

Bay of Plenty Regional Council
PO Box 364
Whakatane
New Zealand

Bay of Plenty Regional Land Transport Plan

2018

(Recommendations – clear copy)

**Prepared by the Bay of Plenty Regional Transport
Committee**

Bay of Plenty Regional Council

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Foreword

We are fortunate to live in a region that is a drawcard for visitors and new inhabitants alike. However, the Bay of Plenty's attractiveness as a place to live, work and play also presents us with challenges, no more so than in transport.

Transport is fundamental to our way of life. It enables businesses to get their goods to market, employees to get to work, students to get to school and visitors to reach their destinations. But along with economic and population growth comes additional demand for transport, placing pressure on existing transport networks.

In some parts of the region we have reached the point where more of the same will not be enough. We must find new ways of meeting the transport needs of a vibrant and growing region, while responding to global imperatives such as climate change and technology that may fundamentally alter how transport is delivered in the future.

The Bay of Plenty Regional Transport Committee has revisited the Regional Land Transport Plan first prepared in 2015. In conducting the review, we have considered a wide range of matters, not least:

- the region's ongoing population and economic growth;
- the increasing deaths and serious injuries on our road network and their impacts on our communities;
- the resilience of our networks and the disruptive effects of climate change and natural hazards;
- the Port of Tauranga's continued emergence as a hub port for New Zealand;
- the transformative potential of economic development opportunities throughout our region;
- the strong messages coming from our communities that they want convenient, reliable and safe public transport, walking and cycling options in our urban centres; and
- the Government's national direction for the transport system.

We recognise that preparing a plan that considers such diverse matters will inevitably mean making trade-offs between them. We also recognise the need to be flexible in our approach, to embrace change and acknowledge uncertainties.

I would particularly like to thank the many people who made submissions and shared their views with us during the hearings process. This feedback has had a considerable impact on the final plan.



Councillor Stuart Crosby
Chair, Bay of Plenty Regional Transport Committee

Executive Summary

The Bay of Plenty Regional Land Transport Plan (RLTP) sets the direction for the region's land transport system for the next 30 years. It is a statutory requirement of the Land Transport Management Act 2003 (LTMA) and has been prepared in a manner consistent with the LTMA.

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

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

Strategic Context

National and international connections

The Bay of Plenty lies in the north-east of the Upper North Island and forms part of New Zealand's 'Golden Triangle' where much of the nation's economic and population growth is occurring. The Upper North Island is vital to the social and economic success of New Zealand. Together, the Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight.

The Bay of Plenty also home to the Port of Tauranga, New Zealand's largest export port. Economically, the Port is nationally and regionally significant handling 30% of the country's imports and exports and contributing to the flow of 8.6% of GDP accounts. The Port is a key connection between the Upper North Island and international markets, both as a major export hub for primary commodities and for importing a range of bulk products and containerised goods.

The transport system in the Upper North Island is centred on the large urban centres of Auckland, Hamilton and Tauranga, and the key corridors that link them. The region has identified the following strategic inter-regional journeys:

- Auckland to Tauranga via Hamilton (State Highway 1/29 and NIMT/ECMT rail)
- Pokeno to Tauranga (State Highway 2)
- Mangatarata to Te Poi (State Highway 27)
- Rotorua to Hamilton (State Highway 5)

Strategic drivers

The region has identified a number of challenges or opportunities are currently impacting on the region, or have the potential to in the future. Grouped under the broad themes of society, economy, environment and technology, each set of challenges or opportunities influences and shapes the strategic transport issues for the region:

- **Society** – population and traffic growth; population ageing and migration; labour force trends.
- **Economy** – freight growth; the Port of Tauranga and larger ships; horticulture; forestry and wood processing; tourism; aquaculture; water resources.
- **Environment** – transport emissions; climate change and sea level rise; network resilience; coastal hazards; flooding; volcanic and seismic activity; water quality.
- **Technology** – electric and autonomous vehicles; mobility as a service; freight efficiencies; car safety improvements; teleworking; increasing use of data; intelligent traffic management and electronic road pricing.

Regional transport network

Road

The Bay of Plenty road network forms part of the wider upper North Island and national land transport network. Important inter-regional connections are to the Waikato and Auckland (SH29, SH2 and SH5), Gisborne (SH2) and Taupo (SH5). The region also has an extensive local road network totalling 3,846 kilometres. Urban arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods

Sea

The Port of Tauranga is New Zealand's largest port by volume (18.9 million tonnes of exports/imports) and container port (1,086,000 TEUs) in 2016/17. It is also the first port in New Zealand capable of hosting larger ships, with vessels between 7,500 and 11,500 TEUs calling on a regular basis.

Maritime based economic opportunities in the Eastern Bay of Plenty are currently constrained by a lack of safe and reliable harbour access. However, smaller facilities in Opotiki and Whakatane are likely to become commercial entities as aquaculture develops in the Eastern Bay of Plenty. The Whakatane facility also currently provides sea access for a range of tourism ventures.

Coastal shipping plays an important role in the movement of freight to and from the Bay of Plenty region. The region supports strengthening the role of coastal shipping and will be seeking to explore potential opportunities presented in the second stage GPS.

Airports

Commercial airports operate in Rotorua, Tauranga and Whakatāne. Rotorua airport is firmly established as a key stopover on tourism routes. Tauranga is a busy domestic airport with population growth likely to sustain operations into the foreseeable future. Regular scheduled flights between Auckland and Whakatane led to a 17.5% increase in passenger numbers in 2016/17.

Rail

The Bay of Plenty section of the East Coast Main Trunk line carries over a third of New Zealand's rail traffic and is the most densely utilised sector of the national network.

The Government has signalled its intention to increase the use of rail to enable efficient passenger and freight use, and there are a number of potential improvements with implications for the Bay of Plenty, including:

- the re-introduction of inter-regional passenger rail linking Auckland, Hamilton and Tauranga;
- investment in a third rail line in south Auckland; and

- improving regional rail freight networks, including the retention and extension of the electrified network, and re-opening 'mothballed' lines.

Tauranga is a high growth urban area and, given its rapid growth, there is also potential to explore rail and/or light rail as future public transport options if they are likely to provide benefits over and above alternatives.

Public transport

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. 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 local transport networks.

Walking and cycling

Walking and cycling are viable transport options for short to medium length commuter and other utility journeys in urban areas. Recent increases in cycling support the case for investment to complete the region's strategic urban cycle networks.

There is also increasing recognition of the value of connecting communities through medium to long distance walking and cycling routes for social connectivity, recreation and tourism purposes. Opportunities to develop new longer distance routes are being actively pursued throughout the region.

Strategic planning

Urban growth

The development of new housing to accommodate the region's growing population is generating additional transport demand in the corridors that support urban growth areas. The timely development of transport capacity is key to avoiding the negative impacts that occur when demand exceeds the available capacity, for example, traffic congestion, and environmental and public health effects. The RLTP identifies several transport activities that are strongly linked to the provision of new housing areas.

Regional development

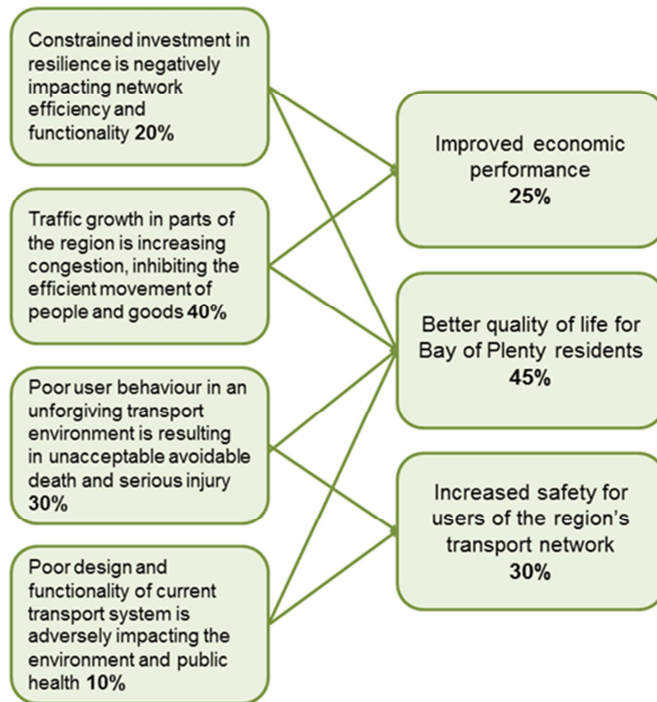
In recent years there has been turnaround in the region's rural economies with the growth of existing industries and the creation of new economic opportunities, coupled with population growth at least partly driven by changing lifestyle preferences.

The RLTP identifies several emerging trends or development opportunities have the potential to impact on future planning and investment in transport infrastructure, including:

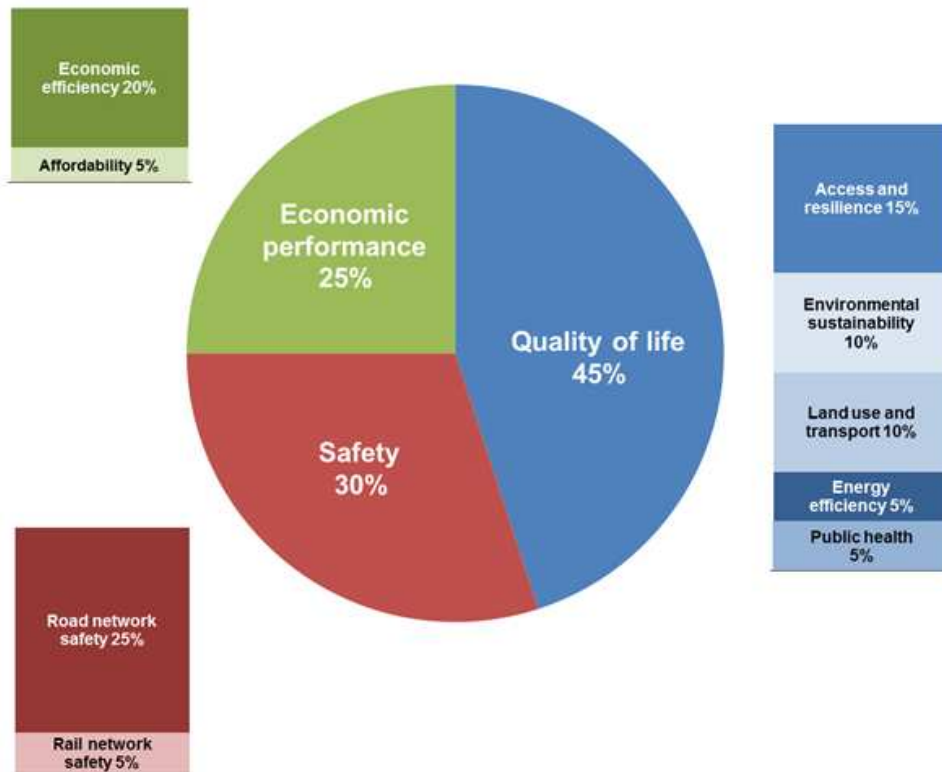
- aquaculture development;
- new freight hubs;
- kiwifruit development, expansion and containerisation;
- new industries making use of geothermal energy;
- afforestation;
- development of tourism initiatives; and
- water bottling.

Problems, Benefits and Objectives

The region has identified the following priority land transport problems and benefits:



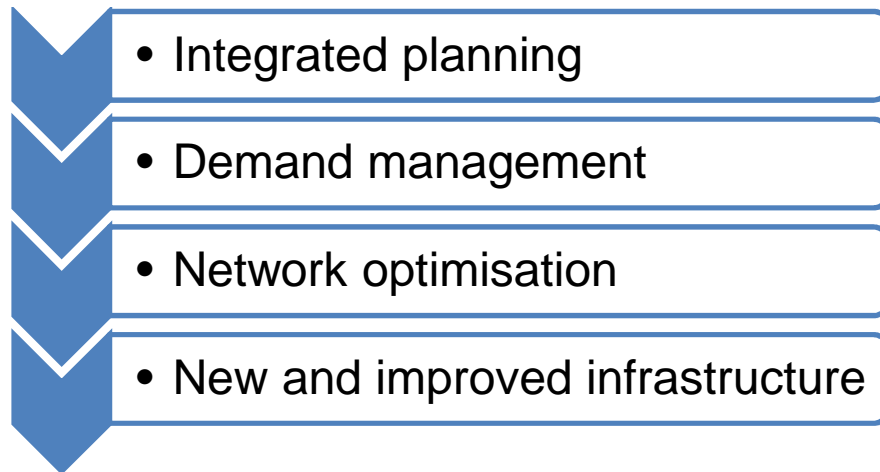
The key benefits form the high level transport priorities for the region. Each benefit is supported by one or more objectives and key performance indicators designed to measure whether the anticipated benefits are being realised:



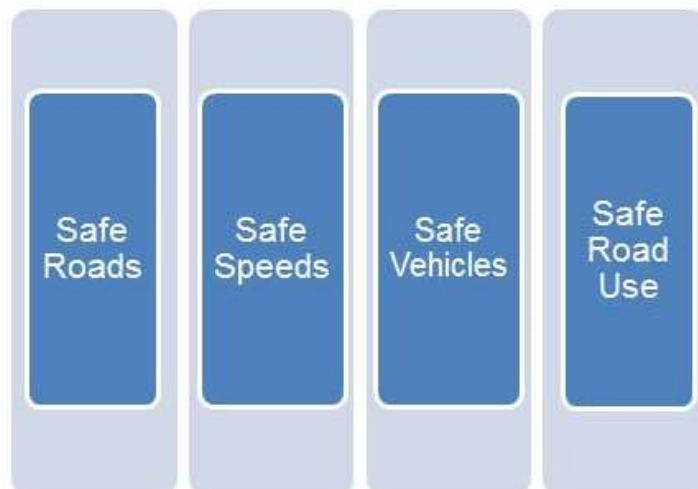
Strategic Response

The region's strategic response to the identified issues and objectives is the Optimised Transport System, which means considering a hierarchy of interventions to optimise the performance of the region's land transport system.

Intervention hierarchy for the Optimised Transport System



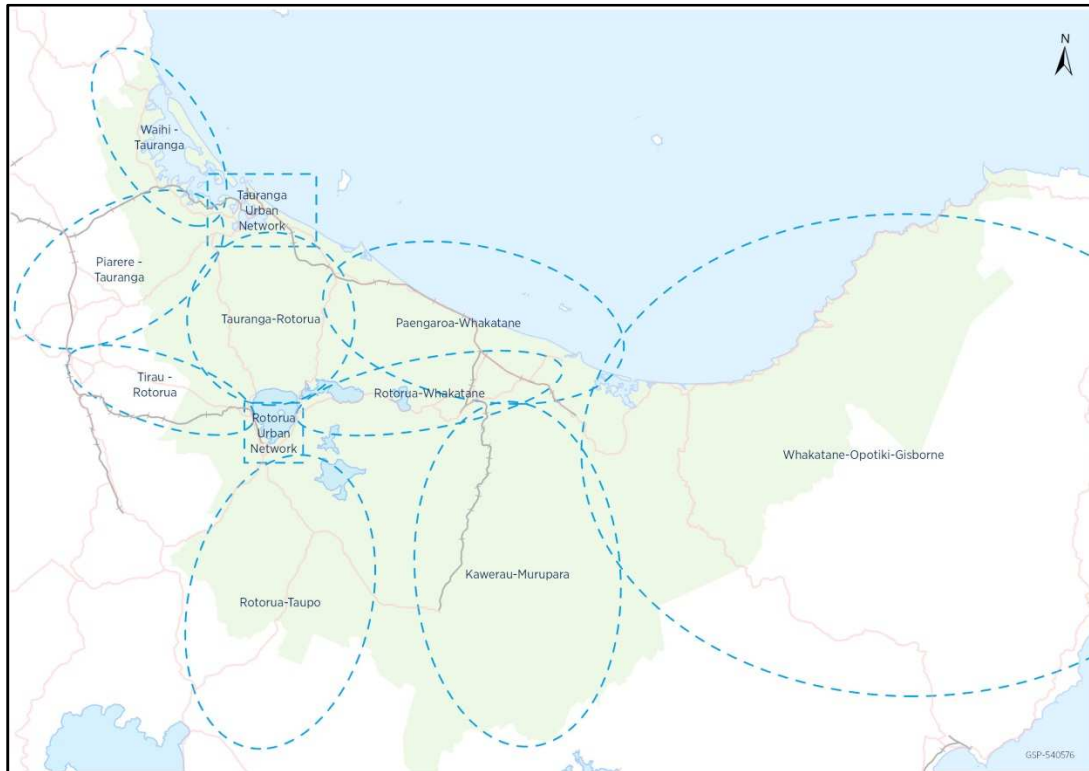
The Optimised Transport System is underpinned by the four pillars in the safe system approach to road safety:



Implementation

Implementation of the RLTP will be through the region-wide implementation of policies and delivery of a range of activities within each significant corridor and network.

Bay of Plenty corridors and networks



Regional Programme

The region has developed a comprehensive programme of proposed land transport activities for the six year period 2018/19-23/24 across all activity classes. The following activity phases have previously had funding committed from the National Land Transport Fund (NLTF) and therefore have not been prioritised in the RLTP. The region expects NLTF funding to be allocated to the completion of these activities (or the applicable activity phases) before funding is allocated to the proposed activities that the region has prioritised.

Activity	Organisation	Phase	Indicative timing
Hairini Link - Stage 4	SDD	Construction	2018-19
SH2 Baypark to Bayfair link upgrade	SDD	Construction	2018-20
SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)	SDD	Implementation	2018-19
SH30A Urban Revitalisation, Connect Rotorua	SDD	Implementation	2018-20
SH33 (Te Ngae Junction to Paengaroa), Stage 1	SDD	Implementation	2018-19

Activity	Organisation	Phase	Indicative timing
Tauranga Northern Link	SDD	Pre-implementation, Property & Implementation	2018-23
TNP SH29 Tauriko West Network Connections	SDD	Detailed Business Case	2018-19
W2T Katikati Urban (previously Katikati bypass)	SDD	Property Pre-implementation	2018-23
W2T Omokoroa to Te Puna (Transformed)	SDD	Property Pre-implementation	2018-23
W2T Waihi to Omokoroa (Safer Corridor)	SDD	Property Pre-implementation	2018-22

For the purposes of seeking funding from the NLTF, the region has prioritised 40 significant new improvement activities for the 6 year programme (2018/19-23/24). The following tables list the region's prioritised activities according to the funding activity class in the Government Policy Statement on Land Transport.

State highway improvements

Priority	Activity	Organisation
1	SH2 Te Puna to Omokoroa	SDD
2	SH29 Tauriko West Network Connections	SDD
3	SH2 Waihi to Omokoroa (Safer Corridor)	SDD
4	SH2/Omokoroa Road Intersection Upgrade	SDD
5	Katikati Urban	SDD
6	SH29 Kaimai Summit to Tauriko	SDD
7	SH2: Wainui Rd to Opotiki, NSRRP	SDD
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	SDD
9	SH2 Opotiki to Gisborne (Resilience and Safety)	SDD
10	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	SDD
11	SH29A Barkes to Poike Urban Access	SDD
12	SH30 Whakatane West Access	SDD

Priority	Activity	Organisation
13	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	SDD
14	SH5/38 Intersection to Springfield Safer Corridor	SDD
15	SH36 Tauranga to Ngongotaha Safer Corridor	SDD
16	SH35 Opotiki to Gisborne Safer Corridor and Resilience	SDD
17	SH5 Tarukenga to Ngongotaha Safety Improvements	SDD
18	ITS Improvement Programme	SDD
19	Weigh Right Tauranga Port	SDD
20	Accelerated LED Renewals for SH Street Lighting	SDD
21	Stock Effluent Disposal Facility	SDD

Local road improvements

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

Public transport

Priority	Activity	Organisation
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Priority	Activity	Organisation
1	Public Transport Priority for key routes	TCC
2	New Tauranga bus services	BOPRC
3	National Ticketing Programme	BOPRC

Walking and cycling improvements

Priority	Activity	Organisation
1	Cycle Action Plan Implementation	TCC
2	Totara Street Improvements	TCC
3	Marine Parade Walking and Cycling Facilities	TCC
4	Maunganui Road Walking and Cycling improvements	TCC
5	Opotiki to Ohiwa Cycle Trail	ODC

The region has forecast total expenditure of \$2.338 billion on land transport activities for which funding is being sought from the National Land Transport Fund (NLTF) over the next seven years. Various organisations within the region have forecast additional land transport expenditure of approximately \$115 million that is not eligible for funding support from the NLTF.

