads	35	-
Te Urewera Rainforest Route Improvements	36	33
Weigh right – National – Bay of Plenty	37	34
Accelerated LED Renewals for SH Street Lighting	38	35
Opotiki to Ohiwa Cycle Trail	39	-
Stock Effluent Disposal Facility	40	-

Option 1: Investment Logic Map (by activity class)

State Highway Improvements	Priority
W2T Omokoroa to Te Puna (Transformed)	1
TNP SH29 Tauriko West Network Connections	2
W2T Waihi to Omokoroa (Safer Corridor)	3
SH2/Ōmokoroa Road Intersection Upgrade	4
W2T Katikati Urban (previously Katikati Bypass)	5
SH29 Kaimai Summit to Tauriko	6
SH2: Wainui Rd to Opotiki, NSRRP	7
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	8
SH2 Opotiki to Gisborne (Resilience and Safety)	9
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	10
TNP SH29A Barkes to Poike Urban Access	11
SH30 Whakatane West Access	12
SH2 Waimana Gorge (Resilience and Safety)	13
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	14
SH36 Hamurana to Pyes Pa (Safer Transformation)	15
SH35 Opotiki to Gisborne (Resilience & Safety)	16
SH5 Tarukenga to Ngongotaha Safety Improvements	17
ITS Improvement Programme	18
Weigh right – National – Bay of Plenty	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21


Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Improvements to Key State Highway Intersections (Tauranga)	3
15th Avenue and Turret Road Upgrade	4
Pyes Pa Road Upgrade - Joyce Road to Aquinas	5
Domain Road upgrade	6
Whakatane Urban Arterial Access Implementation	7
Smith's Farm Access	8
Seismic Resilience of bridges and other assets	9
Opotiki Harbour Access Roads	10
Te Urewera Rainforest Route Improvements	11


Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Totara Street Improvements	2
Maunganui Road Walking and Cycling Improvements	3
Marine Parade Walking and Cycling Facilities	4
Opotiki to Ohiwa Cycle Trail	5

Option 2: Safety 40% / Economic performance 15% / Quality of life 45%

Benefit	Objective	Weighting
Safety (40%)	Safety	40%
Economic performance (15%)	Economic efficiency	10%
	Affordability	5%
Quality of life (45%)	Access and resilience	15%
	Environmental sustainability	10%
	Land use and transport integration	10%
	Energy efficiency	5%

 Scoring reviewed based on new technical information

 New additions to RLTP

Activity	Priority	Draft RLTP
W2T Waihi to Omokoroa (Safer Corridor)	1	6
SH2/Ōmokoroa Road Intersection Upgrade	2	-
W2T Omokoroa to Te Puna (Transformed)	3	11
Cycle Action Plan Implementation	4	4
TNP SH29 Tauriko West Network Connections	5	1
SH29 Kaimai Summit to Tauriko	6	5
SH2: Wainui Rd to Opotiki, NSRRP	7	10
W2T Katikati Urban (previously Katikati Bypass)	8	15
Eastern Corridor Growth projects	9	2
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	10	16
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	11	25
Marine Parade Walking and Cycling Facilities	12	24
Western Corridor Growth Management - Tauriko West connections	13	3
SH2 Opotiki to Gisborne (Resilience and Safety)	14	13
Public Transport Priority for key routes	15	7
Totara Street Improvements	16	8
SH5 Tarukenga to Ngongotaha Safety Improvements	17	28
SH36 Hamurana to Pyes Pa (Safer Transformation)	18	26
Smith's Farm Access	19	29
Maunganui Road Walking and Cycling Improvements	20	-
SH2 Waimana Gorge (Resilience and Safety)	21	23
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	22	12
SH35 Opotiki to Gisborne (Resilience & Safety)	23	27
Pyes Pa Road Upgrade - Joyce Road to Aquinas	24	19
New Tauranga bus services	25	9
SH30 Whakatane West Access	26	21
Whakatane Urban Arterial Access Implementation	27	22
Improvements to Key State Highway Intersections (Tauranga)	28	14
Domain Road upgrade	29	20
15th Avenue and Turret Road Upgrade	30	18
TNP SH29A Barkses to Poike Urban Access	31	17
Weigh right – National – Bay of Plenty	32	34
ITS Improvement Programme	33	30
Opotiki to Ohiwa Cycle Trail	34	-
Te Urewera Rainforest Route Improvements	35	33
Seismic Resilience of bridges and other assets	36	31
National Ticketing Programme	37	32
Accelerated LED Renewals for SH Street Lighting	38	35
Opotiki Harbour Access Roads	39	-
Stock Effluent Disposal Facility	40	-

Option 2 (by activity class)

State Highway Improvements	Priority
W2T Waihi to Omokoroa (Safer Corridor)	1
SH2/Ōmokoroa Road Intersection Upgrade	2
W2T Omokoroa to Te Puna (Transformed)	3
TNP SH29 Tauriko West Network Connections	4
SH29 Kaimai Summit to Tauriko	5
SH2: Wainui Rd to Opotiki, NSRRP	6
W2T Katikati Urban (previously Katikati Bypass)	7
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	8
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	9
SH2 Opotiki to Gisborne (Resilience and Safety)	10
SH5 Tarukenga to Ngongotaha Safety Improvements	11
SH36 Hamurana to Pyes Pa (Safer Transformation)	12
SH2 Waimana Gorge (Resilience and Safety)	13
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	14
SH35 Opotiki to Gisborne (Resilience & Safety)	15
SH30 Whakatane West Access	16
TNP SH29A Barkses to Poike Urban Access	17
Weigh right – National – Bay of Plenty	18
ITS Improvement Programme	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21


Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Smith's Farm Access	3
Pyes Pa Road Upgrade - Joyce Road to Aquinas	4
Whakatane Urban Arterial Access Implementation	5
Improvements to Key State Highway Intersections (Tauranga)	6
Domain Road upgrade	7
15th Avenue and Turret Road Upgrade	8
Te Urewera Rainforest Route Improvements	9
Seismic Resilience of bridges and other assets	10
Opotiki Harbour Access Roads	11


Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Marine Parade Walking and Cycling Facilities	2
Totara Street Improvements	3
Maunganui Road Walking and Cycling Improvements	4
Opotiki to Ohiwa Cycle Trail	5

Option 3: Safety 40% / Economic performance 30% / Quality of life 30%

Benefit	Objective	Weighting
Safety (40%)	Safety	40%
Economic performance (30%)	Economic efficiency	25%
	Affordability	5%
Quality of life (30%)	Access and resilience	10%
	Environmental sustainability	5%
	Land use and transport integration	5%
	Energy efficiency	5%

 Scoring reviewed based on new technical information

 New additions to RLTP

Activity	Priority	Draft RLTP
W2T Omokoroa to Te Puna (Transformed)	1	11
W2T Waihi to Omokoroa (Safer Corridor)	2	6
TNP SH29 Tauriko West Network Connections	3	1
SH29 Kaimai Summit to Tauriko	4	5
SH2/Ōmokoroa Road Intersection Upgrade	5	-
W2T Katikati Urban (previously Katikati Bypass)	6	15
Eastern Corridor Growth projects	7	2
SH2: Wainui Rd to Opotiki, NSRRP	8	10
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	9	16
Western Corridor Growth Management - Tauriko West connections	10	3
Cycle Action Plan Implementation	11	4
SH2 Opotiki to Gisborne (Resilience and Safety)	12	13
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	13	25
Improvements to Key State Highway Intersections (Tauranga)	14	14
SH36 Hamurana to Pyes Pa (Safer Transformation)	15	26
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	16	12
SH5 Tarukenga to Ngongotaha Safety Improvements	17	28
Totara Street Improvements	18	8
SH2 Waimana Gorge (Resilience and Safety)	19	23
Public Transport Priority for key routes	20	7
Pyes Pa Road Upgrade - Joyce Road to Aquinas	21	19
TNP SH29A Barkses to Poike Urban Access	22	17
15th Avenue and Turret Road Upgrade	23	18
Domain Road upgrade	24	20
Maunganui Road Walking and Cycling Improvements	25	-
SH35 Opotiki to Gisborne (Resilience & Safety)	26	27
Marine Parade Walking and Cycling Facilities	27	24
Weigh right – National – Bay of Plenty	28	34
SH30 Whakatane West Access	29	21
Whakatane Urban Arterial Access Implementation	30	22
New Tauranga bus services	31	9
ITS Improvement Programme	32	30
Smith's Farm Access	33	29
Seismic Resilience of bridges and other assets	34	31
Opotiki Harbour Access Roads	35	-
Te Urewera Rainforest Route Improvements	36	33
Opotiki to Ohiwa Cycle Trail	37	-
Accelerated LED Renewals for SH Street Lighting	38	35
National Ticketing Programme	39	32
Stock Effluent Disposal Facility	40	-

Option 3 (by activity class)

State Highway Improvements	Priority
W2T Omokoroa to Te Puna (Transformed)	1
W2T Waihi to Omokoroa (Safer Corridor)	2
TNP SH29 Tauriko West Network Connections	3
SH29 Kaimai Summit to Tauriko	4
SH2/Ōmokoroa Road Intersection Upgrade	5
W2T Katikati Urban (previously Katikati Bypass)	6
SH2: Wainui Rd to Opotiki, NSRRP	7
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	8
SH2 Opotiki to Gisborne (Resilience and Safety)	9
SH5 Tumunui to SH5/38 Intersection (Safety Corridor)	10
SH36 Hamurana to Pyes Pa (Safer Transformation)	11
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport)	12
SH5 Tarukenga to Ngongotaha Safety Improvements	13
SH2 Waimana Gorge (Resilience and Safety)	14
TNP SH29A Barkses to Poike Urban Access	15
SH35 Opotiki to Gisborne (Resilience & Safety)	16
Weigh right – National – Bay of Plenty	17
SH30 Whakatane West Access	18
ITS Improvement Programme	19
Accelerated LED Renewals for SH Street Lighting	20
Stock Effluent Disposal Facility	21