Monitoring and Review

Monitoring will be undertaken to assess implementation of the RLTP, including:

- gathering and reviewing information from organisations responsible for delivering activities;
- annual updating and reporting of financial information; and
- annual reporting of key performance indicators to measure progress toward achieving the Plan's objectives.

The Regional Transport Committee will complete a review of the RLTP during the 6-month period immediately before the expiry of the third year of the plan. Additional reviews may be required before this date to reflect changes to government land transport policy.

1 Introduction

This Bay of Plenty Regional Land Transport Plan 2018 (RLTP) has been prepared by the Bay of Plenty Regional Transport Committee (RTC). It is a statutory requirement of the Land Transport Management Act (LTMA) and has been prepared in a manner consistent with the LTMA. The statutory and policy context within which the Plan has been prepared is outlined in Appendix 1.

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

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

To help achieve this vision, the RLTP sets the direction for the Bay of Plenty's transport system for the next 30 years. Consequently, this plan:

- outlines the economic, social, environmental and technological context within which the regional transport system operates;
- identifies regional transport problems, benefits, priorities and objectives to support the vision;
- describes a strategic response to achieve the vision and objectives;
- includes a regional programme of proposed land transport activities for the next 6 years (2018/19 – 2023/24) and prioritises significant new improvement activities; and
- provides a ten year financial forecast of anticipated investment and revenue for the region's land transport activities.

What is the Regional Transport Committee?

The Regional Transport Committee is a regional governance body made up of representatives from the Bay of Plenty Regional Council, the region's district and city councils, and the New Zealand Transport Agency.

This RLTP will enable the Bay of Plenty to determine and secure investment for the region's

transport system, and contribute to the LTMA purpose of an effective, efficient, and safe land transport system in the public interest.

2 Strategic Context

2.1 National and international connections

The Bay of Plenty lies in the north-east of the Upper North Island (UNI) and forms part of New Zealand's 'Golden Triangle' where much of the nation's economic and population growth is occurring.

The UNI is vital to the social and economic success of New Zealand. Together, the Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half of New Zealand's population and providing for the movement of more than half of New Zealand's freight. Strong growth projections for population and freight movement, and in sectors such as tourism will continue the significance of this geographic area to New Zealand (see Upper North Island inset).

Within this wider UNI context, the Bay of Plenty region encompasses the following local authorities:

- Bay of Plenty Regional Council;
- Western Bay of Plenty District Council;
- Tauranga City Council;
- Rotorua Lakes Council;
- Whakatane District Council;
- Kawerau District Council; and
- Opotiki District Council (Figure 1).

It is also home to the Port of Tauranga, New Zealand's largest export port. Economically, the Port is nationally and regionally significant handling 30% of the country's imports and exports¹ and contributing to the flow of 8.6% of GDP accounts. The Port is a key connection between the UNI and international markets, both as a major export hub for primary commodities and for importing a range of bulk products and containerised goods (Figure 2). A national milestone of 1,085,987 containers (TEUs) were moved by the Port during the 2016/17 financial year.

¹ Statistics New Zealand. *Overseas cargo loaded/unloaded (tonnes) by port/airport (2016/17)*.

The Upper North Island

The role of transport in the upper North Island

Transport is an important enabler of social and economic outcomes. The infrastructure networks of the UNI regions connect key growth areas and support the majority of national economic activity. These networks not only provide for the movement of people, and exchange of goods and services, they also facilitate improvements in accessibility both regionally and sub-regionally. Ensuring an efficient, safe and effective transport network is critical for the UNI to achieve desired social and economic outcomes and for New Zealand to continue to compete internationally.

Why collaboration is important

The ongoing success of the UNI requires key decision-makers to work together, sharing and co-ordinating information and understanding wider strategic priorities in planning and investment processes.

Shared priorities

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

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

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

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

2.1.1 Inter-regional journeys

The transport system in the UNI is centred on the three largest urban centres of Auckland, Hamilton and Tauranga, and the key corridors that link them. Growth in transport demand is expected to be strongest within these urban centres and on the key inter-regional journeys between them. This reflects forecast population and economic growth, and the fact that the road and rail connections between the centres form the country's most significant freight corridor². 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.

The NZ Transport Agency (NZTA) Long Term Strategic View identifies three key strategic journeys between south Auckland and Tauranga, while a fourth journey links south to Taupo via State Highway 1 (Figure 1).

Auckland to Tauranga via Hamilton (State Highway 1/29 and NIMT/ECMT rail)

Auckland to Port of Tauranga via Hamilton is a nationally strategic high volume freight route. The journey connects the three largest urban centres in the upper North Island, New Zealand's two largest ports, freight hubs in south Auckland and the Waikato, and the country's largest international airport. SH1/29 is expected to provide a more efficient link for road based freight moving between Tauranga and Auckland once the Waikato Expressway project is completed.

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

Pokeno to Tauranga (State Highway 2)

Pokeno to Tauranga is an important tourist journey enabling access to the Coromandel Peninsula, Bay of Plenty and Hobbiton (near Matamata), with demand increasing significantly during holiday peaks. The section between Waihi and Tauranga also has strong freight flows supporting local industry, particularly horticultural production.

Mangatarata to Te Poi (State Highway 27)

This route currently serves as an important freight connection between Auckland and Tauranga.

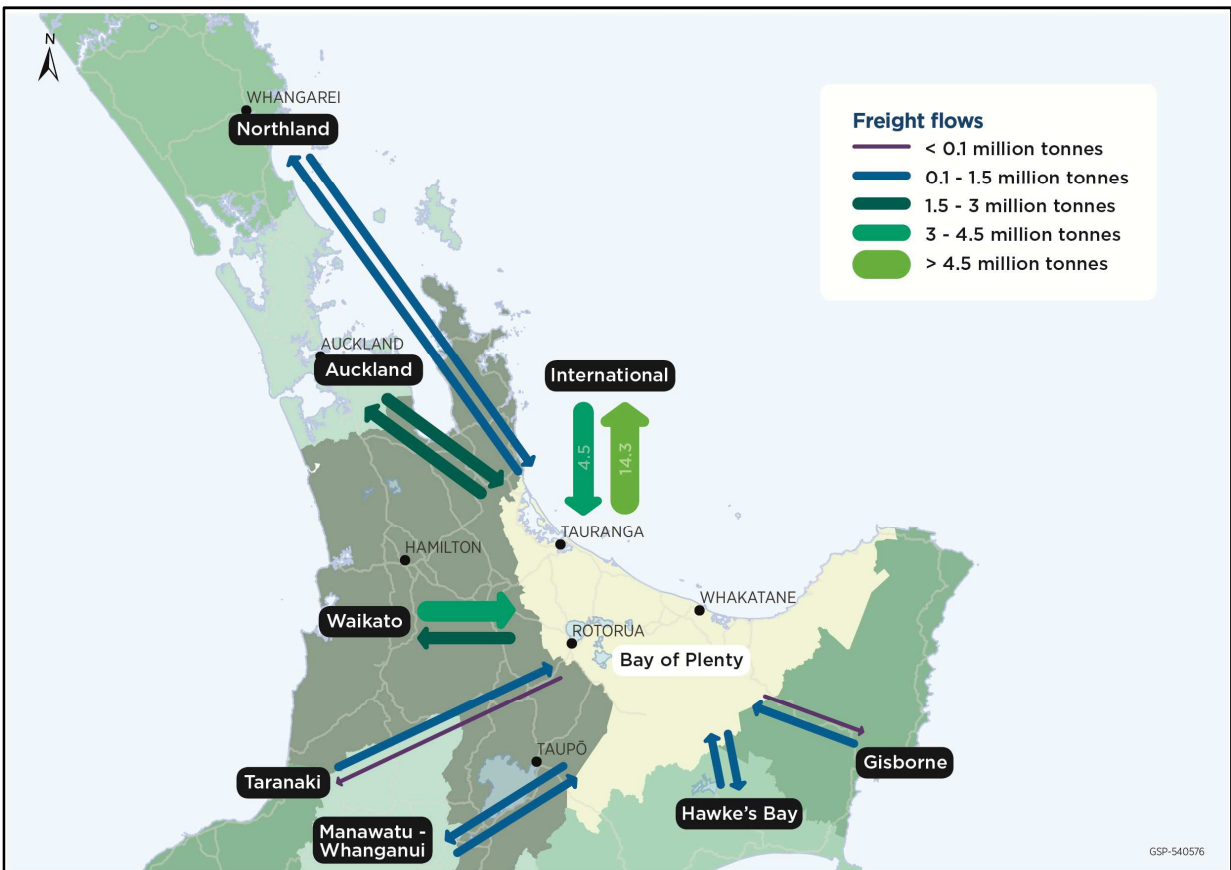
In addition to these journeys, the region has identified **Rotorua to Hamilton (State Highway 5)** as an inter-regional journey of strategic significance. This corridor provides connectivity between Rotorua and Hamilton, and carries the majority of tourism traffic between Rotorua and Auckland.

² NZ Transport Agency. *Long Term Strategic View* (2017).

Figure 1: Bay of Plenty region



Figure 2: National and international freight flows



2.2 Strategic drivers

The Bay of Plenty is an important growth centre in the UNI, both as a producer of primary and value-added products and services, and an international 'gateway' for exports and imports through the Port of Tauranga.

Within this context, there are a number of challenges or opportunities that are currently impacting on the region, or have the potential to in the future. Grouped under the broad themes of society, economy, environment and technology, each set of challenges or opportunities influences and shapes the strategic transport issues for the region.

Society

- **Regional growth** - the Bay of Plenty's population is currently estimated to be 293,500 (5th highest of New Zealand's 16 regions), increasing by 6,400 (2.2%) from the previous year. To date, much of this population growth has been uneven, with larger scale population increases concentrated in the west. The western Bay of Plenty sub-region continues to be an area of rapid population growth. By 2033, the population of the region is forecast to be 221,000 - a 34% increase over the 2013 population. The region's overall population is projected to increase to approximately 334,000 in 2033. However, this figure will be exceeded much sooner at current growth rates.
- **Traffic growth** - in 2016, motor vehicle registrations increased by 3.8% on the previous year. Traffic growth derived from economic activity is compounding the effects of population growth and placing pressure on transport infrastructure in growth areas. Daily traffic has increased by approximately 8% per annum in Tauranga city, and by an average of more than 8% in the wider Bay of Plenty over the past two years.
- **Ageing** - the population is ageing numerically, as more people live longer, and structurally, as a declining birth rate means the number of elderly is increasing in proportion to the overall population. An ageing population will require access to a wider range of mobility options, and an increasing proportion of fixed incomes will create challenges for maintaining and replacing transport infrastructure.
- **Migration** - due to declining birth rates, all parts of the region are projected to experience a shift from a natural rate of increase to natural decline. Future population growth will be achieved by positive net migration. New migrants are attracted by lifestyle opportunities in the region. They are also increasing the region's ethnic diversity.
- **Labour force** - according to projections, New Zealand's prime working age population (15-64) has recently peaked at 66% of the population and will shrink to 60% by 2031. The Bay of Plenty has some advantages over many other regions because of its relatively high proportion of Māori. Māori aged 15-24 years now account for nearly 40% of all Bay of Plenty labour market entrants and with a younger age profile, will grow to be more significant over time.

Economy

- **GDP** - the region's GDP was \$13.07b in 2016 (5.2% of national GDP and 6% of national employment).
- **Freight** - total regional volumes are forecast to grow by 35-42% by 2042. Key export sectors are forestry and wood products, horticulture and agriculture.
- **Horticulture** - the region produces 80% of the country's kiwifruit and 68% of the avocado crop. Kiwifruit export earnings increased 42% to \$1.67b between 2014/15 and 2015/16. Kiwifruit production is forecast to grow from 120m trays to 253m trays (111% increase) by 2029/30.
- **Forestry and wood processing** - the Bay of Plenty is the centre of the Central North Island wood supply region, which accounted for 38% of New Zealand's total forest removals, and 44% of its sawn timber production in 2016/17. Large areas of forest planted in the 1990s are now reaching harvest age.
- **Tourism** - domestic and international visitor expenditure in the region was estimated to be \$1.79b in the year to August 2017. Rotorua is one of New Zealand's top five international tourist destinations and has a target to reach \$1b annual visitor spend by 2030 (currently \$803m). The cruise ship industry is a rapidly growing source of international visitors. 86 ships brought approximately 240,000 passengers and crew to the region during the 2016/17 season.
- **Aquaculture** - 3,800 hectares of consented water space is being developed for high yield, high quality aquaculture in the eastern Bay of Plenty. An additional 15,902 hectares of suitable and productive water space has been identified within 50 kilometres of Opotiki.
- **Water** - freshwater is currently being bottled for export. The growth potential and constraints around future water utilisation is being investigated as part of the Toi Moana Bay of Plenty Regional Growth Study.
- **Port of Tauranga** - logs and processed forest products represent 53% of the total export tonnes handled by the Port. Other major export commodities are milk and dairy products, and kiwifruit. The Port also provides direct access for imports to New Zealand's largest market via MetroPort in South Auckland.
- **Larger ships** - freight growth and capacity increases mean container throughput is predicted to grow by between 2.5% and 3.1% per annum over the next 30 years, with bulk good throughput expected to grow at between 1.7% and 2.3% each year.

Environment

- **Emissions** - transport contributed 31% of the region's total carbon emissions in 2015/16, in Tauranga City this proportion rises to 63%. The Bay of Plenty Regional Council and several city and district councils in the region have signed the New Zealand Local Government Leaders' Climate Change Declaration 2017, which includes commitments to reduce greenhouse gas emissions in the transport sector.
- **Volcanic and seismic activity** – the region is bisected by the Taupo Volcanic Zone, meaning it is affected by earthquakes and volcanic eruptions, including submarine and island volcanoes to the northeast of New Zealand.
- **Extreme weather events** – weather events having the greatest potential impact on the region are ex-tropical cyclones originating to the north of the country, bringing heavy rainfall and high winds.
- **Flooding** - parts of the region are particularly vulnerable to frequent flooding. Severe floods have occurred in 2004, 2005, 2011, 2012 and 2017. The 2004 floods affected several thousand people across the eastern Bay of Plenty, while the impacts of the 2017 event centred on Edgecumbe.
- **Coastal hazards** - severe weather events are increasing the frequency and impacts of storm surge, coastal erosion and inundation. The Bay of Plenty coastline is exposed to tsunami risk generated from a number of local and distant sources.
- **Climate change and sea level rise** – rising temperatures are altering New Zealand's wind patterns, which is also affecting rainfall. Heavy rainfall events, flooding, and droughts are occurring more frequently, and the impacts of tropical storms are intensifying. While sea levels are rising, the rate at which they will rise in the future is uncertain.
- **Network resilience** - parts of the region's transport system are particularly susceptible to natural hazard events, which frequently affect the availability of the network.
- **Water quality** – proposals to improve freshwater quality will have implications for the use of productive rural land and urban stormwater treatment.

Technology

- **Teleworking** - technology is enabling remote working as an employment option.
- **Freight efficiency** - technology is making freight delivery more efficient through a combination of better logistics, vehicle technologies and route planning.
- **Car safety** - new safety features in cars have the potential to significantly reduce deaths and serious injuries on the network.
- **Intelligent traffic management** – new systems can help alleviate congestion by better managing traffic flows, delaying the need for investment in new roading infrastructure.
- **Electronic charging** - future road users could be charged electronically based on how far they travel, where they travel and when they travel.
- **Electric vehicles** - there is potential for a rapid uptake of electric and low emission vehicles requiring a network of charging infrastructure.
- **Autonomous vehicles** - there is a trend towards vehicles increasingly taking over tasks from the driver. In the longer term, this could involve a move to fully autonomous vehicles, capable of travelling safely at higher speeds with less separation between them, significantly increasing network efficiency.
- **Mobility as a Service** - a new approach that combines transport options from many providers in a mobile application, allowing customers to select and pay for travel without owning a vehicle.
- **Data** - increasing capacity to collect and process data is allowing providers to be more responsive to customer needs and preferences.

2.3 Regional transport network

2.3.1 Road

The Bay of Plenty road network forms part of the wider upper North Island and national land transport network (Figure 5). Important inter-regional connections are to the Waikato and Auckland (SH29, SH2 and SH5), Gisborne (SH2) and Taupo (SH5). The SH29 connection, together with the ECMT, has been a particular focus of the Bay of Plenty and Waikato regions (see inset).

The region also has an extensive local road network totalling 3,846 kilometres. Together, the local road and state highways form 'One Network' which provides intra-regional connections between the main urban centres and to the Port of Tauranga.

Urban arterial corridors, particularly in Tauranga and Rotorua, move significant volumes of people and goods.

2.3.2 Sea

The Port of Tauranga is New Zealand's largest port by volume (18.9 million tonnes of exports/imports) and container port (1,086,000 TEUs) in 2016/17. It is also the first port in New Zealand capable of hosting larger ships, with vessels between 7,500 and 11,500 TEUs calling on a regular basis.

Maritime based economic opportunities in the Eastern Bay of Plenty are currently constrained by a lack of safe and reliable harbour access. However, smaller facilities in Opotiki and Whakatane are likely to become commercial entities as aquaculture develops in the Eastern Bay of Plenty. The Whakatane facility also currently provides sea access for a range of tourism ventures.

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 transshipments.

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.

SH1/29 – ECMT Working Group

The Bay of Plenty and Waikato regions are taking an integrated approach to the SH1/29 road corridor and ECMT rail corridor through the joint SH1/29-ECMT Working Group. The Working Group has identified the following objectives for the future management of the corridor:

- To develop and protect the corridor's role as the strategic, long term, transport corridor connecting Auckland and the Waikato with the Bay of Plenty.
- To support a reduction of deaths and serious injuries.
- Land use and land transport infrastructure (road and rail) is integrated and coordinated through planning, investment and programming mechanisms.
- Supports the development of a nationally significant freight efficient transport corridor that enables economic growth in the regions and upper North Island.
- Support improved resilience, and the complementary function of both the road and rail networks.

2.3.3 Airports

Aviation in the region is closely linked to economic development, population growth and tourism, with commercial airports operating in Rotorua, Tauranga and Whakatāne.

Rotorua airport is firmly established as a key stopover on tourism routes, capitalising on Rotorua's attractiveness as a destination (223,000 passengers in 2016).

Tauranga is a busy domestic airport servicing routes primarily between Tauranga and Auckland, Wellington and Christchurch³ (350,000 passengers in 2016/17; +9.35% on previous year). The population growth occurring in Tauranga and the western Bay of Plenty sub-region will sustain Tauranga airport operations into the foreseeable future.

The connection between Whakatane and Auckland supports approximately \$17 million worth of trade per annum for the eastern Bay of Plenty economy. Regular scheduled flights between Auckland and Whakatane carried 23,280 passengers in 2016/17, a 17.5% increase on the previous year.

2.3.4 Rail

The East Coast Main Trunk (ECMT) rail line is a major link for freight movement between Auckland, Hamilton and Tauranga, and from Kawerau and Murupara to the east (Figure 6). The ECMT carries over a third of New Zealand's rail traffic and is the most densely utilised sector of the national network.

The ECMT is critical to inter and intra-regional movements between major industries and the Port of Tauranga. Forty percent of the freight moving to and from the Port of Tauranga moves by rail and volumes are forecast to increase significantly. In 2016/17, the number of trains running between Tauranga and the inland port MetroPort Auckland increased from 54 to 78 per week.