Local Road Improvements	Priority
Eastern Corridor Growth projects	1
Western Corridor Growth Management - Tauriko West connections	2
Improvements to Key State Highway Intersections (Tauranga)	3
Pyes Pa Road Upgrade - Joyce Road to Aquinas	4
15th Avenue and Turret Road Upgrade	5
Domain Road upgrade	6
Whakatane Urban Arterial Access Implementation	7
Smith's Farm Access	8
Seismic Resilience of bridges and other assets	9
Opotiki Harbour Access Roads	10
Te Urewera Rainforest Route Improvements	11

Public Transport	Priority
Public Transport Priority for key routes (Tauranga)	1
New Tauranga bus services	2
National Ticketing Programme	3

Walking and Cycling Improvements	Priority
Cycle Action Plan Implementation (Tauranga)	1
Totara Street Improvements	2
Maunganui Road Walking and Cycling Improvements	3
Marine Parade Walking and Cycling Facilities	4
Opotiki to Ohiwa Cycle Trail	5

APPENDIX 2

Regional Programme and Prioritised Activities detailed submissions table

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Activities of inter-regional significance	Waikato Regional Transport Committee (EM11)	7.6 Activities of inter-regional significance	<p>Requests addition of the following activities to the list of inter-regionally significant activities in light of their contribution to regional and upper North Island outcomes:</p> <ul style="list-style-type: none"> - Southern Corridor optimisation and capacity related improvements to road and rail in Auckland - Extension of electrification of the North Island Main Trunk (NIMT) from Papakura to Pukekohe to improve the efficiency of the SH1/29-ECMT inter-regionally significant corridor - Hamilton to Auckland inter-regional passenger rail interim project - Hamilton to Auckland Transport Connections Strategic Business Case to recognise this as the first stage in potentially realising future inter-regional passenger rail for the Bay of Plenty region. 	Accept in part	<p>Add the following activities to section 7.6:</p> <ul style="list-style-type: none"> - Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and - Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project <p>These activities clearly meet the definition of inter-regional significance in section 9.4.4 of the RLTP. However, without further information, it is unclear how the Southern Corridor Optimisation activity will impact on inter-regional connectivity with the Bay of Plenty above and beyond the list of activities already identified in section 7.6 of the plan.</p>
Regional Programme	Sustainability Options (EM7) Sustainable Business Network (EM15)	7.1 Regional Programme	Request significant investment in demand management initiatives, Mobility as a Service, rideshare schemes, business and commuting schemes.	Requests noted	The draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management'. The draft RLTP contains proposals for road safety promotion activities only, but this revised activity class signals the potential for investment in demand

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
				management initiatives. There is scope to subsequently include proposals from Approved Organisations that meet the funding criteria for this activity class by way of an RLTP variation.

Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Road Network

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to the region's road network.

There are references to the road network throughout the RLTP including in national and international connections (2.1), the road component of the regional transport network (2.3.1) and Chapter 6: Corridors and Networks.

Submissions primarily focused on the priority of major roading activities in the RLTP. However, many submitters also suggested a broad range of smaller scale measures to improve specific parts of the road network. There were also a range of submissions both on the importance of road freight and also its impacts on communities and the road network.

Recommendations include: referring specific network requests to the appropriate road controlling authorities, a set of high level recommendations on the SH2 Waihi to Tauranga corridor, and changes to RLTP provisions to provide greater recognition of road freight movements.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Road Network.**

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 2 Refers all requests seeking specific action on parts of the road network to the appropriate road controlling authority;**

- 3 Requests that the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor.
- 4 Requests that the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga.
- 5 Requests that the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor.
- 6 Requests that the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles.
- 7 Requests that when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders.
- 8 Requests that the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways.
- 9 Requests that the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys.
- 10 Prepares a case study for inclusion in the published RLTP highlighting the safety issues on State Highway 2 between Waihi and Tauranga.
- 11 Amends 2.1.1 (Inter-regional journeys) by adding: 'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness.'
- 12 Amends 2.3.1 (Road) by adding 'urban' to read 'Urban arterial corridors...'
- 13 Amends 6.3 (Tauranga Urban Network - Problems) to read 'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...'
- 14 Amends 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include 'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'

1 Introduction

This paper covers general submissions on the road network. There are references to the road network throughout the RLTP. However, sections primarily focused on the

road network include national and international connections (2.1); and the road component of the regional transport network (2.3.1). There is also more detailed information on the road network in individual corridors and networks in Chapter 6.

2 Submissions on the road network

Submissions on the draft RLTP relating to the road network covered a wide range of topics and issues. In most cases the submissions were linked to requests to increase the priority of certain roading projects in the draft RLTP. Requests relating to the prioritised list have been addressed in a separate deliberations report, while this report covers requested actions not directly addressed by changing the order of the prioritised list.

It should be noted that many submissions included suggestions on specific changes that could be made to parts of the road network e.g. installation of safety features, speed limit changes or network fixes to improve efficiency. These types of network requests need to be considered and actioned by the relevant Road Controlling Authority responsible for managing that part of the network:

- the New Zealand Transport Agency (NZTA) is the Road Controlling Authority responsible for managing the state highway network;
- city and district councils are the Road Controlling Authorities responsible for managing local road networks within their boundaries.

Where applicable, requests made in submissions have been referred to the relevant Road Controlling Authority for consideration.

However, it is within the scope of Regional Transport Committee responsibilities to make general recommendations on matters raised in submissions on the road network. Consequently, this report includes recommendations on such matters.

2.1 State Highway 2 – Waihi to Tauranga

The majority of individual submissions on the road network expressed concerns over the SH2 corridor between Waihi and Tauranga. The main themes raised in submissions were safety and congestion. Most submitters linked their concerns to requests for increasing the priority of the relevant SH2 activities in the prioritised list and these requests have been addressed in the corresponding deliberations report.

A very large number of submitters (over 450) expressed concern regarding safety on the SH2 Waihi to Tauranga corridor. A range of causal factors were cited in submissions, including:

- the poor quality of the road layout and surfaces;
- high risk driver behaviour: speed, unsafe overtaking, tailgating and driver impatience, distraction, impaired driving;
- dangerous intersections between SH2 and side roads involving entering/exiting a high speed environment with poor visibility; and
- that the quality of the road was no longer 'fit for purpose' given the significant volumes of traffic on the corridor (approximately 12,700 AADT near Katikati; 23,300 AADT near Wairoa bridge).

In addition to the trauma caused by road crashes, submitters frequently cited the effects on quality of life, including stress and anxiety about family members and friends regularly using the road.

A very large number of submitters (over 260) also stated that congestion along the SH2 Waihi to Tauranga corridor was a major issue. Frequently cited reasons included:

- rapid growth in traffic volumes due to population growth along the corridor, including urban development e.g. Omokoroa;
- growth in forestry, horticulture and agriculture leading to increases in heavy vehicle movements; and
- increases in holiday traffic.

The effects of congestion most frequently raised by submitters were:

- reduced safety for users;
- delays for freight and commuters leading to economic loss; and
- reduced community wellbeing.

A number of submitters also discussed resilience issues. One submitter noted that there is just the State highway and few alternative routes available. Whakamarama Community Inc. supported improvements to the corridor to increase resilience in the event of crashes, earthquakes, tsunami and rising sea levels/flooding events.

2.1.1 Katikati Bypass

Safety and congestion issues in Katikati were commented on by around 665 submitters and were linked to the broader themes raised for the entire SH2 Waihi to Tauranga corridor.

Submitters noted many of the same issues caused by through traffic on SH2. However, in the Katikati context these issues were exacerbated as traffic passed through the urban environment. Over 220 submitters identified amenity, pollution and business impacts in Katikati, including:

- severance issues e.g. difficulty crossing the road;
- safety concerns, with heavy vehicles frequently cited as a safety hazard;
- the health effects of pollution and noise, particularly from heavy vehicles;
- amenity effects impacting on the ability to develop a successful and liveable Katikati town centre;
- economic impacts as people were discouraged from shopping in Katikati; and
- localised congestion caused by vehicle (and pedestrian) interactions on the main street.

2.1.2 Ōmokoroa to Te Puna

Like submissions on the entire SH2 Waihi to Tauranga corridor, safety and congestion were the main issues raised in submissions on the Omokoroa to Te Puna section of SH2. The main difference being that the issues are intensified for this section of road due to the higher traffic volumes and growth at Omokoroa.

Around 120 submissions discussed serious safety concerns with the Omokoroa to Te Puna section of SH2. Around 150 submitters discussed congestion on the road. In addition to the broader issues for the entire corridor, over 75 submitters referred to difficulties accessing SH2 from side roads or property accesses, particularly at the Omokoroa/Youngson Road intersection(s).

2.1.3 Tauranga Northern Link

Comments on the Tauranga Northern Link (TNL) were also linked to submissions on the SH2 Waihi to Tauranga corridor. There was some confusion amongst submitters on the extent of the TNL and its relationship with other sections of the corridor, particularly Omokoroa to Te Puna.

Several submitters emphasised the urgency of implementing the TNL, with some noting that it could relieve congestion in the area. Some expressed concerns that the TNL was not on the prioritised list. The status of the TNL and the fact that it was not prioritised is addressed in the corresponding deliberations report.

2.1.4 Actions requested

A very large number of submitters (235) sought urgent action for significant infrastructure improvements to be made to the SH2 Waihi to Tauranga corridor. 170 submitters stated that action needs to commence (or similar words) on the Katikati Bypass. Around 35 submitters requested that action needs to start now (or similar wording) for the Omokoroa to Te Puna section of SH2, particularly with the current and planned population increases at Omokoroa and the time it takes to build major infrastructure.

These statements were often linked to frustration that plans for upgrading the corridor had been discussed with the community for many years without any action. A few submitters suggested tolling as an option if it was necessary to speed up the delivery of road improvements.

Some submitters sought interim safety improvements while larger infrastructural improvements were being implemented, with some commenting on the ineffectiveness of current safety interventions.

Specific measures requested by submitters included:

- speed limit reductions;
- increasing lane widths;
- more passing lanes;
- intersection treatments;
- roundabouts at major intersections e.g. Omokoroa Road;
- median barriers;
- improved signage and road markings;
- increased driver education; and
- encouraging alternative modes and behaviour change to reduce congestion e.g. public transport, active modes and car-pooling.

2.2 Congestion in Tauranga

A considerable number of comments discussed Tauranga's traffic congestion, along with concerns it was getting worse and a desire for action. Around a third of these submitters favoured interventions other than building more roads, in particular, improving public transport services.

2.2.1 Welcome Bay / 15th Avenue and Turret Road

A very large number of submitters made comments regarding Welcome Bay, 15th Avenue and Turret Road. Most submitters expressed frustration at congestion levels, with many linking these to housing developments, population increases and a lack of facilities in Welcome Bay. Some submitters attributed this congestion to the fact that school buses were no longer free for students.

In addition to raising the priority of the 15th Avenue and Turret Road Upgrade, submitters also suggested:

- more road lanes;
- development of alternative routes;
- bus lanes and/or high occupancy vehicle lanes;
- improved public transport (including trials of free bus services for school students and commuters); and
- improvements for cyclists and pedestrians.

A moderate number of submitters suggested that the Hairini Link would be ineffective if 15th Avenue and Turret Road were not upgraded as well.

2.3 Road Freight

Submissions generally focused on the increases in road freight due to growth in the agriculture, horticulture and forestry industries, and the importance and magnitude of the Port of Tauranga. Consequently, some submitters emphasised the importance of enabling efficient freight movements to and from the Port of Tauranga, also noting delays reduced economic efficiency and led to economic loss.

A submission from TKL Logistics noted the projected growth in the kiwifruit industry and truck movements to and from the Port of Tauranga. TKL Logistics, Priority One and National Road Carriers Inc suggested that congestion appears to be under-managed on the main access roads to the Port of Tauranga.

Similarly, the Port of Tauranga submission noted that urban journeys constrain freight movement efficiency and competitiveness for the region. The Port of Tauranga submitted detailed evidence of congestion and road safety issues on the urban network immediately surrounding the Mount Maunganui wharves in particular. While some of these issues can be referenced in the RLTP, more detailed responses need to be considered and actioned by NZTA and Tauranga City Council as the relevant road controlling authorities. More detailed responses to the submission points are noted in the attached table.

Whakamarama Community Inc questioned whether SH1/29 is a viable alternative freight route to SH2.

Other submissions focused on the issues caused by road freight, including:

- adding to congestion;
- pollution;
- safety concerns;
- lack of overtaking opportunities; and
- damage to roads caused by heavy vehicles.

Actions requested by submitters to resolve road freight issues included:

- building a road tunnel through the Kaimai Range, with some suggesting that this would relieve issues on SH2;
- promote SH29 over the Kaimai Range;
- encourage increased utilisation of rail;
- improve intersections on major roads to prevent heavy vehicles from tipping over;
- freight only roads or lanes (or utilisation of bus lanes for road freight);
- reductions in heavy vehicle speed limits;
- restrictions on the use of air brakes; and
- alternative scheduling of road freight to avoid peak periods.

2.4 Other submissions on the road network

Other submissions on the road network suggested the following actions:

- a couple of submissions requested action on Ngongotaha Road roundabout;
- Toi EDA requested more well sign-posted passing bays on SH30 between Rotorua and Whakatane and two laning of Pekatahi Bridge;
- Waihi Beach Community Board requested further improvements to Waihi Beach Road and adjacent sections of SH2;
- Sustainability Options and the Sustainable Business Network requested public electric charging stations in areas where the market does not deliver (rural areas);
- The Sustainable Business Network requested that Totara Street be improved so that it functions appropriately as a key freight route, an important commuter route, and a major cycleway arterial route for commuters and tourists;
- Te Puna Heartland requested a new transport link from Oliver and Crawford Road lifestyle subdivisions to connect with SH2;
- Whakamarama Community Inc. requested the inclusion of an activity to seal and improve Goodall Road (Western Bay of Plenty District) as a Maori roadway;
- Greater Tauranga requested funding the redesign of Cameron Road (Tauranga) so it operates as an exemplar, multi-modal urban corridor;
- Western Bay of Plenty District Council requested the inclusion of additional passing opportunities as part of the SH36 Hamurana to Pyes Pa (Safer Transformation) activity;
- there were suggestions to improve tsunami evacuation routes in the Tauranga eastern corridor;
- two submitters supported reviving the Tauranga ring road concept.

There were also a number of suggestions on alternative means of managing the Tauranga network, for example:

- including park and rides with shuttles to the CBD;
- removing vehicles from the CBD;
- removing traffic lanes in favour of light rail; and
- implementing demand management methods such as encouraging work from home, high occupancy vehicle (HOV) lanes, or travel plans for major employers and schools.

3 Recommendations

In response to submissions, the following are recommendations on the road network provisions in the RLTP as well as a set of high level recommendations to the relevant agencies in relation to SH2 Waihi to Tauranga. Note associated recommendations on prioritised activities are made in the Regional Programme and Prioritised Activities deliberations paper.

3.1 Network requests

1 Refer all requests seeking specific action on parts of the road network to the appropriate road controlling authority.

Specific road network requests need to be considered and actioned by the relevant Road Controlling Authority responsible for managing that part of the network:

- the New Zealand Transport Agency (NZTA) is the Road Controlling Authority responsible for managing the state highway network;
- city and district councils are the Road Controlling Authorities responsible for managing local road networks within their boundaries.

3.2 State Highway 2 Waihi to Tauranga

The following are in addition to recommendations on the priority of SH2 Waihi to Tauranga activities:

- 2 That the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor.**
- 3 That the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga.**
- 4 That the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor.**
- 5 That the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles.**
- 6 That when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole**

of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders.

- 7 That the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways.
- 8 That the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys.
- 9 Prepare a case study for inclusion in the published RLTP highlighting the safety issues on State Highway 2 between Waihi and Tauranga.

3.3 RLTP road network provisions

- 10 Amend 2.1.1 (Inter-regional journeys) by adding: *'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness.'*
- 11 Amend 2.3.1 (Road) by adding 'urban' to read *'Urban arterial corridors...'*
- 12 Amend 6.3 (Tauranga Urban Network - Problems) to read *'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...'*
- 13 Amend 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include *'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'*

4 Council's Accountability Framework

4.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a Regional Transport Committee (RTC). It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

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

Bron Healey

Senior Transport Planner

for Transport Policy Manager

17 May 2018

APPENDIX 1

Road Network detailed submissions table

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Corridors and networks	Te Tumu Landowners (EM16)	6.3 Tauranga Urban Network	Requests the Kaituna Link project is retained in the RLTP and included in the Eastern Corridor Growth Projects description with regard to carrying out an investigation, planning to enable it to be designated by 2024 and constructed by 2028.	Accept in part	The reference to the Kaituna Link in the RLTP reflects its indicative timing in the Tauranga Eastern Link Network Plan. It is not included within the scope of the Eastern Corridor Growth Projects activity proposed by Tauranga City Council.
Road freight	Port of Tauranga (EM8)	2.1.1 Inter-regional journeys	Recommends the adoption of a new subsection, as follows: Strategic Urban Networks: The necessary movement of bulk freight through strategic urban networks, across the region, and particularly those local networks around key import/export freight hubs such as the Port of Tauranga, are vital to the region's productivity, its competitiveness and contribution to the region's GDP.	Accept in part	The section is focused on inter-regional journeys. However, the suggested commentary reinforces the importance of the urban component of these journeys. Add the following to 2.1.1: 'It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness.'
Road freight	Port of Tauranga (EM8)	2.3.1 Road	Recommends amendment as underlined: <u>Urban and rural</u> arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods.	Accept in part	Reference is to urban corridors. Rural corridors are covered in the preceding paragraphs. Add 'Urban' to text.
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	Supports subsection 6.3 with the following amendment to the description (underlined):	Decline	The description refers to the local road network. Hewletts Road is part of SH2.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
			...the local road network including Totara St (National), <u>sections of Hewletts Road</u> and adjacent land uses;...		
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	Requests a number of specific wording changes to the RLTP objectives referenced in section 6.3	Decline	This section references the high level regional objectives that are relevant to the Tauranga Urban Network.
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	Supports subsection 6.3 with the following addition to Inter-regional factors: The strategic urban freight networks around the Port of Tauranga are significantly impacting its contribution to the regions GDP. Prioritised level of service and reliability improvements are vital to the continued value and contribution the Port makes to the region's communities.	Accept in part	This issue is more appropriately referenced in the problems section of the Tauranga Urban Network. Amend as follows: ' <u>Urban congestion is impacting on the</u> growing demand for efficient freight access to the Port of Tauranga and other commercial centres.
Road freight	Port of Tauranga (EM8)	6.3 Tauranga Urban Network	Supports subsection 6.3 with the following additions: <ul style="list-style-type: none"> - Develop a strategic regional and corridor freight model and strategy to demonstrate the case for prioritized freight infrastructure investment. - Totara Street and Hewletts Road strategic freight levels of service and reliability, 1 – 3 years. 	Requests noted	Requests noted and referred to NZTA and Tauranga City Council as the relevant road controlling authorities.