The Government has signalled its intention to increase the use of rail to enable efficient passenger and freight use, including the following potential improvements with implications for the Bay of Plenty region:

- The re-introduction of inter-regional passenger rail linking Auckland, Hamilton and Tauranga, the major employment and population centres in the 'Golden Triangle'. The initial stage involves an interim passenger rail service proposal between Hamilton and Auckland to test the 'proof of concept', while subsequent stages envision moving to a rapid rail service with extensions to additional centres including Rotorua and Te Puke. Given the critical role of rail in moving freight to and from the Port of Tauranga, sufficient capacity will need to be provided to enable complementary dual use for passenger and freight rail. This will mean protecting the ECMT corridor for future capacity improvements including additional passing loops or potential double tracking.
- Investment in a third rail line between Westfield and Papakura. The Bay of Plenty identifies this as an activity of inter-regional significance because it will ease freight and passenger rail constraints in South Auckland and support increases in container rail movements between the Port of Tauranga and Auckland.
- The electrification of the North Island Main Trunk (NIMT) rail line from Papakura to Pukekohe.

³ NZ Transport Agency on behalf of Invest Bay of Plenty. Infrastructure Analysis (2014).

- Improving regional rail freight networks, including the retention and extension of the electrified network, and re-opening 'mothballed' lines where there is community and business support. There are a range of potential benefits that could be realised in terms of reduced congestion, fewer road accidents, lower road maintenance expenses and less greenhouse gas emissions.

A number of strategic rail projects have previously been raised in the Bay of Plenty that are of relevance to the Government's stated intentions⁴. These include:

- electrification and progressive double tracking of the ECMT.
- re-commissioning the Rotorua branch line to link a major freight and tourism centre to the upper North Island network;
- developing rail sidings to support the proposed intermodal Kawerau Container Terminal and development of the Rangiuru Business Park; and
- investigating the feasibility of extending the Bay of Plenty rail network through to Taupo.

The Government has also signalled that it intends to explore how rail investment can be incorporated into the Government Policy Statement on Land Transport (GPS) and National Land Transport Fund (NLTF) as a means of introducing mode neutrality into transport planning and enabling rail projects to be eligible for funding where evidence shows clear benefits to the transport system and local communities.

Tauranga is defined as a 'high growth urban area' under the National Policy Statement on Urban Development Capacity (NPS-UDC) and, given its rapid growth, there is potential to explore rail and/or light rail as future public transport options if they are likely to provide benefits over and above alternatives such as bus rapid transit. The future viability of passenger rail is likely to depend on the development of higher density residential areas around potential rail corridors⁵.

2.3.5 Public transport

The region's strategic public transport network is shown in Figure 7. 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

⁴ Bay of Plenty Rail Strategy (2007) and Kawerau Container Terminal Feasibility Report (2017). Note: with the exception of the Kawerau Container Terminal, the feasibility of these projects has not been explored in detail.

⁵ The Bay of Plenty Rail Study will investigate the feasibility of increasing the use of rail for passengers and freight.

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 network⁶.

2.3.6 Walking and cycling

Walking and cycling are viable transport options for short to medium length commuter and other utility journeys in urban areas. These modes also serve recreational and tourism functions, and can contribute to a healthier workforce, resulting in positive economic and public health outcomes for the Bay of Plenty.

According to Census 2013 figures the two modes made up 4.9% (walking) and 2.8% (cycling) of all journey to work trips in the Bay of Plenty. While the proportion of walking trips declined 0.2% from the previous Census, the share of cycling trips increased by 0.4%, reversing a twenty year trend of declines.

The Bay of Plenty is investing in urban cycle networks in Tauranga and Rotorua (Figure 8). Pedestrian⁷ environments are also being improved to support key activity centres, such as town centres, complement public transport improvements and to integrate new urban growth areas.

There is also increasing recognition of the value of connecting communities through medium to long distance walking and cycling routes for social connectivity, recreation and tourism purposes. Opportunities to develop new longer distance routes are being actively pursued throughout the region.

2.4 Strategic planning

The RLTP sits within a regional and local policy framework that provides strategic planning direction for the region. Key regional and local strategies and plans include:

- spatial plans;
- the Regional Policy Statement and district plans;
- long term and annual plans;
- local transport strategies and transport activity management plans;
- Bay of Connections and associated strategies; and the
- Toi Moana Bay of Plenty Regional Growth Study.

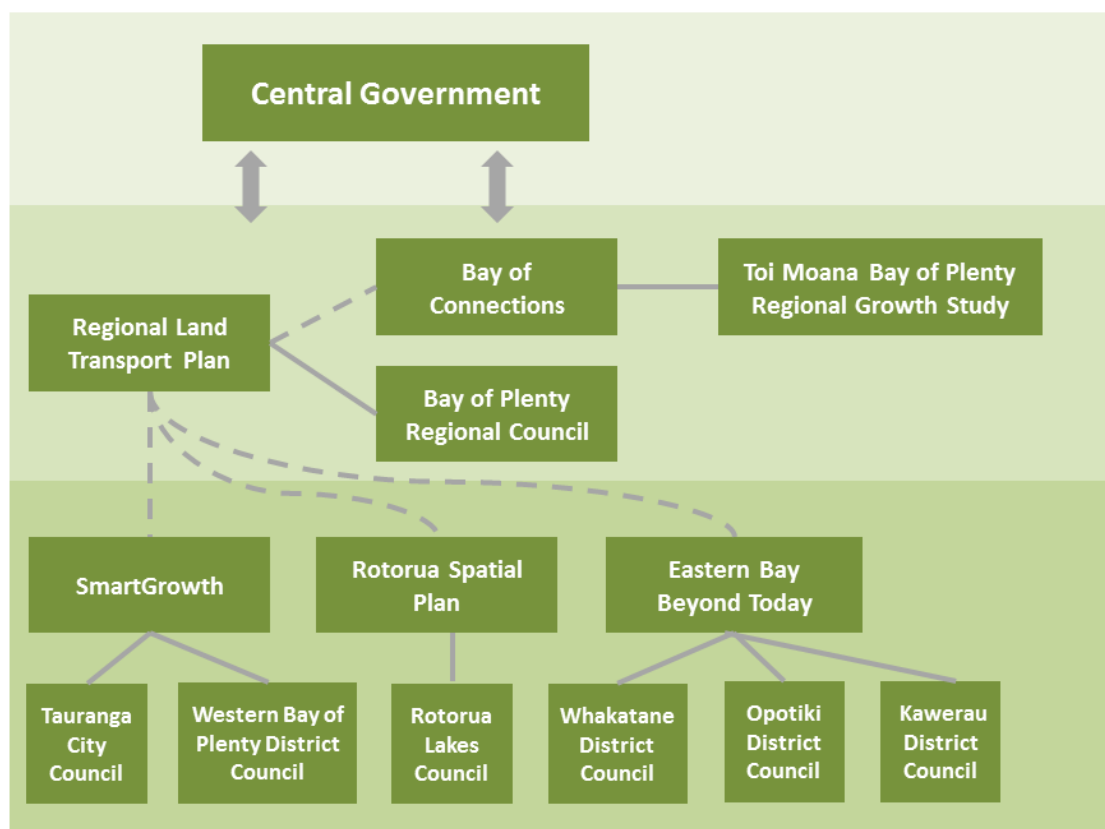
Several spatial planning processes are currently underway at the sub-regional level. These include:

⁶ The recommended programme of public transport investment is detailed in Section 4.1.4.

⁷ Pedestrian is defined as any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle.

- **SmartGrowth Strategy** - Spatial Plan for the Western Bay of Plenty (in place);
- **Rotorua Spatial Plan** (under development); and
- **Eastern Bay Beyond Today** - Eastern Bay of Plenty Spatial Plan (in place).

A common evidence base has been developed and the strategic drivers identified in the RLTP have been drawn from this evidence base. The following diagram shows the relationship between the RLTP and the respective spatial and economic development plans. (See Appendix 1 for more on the statutory and policy context).

Figure 3: Bay of Plenty spatial and economic development plans

2.4.1 Urban growth

The development of new housing to accommodate the region's growing population is generating additional transport demand in the corridors that support urban growth areas. The timely development of transport capacity is key to avoiding the negative impacts that occur when demand exceeds the available capacity, for example, traffic congestion, and environmental and public health effects.

Housing Accord and Special Housing Areas legislation encourages greater collaboration between central and local government to address housing supply and affordability issues. Housing Accords enable Special Housing Areas to be established so that new homes can be fast-tracked through the consenting process. Housing Accords also encourage councils and central government agencies to collaborate on the provision of transport infrastructure to support new housing development.

Housing Accords are specific agreements between the Government and certain territorial local authorities, while the NPS-UDC provides broader policy direction to ensure that planning decisions enable the supply of housing needed to meet demand is delivered in urban growth areas.

In the Bay of Plenty, the following councils have signed Housing Accords with Government:

- Tauranga City Council
- Western Bay of Plenty District Council
- Rotorua Lakes Council

Under the NPS-UDC, Tauranga (Tauranga city and Western Bay of Plenty district) is defined as a high growth urban area, while Rotorua (Rotorua Lakes district) is defined as a medium growth urban area. The local authorities in these areas must meet requirements in the NPS-UDC to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space.

Western Bay of Plenty sub-region

The sub-region (Tauranga city and Western Bay of Plenty district) is an area of strong population growth and as a result presents some unique challenges. The SmartGrowth Strategy provides a comprehensive long-term approach for addressing these growth pressures and providing strategic direction for the sub-region.

The SmartGrowth Settlement Pattern is the cornerstone of the Strategy, underpinned by a desire to move to a more compact urban form and seeking to concentrate development into key growth areas. There is a strong relationship between the SmartGrowth Settlement Pattern and transport. Implementation of the Settlement Pattern is reliant on key transport projects proceeding in a timely manner.) These include:

- SH2 Waihi to Tauranga programme (Waihi to Omokoroa (Safer Corridor); Katikati Urban; Omokoroa to Te Puna (Transformed); Tauranga Northern Link).
- Tauriko West Connections (state highway and local road improvement activities); and
- Eastern Corridor Growth Projects.

As a high growth urban area, local authorities in the sub-region are also required to produce a future development strategy which demonstrates that there will be sufficient, feasible development capacity in the medium and long term. Meeting the requirements of the NPS-UDC in the sub-region is to be coordinated through the SmartGrowth partnership.

Rotorua

In Rotorua, the Eastern Corridor between the CBD and Rotorua Airport is one of the key areas Rotorua Lakes Council has identified for future urban growth in the Rotorua Spatial Plan. The relevant transport activities are:

- SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road); and
- SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport).

2.4.2 Regional development

Population and economic growth in the western Bay of Plenty sub-region has been a consistent theme in recent times. In contrast, many other parts of the region have experienced periods of static or declining populations and limited economic growth.

However, in recent years there has been turnaround in the region's rural economies with the growth of existing industries and the creation of new economic opportunities,

coupled with population growth at least partly driven by changing lifestyle preferences. As a result, population estimates for the Rotorua, Whakatane, Kawerau and Opotiki districts have increased by between 2.6-4.8% over the past five years.

The Toi Moana Bay of Plenty Regional Growth Study provides a framework for identifying further opportunities to increase jobs, income and investment throughout the region. Figure 4 lists several regional economic development projects, for which transport investment will play a critical role as an enabler.

Investment in the road, rail and cycling infrastructure associated with these projects will be key to providing better access to markets and tourist destinations in the region. Their location outside the major metropolitan areas also means that the land transport improvements are likely to be eligible for national land transport funding in the GPS Regional Improvements activity class.

Figure 4: Regional economic development projects

Project	Role of transport investment
Opotiki sea farms and harbour development	Freight hub / support aquaculture industry
Kawerau Container Terminal	Freight hub / support eastern Bay of Plenty industry
Kiwifruit development and expansion (e.g. Omaio)	Provide journey time reliability to processing facilities and Port
Afforestation (region-wide)	Provide efficient and reliable road/rail links to processing facilities and Port
Motu cycle trail enhancement and extension	Grow tourism opportunities
Te Urewera Rainforest Route	Grow tourism opportunities

Several other emerging trends or additional development opportunities have the potential to impact on future planning and investment in transport infrastructure, including:

- kiwifruit containerisation;
- additional aquaculture development;
- industry making use of geothermal energy (including dairy and wood processing); and
- water bottling.