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
			<ul style="list-style-type: none"> - Road-based freight infrastructure pinch point programme, 1 – 10 years. - Totara St / Hewletts Road intersection level of service and reliability enhancement and maintenance, 1 – 3 years. - Establish an action committee comprising NZTA, Tauranga City Council and the Port of Tauranga to identify and prioritise a strategic road based freight programme of infrastructure investment over the next 10 years and beyond. The objective being to re-establish efficient and reliable levels of service and to maintain these in perpetuity on strategic urban and rural freight corridors. 		
Road freight	Whakatane District Council (EM26)	6.7 Rotorua – Taupo	WDC would like interregional factors to be considered. There are shortcut transport links between Taupō and Whakatāne that motorist and freight operators use to bypass the lower speed environments of the Rotorua urban area and around the Rotorua lakes. This places increasing safety and road maintenance demands on local roads.	Accept	<p>Ensure the following text is included in 'inter-regional factors' in 6.7 Rotorua – Taupo and 6.11 Kawerau – Murupara:</p> <p><i>'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and</i></p>

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation
				<i>maintenance demands on local roads.'</i>

Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Public Transport

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the Draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the RTC. This paper makes recommendations on matters raised in submissions that relate to public transport.

Submissions covered a range of issues including:

- new services or improving services;
- automated payment methods;
- passenger rail;
- park and ride and other priority measures;
- free bus services; and
- other matters such as electric buses, bikes on buses, fares, etc.

Invariably, a lot of the matters raised are currently (a new electronic ticketing system is coming), or have been addressed (implementation of the Western Bay of Plenty Public Transport Blueprint), or are more appropriately dealt with by reference back to the appropriate Approved Organisation (priority measures).

As such, this report does not contain any recommendations to amend the RLTP.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Public Transport.**

That the Regional Land Transport Plan Hearings Subcommittee recommend that the Regional Transport Committee:

- 1 note that the submitter's concerns on new and/or improved Tauranga and Western Bay of Plenty District bus services should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.**
- 2 Note that the submitter's concerns on automated payment methods will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system.**
- 3 Note that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail.**
- 4 Note that opportunities for park and ride and bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.**
- 5 Note that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga.**
- 6 Note that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process.**
- 7 Note that the Regional Council has procured the provision of electric buses for the new Tauranga contracts.**
- 8 Note that the Draft Regional Public Transport Plan includes a policy to "aggressively pursue" MaaS for Total Mobility customers and for community based transport providers.**
- 9 Note that the Regional Council will investigate requests for better on-bus provision for disabled people in the eastern Bay of Plenty Sub-region.**
- 10 Note that the Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning.**
- 11 Note that the Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua, decided not to make any further changes at this time.**

1 Introduction

This paper covers submissions to the Regional Land Transport Plan (RLTP or Plan), that relate to the public transport.

Public transport is discussed in Chapter 2 of the RLTP, while Chapter 3 contains Key Performance Indicators; Chapter 4 discusses the public transport strategic response,

while Chapter 5 includes provides for public transport in some of the policies. Similarly, Chapters 7 and 8 include public transport in the regional programme as well as funding levels.

The Plan notes:

“Public transport corridors and routes within the region are classified according to their function:

- *Regional Strategic corridors – are priority corridors for increasing service frequency and reliability.*
- *Urban Connector routes – carry urban services and support Regional Strategic corridors.*
- *Rural Connector routes - provide access to essential community goods and services and connections to Regional Strategic corridors and Urban Connector routes.*

Urban public transport networks in Tauranga and Rotorua provide an important transport option for commuting, education and other transport needs. However, the region is experiencing rapid population growth which is leading to increased demand for travel that is in turn impacting on the level of service achieved on the road network. Travel time reliability is decreasing as congestion worsens (travel times and congestion levels are increasing).

The Western Bay of Plenty Public Transport Blueprint (2017) found that current mode share of bus to car travel is approximately 5% in peak periods and less outside of peak times. In most cases bus journey times are considerably longer than travel by car and in many locations all day parking charges are less than the cost of a two way bus fare. Consequently, changes are necessary in order to make bus travel a more acceptable alternative to private car use and by doing so increase the mode share of bus travel, which will in turn assist in reducing congestion and improve the efficiency of the local transport network.”

In terms of the RLTP Strategic Response, the Plan also notes:

“The recommended programme of investment in the Western Bay of Plenty Public Transport Blueprint (2017) focuses on improving services and infrastructure in Tauranga City with high frequencies on key urban bus routes and express buses to growth areas. This includes new bus routes and changes to existing routes that will reduce journey times and make bus travel a more attractive option.

Investment in services needs to be supported by infrastructure measures, including:

- *bus priority on major corridors;*
- *new or upgraded interchange facilities at key nodes;*
- *improvements to high use bus stops, e.g. better facilities at the stop and on pedestrian access routes; and*
- *improved park and ride facilities.*

Recommended region-wide improvements include:

- *real-time information on buses;*
- *upgrades to ticketing systems;*

- *transitioning to fully accessible and low or zero emission bus fleets; and*
- *bike racks on buses to increase transport options.*

Continued support for rural services is also necessary to provide people with access to essential community goods and services. While fixed services should continue to operate between settlements, there is also the potential to provide more flexible demand-responsive services for different groups of users.”

2 Submissions

2.1 Tauranga bus network

2.1.1 New services or improving services

A considerable number of submitters sought new or improved bus services and increased efficiency of bus services to make them more regular, reliable and on time, particularly in Tauranga.

From the end of 2018, bus services in Tauranga will increase as part of the Western Bay of Plenty Public Transport Blueprint implementation (including additional features such as bike racks and Wi-Fi). Improvements include more frequent services, some more direct services (for example a City Loop service and a Pāpāmoa Express service), and services operating later in the day.

Levels of service are planned to increase over time (for example, longer operating hours).

The Blueprint also identified infrastructure that was necessary to increase the reliability and timeliness of bus services in the sub-region.

In addition, the Regional Council has recently deployed a real time passenger information system in Tauranga, so customers can track their bus on a computer or smart device and plan their journey.

Recommendation:

It is recommended the Committee note that the submitter’s concerns should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

2.1.2 Automated Payment Methods

Some submitters sought more automated payment methods on buses in Tauranga.

A consortium comprising nine regional councils, including the Bay of Plenty Regional Council, has been working together to deliver a new electronic ticketing system to replace the ageing technology currently in use.

The new system will be tag-on/off and provide for an online top-up feature. This should reduce the amount of cash-handling that bus drivers will have to do.

Recommendation:

It is recommended the Committee note that the submitter's concerns will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system.

2.1.3 Passenger Rail

Some submissions also requested investment in passenger rail services.

Passenger rail could play an important part in providing greater choice for inter- and intra- regional journeys, as well as playing a major role in improving public transport within the western Bay sub-region. Rail could support intensification and provide development opportunities that assist with the funding of transport infrastructure.

In 2002, SmartGrowth commissioned Booz Allen Hamilton to prepare a report on 'Public Transport Viability - Western Bay of Plenty Sub region'. This study identified:

"International experience has shown that relatively high passenger demand is required for a rail service to be 'viable' in economic or financial terms. A light rail service, for example, requires loadings of 5,000 - 10,000 passengers per hour in the peak direction to be viable, which is much higher than the expected loadings for a Tauranga public transport service."

Current Tauranga patronage in the peak periods is about 1,000 passengers an hour.

In the longer term, passenger rail may have a place and to that end, the draft Regional Land Transport Plan (which was consulted on in parallel with the LTP 2018-2028) contains an activity to investigate the feasibility of passenger rail.

Recommendation:

It is recommended the Committee note that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail.

2.1.4 Specific routes and other suggestions

This section of the submission analysis raised a number of matters including routes, passenger rail, park and ride and free bus services. These matters are addressed in other sections of this report.

2.1.5 New infrastructure - Park and Ride

A few submissions requested investment in park and ride facilities (primarily in the western Bay of Plenty sub-region) to complement either bus or rail services.

Park and ride facilities can enable public transport for users who are too far from a regular bus service and can reduce parking demand in Central Business District areas where the cost of providing parking is high and/or constrained.

The opportunity for park and ride facilities in the western Bay of Plenty sub-region was considered during the development of the Western Bay of Plenty Public Transport Blueprint and generally discounted for the start of the new network.

For park and ride to be successful:

1. bus services need to provide a time and/or cost advantage over private vehicles;

2. bus services need to be aligned with the destinations people want to access; and
3. the safety and security of people and property is assured.

In regard to the first bullet point above, journey to work statistics from the 2013 Census show that people in the western Bay (and probably the region) travel across the City in the morning peak. A significant number are not traveling to the same destination (for example, the CBD).

The draft Regional Public Transport Plan suggests that the Council's approach should be to "*support the development of park and ride facilities by providing appropriate bus services where the facilities:*

1. *make use of existing underutilised parking*
2. *there is a strong identifiable demand; or*
3. *park and ride is being implemented as a transition towards transit oriented development.*"

In the longer term, park and ride may have a role to fulfil, but that should be determined as part of future multi-modal investigations.

Recommendation:

It is recommended the Committee note that opportunities for park and ride will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.

2.1.6 New infrastructure - Bus Priority

A moderate number of submitters made specific suggestions regarding providing bus lanes and other supporting infrastructure. A few submitters stated that bus/priority lanes should be developed so that buses don't have to sit with normal traffic, while others stated specific places where bus lanes should be developed.

Providing priority for public transport is one of the keys to operating a reliable bus service. Bus lanes are one option, best implemented where there are a very high number of bus movements per hour.

The Regional, Tauranga City Council and NZ transport Agency have been working together to investigate opportunities for bus priority in Tauranga (for example, the Arataki Multi-Modal study).

Recommendation:

It is recommended the Committee note that opportunities for bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.

2.1.7 Tauranga to Ōmokoroa bus

Several comments stated that a bus should run from Tauranga to Ōmokoroa as a way to reduce congestion.

Bus services currently operate between the Western Bay District and Tauranga. From the end of 2018, services to/from Ōmokoroa will increase as part of the Western Bay of Plenty Public Transport Blueprint implementation.

Recommendation:

It is recommended the Committee note that the submitter's concerns should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

2.2 General improve services

A moderate number of submitters (around 20) stated that a better bus service is required to encourage people to get out of their vehicles and reduce congestion and associated negative impacts of personal vehicle use.

As noted earlier in the report, from the end of 2018 the Western Bay of Plenty Public Transport Blueprint will commence implementation to deliver the outcomes that the submitters are seeking.

Some comments stated that bikes should be allowed on buses.

The Regional Council is/will enable cyclists to also use public transport by providing bike racks on buses (now in Rotorua/Eastern Bay and from December 2018 in the western Bay).

A few regional bus routes were suggested, such as Tauranga to Rotorua, between Waihi and Tauranga, and from Katikati.

In general, these services currently operate, albeit some commercially.

2.3 Free bus services

A substantial number of submitters suggested free buses should be provided; over two-thirds of these suggested free school buses for children. The reasons given was that it was expensive to transport children and also that school buses would reduce congestion. A few submitters were opposed to free buses.

In May 2018 the Regional Council Public Transport Committee considered the making buses free in Tauranga for school students.

The Council's school transport survey indicates that if students could travel for free on Tauranga buses it would likely remove some car trips and car travel from the morning peak period. But without further analysis and modelling there is no way of knowing how much and the actual travel savings that would accrue.

There is also no way of knowing whether or not those bus services would still be caught in traffic congestion and therefore the need for bus priority, without that modelling.

While free-fares would lessen the financial burden on families of school students, the cost of the foregone fare revenue in Tauranga would be about \$1.2 million per annum. However, without further more detailed analysis it is unknown how much the Regional Council would forgo from displaced passengers, nor the additional cost of having to provide more bus capacity.

Just as importantly, for a fare-free initiative to be implemented someone has to meet the costs.

The Committee has recommended to the Regional Council that it investigate the case for investment and working with Tauranga City Council look at fast-tracking a Welcome Bay trial.

Recommendation:

It is recommended the Committee note that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga.

2.4 Rotorua bus network

One comment stated that a regular seasonal bus to the Rotorua Lakes should be developed. A similar submission has been made to the Regional Council's Draft Long Term Plan, along with other requests for new services (for example, Mamaku to Rotorua).

Staff have recommended to the Regional Council that during the 2018/19 financial year it further engage with the communities requesting those services to establish their need and form, with a view to the Regional Council considering funding for those requests in Year Two of the Long Term Plan.

Some of the requested services have previously been trialled (for example Murupara to Whakatāne), but were unsuccessful, while others will be addressed through implementation of the Western Bay of Plenty Public Transport Blueprint (for example, a more frequent service will be provided for Te Puke).

Recommendation:

It is recommended the Committee note that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process.

2.5 Other

Several submitters were in favour of electrifying the bus fleet to reduce environmental impacts.

One of the features that the Regional Council sought in tendering for the Western Bay of Plenty Public Transport Blueprint bus contracts was a requirement to operate some electric buses. Council has aspirations to increase this number over time.

A number of submissions highlighted that currently public transport and other paid transport options such as taxis are not an option in some parts of the region, or sought greater provision of public transport in rural areas, or to improve the service for disabled people.

The recent May meeting of the Regional Council's Public Transport Committee noted that the Eastern Bay Network Review highlighted that there were a number of community organisations operating transport services within the sub-region however there is limited coordination between these services and limited funding available to support them. As part of the review, staff identified an action to investigate the situation further and explore options to improve the coordination, visibility and access to community funded initiatives.

Since this time, Mobility-as-a-Service (MaaS) platforms and test cases have become more widely available and this technology could provide an opportunity to provide improvements to the coordination, visibility and access for community based transport.

The Draft Regional Public Transport Plan includes a policy to “aggressively pursue” MaaS for Total Mobility customers and for community based transport providers. Delivering MaaS would also allow Council to target subsidies to community providers based on the transport need they are fulfilling, particularly where this replaces the need for Total Mobility subsidies or low patronage public transport services.

In regard to some issues highlighted with on-bus provision for disabled people in the eastern Bay of Plenty Sub-region, these are operational matters that the Regional Council can investigate.

In order to better understand the transport requirements of the isolated elderly and disabled people in the sub-region Regional Council staff need to undertake an assessment of community transport needs, as resources permit.

Submitters also raised issues about the provision for seniors by public transport and their place in helping to plan for such.

The western Bay of Plenty Sub-region is experiencing transport stress and a rapid increase in the number of mature, older and older-old people.

It is claimed that people over 85 years of age are the fastest growing demographic in the Western Bay of Plenty and that there will be a 23% increase in the number of SuperGold Card holders in Tauranga City in the next ten years and a 33% increase in Western Bay of Plenty.

Given the demographic trends that are emerging in regard to our older citizens, there is value in undertaking some research along the lines recommended by the submitter.

As the geographic area proposed for the research is the only the western Bay of Plenty Sub-region, it has been recommended to the Regional Council through its Long Term Plan deliberations that it would be more appropriate for the project to be funded by SmartGrowth.

Some submissions also made reference to bus fares (in addition to implementing free fares), including extra concessions, etc.

It should be noted that the Regional Council conducted a review of its fare policy in 2017, including concession rates and classes and apart from introducing fare concession in to Rotorua (all other services currently offer fare concessions), decided not to make any further changes at this time.

Recommendations:

It is recommended the Committee note that the:

- Regional Council has procured the provision of electric buses for the new Tauranga contracts;
- Draft Regional Public Transport Plan includes a policy to “aggressively pursue” MaaS for Total Mobility customers and for community based transport providers;

- Regional Council will investigate requests for better on-bus provision for disabled people in the eastern Bay of Plenty Sub-region;
- Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning; and
- Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua decided not to make any further changes at this time.

3 Council's Accountability Framework

3.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

3.2 Long Term Plan Alignment

Current Budget Implications

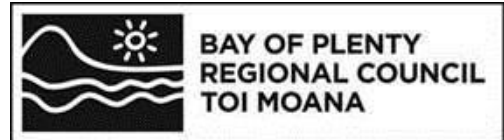
This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2015-2025.

Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2015-2025.

Garry Maloney
Transport Policy Manager

18 May 2018



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Rail

Executive Summary

The Regional Transport Committee received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee. This paper makes recommendations on matters raised in submissions that relate to Rail.

The RLTP highlights rail as critical in inter and intra-regional movement of freight to the Port of Tauranga. It also provides for investment in a regional rail study to investigate the feasibility of increasing the use of rail for passengers and freight. A number of projects that improve the resilience and reliability of the rail network are also included.

Submissions overwhelmingly supported investment in rail and proposed work to investigate wider use of the rail network. Strengthening of the strategic response was requested along with specific enhancements to objectives and policies. The Government Policy Statement on land transport (GPS) 2018 clearly signals government intent to make better use of the rail network and a second stage GPS (possibly in 2019) is anticipated to provide further funding for this activity.

It is recommended that the RLTP is amended to make much clearer reference to the Bay of Plenty Rail Study and response to the signals from the 2018 GPS, along with signposting the second stage GPS. Specific strengthening of the reference to rail in objectives and policies is also recommended in response to submissions.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Rail;**

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 1 **Advances the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.**
- 2 **Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box¹:**

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 3 **Amends the Land use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to ‘*increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source).*’**
- 4 **Amends the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace ‘decline’ with ‘*no adverse movement*’.**
- 5 **Amends the Policy Section (5.7 #28) to include ‘*future passenger rail*’ alongside intra-regional freight in the strong advocacy.**
- 6 **Amends the Activities of Inter-regional Significance (7.6) to include ‘the investigation of inter-regional passenger rail’ and ‘the extension of the electrification on the North Island Main Trunk line’.**
- 7 **Amends the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the ‘*Murupara Line*’.**
- 8 **Requests KiwiRail consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.**
- 9 **Amends the Strategic Context, Rail (2.3.4) section to:**

¹ This recommendation also appears in the Policy Framework Deliberations paper

- a. **make reference to the ‘interim passenger rail service proposal between Hamilton and Auckland’ as the initial stage in the ‘Golden Triangle’, and**
- b. **include ‘the electrification of the NIMT from Papakura to Pukekohe’ in the potential network improvements with implications for the Bay of Plenty.**

1 Introduction

This paper makes recommendations on matters raised in submissions that relate to Rail. It identifies the relevant sections of the RLTP, summarises key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the GPS and recommends any changes to the RLTP to improve alignment.

The RLTP highlights rail as critical in the inter and intra-regional movement between major industries and the Port of Tauranga. It also identifies the potential to explore rail for increased movement of freight rail, as a potential public transport option for the high urban growth area of Tauranga, and acknowledges the government direction around the future of inter-regional passenger rail.