Figure 5: Bay of Plenty principal road network

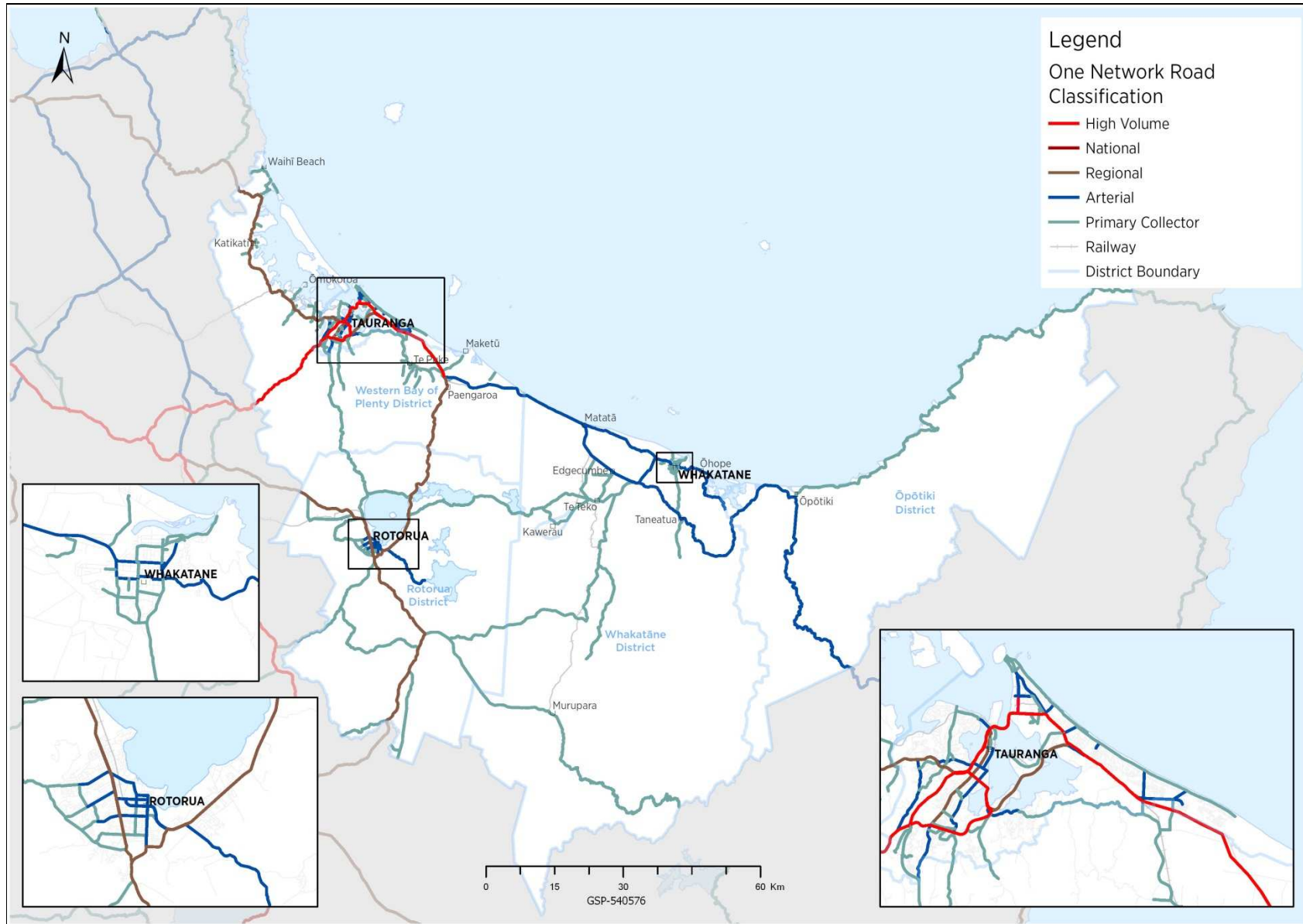


Figure 6: Bay of Plenty rail network

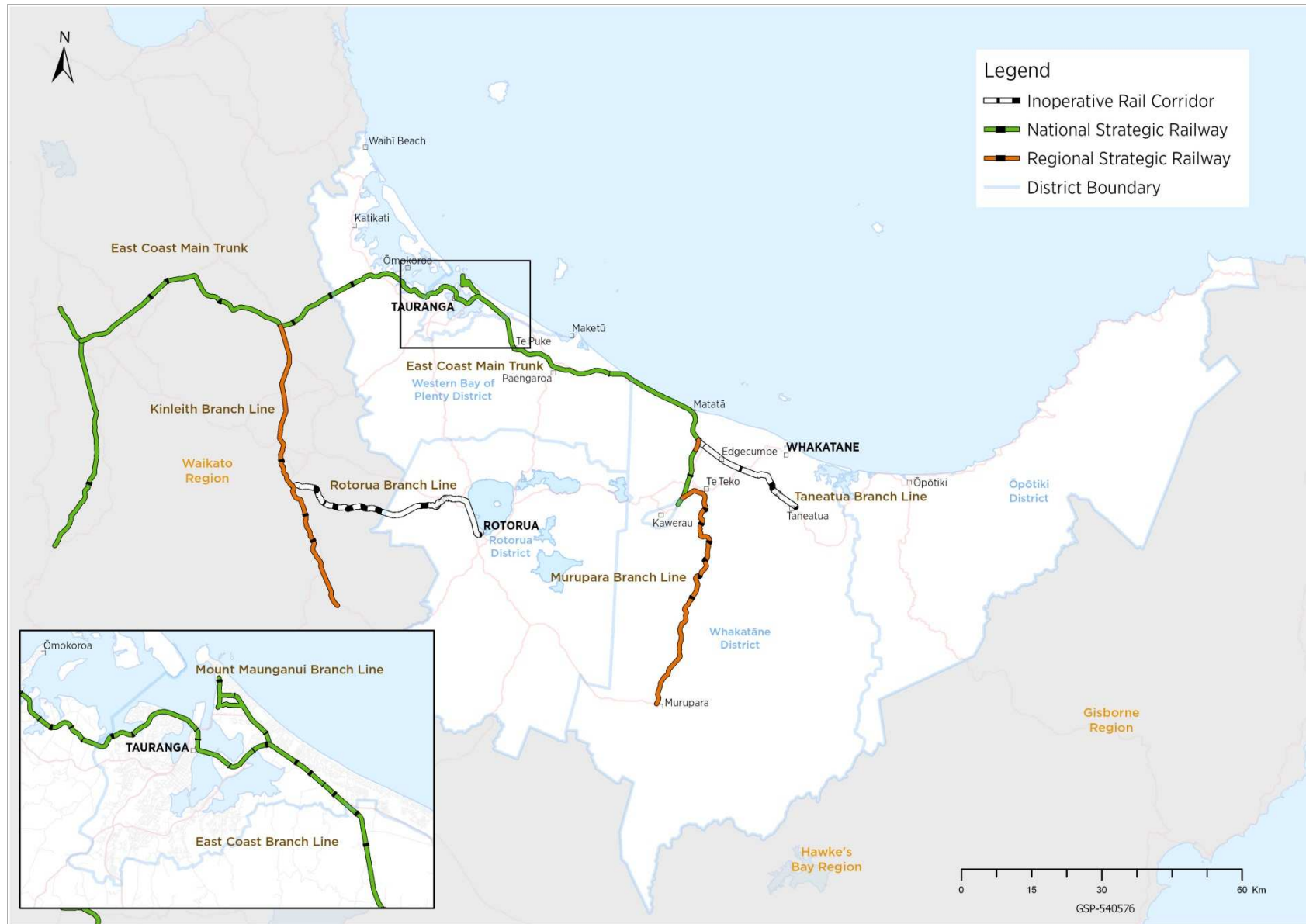


Figure 7: Bay of Plenty public transport network

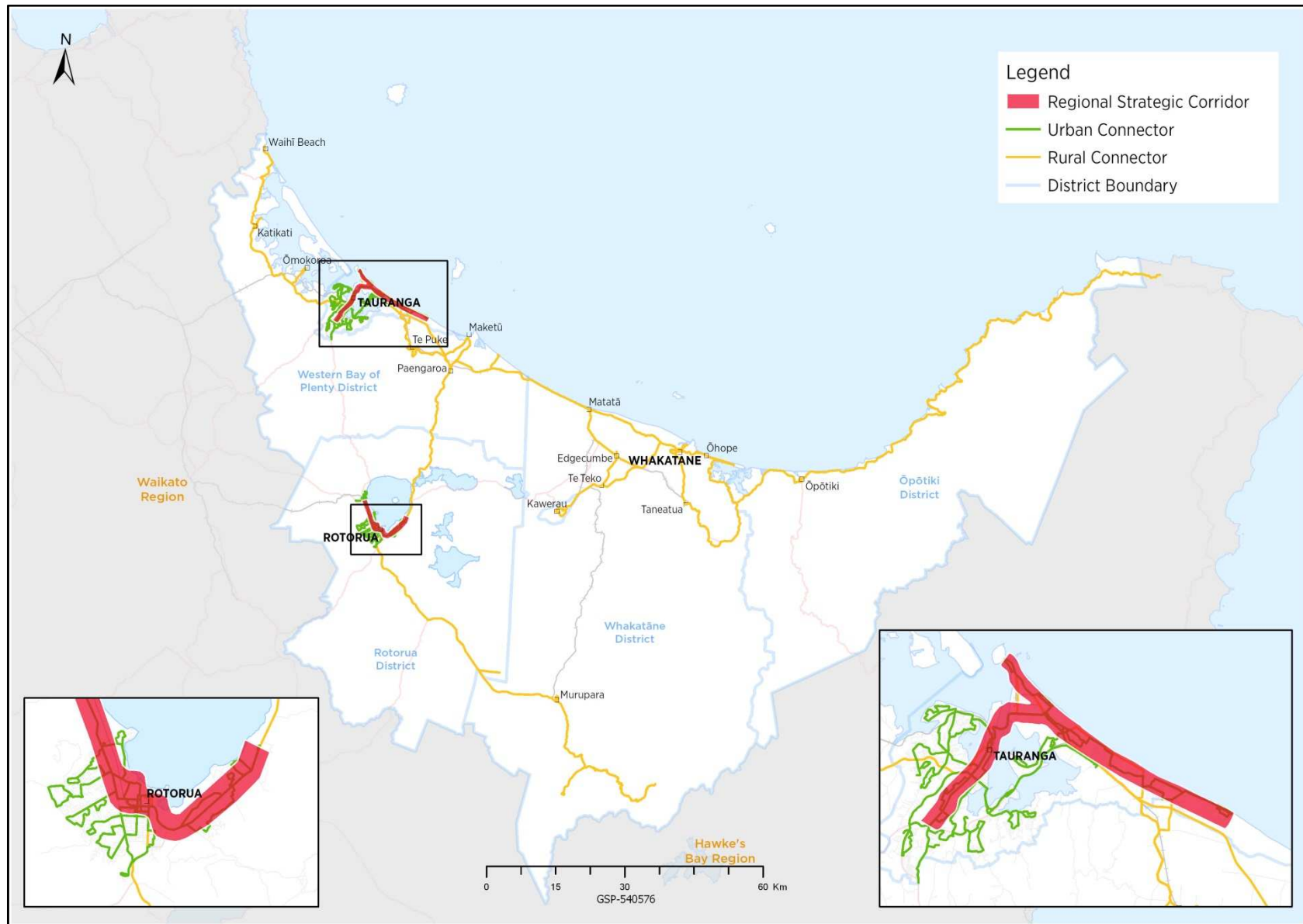
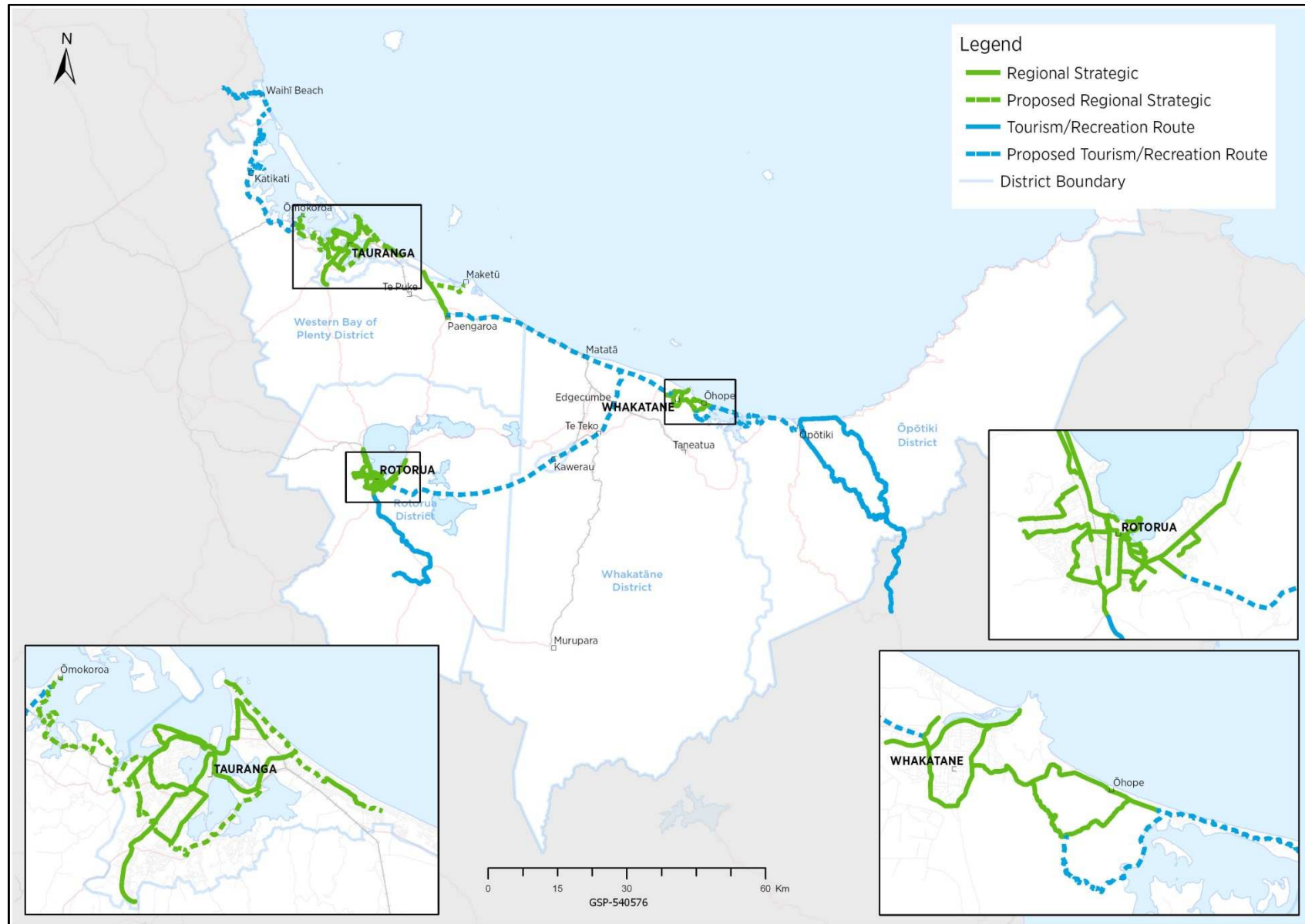


Figure 8: Bay of Plenty cycling networks



3 Problems, Benefits and Objectives

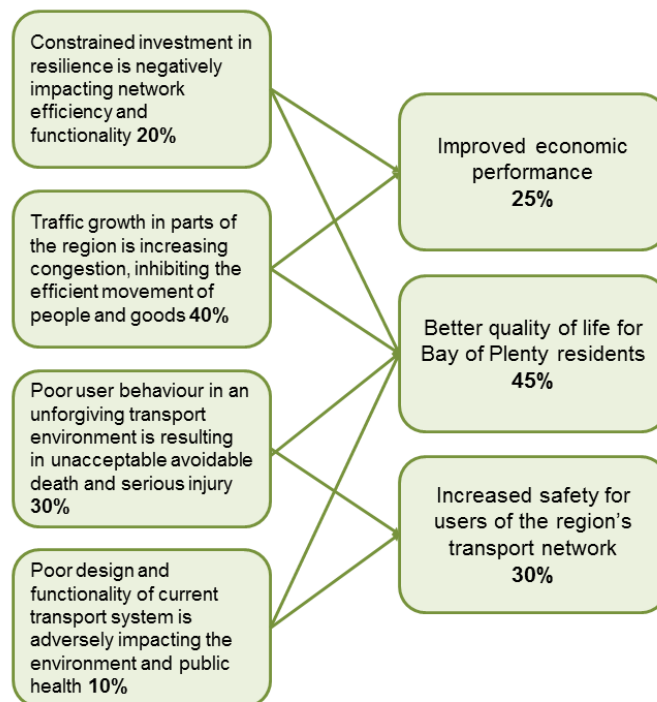
The Bay of Plenty has followed an Investment Logic Mapping (ILM) process to identify the region’s priority land transport problems and benefits. The ILM process involves key stakeholders⁸ working together to develop an investment logic map that tracks the relationship between identified problems and the benefits of resolving them. The problems and benefits are summarised in Figure 9 (See Appendix 2 for the full ILM).

Investment Logic Mapping

ILM is a technique to ensure intelligent discussion and thinking is done up-front, before solutions are identified and before any investment decision is made. It is a technique to ensure the ‘story’ about any proposed investment makes sense (the ‘logic’ part of ILM) and test and confirm that the rationale for a proposed investment is evidence-based and sufficiently compelling to commit to further investigation and planning.

The *Investment Logic Map* is a simple flowchart that tells the story of an investment and exposes its underpinning logic.

Figure 9: Bay of Plenty priority land transport problems and benefits



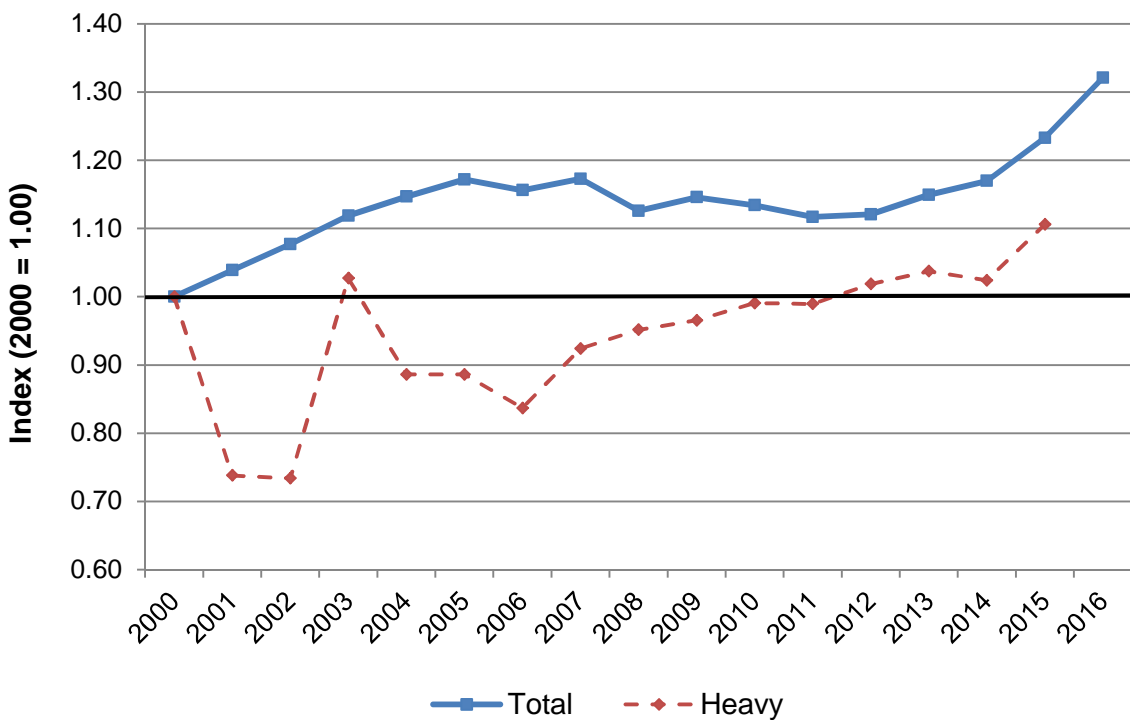
⁸ Invited participants included: local government, transport agency, police, freight, rail, port, motoring, public health and cycling representatives.

3.1 Problems

Traffic growth in parts of the region is increasing congestion, inhibiting the efficient movement of people and goods (40%)

Transport demand is growing in the region, particularly in areas experiencing rapid population and economic growth. Increases in domestic and international visitors are adding to this demand. Bay of Plenty freight volumes are also the 4th highest in the country and are forecast to grow strongly in the future⁹. Monitoring at key points on the network shows this demand growth has accelerated over the past two years in particular (Figure 10).

Figure 10: State highway traffic volumes¹⁰



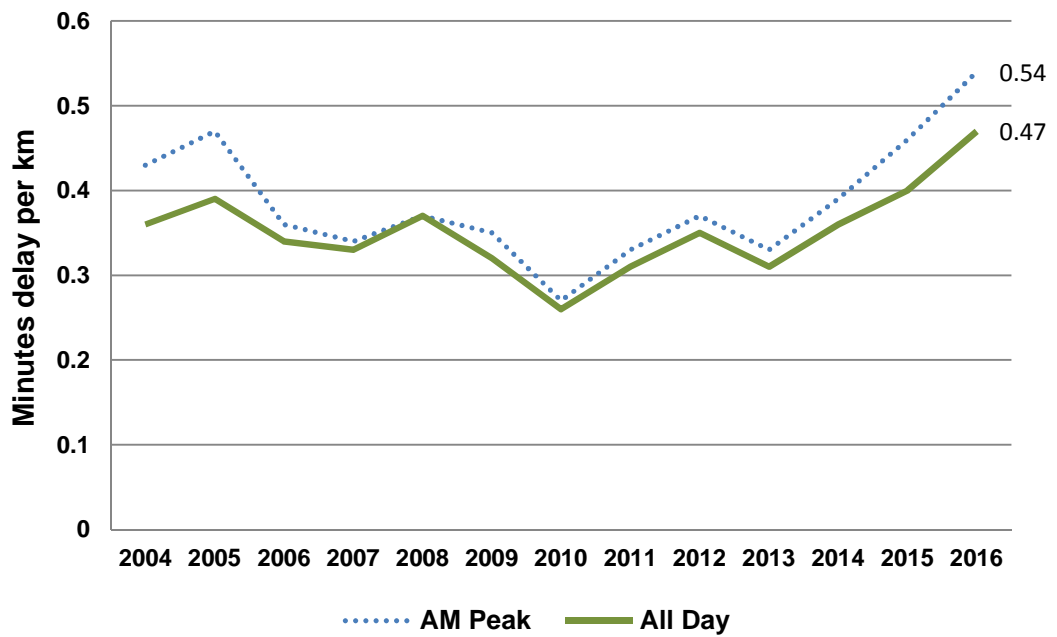
Traffic congestion is occurring on parts of the network where demand is exceeding capacity, leading to extended traffic queues, reduced travel time reliability and impeding the movement of freight, particularly during periods of peak demand. This problem has been identified in several transport business cases throughout the region¹¹. Travel delay is also measured on major routes in Tauranga, including the urban arterial network, showing that both peak period and all day delay have increased significantly over the past three years (Figure 11). This is impacting on the quality of life for all residents affected by congestion.

⁹ See strategic drivers for economy and society in section 2.2.

¹⁰ Continuously monitored sites.

¹¹ For example: SH2 Waihi to Tauranga, Tauranga Urban, Connect Rotorua, Whakatane Access.

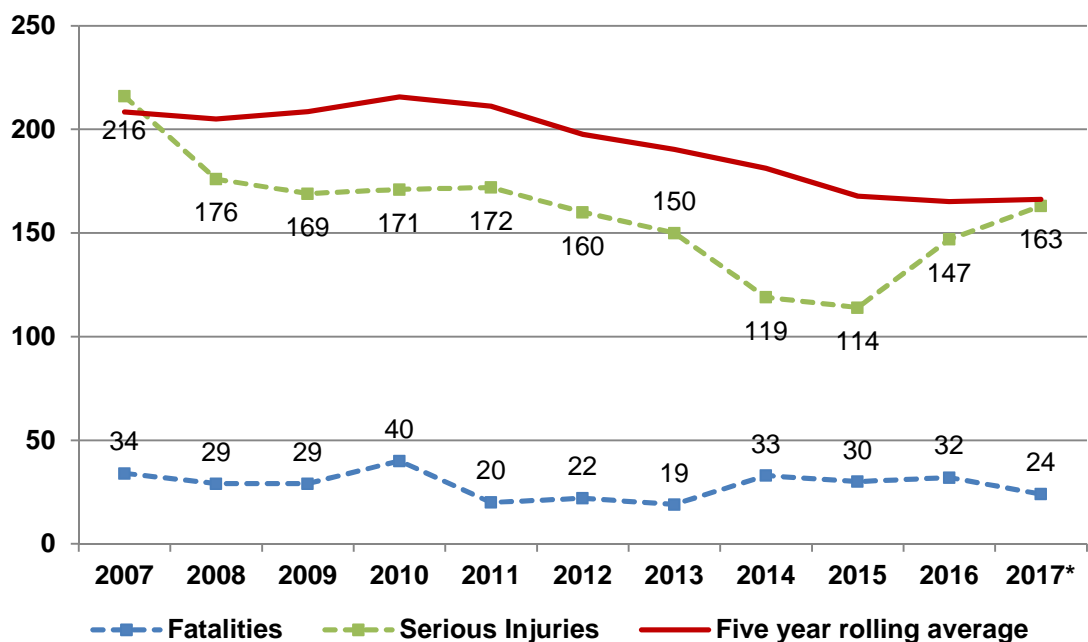
Figure 11: Travel delay in Tauranga



Poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury (30%)

Road crashes impose high social and economic costs on the Bay of Plenty. In 2017, the total social cost of deaths and serious injuries amounted to \$283 million. While the overall number of deaths and serious injuries have shown some improvement over the past few years, they still remain unacceptably high (Figure 12). These figures do not show the human impact of crashes on families, the wider community and the health system.

Figure 12: Bay of Plenty road fatalities and serious injuries (2007–2017)



The Communities at Risk Register highlights two measures of risk on the road network - personal risk and collective risk:

- Personal risk is a count of deaths and serious injuries divided by distance or time travelled. Being a relative measure, personal risk allows comparison between different regions.
- Collective risk is measured as the five year average yearly deaths and serious injuries on the network. This shows where the biggest differences can be made in total numbers of deaths and serious injuries.

Figure 13 shows the region's performance for the fourteen priority areas of concern in the national Safer Journeys strategy. In terms of personal risk, the Bay of Plenty is compared to all other road safety regions in New Zealand¹². The table shows that in relative terms, the Bay of Plenty performs poorly in the following areas:

- Alcohol and drugs;
- Distraction;
- Fatigue;
- Young drivers; and
- Motorcyclists.

Looking at collective risk, the table shows that the five areas with the potential for the greatest reductions in deaths and serious injuries in the region are:

- Rural roads;
- Young drivers;
- Alcohol and drugs;
- Speed; and
- Motorcyclists.

Figure 13: Communities at Risk Register 2017

Category	Area of concern	Personal risk (regional comparison)	Collective risk (5yr AVG DSI)
User behaviour	Alcohol & drugs	Medium	45
	Speed	-	36
	Distraction	High	20
	Fatigue	Medium	19
	Restraints	-	9
User type	Young drivers	High	50
	Motorcyclists	Medium	32
	Cyclists	-	8

¹² Priority areas of concern are highlighted if the region has a personal risk profile greater than one standard deviation above the mean (high) or between half and one standard deviation above the mean (medium). The remaining areas of concern fall below or are within half a standard deviation of the mean.

Category	Area of concern	Personal risk (regional comparison)	Collective risk (5yr AVG DSI)
	Pedestrians	-	20
	Older road users	-	16
Road environment	Urban intersections	-	22
	Rural intersections	-	18
	Rural roads	-	72

The Bay of Plenty contains a number of rural state highways with open road speed limits and carrying significant volumes of traffic in both directions across difficult terrain. KiwiRap¹³ rates roads from one to five stars, with one star being the least safe and five stars representing the safest routes. Figure 14 shows that overall, the proportion of travel on two star routes (effectively the lowest safety rating) is significantly higher in the Bay of Plenty region (51%) than at the national level (33%) and the neighbouring Waikato region (38%).

Figure 14: Proportion of state highway travel in each KiwiRAP star rating

Region	VKT (x10 ⁶ VKT/year)	Proportion in each Star Rating				
		1-star	2-stars	3-stars	4-stars	5-stars
Waikato	25.19	0%	38%	55%	7%	0%
Bay of Plenty	10.91	0%	51%	45%	5%	0%
New Zealand	154.76	0%	33%	40%	28%	0%

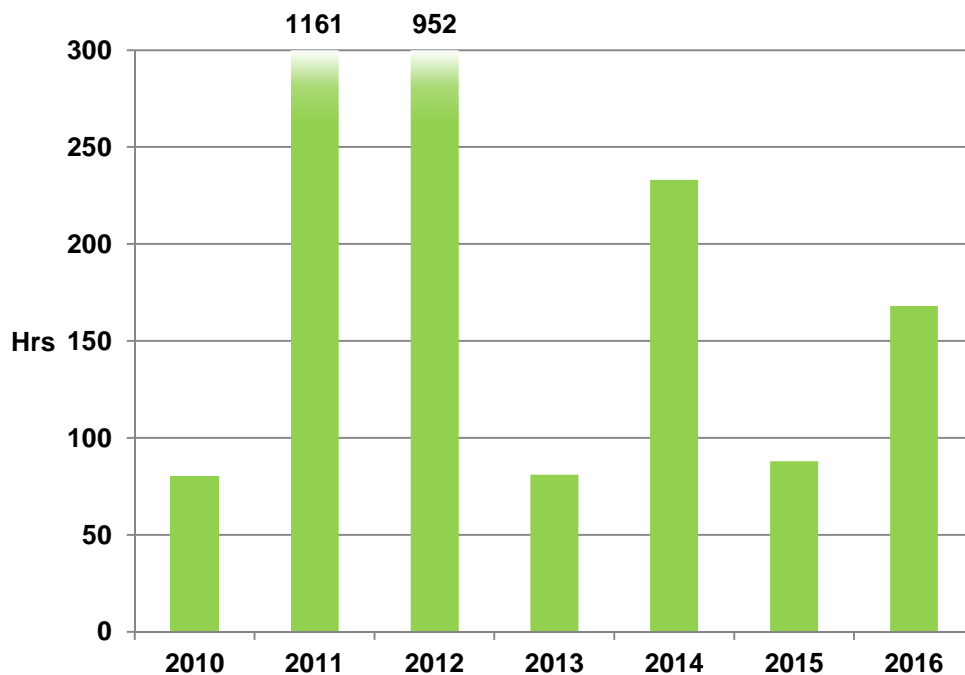
Constrained investment in resilience is negatively impacting network efficiency and functionality 20%

The region’s road and rail networks are heavily constrained by topographical features such as mountain ranges, large harbours, rivers, lakes and narrow coastal strips, making the region reliant on a few key social and economic lifelines.

Parts of the network are susceptible to unplanned events, particularly road crashes and natural hazards. This has resulted in the region’s state highways being closed for between 80 and 1130 hours per year over the past seven years (Figure 15). In some cases, the time and distance involved in travelling by an alternative route is significant, meaning network outages can cause major disruption and cost to businesses, or isolate people and communities from key services and facilities.

There are also constraints on the resources available to local government and network operators such as KiwiRail to invest in improving network resilience. This is due to a number of factors including: limitations on the funding available through the NLTP, the pressures of urbanisation, ageing or declining populations, debt loads, rates control, and a lack of alternative local government funding sources.

¹³ The New Zealand road assessment programme, which has assessed the safety of the state highway network.

Figure 15: State highway road closures

*Poor design and functionality of current transport system is adversely impacting the environment and public health **10%***

To date, the region's transport system has been designed to cater for the growth in motor vehicle travel. This has served to make it relatively cheap and convenient for people to meet their daily travel needs by car. But it also means the Bay of Plenty is heavily reliant on travel by motor vehicles. Figures from the latest census show that the motor vehicle mode share¹⁴ of travel to work in the region was 88.6% of all journeys (Figure 16). Over 99% of the region's vehicle fleet also use fossil fuels as their primary source of energy, making a significant and growing contribution to the region's carbon emissions.

At the urban and regional level, current transport system design and the strong preference for motor vehicle travel creates a range of direct and indirect environmental and public health impacts. Direct impacts include:

- emissions and air pollution;
- noise and vibration; and
- contaminants entering water bodies.

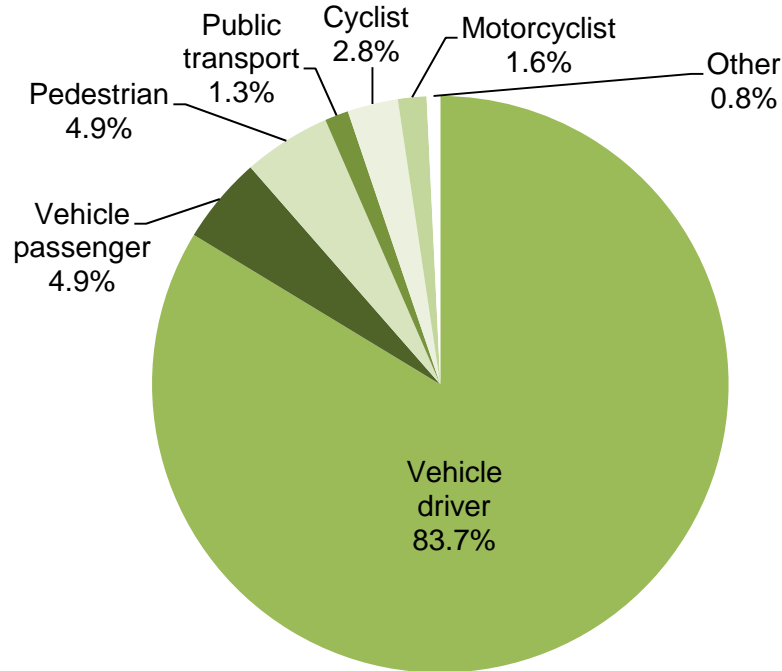
Indirect impacts include:

- more dispersed land use patterns;
- decreased use of sustainable travel options due to a lack of convenience or safety concerns;

¹⁴ Vehicle driver or passenger.

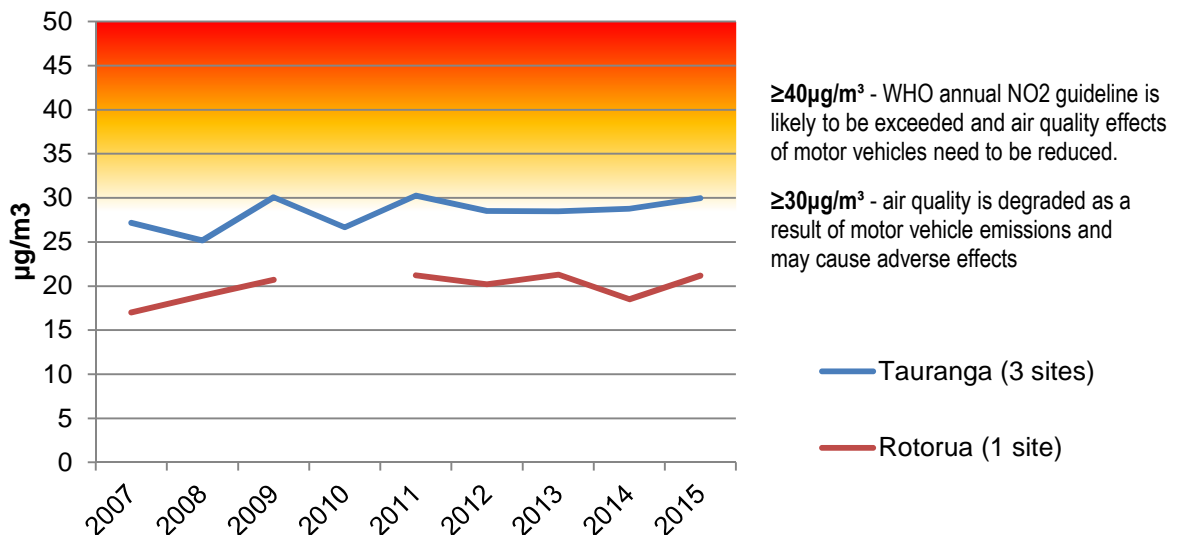
- community severance; and
- the public health effects of car based lifestyles.

Figure 16 Regional travel to work mode share



Some of these impacts are more readily measurable than others. Nitrogen dioxide (NO₂) is one that is currently being measured in the region’s two main urban centres. NO₂ concentrations closely follow vehicle emissions in many situations, so NO₂ is generally a reasonable marker of exposure to traffic-related emissions. Recent monitoring shows that NO₂ concentrations in Tauranga in particular are approaching levels at which, according to the World Health Organisation, air quality is degraded as a result of motor vehicle emissions and may cause adverse effects (Figure 17).

Figure 17 Average annual NO₂ concentrations in Tauranga and Rotorua



3.2 Benefits

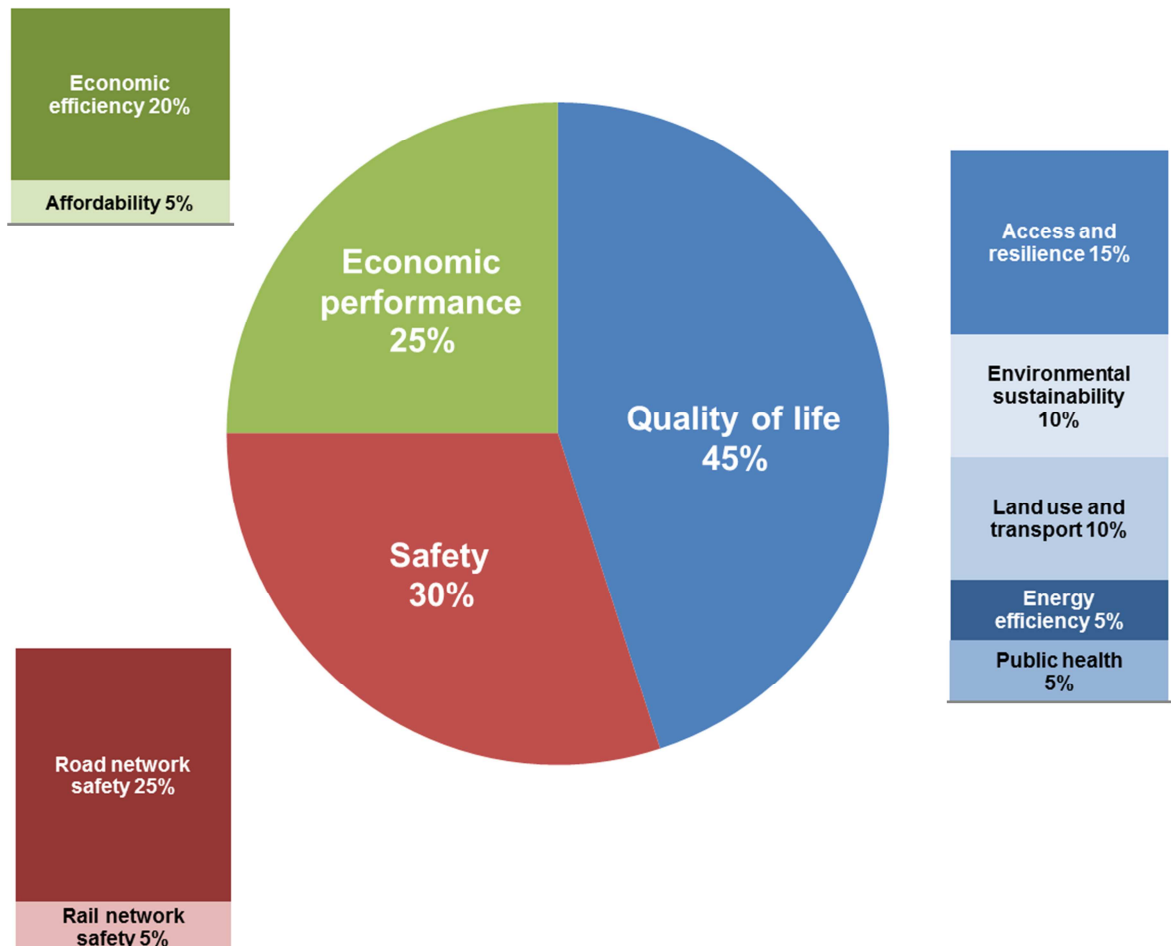
The Bay of Plenty ILM identifies three key benefits of addressing the region’s priority land transport problems:

- 1) *Better quality of life for Bay of Plenty residents (45%).*
- 2) *Increased safety for users of the region’s transport network (30%).*
- 3) *Improved economic performance (25%).*

These benefits form the high level transport priorities for the region. Each benefit is supported by one or more objectives and key performance indicators designed to measure whether the anticipated benefits are being realised (Figure 18). While the key performance indicators have been arranged according to the primary objective they measure, many of them address more than one objective. Together the benefits and objectives align with the GPS priorities of:

- Safety;
- Access;
- Environment; and
- Value for money.

Figure 18 Bay of Plenty benefits and objectives



3.3 Objectives

3.3.1 Access and resilience (15%)

Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.

Access refers to an individual's ability to obtain the goods, services, and activities that society considers essential to their wellbeing. Being responsive to diverse user needs is a key consideration when providing for access.

Access can also be impeded by other factors including:

- network disruptions caused by natural hazard events or road crashes;
- network delays to the movement of freight; or
- development patterns that increase the severance effects on communities and reduce the travel choices available to them.

Achieving this objective will mean developing a multi-modal transport system that is responsive to the full range of factors that impact on an individual's ability to access essential goods, services and activities.

Key performance indicators

- Reduce the number of hours that sections of National or Regional strategic routes are closed due to unplanned access disruptions below 2016 levels.
- Increase total trip legs travelled by walking, cycling and public transport in the region above 2016 levels.

3.3.2 Environmental sustainability (10%)

The social and environmental effects arising from use of the transport system are minimised.

Environmental sustainability is about developing the region's transport system in a way that meets the needs of the present without compromising the ability of future generations to meet their own needs. Achieving this objective will mean adopting measures to mitigate or avoid the local, national and global environmental effects arising from use of the region's transport system.

Key performance indicator

- Reduce transport emissions in the region below 2015/16 levels in line with New Zealand's international climate change commitments¹⁵.

3.3.3 Land use and transport integration (10%)

Long term planning ensures regional growth patterns and urban form reduce travel demand, support multi-modal freight efficiency, public transport, walking and cycling.

¹⁵ New Zealand has ratified the Paris Agreement under the United Nations Framework Convention on Climate Change and has committed to reduce greenhouse gas emissions by 30% below 2005 levels by 2030.

There is a strong relationship between land use and transport. Current and future 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. Achieving this objective will involve integrated and multi-modal planning to ensure the right mix of transport provision and land use development occurs to achieve sustainable outcomes.

Key performance indicators

- Reduce total person kilometres travelled in the region below 2016 levels.
- Increase annual trips per person on public transport above 2016 levels.
- Increase the proportion of freight that is moved by rail in the region above 2016 levels.
- Increase the annual distance each person in the region cycles above 2016 levels.
- Increase the annual time each person in the region spends walking above 2016 levels.

3.3.4 Energy efficiency (5%)

People choose the best way to travel and goods are moved to improve energy efficiency and reduce reliance on non-renewable resources.

There are both environmental and economic risks associated with being reliant on a imported non-renewable transport energy source. Transport emissions have significant effects on the environment, including on public health and climate change. More efficient energy use and a more diverse mix of energy sources can also greatly reduce our exposure to international oil prices.

Achieving this objective will mean optimising the amount of travel that is achieved from existing transport energy sources (e.g. increased fuel efficiency, increased vehicle occupancy) and encouraging the greater uptake of alternative energy sources (e.g. electric vehicles).

Key performance indicators

- Increase the number of person kilometres travelled in the region per litre of fuel purchased above 2016 levels.
- Increase the number of electric vehicles registered in the region above 2016 levels.
- Reduce distance per capita travelled in single occupancy vehicles in major urban areas on weekdays below 2016 levels.

3.3.5 Public health (5%)

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

The social model of health underpins the approach taken in this strategy. This operates on the basis that social conditions and environmental factors are significant in determining the health of the population. There are two aspects to this approach:

- Protecting health – this means keeping the physical environment safe and ensuring that transport side effects such as noise, air pollution and run-off do not pose a danger to human health.
- Promoting health - this means creating an environment that supports wellbeing and reduces health inequalities, for example enabling access, encouraging active transport, promoting personal safety and preventing injuries.

Key performance indicators

- Reduce nitrogen dioxide (NO₂) concentrations at sites in Tauranga and Rotorua below 2016 levels.
- Reduce vehicle kilometres travelled on unsealed roads in the region below 2016 levels.
- Increase public transport network coverage above 2016 levels.

3.3.6 Safety (30%)

Work towards zero deaths and serious injuries on the region's transport system.

The Bay of Plenty has adopted a 'safe system' approach to improving safety on the region's transport system. This approach encapsulates all land transport modes, including motor vehicles, rail, walking, cycling and mobility devices. Achieving this objective will mean:

- the transport system is more accommodating of human error;
- the level of unsafe user behaviour is minimised; and
- where applicable, the forces that injure people in a crash are managed to a level the human body can tolerate without serious injury.

Key performance indicators

- Progress towards the target of zero deaths and serious injuries on the region's road network (five year rolling average).
- Progress towards the target of zero deaths and serious injuries with alcohol or drugs as contributing factors (five year rolling average).
- Progress towards the target of zero deaths and serious injuries with speed as a contributing factor (five year rolling average).
- Progress towards the target of zero social cost of deaths and serious injuries on the region's road network below (five year rolling average).
- Progress towards the target of zero deaths and serious injuries on the region's rail network below (five year rolling average).

3.3.7 Economic efficiency (20%)

The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region.

Achieving this objective will mean ensuring development occurs in the most efficient and accessible locations to minimise transport costs and impacts on the functioning of the transport system. The design and operation of major transport corridors will maximise the throughput of people and goods using the most efficient means available.

Key performance indicators

- Maintain a register of significant new commercial developments and their potential impacts on transport demand.
- Increase in regional contribution to national Gross Domestic Product above 2016 levels.
- Reduce delay per kilometre on key routes to the Port of Tauranga from 2016 levels.
- Increase the volume of freight on the East Coast Main Trunk line above 2016 levels.

3.3.8 Affordability (5%)

Investment in the transport system maximises use of available resources and achieves value for money.

Achieving this objective will mean transport infrastructure assets are maintained to fit for purpose levels of service. Future sources of revenue and whole of life costs will be taken into account to ensure that current decisions do not compromise the region's ability to maintain its assets in the future.

Key performance indicators

- No decline in local road network condition/cost indices from 2016 levels.
- No decline in State Highway condition/cost indices from 2016 levels.
- No adverse movement in the rail network Track Quality Index on National Strategic Routes from 2016 levels.

4 Strategic Response

This chapter describes the Bay of Plenty's strategic response for the long-term management of the transport system to address the identified problems, benefits and objectives. The strategic response was previously selected from a range of alternatives and options developed and evaluated using a multi-criteria framework¹⁶.