Recommended investment includes: the proposed Bay of Plenty Rail Study to investigate the feasibility of increasing the use of rail for passengers and freight and a number of projects to improve the resilience, reliability and capacity of the network. Currently, improvements to the rail network contribute to the objectives of the RLTP but are not funded by the National Land Transport Fund, rather funded by the government through KiwiRail. The Regional Programme however includes funding for the Bay of Plenty Rail Study.

2 Submissions

A substantial number of submitters supported commuter rail for greater Tauranga/Western Bay of Plenty, while a number also supported inter-regional passenger rail, along with better use of the rail network for freight. Submitters supported rail as contributing to multiple objectives including: safety, resilience, and environmental sustainability. To this end there was strong (and even urgent) support for the proposed Bay of Plenty Rail Study and for the proposed network improvements and any initiative to move more freight to rail.

Specifically, there was support for an enhanced focus on rail in the Strategic Response and a better emphasis on rail in the Policies. The addition of inter-regional rail investigations and the extension of the electrification on the North Island Main Trunk, were requested as additions to the Activities of Inter-Regional Significance. Some of the longer submissions requested specific wording changes related to rail².

The recently released GPS 2018 provides clear direction on government intent to re-balance transport investment and in particular making better use of the rail network. Initially there is a new Transitional Rail activity class for funding key rail projects that cannot wait for a rail review and the second stage GPS. The second stage GPS (expected in 2019) is anticipated to include specific funding for alternate transport modes such as rail. Moreover, it may reflect targets and strategic approach of the new Climate Commission.

² Longer Submissions that requested specific wording changes are detailed in the attached appendix.

3 Recommendations

To respond to the consensus in submissions and government direction on rail, while acknowledging a new GPS is due in 2019, the following amendments to the RLTP and related actions are recommended:

1. Advance the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.
2. Amend the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box³:

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

3. Amend the Land use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to 'increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source).
4. Amend the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace 'decline' with 'no adverse movement'.
5. Amend the Policy Section (5.7 #28) to include 'future passenger rail' alongside intra-regional freight in the strong advocacy.
6. Amend the Activities of Inter-regional Significance (7.6) to include 'the investigation of inter-regional passenger rail' and 'the extension of the electrification on the North Island Main Trunk line'.

³ This recommendation also appears in the Policy Framework Deliberations paper

7. Amend the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the 'Murupara Line'.
8. Request KiwiRail consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.
9. Amend the Strategic Context, Rail (2.3.4) section to:
 - a. make reference to the '*interim passenger rail service proposal between Hamilton and Auckland*' as the initial stage in the 'Golden Triangle', and
 - b. include '*the electrification of the NIMT from Papakura to Pukekohe*' in the potential network improvements with implications for the Bay of Plenty.

4 Council's Accountability Framework

4.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a Regional Transport Committee (RTC). It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

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

Nic Newman
Principal Advisor

for Transport Policy Manager

17 May 2018

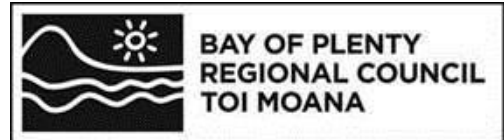
APPENDIX 1

Rail Submissions Appendix

Rail Submissions Appendix

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Affordability KPI for rail	KiwiRail	3.3.8 Affordability Objective	KiwiRail seek to change the wording in the KPI for the Track Quality Index to reflect that a change in the index is not always adverse. Change 'decline' to: <u><i>no adverse movement in the rail network Track Quality Index on the Nationally Strategic Routes from 2016 levels.</i></u>	Accept	Amend the Affordability 3.3.8 KPI, for Track Quality Index, to replace 'decline' with ' <i>no adverse movement</i> '.
Murupara Line	KiwiRail	6.11 Kawarau to Murupara Corridor	Kiwirail request that the reference to ECMT be altered to the Murupara Line. Change ECMT to: <u><i>Murupara Line.</i></u>	Accept	Amend the Corridors and Networks, Kawarau to Murupara (6.11), to correct the reference from the EMCT, to the ' <i>Murapara Line</i> '.
Land use and transport integration KPI for rail	Port of Tauranga	3.3.3 Land use and transport integration Objective	Port of Tauranga seek the addition of a new KPI to: <u><i>Increase the proportion of freight that is moved by rail.</i></u>	Accept	Amend the Land use and Transport Integration (3.3.3) Key Performance Indicators, to include new KPI to ' <i>increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year</i> '. Use freight movements to the Port of Tauranga as a proxy measure and data source.
Rail Advocacy	Waikato Regional Transport Committee	5.7 Economic Efficiency	The Waikato Regional Transport Committee request amendment to the advocacy item to include the	Accept	Amend the Policy Section (5.7 #28) to include ' <i>future passenger rail</i> ' alongside intra-regional freight in

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
		Policy	addition of: <u>future passenger rail.</u>		the strong advocacy.
Inter-regional rail proposals	Waikato Regional Transport Committee	2.3.4 Strategic Context Rail	The Waikato Regional Transport Committee request an update to the reference to government intention to introduce inter-regional rail between Auckland, Hamilton and Tauranga and the initial stage to: <u>An interim passenger rail service proposal between Hamilton and Auckland</u>	Accept	Amend the Strategic Context Rail (2.3.4) section to make reference to the 'interim passenger rail service proposal between Hamilton and Auckland' as the initial stage in the 'Golden Triangle'.
Rail network improvements	Waikato Regional Transport Committee	2.3.4 Strategic Context Rail	The Waikato Regional Transport Committee request the inclusion in the potential network improvements with implications for the Bay of Plenty: <u>the electrification of the NIMT from Papakura to Pukekohe</u>	Accept	Amend the Strategic Context Rail (2.3.4) section to include 'the electrification of the NIMT from Papakura to Pukekohe' in the potential network improvements with implications for the Bay of Plenty.



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - Walking and Cycling

Executive Summary

The Regional Transport Committee received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the Regional Transport Committee.

This paper makes recommendations on matters raised in submissions that relate to walking and cycling. It outlines the relevant sections of the RLTP, then identifies key related themes in submissions, and finally makes recommendations to address the submissions.

The RLTP integrates walking and cycling as part of an Optimised Transport System and through policies that guide organisations implementing the Plan. The regional programme contains investment in a number of projects that enhance and integrate walking and cycling in the region.

A large number of submission supported investment in walking and cycling and moreover requested more investment and faster implementation. However, a number of submitters did not support the prioritisation of cycle action plans above State Highway 2 projects in the draft RLTP. Some specific submissions were made that can enhance walking and cycling in the Plan and others made specific suggestions for cycleway infrastructure.

Subsequent recommendations contained in this report for walking and cycling include: a travel planning policy for employers, explicit inclusion of mobility scootering in the Plan, and referral of specific project suggestions to Territorial Authorities.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Walking and Cycling;**

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 2 Maintains the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport.**
- 3 Requests that Tauranga City Council and the District Councils use the submissions on specific cycleways /improvements, to inform their cycle network planning.**
- 4 Scores and prioritise the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).**
- 5 Amends the Environmental Sustainability Policy (5.2) to include a new policy 'Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)'.**
- 6 Clarifies that the Mōtū Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpōtiki and Whakatāne District Councils.**
- 7 Amends the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.**
- 8 Requests that Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.**

1 Introduction

This paper makes recommendations on matters raised in submissions that relate to walking and cycling. It identifies the relevant sections of the RLTP, summaries key submission themes that related to the section, and then provides recommendations to address the submission themes. It also highlights relevant changes in the Government Policy Statement on land transport (GPS) and recommends any changes to the RLTP to improve alignment.

The RLTP identifies walking and cycling as part of an Optimised Transport System including urban cycle networks, pedestrian environments, safety improvements, and inter and intra-regional cycle tourism networks. This flows through into the Policies for Environmental Sustainability, Land use and transport integration, Energy Efficiency and Safety.

The Regional Programme contains investment in a Whakatāne Walking and Cycling business case, Implementation of the Tauranga Cycle Action Plan, construction of Totara Street improvements, implementation of improved cycling and walking on Marine Parade, Maunganui Road walking and cycling improvements, and an extension to the Mōtū Trails.

2 Submissions

There were a large number of submissions strongly supporting cycling infrastructure and access, in particular: safety improvements, cycle lanes, better signage and connectivity. A number of submitters however did not agree with the prioritisation of cycle infrastructure over safety improvements on State Highways. Note - the updated priority list in the Prioritised Activities Deliberation Paper.

Submissions favoured the incentivising of cycling by walking (and public transport) by employers, such as the initiatives implemented by Tauranga City Council (TCC) and Trustpower.

SUPA NZ submitted that mobility scootering needs to form part of the walking and cycling network and given commensurate focus. Note - the previous Regional Walking and Cycling Strategy included “using a powered wheelchair or scooter” under the definition of a pedestrian.

There were a number of specific suggestions for improvements to cycle infrastructure in Tauranga and the wider region such as: a cycleway separated from traffic along Welcome Bay Road connecting to the Toi Ohomai and CDB cycleways, and the development of a wider Eastern Bay of Plenty cycle network. Note - the RLTP does not develop specific projects.

The draft GPS 2018 signals government direction to achieve a mode shift from private vehicles to walking and cycling (and public transport) in our towns and cities. Walking and cycling are key to delivering on GPS and RLTP objectives. Investment in urban areas should encourage a mode shift. Moreover, investment in cycling and walking is future proofed for transport sector targets that may come from the Climate Commission and be reflected in the second stage GPS.