4.1 Optimised Transport System

The Bay of Plenty's strategic response is an Optimised Transport System. Analysis of future regional travel demands found a 'business as usual' approach would result in levels of private vehicle use that would present significant challenges, especially in urban areas at peak times. This would have detrimental effects on the regional economy.

The Optimised Transport System means considering a hierarchy of interventions to optimise the performance of the region's land transport system (Figure 19)¹⁷.

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.

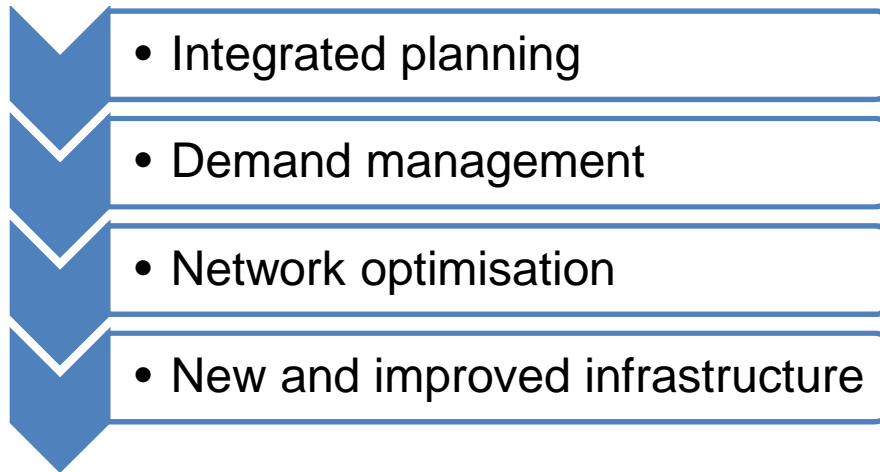
This 2018 RLTP includes investment in a Bay of Plenty Rail Study which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and the potential of commuter rail in the region. This study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

¹⁶ Bay of Plenty Transport Futures Study.

¹⁷ As recommended in the New Zealand Transport Agency's *Planning and Investment Knowledge Base*.

Figure 19: Intervention hierarchy for the Optimised Transport System

4.1.1 Integrated planning

Integrated planning sits at the top of the intervention hierarchy and involves taking a co-ordinated, forward thinking and holistic approach to enhance the relationship between the transport system and the activities it serves. Integrated planning involves co-ordination between the agencies responsible for transport, land use and infrastructure planning, including the co-ordination of public and private sector planning and funding.

A core function of integrated planning within the transport sector is developing land use and transport strategies that serve to reduce overall travel demand and the costs associated with infrastructure provision. This typically includes staging growth to coincide with available capacity on the network. Other examples include planning for the maintenance and enhancement of strategic freight corridors.

Integrated planning is taking place at several different scales in the Bay of Plenty. Figure 20 lists some examples of recent and ongoing processes which support integrated planning outcomes in the region. As part of its integrated planning approach, the region is also committed to exploring different options for the delivery of land transport functions.

Figure 20: Integrated planning in the Bay of Plenty

Scale	Examples	Theme
Pan-regional	UNISA Freight Story	Freight
Regional	Regional Land Transport Plan	Transport and land use
Sub-regional	SmartGrowth	Spatial
	Rotorua Spatial Plan	Spatial
	Eastern Bay Beyond Today	Spatial
Corridor/network	Tauranga Transport Strategy	Transport and land use
	Rotorua Integrated Network Strategy	Transport and land use
	State Highway 1/29 – ECMT Working Group	Transport and land use

4.1.2 Demand management

Demand management is the term used for policies and programmes that enable and encourage people to manage their travel behaviour. Demand management addresses the primary drivers of travel demand and considers how these may be managed in a way that reduces total demand, especially at peak times. Demand management initiatives generally seek to achieve one or more of the following objectives:

- Improve the overall efficiency of the transport network.
- Prioritise travel so higher value trips and more efficient modes are given priority over low value travel and less efficient modes.
- Increase transport options.

This Plan encourages the consideration of demand management as an option in all land transport business cases that are developed in the region.

4.1.3 Network optimisation

Network optimisation is closely related to demand management and involves using a range of tools to optimise investment in and use of the existing network. Examples of network optimisation measures include:

- Intelligent Transport System (ITS) technologies;
- variable messaging systems and real time traveller information;
- signal phasing and ramp metering;
- implementation of High Productivity Motor Vehicle routes;
- High Occupancy Vehicle (HOV) lanes on major corridors; and
- maintaining networks to fit for purpose levels of service.

Network optimisation is particularly important for urban areas under growth pressures and strategic freight networks.

4.1.4 New and improved infrastructure

Investment in new and improved infrastructure will be necessary once other options in the intervention hierarchy have been fully explored. The following sections provide a high level summary of mode specific investment that has the potential to deliver on the region's priorities. Detailed investment objectives will be identified for individual corridors or activities as programme business cases are developed over the 2018-21 period.

Road network

Modelling of regional travel demands found that even in a low travel demand scenario, car-based transport modes (driver and car-passenger) will make up approximately 74% of trips and 85% of kilometres travelled in the region in 2040¹⁸. The road network will remain the backbone of the regional transport system even if the growth in demand is increasingly accommodated in other ways. Consequently,

¹⁸ Bay of Plenty Transport Futures Study.

continued investment in new infrastructure will be necessary once other options in the intervention hierarchy have been fully explored.

A balanced investment approach will serve to improve the effectiveness and efficiency of the road network because, for a given level of roading capacity, traffic congestion and travel times will be lower. This will enhance the benefits generated by investment in roading improvements and in the long-term, may provide the opportunity to delay some road improvement projects by reducing the rate of traffic growth.

Recommended investment focus areas include:

- strategic freight networks
- safety improvements
- connectivity improvements
- network resilience
- key tourist routes.

Rail network

Investment in the rail network should focus on supporting the inter and intra-regional movement of products to and from the Port of Tauranga to ensure there is sufficient capacity to meet projected freight demand increases, the potential re-introduction of inter-regional passenger rail services, and possible changes in the pattern of demand resulting from the introduction of larger ships.

Recommended investment focus areas include:

- investigating the feasibility of increasing the use of rail for passengers and freight¹⁹
- resilience improvements (Kaimai Tunnel floor, rail bridges)
- reliability improvements (signalling upgrades, preventative maintenance)
- rail capacity improvements (passing loops, additional rolling stock, increased axle loads)
- inter-modal facilities and hubs (sidings, expanded loading and storage facilities).

Public transport

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;

¹⁹ Proposed *Bay of Plenty Rail Study*.

- 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.

Walking and cycling

Cycling and walking are viable transport options for short to medium length utility journeys and fulfil an important demand management role in urban areas. These modes can also contribute to a healthier work force, which can in turn, increase productivity and support economic development outcomes.

Analysis has shown that relatively low cost investment in improved facilities on key urban walking and cycling routes has achieved significant increases in walking and cycling trips in the Bay of Plenty²⁰. Consequently, investment should focus on the continued delivery of strategic urban cycle networks in Tauranga, Rotorua and Whakatane. The integration of existing networks with high quality connections to new urban growth areas should also be encouraged.

In terms of walking, priority should be given to pedestrian²¹ improvements that support key activity centres, such as town centres, complement increases in public transport, or integrate with new urban growth areas. For both modes, strategic investments need to be supported by more dispersed improvements to increase the safety of walking and cycling environments.

Recommended investment focus areas include:

- delivery of urban cycle networks
- pedestrian environments that support key activity centres
- connections to new growth areas
- walking and cycling safety improvements
- inter and intra-regional networks for commuting, recreation and tourism purposes that link to the national cycle network.

²⁰ Bay of Plenty Transport Futures Study.

²¹ Pedestrian is defined as any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle.

4.2 Safe System

Improving road safety for the region is essential. Implementing the safe system approach is a key principle that underpins all activities that are delivered as part of the Optimised Transport System. The four pillars of the 'safe system' are safe roads, safe speeds, safe vehicles and safe road use. The goal is to ultimately achieve:

- Safe roads – that are predictable and forgiving of mistakes. They are self-explaining in that their design encourages safe travel speeds.
- Safe speeds – travel speeds suit the function and level of safety of the road. People understand and comply with the speed limits and drive to the conditions.
- Safe vehicles – that prevent crashes and protect road users, including pedestrians and cyclists, in the event of a crash.
- Safe road use – road users that are skilled and competent, alert and unimpaired. They comply with road rules, take steps to improve safety, and demand and expect safety improvements.

4.2.1 The regional safe system approach

To give effect to the national framework in the Bay of Plenty there is a need to establish road safety priorities that will help to address the region specific causes of crashes. Road safety in the Bay of Plenty is primarily managed through the Road Safety Action Plans developed by three sub-regional Road Safety Committees. The Road Safety Committees have adopted the safe system approach and will target priority local issues using this approach.

Local government in the region also has an ongoing responsibility in the following areas:

- planning, developing and maintaining safe local roads and roadsides;
- informing and educating the public about road safety issues;
- providing effective road safety regulation at the local level;
- adequately funding road safety activities; and
- integrating safety considerations for all modes into land use planning.

4.2.2 Police activities

Police activities are an integral part of the region's safe system approach. Police enforcement and prevention-based activities in the Bay of Plenty will continue to target the 'fatal five' contributing factors to fatal and serious crashes:

- Speed - targeting excess speeds and inappropriate speed for road conditions while working with road controlling authorities on appropriate speed zoning.
- Alcohol and drug driving - using a general deterrence approach to remove affected drivers from the network and dissuade others from driving impaired before they start.

- Restraints - through targeted enforcement and co-operative education initiatives, improve the wearing rate and decrease the injury rate arising from not using vehicle restraints.
- Dangerous and careless driving - targeted enforcement of high risk behaviours with a timely and effective response.
- High-risk drivers - through both enforcement and education reduce the impact of high risk drivers on the network.

These activities will be targeted to high risk locations at high risk times. In particular, police will focus on:

- SH2 (Katikati – Bethlehem) – targeting the recent increases in deaths and serious injuries on this corridor.
- SH29 (Kaimai Ranges) – working with Waikato road policing staff and the NZTA to address the high crash rate during inclement weather on this strategic route.
- Eastern Bay of Plenty – supporting the development of the Eastern Bay of Plenty rural road safety signature project.
- SH5 – promoting safe driving on this key freight and tourism route.

5 Policies

The policies in this chapter are designed to guide the actions of organisations responsible for implementing the plan, and are organised according to the primary regional transport objective that they support. It is important to note that the objectives are inter-related so a policy may support one or more objectives in the plan. The policies rely heavily on the co-operation and commitment of the identified agencies to ensure their successful implementation.

5.1 Access and resilience

- 1 Work collaboratively to prioritise and mitigate network resilience issues to improve route security and maintain access for people and goods. *(NZTA, city and district councils, KiwiRail)*
- 2 Ensure that the development and management of transport corridors maintains the permeability of the corridor for all users and minimises the severance effects on surrounding communities. *(NZTA, city and district councils, KiwiRail)*
- 3 Implement the Bay of Plenty Regional Public Transport Plan. *(BOPRC, city and district councils, NZTA)*

5.2 Environmental sustainability

- 4 Work collaboratively to implement demand management initiatives within integrated packages of activities that respond to regional and national transport problems. *(City and district councils, BOPRC, NZTA)*
- 5 Develop and expand inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations. *(City and district councils, NZTA)*
- 6 Develop and expand inter and intra-regional walking and cycling networks for commuting, recreation and tourism that link to the national walking and cycling network. *(City and district councils, NZTA, BOPRC)*
- 7 Work collaboratively with, and as, major employers, to develop travel planning tools for employees as a demand management initiative *(City and district councils, BOPRC, NZTA)*

5.3 Land use and transport integration

- 8 Collaborate with neighbouring regions, city and district councils, the New Zealand Transport Agency and KiwiRail to protect the inter-regional functions of strategic transport corridors. *(BOPRC, WRC, AC, GDC, HBRC, HRC, NZTA, KiwiRail, city and district councils)*

- 9** Ensure that future transport corridors are identified and protected in strategies and plans. *(BOPRC, city and district councils, NZTA, KiwiRail)*
- 10** Ensure that the location and design of new brownfield and greenfield development in urban areas²², gives effect to:
- minimising the number of private motor vehicle trips;
 - minimising the distance of remaining private motor vehicle trips; and
 - increasing the uptake of walking, cycling and public transport. *(City and district councils, BOPRC, NZTA)*
- 11** Ensure that the location and design of new development supports and complements the functioning of strategic transport networks, while minimising the impact of reverse sensitivity and access effects. *(City and district councils, BOPRC, NZTA, KiwiRail)*
- 12** Require that high person trip generating activities locate in town centres or in locations that have good access to the region's strategic public transport network. *(City and district councils, BOPRC, NZTA)*
- 13** Require that high freight trip generating activities develop in locations with good access to the region's strategic road and rail networks. *(City and district councils, BOPRC, NZTA)*
- 14** Recognise and provide for Māori land use and development aspirations, as identified in recognised iwi/hapu management plans, in land transport planning and development processes. *(City and district councils, BOPRC, NZTA)*
- 15** Work with Māori to proactively identify opportunities to allocate national land transport funding to Māori roadways. *(City and district councils, BOPRC, NZTA)*

5.4 Energy efficiency

- 16** Actively promote alternative transport and fuel technologies that reduce the use of fossil fuels. *(MoT, NZTA, city and district councils, BOPRC)*
- 17** Adopt national best practice fuel efficiency and emissions standards when procuring public transport services. *(BOPRC)*

5.5 Public health

- 18** Proactively identify and implement road construction, renewal and maintenance techniques that minimise the public health and environmental impacts of noise, dust, vibration, air pollution, and storm water run-off. *(NZTA, city and district councils)*
- 19** Ensure that connected street networks are provided to improve accessibility and route options for walking, cycling and public transport. *(City and district councils)*

²² For the western Bay of Plenty sub-region this means growth management areas identified in the Bay of Plenty Regional Policy Statement.

5.6 Safety

- 20 Adopt a safe system approach to managing priority road safety issues. *(Road safety committees, NZTA, city and district councils, BOPRC, Police)*
- 21 Implement the Safer Journeys Speed Management Guide. *(NZTA, city and district councils)*
- 22 Work collaboratively to reduce risk and improve safety across and along rail corridors. *(KiwiRail, city and district councils, NZTA, BOPRC, Police)*
- 23 Implement school walking and cycling programmes to increase safety and reduce congestion associated with schools at peak times. *(City and district councils)*
- 24 Implement low speed and shared space environments in urban areas, particularly in town and suburban centres, and residential areas. *(City and district councils, NZTA)*
- 25 Actively promote the adoption of technologies that improve transport safety and efficiency. *(NZTA, city and district councils, BOPRC)*

5.7 Economic efficiency

- 26 Prioritise investment for transport activities in the Regional Land Transport Plan, the State Highway Investment Proposal (Bay of Plenty) and local authority Long Term Plans to implement the strategic response in the Plan. *(Regional Transport Committee, NZTA, city and district councils, BOPRC)*
- 27 Promote, develop and protect the State Highway 1/29-East Coast Main Trunk corridor as the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty. *(SH1/29-ECMT Working Group, NZTA, KiwiRail, city and district councils, BOPRC, WRC, AC)*
- 28 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. *(NZTA, KiwiRail, Port of Tauranga, BOPRC, WRC, city and district councils)*
- 29 Strongly advocate for increased investment in rail capacity, rolling stock and future passenger rail in the region and the upper North Island to accommodate projected inter and intra-regional freight and people movements. *(Regional Transport Committees, SH1/29-ECMT Working Group, KiwiRail, BOPRC, WRC, AC)*
- 30 Prioritise investment for activities identified in the Tauranga Eastern Link Network Plan to gain maximum value from the Tauranga Eastern Link. *(NZTA, TCC, WBOPDC)*
- 31 Improve and maintain key tourism routes to provide safe and efficient access to major tourist destinations. *(NZTA, regional tourism organisations, city and district councils, BOPRC, WRC)*
- 32 Increase the productivity of high value urban land by removing minimum parking requirements for urban areas in city and district plans, and using performance-based parking management techniques. *(City and district councils)*

5.8 Affordability

- 33** Develop and implement activity management plans that deliver fit for purpose and affordable levels of service consistent with the One Network Road Classification. *(NZTA, city and district councils)*
- 34** Ensure that rail assets are maintained to protect the integrity of the network and minimise operating costs. *(KiwiRail)*
- 35** Work collaboratively to identify efficiencies and improve value for money in the delivery of road network maintenance activities. *(NZTA, city and district councils)*

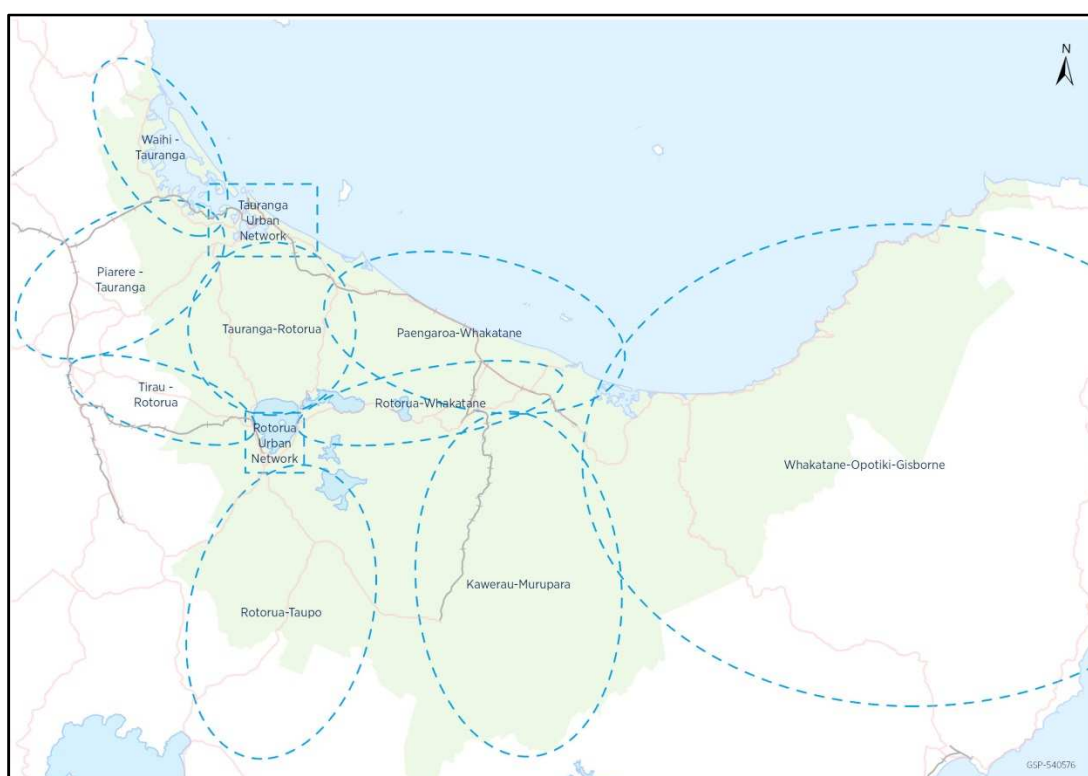
6 Corridors and Networks

The Bay of Plenty has taken a corridors and networks approach to delivering the region's response to the strategic drivers and problems that have been identified in this plan. The region has been divided into 11 key land use and transport corridors or networks as depicted in Figure 21.

Information is presented for each corridor or network to demonstrate the link between the region's strategic direction and the activities that make up the regional programme. It also references the evidence base underpinning the activities that are proposed for each corridor or network.

This approach recognises that while the region has an overarching set of transport drivers and problems, each corridor or network has its own unique mix of drivers and problems that need to be addressed. It is also designed to demonstrate the integrated approach being taken in the region not only in terms of land use and transport strategies, but also the one network approach across state highway and local transport programmes. While high level problems and objectives have been identified for each corridor or network, these are subject to further refinement as business cases are developed for individual corridors and/or activities over the 2018-21 period.






Figure 21: Bay of Plenty corridors and networks



6.1 Piarere – Tauranga

Description	<ul style="list-style-type: none"> • Extends east from the SH1/29 intersection at Piarere to the Tauranga urban area. • Incorporates the SmartGrowth Western Corridor. • Features of the Bay of Plenty section (Tauranga-regional boundary) include: <ul style="list-style-type: none"> – SH29 between the Kaimai summit and Tauranga (National – High Volume) and HPMV route; – the ECMT between the Kaimai tunnel and Apata; – the Tauriko urban growth area; and – the local road network and adjacent land uses.
Problems	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> • Traffic growth – there are projected increases in inter-regional freight movements between the Waikato and Bay of Plenty by road and rail. Residential growth in Tauriko is placing pressure on the existing road network at the approaches to the Tauranga urban area. • Safety – the SH29 section of this corridor is rated High for collective risk. Western Bay of Plenty District is rated High Concern for young drivers, and alcohol and drugs. • Resilience – unplanned events occasionally disrupt access on SH29 (crashes, slips and flooding). Road environment and access disruptions result in sub-optimal road freight operator costs.
Objectives	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> • Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. • Land use and transport integration - long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. • Safety - deaths and serious injuries on the region's transport system are reduced. • Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
Inter-regional factors	<ul style="list-style-type: none"> • The SH1/29-ECMT corridor is identified as the strategic, long term, transport corridor connecting Auckland and the Waikato with the Bay of Plenty.
Land use factors	<ul style="list-style-type: none"> • The strategic importance of the corridor is largely related to its role in the movement of freight and people between the Auckland, Waikato and Bay of Plenty regions. There are also significant areas of pastoral farming and horticulture within corridor. • Freight and people movements along the eastern section of SH29 move through the Tauriko urban growth area (see Tauranga Urban Network). Land use changes in Tauriko have the potential to impact on the strategic transport function of SH29.
Urban growth	<ul style="list-style-type: none"> • Further housing and business development in the Tauriko urban growth area is expected to generate significant additional demand in this corridor. • The Tauriko Network Plan has provided the basis for the integrated planning of land use and transport (state highway and local transport networks) at the Tauriko end of this corridor. Two proposed activities: TNP SH29 Tauriko West Network Connections (NZTA) and Western Corridor Growth Management - Tauriko West connections (TCC) will be delivered as an integrated package of measures to achieve the objectives for both the SH29 corridor and the Tauriko urban growth area.
Freight Integration	<ul style="list-style-type: none"> • Most of the freight moving between Waikato and Bay of Plenty regions is transported either by road or rail on this corridor. There are opportunities to better integrate freight movements to optimise the relative strengths of the two modes. • The ongoing development of inter-modal facilities in South Auckland, Hamilton and North Waikato supports the relative efficiency of rail for direct inter-regional freight movements between Auckland, the Waikato and the Bay of Plenty on this corridor.
Evidence base	<ul style="list-style-type: none"> • Strategic Case - Hamilton to Tauranga Corridor Improvements • SH29 Piarere to Tauriko Programme Business Case • Tauriko Network Plan

	<ul style="list-style-type: none"> • KiwiRAP • Communities at Risk Register • State Highway road closures 				
Key partners	NZ Transport Agency, Tauranga City Council, Western Bay of Plenty District Council, Matamata-Piako District Council, KiwiRail, Police, Waikato Regional Council, Bay of Plenty Regional Council				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-2028)	Yrs 11+ (2028-)
Integrated planning	Bay of Plenty Rail Study	✓			
	State Highway 29 Piarere to Tauriko Detailed Business Case	✓			
	Alignment of transport planning with growth management and land use through delivery of SmartGrowth	✓	✓	✓	✓
	State Highway 1/29 – East Coast Main Trunk Working Group	✓	✓	✓	✓
Demand management	Rail network improvements to encourage increased use of ECMT for freight	✓	✓		
Network optimisation	Implementation of ONRC levels of service	✓	✓		
New and improved infrastructure	Stock Effluent Disposal Facility	✓			
	Kaimai Rail Tunnel upgrade	✓			
	Minor improvements	✓	✓		
	SH29 Kaimai Summit to Tauriko	✓	✓	✓	
	TNP SH29 Tauriko West Network Connections	✓	✓	✓	✓
	Western Corridor Growth Management - Tauriko West connections	✓	✓	✓	✓

Map Legend			
Committed activity		Activity of inter-regional significance	
Significant activity in six year programme		Significant activity not in draft SHIP	
Urban Growth Area / Urban Limits			



6.2 Waihi - Tauranga

<p>Description</p>	<ul style="list-style-type: none"> • Extends south from Waihi to the SH2 / Route K intersection within Tauranga. • Incorporates the SmartGrowth Northern Corridor. • Features of the Bay of Plenty section include: <ul style="list-style-type: none"> - SH2 between the regional boundary and Tauranga (Regional); - the ECMT rail line between Apata and Tauranga; - the local road network and adjacent land uses; and - Rural Connector public transport services: Katikati - Omokoroa -Te Puna – Tauranga, and Waihi Beach - Waihi – Katikati.
<p>Problems</p>	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> • Safety – SH2 sections in this corridor are rated High and Medium-High for collective risk. Western Bay of Plenty District is rated High Concern for young drivers, alcohol and drugs. • Traffic growth – residential growth is placing pressure on the existing road network, particularly on approaches to the Tauranga urban area. Intra-regional freight movements are also increasing in this corridor. • Resilience – a constrained network with road crashes (frequently) and flooding (occasionally) disrupting access on SH2. ECMT line closures also identified as a network risk. • Environment and public health - severance effects created by a high use corridor passing through urban and peri-urban areas.
<p>Objectives</p>	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> • Safety - deaths and serious injuries on the region’s transport system are reduced. • Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. • Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. • Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised. • Public health - the transport system minimises the health damaging effects of transport

	for all members of society.				
Inter-regional factors	<ul style="list-style-type: none"> The corridor currently carries a significant proportion of the direct inter-regional freight movements between Auckland and the Bay of Plenty (road and rail). The corridor provides tourism access between Auckland (via the Karangahake Gorge), the Coromandel and the Bay of Plenty. 				
Land use factors	<ul style="list-style-type: none"> Major freight generating land uses include intensive kiwifruit and horticulture in the lowland areas, and more extensive areas of pastoral farming in the lower Kaimais. These require reliable access to processing centres and the Port of Tauranga. 				
Urban growth	<ul style="list-style-type: none"> The main settlements in the corridor are Katikati (population of 4,056), Waihi Beach/Athenree (3,150) and Omokoroa (2,547). These settlements all include areas designated for future residential growth under the SmartGrowth Strategy. The population of Omokoroa in particular is expected to increase to 12,000 by 2030. This future housing development is expected to generate significant additional transport demand in the corridor. 				
Freight Integration	<ul style="list-style-type: none"> The ongoing development of inter-modal facilities in South Auckland, Hamilton and North Waikato supports the relative efficiency of rail for inter-regional freight movements between Auckland, the Waikato and the Bay of Plenty on this corridor. 				
Evidence base	<ul style="list-style-type: none"> Waihi to Tauranga Corridor Business Case SmartGrowth Strategy Golden Triangle Route Preference Study KiwiRAP Communities at Risk Register State Highway road closures 				
Key partners	Western Bay of Plenty District Council, NZ Transport Agency, KiwiRail, Police, Tauranga City Council, Bay of Plenty Regional Council, Waikato Regional Council, Hauraki District Council				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Waihi to Tauranga Corridor Business Case	✓	✓	✓	✓
	Alignment of transport planning with growth management and land use through delivery of SmartGrowth	✓	✓	✓	✓
	Tauranga Transport Strategy	✓	✓	✓	✓
Demand management	Application of town centre initiatives for Katikati, Waihi Beach and Omokoroa	✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service	✓	✓		
	Rail network improvements to encourage increased use of ECMT	✓	✓		
New and improved infrastructure	Minden Te Puna Intersection Improvements	✓			
	Omokoroa to Tauranga City Cycleway	✓			
	Waihi to Waihi Beach Cycle Trail	✓			
	Minor improvements	✓	✓		
	Tauranga Northern Link	✓	✓		
	W2T Waihi to Omokoroa (Safer Corridor)	✓	✓		
	W2T Katikati Urban (previously Katikati Bypass)	✓	✓	✓	
	W2T Omokoroa to Te Puna (Transformed)	✓	✓	✓	
W2T Omokoroa to Katikati (More Capacity)			✓		



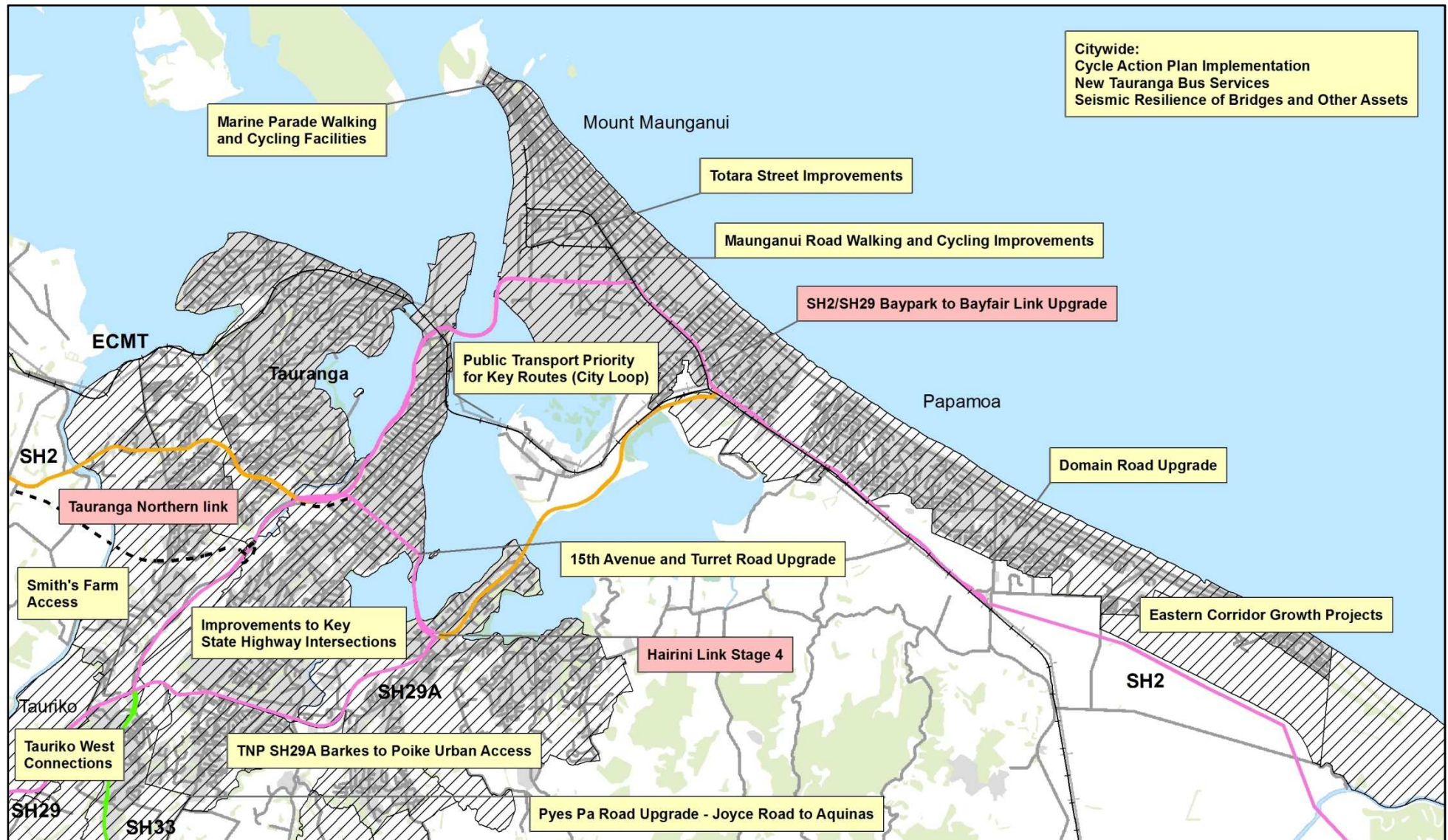
6.3 Tauranga Urban Network

Description	<ul style="list-style-type: none"> • Includes the wider Tauranga urban network as considered in the scope of the Tauranga Strategic Case (2016). Incorporates the SmartGrowth Central and Eastern Corridors. • Features include: <ul style="list-style-type: none"> – SH29A between Tauriko and Te Maunga: Tauriko – Maungatapu (High Volume), Maungatapu – Te Maunga (Regional); – SH29 toll road (High Volume); – SH2 between the Wairoa River and Domain Rd (Papamoa): Wairoa River-SH29 intersection (Regional), SH-29 intersection-Domain Rd (High Volume); – the local road network including Totara St (National) and adjacent land uses; – the Port of Tauranga; – Tauranga Airport; – the Tauranga urban public transport network; and – the Tauranga urban cycle and pedestrian networks.
Problems	<p>The key RLTP problems applying to this network are:</p> <ul style="list-style-type: none"> • Traffic growth - housing and commercial growth resulting in traffic congestion on key parts of the road network. Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga and other commercial centres. • Environment and public health – a dispersed population and low density around key centres is increasing trip distances, reducing the attractiveness of non-car modes and increasing reliance on private car travel. Car reliance is impacting on access for those without the use of a private vehicle and creating severance effects. • Resilience - the strategic road and rail transport networks are vulnerable to disruption at high risk locations. • Safety – State highway sections within the Tauranga urban area are rated High or Medium-High for collective risk. Tauranga City is rated Medium Concern for pedestrians. The Tauranga Strategic Case identifies crashes involving pedestrians, cyclists and motorcyclists, and at intersections as areas of concern.
Objectives	<p>The key RLTP objectives for this network are:</p> <ul style="list-style-type: none"> • Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. • Land use and transport integration – long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. • Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. • Safety - deaths and serious injuries on the region's transport system are reduced. • Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised. • Public health - the transport system minimises the health damaging effects of transport for all members of society.
Inter-regional factors	<ul style="list-style-type: none"> • Port of Tauranga is New Zealand's largest port, handling approximately 30% of New Zealand's imports and exports. Around 24% of all freight in the Bay of Plenty is inter-regional, most of it moving to or from the Port of Tauranga. • Tauranga is a significant attractor of domestic and international visitors. In 2016/17, the sub-region received more than 3.12 million visitors, including 170,000 cruise ship passengers.
Land use factors	<ul style="list-style-type: none"> • The Port of Tauranga plays a significant role in the regional and national economy, supporting wider economic productivity. • Significant trip generating land uses include: Tauranga CBD, Tauranga Hospital and the Bay of Plenty Polytechnic/University of Waikato campus. • Industrial and commercial areas at Mount Maunganui, Greerton and Tauriko are also significant contributors to the local and regional economy.
Urban growth	<ul style="list-style-type: none"> • Housing and business growth as a consequence of a growing population. Tauranga urban area currently has an estimated population of 137,900, which is forecast to

	<p>increase to 178,773 in 2043. Tauranga includes areas designated for future urban growth under the SmartGrowth Strategy.</p> <ul style="list-style-type: none"> Major urban growth areas requiring the development of additional transport capacity to meet demand growth include Tauriko West and the Eastern Corridor (Papamoa East/Te Tumu). 																																																																																																																																												
Evidence base	<ul style="list-style-type: none"> Tauranga Strategic Case Tauranga Programme Business Case (under development) SmartGrowth Strategy Tauranga Eastern Link Network Plan Tauriko Network Plan KiwiRAP Communities at Risk Register Tauranga Urban Network Risk Assessment NIDEA population projections 																																																																																																																																												
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	<table border="1"> <thead> <tr> <th colspan="2">Strategic response</th> <th>Yrs 1-3 (2018-21)</th> <th>Yrs 4-6 (2021-24)</th> <th>Yrs 7-10 (2024-28)</th> <th>Yrs 11+ (2028-)</th> </tr> </thead> <tbody> <tr> <td rowspan="5">Integrated planning</td> <td>Tauranga Programme Business Case</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Alignment of transport planning with growth management and land use through delivery of SmartGrowth</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tauranga Eastern Link Network Plan</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tauriko Network Plan</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Tauranga Transport Model</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Demand management</td> <td>Application of urban centre initiatives</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td rowspan="5">Network optimisation</td> <td>ITS Improvement Programme</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Public Transport – National Ticketing Programme</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>New Tauranga bus services</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Implementation of ONRC levels of service</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Tauranga Network Operating Plan</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td rowspan="13">New and improved infrastructure</td> <td>Marine Parade Walking and Cycling Facilities</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Maunganui Road Walking and Cycling improvements</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Smith's Farm Access</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Domain Road Upgrade</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Eastern Corridor Growth Projects (includes Papamoa East Interchange)</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Improvements to Key State Highway Intersections (Elizabeth St, Takitimu Drive, Barkes Corner)</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Public Transport Priority for Key Routes</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pyes Pa Road Upgrade – Joyce Road to Aquinas</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Totara Street Improvements</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Cycle Action Plan Implementation</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Seismic Resilience of Bridges and Other Assets</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>15th Avenue and Turret Road Upgrade</td> <td>✓</td> <td>✓</td> <td>✓</td> <td></td> </tr> <tr> <td>TNP SH29 Tauriko West Network Connections</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Western Corridor Growth Management - Tauriko West connections</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>TNP SH29A Barkes to Poike Urban Access</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> </tbody> </table>	Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)	Integrated planning	Tauranga Programme Business Case	✓	✓	✓	✓	Alignment of transport planning with growth management and land use through delivery of SmartGrowth	✓	✓	✓	✓	Tauranga Eastern Link Network Plan	✓	✓	✓	✓	Tauriko Network Plan	✓	✓	✓	✓	Tauranga Transport Model	✓				Demand management	Application of urban centre initiatives	✓	✓	✓	✓	Network optimisation	ITS Improvement Programme	✓				Public Transport – National Ticketing Programme	✓				New Tauranga bus services	✓				Implementation of ONRC levels of service	✓	✓			Tauranga Network Operating Plan	✓	✓			New and improved infrastructure	Marine Parade Walking and Cycling Facilities	✓				Maunganui Road Walking and Cycling improvements	✓				Smith's Farm Access	✓				Domain Road Upgrade	✓				Eastern Corridor Growth Projects (includes Papamoa East Interchange)	✓				Improvements to Key State Highway Intersections (Elizabeth St, Takitimu Drive, Barkes Corner)	✓				Public Transport Priority for Key Routes	✓				Pyes Pa Road Upgrade – Joyce Road to Aquinas	✓				Totara Street Improvements	✓				Cycle Action Plan Implementation	✓	✓			Seismic Resilience of Bridges and Other Assets	✓	✓			15 th Avenue and Turret Road Upgrade	✓	✓	✓		TNP SH29 Tauriko West Network Connections	✓	✓	✓	✓	Western Corridor Growth Management - Tauriko West connections	✓	✓	✓	✓	TNP SH29A Barkes to Poike Urban Access	✓	✓	✓	✓
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	Kaituna Link ²³				✓
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²³ See Tauranga Eastern Link Network Plan.