3 Recommendations

To respond to the submissions received on Walking and Cycling in the RLTP the following is recommended:

1. Maintain the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport.
2. Tauranga City Council and the District Councils use the submissions on specific cycleways /improvements, to inform their cycle network planning.
3. Score and prioritise the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).
4. Amend the Environmental Sustainability Policy (5.2) to include a new policy ‘Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)’.
5. Clarify that the Mōtū Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpōtiki and Whakatāne District Councils.
6. Amend the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.

7. Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.

4 Council's Accountability Framework

4.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a Regional Transport Committee (RTC). It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

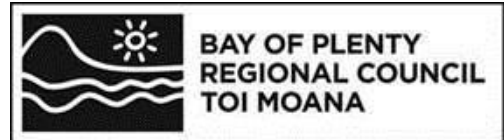
Future Budget Implications

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

Nic Newman
Principal Advisor

for Transport Policy Manager

17 May 2018



Report To: Regional Land Transport Plan Hearings Subcommittee

Meeting Date: 25 May 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Deliberations Paper - General and Other Matters

Executive Summary

The Regional Transport Committee (RTC) received approximately 1,350 submissions on the draft Bay of Plenty Regional Land Transport 2018 (RLTP). In order to process the significant volume of submissions, seven topic-based deliberations papers have been prepared containing information and advice to assist the Hearings Subcommittee make recommendations to the RTC. This paper makes recommendations on matters raised in submissions not covered by other deliberations papers.

Other matters includes general statements about the RLTP, submissions about the RLTP process itself, and submissions on matters such as air and sea transport, freight integration, land use and transport, urban growth, regional development and funding.

Several submitters expressed general or qualified support for the RLTP. A considerable number of submitters commented on the RLTP consultation process itself and more broadly on decision-making on transport projects. Other submissions sought to emphasise certain matters in the RLTP including greater recognition of coastal shipping and inter-modal freight facilities, and more detail on urban growth and land use and transport integration, particularly in the western Bay of Plenty.

Recommended amendments include: strengthening recognition of coastal shipping; adding references to inter-modal facilities on inter-regional corridors and additional regional development opportunities on some corridors; additional contextual information on urban growth and land use and transport integration in the western Bay of Plenty sub-region and referencing urban growth in the Whakatane context.

Recommendations

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - General and Other Matters.**

That the Regional Land Transport Plan Hearings Subcommittee under its delegated authority recommends that the Regional Transport Committee:

- 2 Acknowledges statements made in general support of the RLTP.**
- 3 Notes feedback on the RLTP process and consultation materials and applies the lessons learned to future RLTP development and review processes.**
- 4 Prepares a final 'Plain English' RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form.**
- 5 Updates the RLTP to incorporate the draft GPS 2018.**
- 6 Notes that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes.**
- 7 Amends section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS.**
- 8 Adds references to freight hubs in the North Waikato and Hamilton to the following sections:**
 - a. 2.1.1 Inter-regional journeys;**
 - b. 6.1 Piarere-Tauranga; and**
 - c. 6.2 Waihi to Tauranga.**
- 9 Adds references to additional regional economic development opportunities in the following corridors as applicable:**
 - a. 6.8 Paengaroa to Whakatāne**
 - b. 6.9 Rotorua to Whakatāne**
 - c. 6.11 Kawerau to Murupara**
- 10 Adds figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth).**
- 11 Amends 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty.**
- 12 Amends 6.8 Paengaroa to Whakatāne by adding a reference to urban growth occurring near Whakatāne.**

1 Introduction

This paper covers general statements about the RLTP, submissions about the RLTP process itself, and other matters not covered in the topic based reports. Other matters includes submissions on:

- Air and sea transport

- Freight integration
- Land use and transport
- Urban growth
- Regional development
- Funding

The RLTP provisions corresponding to these 'other matters' are primarily in Chapter 2: Strategic Context. This chapter includes sections identifying strategic drivers for the region grouped under the four themes of society, economy, environment and technology (2.2); sections on sea ports (2.3.2) and airports (2.3.3); and a section outlining the strategic planning occurring in the region (2.4), which contains sub-sections on urban growth (2.4.1) and regional development (2.4.2). More detailed information on these matters is also included under the individual corridors and networks identified in Chapter 6: Corridors and Networks. Funding matters are covered in Chapter 8.

2 Submissions on other matters

2.1 General - support

Several submitters expressed general or qualified support for the draft RLTP. These included:

- Industrial Symbiosis Kawerau
- Rotorua Regional Airport Ltd
- SmartGrowth
- Toi EDA
- Port of Tauranga
- Waikato Regional Transport Committee
- New Zealand Kiwifruit Growers Incorporated
- Te Tumu Landowners Group
- Toi Te Ora Public Health
- New Zealand Transport Agency
- Priority One
- New Zealand Automobile Association
- National Road Carriers Inc
- KiwiRail

2.2 General – process and decision-making

A considerable number of submitters commented on the RLTP process itself and more broadly on decision-making on transport projects. These can be summarised as:

- difficulties with accessing RLTP consultation materials and making submissions;
- provide more information on the roles and responsibilities of various agencies;

- increased transparency around the process and how calculations were made;
- documents could be made more accessible by using plain English; and
- a perceived lack of action or not following through with previous decisions, or alternatively, that issues need to be urgently addressed (this was particularly in reference to SH2 and the Katikati Bypass, with many pointing out that inaction is resulting in further road deaths).

Several submitters noted the release of the draft Government Policy Statement on Land Transport 2018/19-2028/29 (GPS) and requested that the RTC ensures that the RLTP is consistent with the draft GPS.

2.3 Air transport

Whakatane District Council supported the RLTP acknowledgement of Whakatane Airport in relation to facilitating and enhancing economic development in the eastern Bay of Plenty. One submitter noted that the Regional Council should be actively encouraging competition between airlines on routes serving regional airports.

2.4 Sea transport

Submissions from the general public on this topic primarily focused on the impacts that trucks servicing the Port of Tauranga had on the region's roads. The vast majority of these submissions discussed the impact on SH2 between Waihi and Tauranga and the effects of trucks passing through Katikati. Consequently, these comments are strongly linked to arguments supporting a higher priority for the Katikati Bypass.

A moderate number of submitters made points in favour of ensuring that the road network supports the needs of the Port of Tauranga, while a small number suggested that the Port of Tauranga had too much influence on priorities and that economic outcomes were favoured over safety concerns.

The Port of Tauranga noted that 'strategic growth is evident in new markets, commodities and products and these are expected to drive further and increased growth at the Port' without providing the necessary detail to include them in the strategic drivers section.

The Sustainable Business Network submitted in support of increased use of coastal shipping (see attached table).

2.5 Freight Integration

Waikato Regional Transport Committee noted the ongoing development of inter-modal freight facilities in Hamilton and North Waikato and requested their greater recognition in the RLTP (see attached table). National Road Carriers Inc submitted on the need to ensure network integration between road and rail freight.

2.6 Urban growth

The SmartGrowth submission primarily focused on the topics of urban growth in the western Bay of Plenty sub-regional context, and land-use and transport integration. SmartGrowth requested that more references and greater detail on the western Bay of Plenty context be included in the RLTP and provided a number of specific drafting suggestions to support this. The SmartGrowth suggestions and recommended

responses are included in the attached table. Whakatane District Council requested recognition of urban growth in the Whakatane area (see attached table).

2.7 Land use and transport

In addition to the SmartGrowth submission, several submitters made the point that new developments were being approved prior to the necessary transport infrastructure being in place. This was particularly in reference to Omokoroa and SH2. Some noted that the funds generated are a factor in approving new developments ahead of the infrastructure.

2.8 Regional development

Submitters primarily focused on opportunities for developing freight hubs given projected increases in key export sectors e.g. kiwifruit, forestry and wood processing. Kawerau and Rangiuru were noted as potential locations for the further development of freight hubs, given their proximity to the Port of Tauranga and existing rail access.

Industrial Symbiosis Kawerau (ISK) submitted in general support for the regional development section in the RLTP and recognition of the critical role transport infrastructure plays in realising economic (and therefore social and community) opportunities.

In addition to noting the potential for the Kawerau Container Terminal to be a regional asset, ISK also emphasised the importance of maintaining a high level of state highway access and resilience for the eastern Bay of Plenty, particularly given the potential increases in freight volumes from forestry, horticulture and aquaculture.

Toi EDA noted the main economic drivers in the eastern Bay of Plenty and potential risks that impact on transport, logistics and infrastructure requirements. Responses to specific requests are in the table appended to this report.

2.9 Funding

The Sustainable Business Network requested that different funding options for land transport be investigated (see attached table).

3 Recommendations

3.1 Support for RLTP

1 Acknowledge statements made in general support of the RLTP.

The level of support for the draft RLTP should be noted and acknowledged.

3.2 RLTP review process and document

2 Note feedback on the RLTP process and consultation materials and apply learnings to future RLTP development and review processes.

3 Prepare a final 'Plain English' RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form.

4 Update the RLTP to incorporate the draft GPS 2018.

3.3 Consistency between RLTP and draft GPS

5 Note that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes.

A high level assessment of consistency was undertaken in the RTC submission on the draft GPS. The submission concluded that overall there is good alignment between the documents, while noting that due to the late release of the draft GPS some of the region's highest priority improvement activities may be deferred or cancelled due to the reprioritisation of funding through the new GPS.

The short timeframes between the release of the draft GPS (3 April), the subsequent release of the NZTA's draft Investment Assessment Framework (IAF) (16 April) and draft Transport Agency Investment Proposal (TAIP) (27 April), and the deadline for submitting a final RLTP on the 30 June means that the RLTP proposed programme may not be fully aligned with activity class funding in the draft GPS.

However, the Government has clearly signalled that the draft GPS 2018 is the beginning of a transformational shift in the national land transport operating environment. The draft GPS notes that a 'second stage' GPS is likely to be required to fully realise the Government's direction for transport investment and that some matters have not been included in the initial draft due to time constraints.

This suggests that a review of the RLTP 2018 (once submitted) may be necessary sooner rather than later. Given the prospect of further changes to the national operating environment, it would be prudent to recognise that some matters may need to be addressed through subsequent variation and review processes.

This approach would seem consistent with NZTA thinking on the timing of policy announcements. In an update from the NZTA sent out 4 April 2018, CEO Fergus Gammie noted:

'Given the relatively tight timeframe between reviewing the draft GPS and submitting RLTPs, we encourage Regional Transport Committees (RTCs) to adjust your programmes where you can by 30 June, to align with the Government's new transport priorities. The RLTP can be varied at any time, and more substantial changes are likely to be made through variations.'

3.4 Other matters

6 Amend section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS.

7 Add references to freight hubs in the North Waikato and Hamilton to the following sections:

- 2.1.1 Inter-regional journeys
- 6.1 Piarere-Tauranga
- 6.2 Waihi to Tauranga

8 Add references to additional regional economic development opportunities in the following corridors as applicable:

- **6.8 Paengaroa to Whakatane**
- **6.9 Rotorua to Whakatane**
- **6.11 Kawerau to Murupara**

9 Add figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth).

10 Amend 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty.

11 Amend 6.8 Paengaroa to Whakatane by adding a reference to urban growth occurring near Whakatane.

4 Council's Accountability Framework

4.1 Community Outcomes

This project directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

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

Bron Healey
Senior Transport Planner

for Transport Policy Manager

17 May 2018

APPENDIX 1

General and Other Matters detailed submissions table

Topic / Theme	Submitter	RLTP reference	Submission	Recommendation	
Coastal shipping	Sustainable Business Network (EM15)	2.6 Sea	Coastal shipping is another important part of the transport system that should be strongly supported, with freight targets.	Accept	<p>The Government has signalled that a second stage GPS will investigate enabling funding for coastal shipping.</p> <p>Remove the word 'ports' from the title of section 2.3.2 and add the following:</p> <p><i>'Coastal shipping plays an important role in the movement of freight to and from the Bay of Plenty region. The National Freight Demand Study (2014) estimated that approximately 2.7% of regional freight volumes were moved by coastal shipping. This figure may have increased as the Port of Tauranga is projecting considerable growth in transhipments.</i></p> <p><i>The Government has signalled that a second stage GPS will investigate enabling funding for coastal shipping. The Bay of Plenty region supports strengthening the role of coastal shipping and will be seeking to explore potential opportunities presented in the second stage GPS.'</i></p>
Freight integration	Waikato Regional Transport Committee	2.1.1 Inter-regional journeys	In 2.1.1 requests reference to ECMT providing an efficient link between the	Accept	Request adds value to the description of inter-regional freight

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	(EM11)	6.1 Piarere-Tauranga 6.2 Waihi to Tauranga	<p>Port of Tauranga and freight hubs in North Waikato and Hamilton.</p> <p>In 6.2 requests amendment to bullet point under "freight integration" to recognise inter-modal facilities in the North Waikato as follows:</p> <p>The ongoing development of inter-modal facilities in South Auckland and Hamilton and the North Waikato supports the relative efficiency of rail for direct inter-regional freight movements between Auckland and the Bay of Plenty on this corridor.</p>		<p>integration in general and on the relevant corridors. Add references to 2.1.1 and the Piarere-Tauranga and Waihi to Tauranga freight integration sections.</p>
Funding	Sustainable Business Network (EM15)	Chapter 8: Funding	<p>Requests urgent investigation of funding options, including road/congestion pricing and a (sub)regional fuel tax. Include an analysis of road tolls to ensure they are not a barrier to freight using optimal highway routes.</p>	Request noted	<p>The Government has recently introduced the Land Transport Management (Regional Fuel Tax) Amendment Bill and the RTC has made a submission expressing support for the ability to establish a regional fuel tax.</p> <p>Tolling options are also currently being explored in proposals for new roading infrastructure in the Bay of Plenty.</p> <p>The RTC is also recommending that variable road user charges be explored as a means of encouraging road freight to use optimal state highway routes.</p> <p>The introduction of road/congestion pricing and associated regulation is a matter the needs to be explored at</p>

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					a national level.
Land use and transport	SmartGrowth (EM1)	Chapter 6 – Corridors and Networks	Align the Bay of Plenty corridors and networks with the SmartGrowth Corridors (see Map 3, page 93 of the SmartGrowth Strategy 2013). If this is not possible then a separate map illustrating the SmartGrowth Corridors should be included.	Accept in part	<p>The RLTP includes a region-wide corridors and networks framework. Care has been taken to ensure the relevant corridors and networks in the western Bay of Plenty sub-region align with the SmartGrowth Strategy. This alignment is noted in the description of those corridors.</p> <p>Other factors that need to be taken into account when depicting the region's corridors and networks in the RLTP include:</p> <ul style="list-style-type: none"> - the corridors used in the corridor management plans that underpin the NZTA's investment proposal; - the use of similar terminology to the SmartGrowth corridors elsewhere in the region (e.g. Rotorua also has Western, Eastern and Southern corridors) which could lead to confusion when applied regionally; and - the need to divide the region spatially to a degree that allows local level information to be considered while retaining an understanding of the significance of the wider intra and interregional journeys occurring in these corridors. <p>The current approach as detailed in</p>

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					the RLTP is considered to provide the most appropriate balance between these potentially competing demands.
Regional development	Toi EDA (EM5)	2.4.2 Regional development	Requests RLTP 2018 support to undertake an Eastern Bay of Plenty Logistics Study to inform potential future freight movements, modes of transport and impacts on road, sea, air transport links.	Decline	As part of its Provincial Growth Fund, the Government has provided \$250,000 to further investigate the feasibility of developing a freight hub in Kawerau. This is the most appropriate starting point for further exploring inter-modal freight logistics in the eastern Bay of Plenty.
Regional development	Toi EDA (EM5)	Chapter 6 – Corridors and Networks	Add references to development proposals for mussels, kiwifruit, water bottling, large scale developments at Kawerau, Minginui expansion and developments of SH38 as a tourism attractor in the following corridors: <ul style="list-style-type: none"> - Paengaroa to Whakatane - Rotorua to Whakatane - Kawerau to Murupara 	Accept in part	Where applicable, add references to development proposals in the relevant corridor. Add a general reference to development proposals in the wider eastern Bay of Plenty in cases where the development is not in the specific corridor.
Urban growth	SmartGrowth (EM1)	2.2 Strategic drivers	SmartGrowth would like to see the western Bay of Plenty story and context referenced in greater detail. Under 'Regional growth' add the following: <i><u>The western Bay of Plenty sub-region has and continues to be an area of rapid population growth. By 2033 the population of the sub-region will be 221,000 – a 34% increase over the</u></i>	Accept	Figures for forecast population growth in the western Bay of Plenty sub-region provide additional contextual information for strategic drivers. Add text to 'Regional growth' in 'Strategic drivers'

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			<u>2013 population.</u>		
Urban growth	SmartGrowth (EM1)	2.2 Strategic drivers 2.4.1 Urban growth	SmartGrowth would like to see the western Bay of Plenty story and context referenced in greater detail. Add a new section on the western Bay of Plenty sub-region (suggested drafting included in submission).	Accept in part	Include a significant proportion of the suggested text to highlight the growth pressures and integrated planning occurring in the western Bay of Plenty. However, the RLTP is a regional document and a balance must be maintained to ensure that the range of pressures facing different parts of the region (including growth pressures) are appropriately represented. Include traffic growth figures under 'traffic growth' in strategic drivers.
Urban growth	SmartGrowth (EM1)	2.4 Strategic planning 2.4.1 Urban growth	Insert and reference the strategic work currently underway in the western Bay of plenty sub-region. Add the following wording: <u>The Housing and Business Development Capacity Assessment completed by the SmartGrowth partnership under the NPS-UDC indicates that there is a demand for 43,000 new dwellings in the sub-region by 2047. The NPS-UDC requires that infrastructure and services, including transport be identified to support the housing and business demand identified.</u>	Accept in part	The RLTP is a regional land transport policy document with specific requirements on form and content set out in the Land Transport Management Act (LTMA). The strategic context and corridors and networks chapters clearly reference the more detailed spatial planning and business cases occurring at the sub-regional level. Adding a further level of sub-regional planning detail is considered inappropriate in a document primarily governed by LTMA requirements. The National Policy Statement on Urban Development Capacity sets

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					<p>new requirements including producing a future development strategy in high growth urban areas such as the western Bay of Plenty sub-region. The requirement to prepare a future development strategy is noted in Appendix 1 (Statutory and Policy Context). There is value in noting this requirement for the western Bay of Plenty sub-region in 2.4.1 (Urban Growth).</p> <p>However, sub-regional plans such as the future development strategy are considered to be the appropriate documents for providing more detailed information on land use and transport integration in each sub-region.</p>
Urban growth	Whakatane District Council (EM26)	6.8 Paengaroa-Whakatane	WDC seeks that the Draft RLTP acknowledge the urban growth expectations, particularly given the development of the Opihi and Shaw Road subdivisions	Accept	Add new heading 'urban growth' accompanied by the following text: <i>'There is urban growth occurring in the Coastlands area on the north side of Whakatane River.'</i>