6.4 Tauranga - Rotorua

Description	<ul style="list-style-type: none"> On its western side, the corridor extends south from the SH36/Pyes Pa Road intersection to Ngongotaha (incorporates the SmartGrowth Southern Corridor). On its eastern side, the corridor extends south from the SH2/Te Puke Highway intersection at Papamoa to the SH33/30 intersection. Features include: <ul style="list-style-type: none"> SH2 (High Volume) and SH33 (Regional) between Papamoa and Lake Rotorua, which form part of the HPMV route between Taupo and the Port of Tauranga; SH36 between Tauranga and Ngongotaha (Primary Collector); Twin City Express and Rural Connector public transport services linking Rotorua, Te Puke and Tauranga (via SH33); cycleways linking Papamoa to Paengaroa; and the local road network and adjacent land uses.
Problems	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> Safety – SH33 is rated Medium-High for collective risk. SH36 is rated Medium-High for collective risk and High for personal risk. Traffic Growth – SH33 is a key corridor for moving freight between the central North Island and the Port of Tauranga. The future settlement pattern to accommodate residential growth in south Tauranga may impact on the transport functions of SH36.
Objectives	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> Safety - deaths and serious injuries on the region's transport system are reduced. Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. Land use and transport integration - long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.
Inter-regional factors	<ul style="list-style-type: none"> SH33 is a strategic connection linking Rotorua and the central North Island with the Port of Tauranga and carries a high proportion of heavy vehicles (13% in 2016) and some inter-regional tourism movements between Tauranga and Taupo. SH36 attracts some inter-regional freight and tourism movements.
Land use factors	<ul style="list-style-type: none"> Freight generating land uses within the corridor include forestry, dairy, sheep and beef farming, and kiwifruit production. These require reliable access to processing centres and the Port of Tauranga. Te Puke (population of 7,494) is the main settlement in the corridor and the centre of the New Zealand kiwifruit industry. Te Puke includes areas designated for future residential growth under the SmartGrowth Strategy. The corridor also includes a number of smaller settlements and peri-urban areas. The corridor is adjacent to the major urban growth areas of Papamoa and Tauriko (see Tauranga Urban Network) which generate high traffic volumes on SH2 and SH29 as they approach Tauranga. There are also small settlements and peri-urban areas, particularly on the northern and southern sections of both SH33 and SH36. Significant industrial sites include a meat processing plant at Rangiuuru and kiwifruit processing facilities. Future industrial land is identified at Rangiuuru under the SmartGrowth Strategy.
Freight Integration	<ul style="list-style-type: none"> There is potential for rail connections to future industrial land at Rangiuuru.
Evidence base	<ul style="list-style-type: none"> SmartGrowth Strategy Tauranga Eastern Link Network Plan Connect Rotorua KiwiRAP Communities at Risk Register Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty

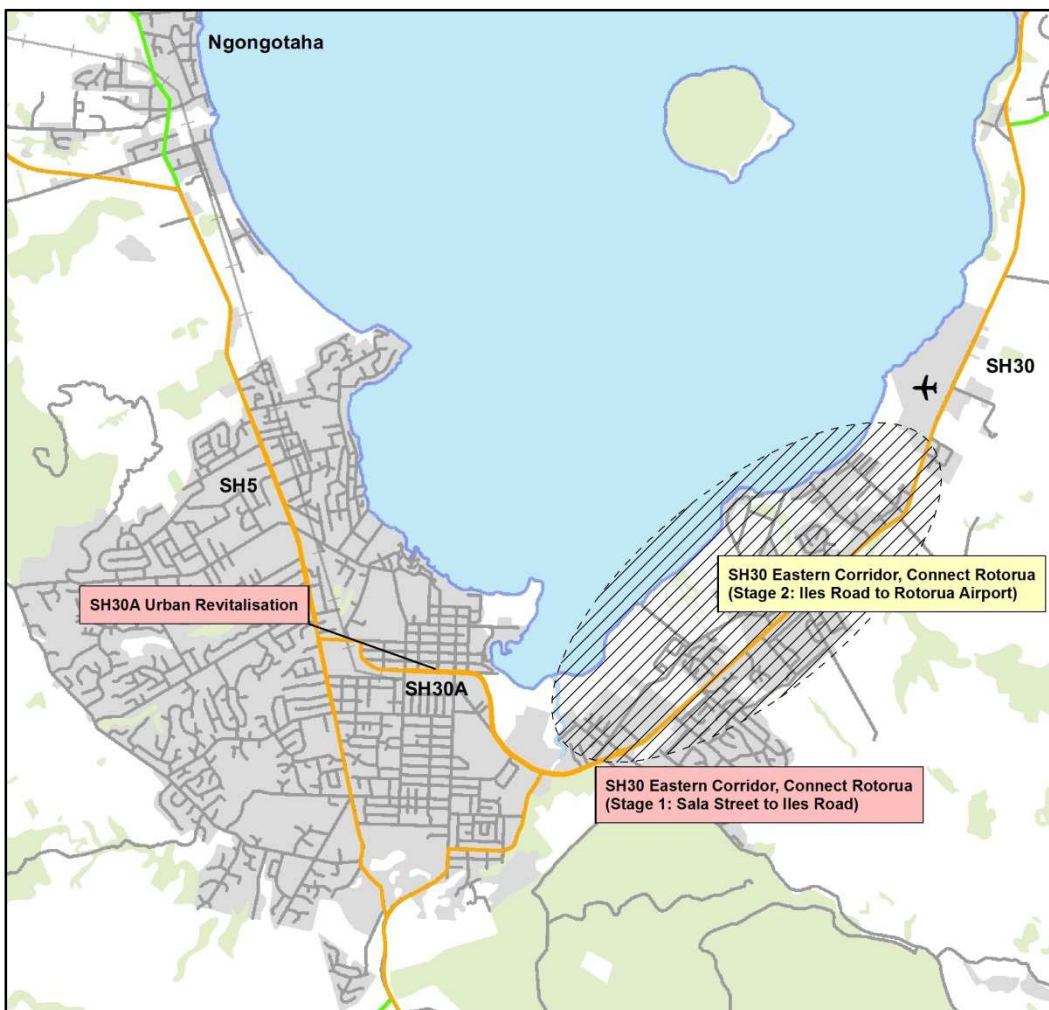
Key partners	Western Bay of Plenty District Council, Rotorua Lakes Council. NZ Transport Agency, Tauranga City Council, KiwiRail, Bay of Plenty Regional Council, Police				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Alignment of transport planning with growth management and land use through delivery of SmartGrowth	✓	✓	✓	✓
	Tauranga Eastern Link Network Plan	✓	✓	✓	✓
	Connect Rotorua	✓	✓	✓	✓
Demand management	Application of town centre initiatives for Te Puke	✓	✓	✓	✓
	Initiatives to encourage safe walking and cycling in peri-urban areas	✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service	✓	✓		
	Rail network improvements to encourage increased use of ECMT for freight	✓	✓		
New and improved infrastructure	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	✓			
	Minor Improvements	✓	✓		
	SH36 Hamurana to Pyes Pa (Safer Transformation)	✓	✓		



6.5 Rotorua Urban Network

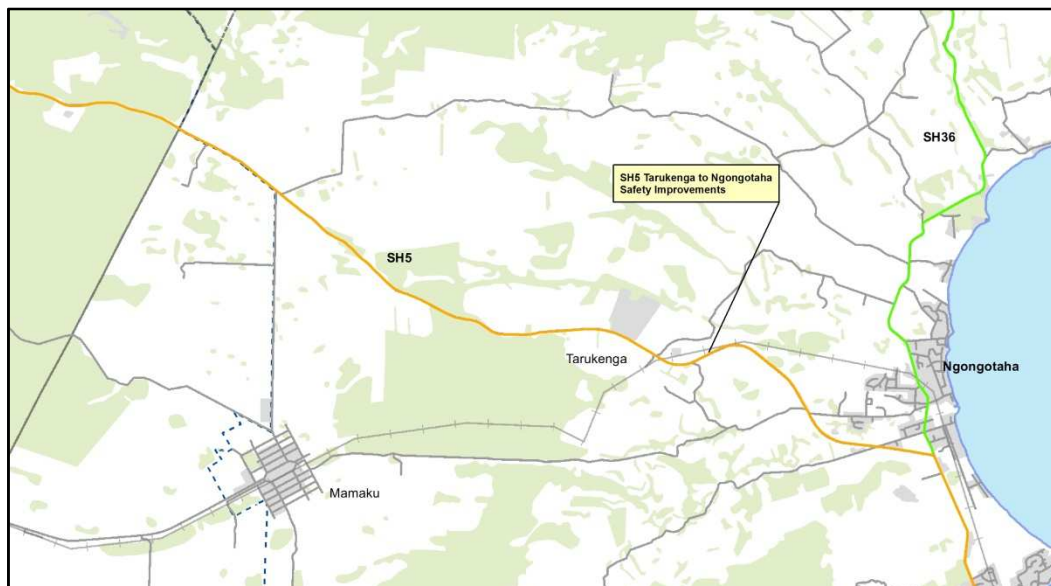
Description	<ul style="list-style-type: none"> • Incorporates the Rotorua Urban Area, Rotorua Western Corridor, Rotorua Eastern Corridor and Rotorua Southern Corridor as defined in the Rotorua Integrated Network Strategy. • Key features include: <ul style="list-style-type: none"> – Rotorua Airport; – SH5, SH30 (Regional) and SH30A (Arterial) within the Rotorua urban area; – SH5 between the Rotorua urban area and Ngongotaha (Regional); – SH30 between the Rotorua urban area and the SH30/33 intersection (Regional) and HPMV route; – the local road network and adjacent land uses; – the Rotorua urban public transport network; and – the Rotorua urban cycle and pedestrian networks and Redwoods mountain bike trails.
Problems	<p>The key RLTP problems applying to this network are:</p> <ul style="list-style-type: none"> • Traffic growth - existing capacity issues relate mainly to peak periods and urban approaches on the eastern and western corridors. The Rotorua urban network also forms a strategic freight connection linking the central North Island forestry and timber industries with the Port of Tauranga. • Environment and public health - managing runoff to the lakes through changing land use and infrastructure; unplanned land use changes and their impacts on infrastructure; the redistribution of growth and managing the risks of faster or slower growth; encouraging centre city vitality and improving access for public transport, walking and cycling. • Safety – SH30 between the Rotorua urban area and the SH30/33 intersection is rated Medium-High for collective risk. Rotorua district is rated Medium Concern for young drivers, intersections, pedestrians and older road users.
Objectives	<p>The key RLTP objectives for this network are:</p> <ul style="list-style-type: none"> • Economic efficiency - the transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region. • Land use and transport integration – long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling. • Environmental sustainability - the social and environmental effects arising from use of the transport system are minimised. • Public health - the transport system minimises the health damaging effects of transport for all members of society. • Safety - deaths and serious injuries on the region's transport system are reduced.
Inter-regional factors	<ul style="list-style-type: none"> • The Rotorua urban network forms an important hub for inter-regional freight and tourism movements. • Rotorua Airport is a strategic tourist transport hub for the region.
Land use factors	<ul style="list-style-type: none"> • The Rotorua urban area currently has an estimated population of 58,800. • Rotorua is the third most visited tourist destination in New Zealand, with an estimated 3.4 million visitor nights in 2016/17. Rotorua has a high proportion of tourism-related employment such as in accommodation, retail and food services. • Rotorua acts as an important service and freight distribution centre for the surrounding area. The Fairy Springs industrial zone is a significant industrial area within the Rotorua urban network.
Urban growth	<ul style="list-style-type: none"> • Rotorua is defined as a medium growth urban area under the NPS-UDC. The Rotorua Eastern Corridor between the CBD and Rotorua Airport is one of the areas Rotorua Lakes Council has identified for potential urban growth. Future urban development in this area is strongly linked to plans for upgrading SH30/Te Ngae Road and supporting transport infrastructure.
Evidence base	<ul style="list-style-type: none"> • Rotorua Integrated Network Strategy / Connect Rotorua • Draft Rotorua Spatial Plan

	<ul style="list-style-type: none"> Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty KiwiRAP Communities at Risk Register 																																																												
Key partners	Rotorua Lakes Council, NZ Transport Agency, Bay of Plenty Regional Council, Police																																																												
	<table border="1"> <thead> <tr> <th colspan="2">Strategic response</th> <th>Yrs 1-3 (2018-21)</th> <th>Yrs 4-6 (2021-24)</th> <th>Yrs 7-10 (2024-28)</th> <th>Yrs 11+ (2028-)</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Integrated planning</td> <td>Rotorua Integrated Network Strategy / Connect Rotorua</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Rotorua Spatial Plan</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Demand management</td> <td>Application of urban centre initiatives</td> <td>✓</td> <td>✓</td> <td>✓</td> <td>✓</td> </tr> <tr> <td rowspan="3">Network optimisation</td> <td>ITS Improvement programme</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Public Transport – National Ticketing Programme</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Implementation of ONRC levels of service</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td rowspan="4">New and improved infrastructure</td> <td>SH30A Urban Revitalisation , Connect Rotorua</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)</td> <td>✓</td> <td></td> <td></td> <td></td> </tr> <tr> <td>SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> <tr> <td>Minor improvements</td> <td>✓</td> <td>✓</td> <td></td> <td></td> </tr> </tbody> </table>	Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)	Integrated planning	Rotorua Integrated Network Strategy / Connect Rotorua	✓	✓	✓	✓	Rotorua Spatial Plan	✓	✓	✓	✓	Demand management	Application of urban centre initiatives	✓	✓	✓	✓	Network optimisation	ITS Improvement programme	✓				Public Transport – National Ticketing Programme	✓				Implementation of ONRC levels of service	✓	✓			New and improved infrastructure	SH30A Urban Revitalisation , Connect Rotorua	✓				SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)	✓				SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	✓	✓			Minor improvements	✓	✓		
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)																																																								
Integrated planning	Rotorua Integrated Network Strategy / Connect Rotorua	✓	✓	✓	✓																																																								
	Rotorua Spatial Plan	✓	✓	✓	✓																																																								
Demand management	Application of urban centre initiatives	✓	✓	✓	✓																																																								
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	Minor improvements	✓	✓																																																										



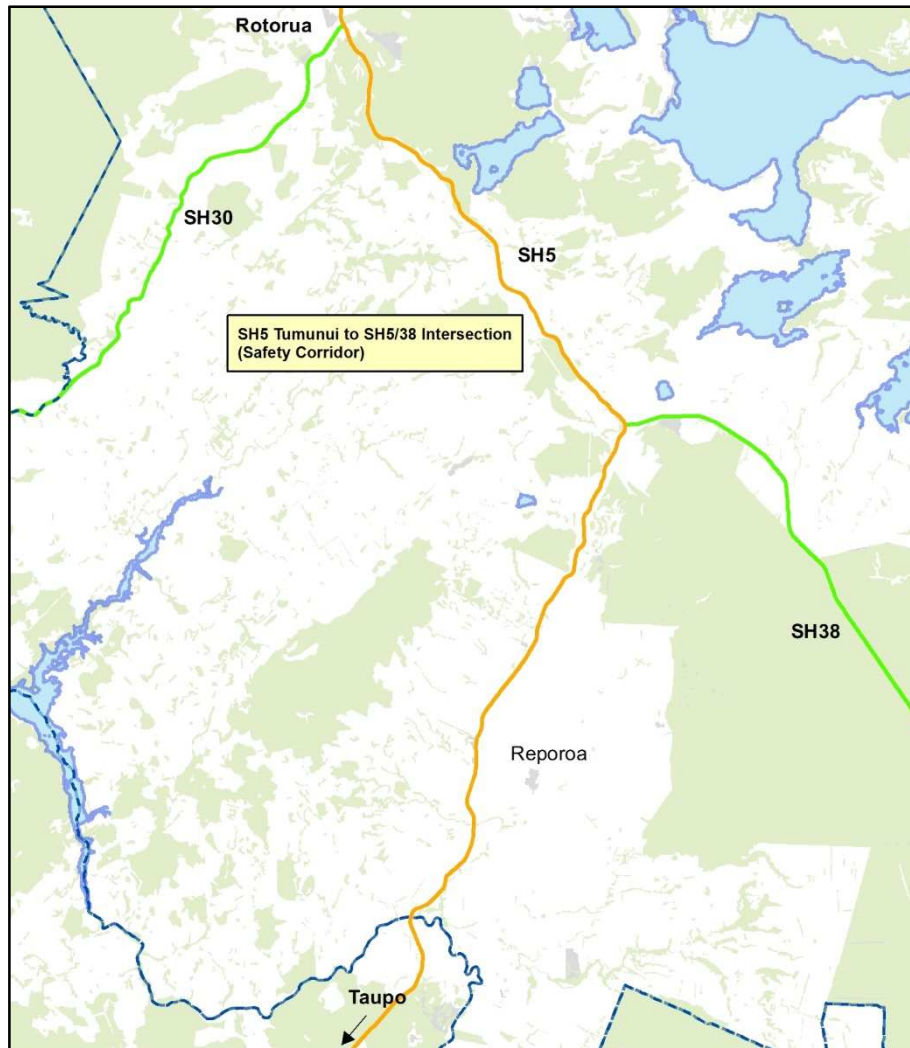
6.6 Tirau - Rotorua

Description	<ul style="list-style-type: none"> • Extends east from the SH1/5 intersection at Tirau to the Rotorua urban area. • Features of the Bay of Plenty section include: <ul style="list-style-type: none"> – SH5 between the regional boundary and Rotorua (Regional); – the local road network and adjacent land uses; and – the inoperative rail corridor between Putaruru and Rotorua. 				
Problems	<p>The key RLTP problem applying to this corridor is:</p> <ul style="list-style-type: none"> • Safety – SH5 Tarukenga to Ngongotaha is identified as a high risk rural road in the National Safer Roads and Roadsides Programme. 				
Objectives	<p>The key RLTP objective for this network is:</p> <ul style="list-style-type: none"> • Safety - deaths and serious injuries on the region’s transport system are reduced. 				
Inter-regional factors	<ul style="list-style-type: none"> • A key tourism route. SH5 (Thermal Explorer Highway) carries more than one million international tourists each year between the Waikato and Rotorua. 				
Land use factors	<ul style="list-style-type: none"> • The main land use in the corridor is pastoral farming. • Key trip generators include tourism ventures near Ngongotaha (e.g. Agrodome). 				
Evidence base	<ul style="list-style-type: none"> • Rotorua Integrated Network Strategy • Draft Rotorua Spatial Plan • SH5 Tarukenga to Ngongotaha Programme Business Case • KiwiRAP • Communities at Risk Register 				
Key partners	Rotorua Lakes Council, NZ Transport Agency, South Waikato District Council, Bay of Plenty Regional Council, Waikato Regional Council, Police, KiwiRail				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Rotorua Integrated Network Strategy	✓	✓	✓	✓
	Rotorua Spatial Plan	✓	✓	✓	✓
Demand management	<i>See Rotorua Urban Network</i>				
Network optimisation	Implementation of ONRC levels of service	✓	✓		
New and improved infrastructure	SH5 Tarukenga to Ngongotaha Safety Improvements	✓			
	Minor improvements	✓	✓		



6.7 Rotorua - Taupo

Description	<ul style="list-style-type: none"> • Extends south from the Rotorua urban area to Taupo. • Features of the Bay of Plenty section (Rotorua - regional boundary) include: <ul style="list-style-type: none"> – SH5 between Rotorua and Reporoa (Regional) and HPMV route; – SH30 between SH5 and the regional boundary (Primary Collector); – SH38 between SH5 and Murupara (Primary Collector); – a network of forestry roads; – the local road network and adjacent land uses; – Rural Connector public transport services (Rotorua - Murupara – Minginui-Ruatāhuna); and – Te Ara Ahi (New Zealand Cycle Trail). 				
Problems	<p>The key RLTP problem applying to this corridor is:</p> <ul style="list-style-type: none"> • Safety – SH5 is rated Medium for collective risk. Sections of SH30 and SH38 are rated Medium for personal risk. 				
Objectives	<p>The key RLTP objective for this corridor is:</p> <ul style="list-style-type: none"> • Safety - deaths and serious injuries on the region's transport system are reduced. 				
Inter-regional factors	<ul style="list-style-type: none"> • SH5 and SH30 cross the regional boundary into the Waikato region, providing links to Taupo and forestry areas in the Central North Island. • SH5 also functions as a tourism route between Rotorua and Taupo. • Roads 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. 				
Land use factors	<ul style="list-style-type: none"> • Major freight generating land uses include forestry and dairy farming. These require reliable access to processing centres and the Port of Tauranga. • Significant industrial sites include Waipa Mill and Reporoa Dairy Factory. 				
Evidence base	<ul style="list-style-type: none"> • Rotorua Integrated Network Strategy • Draft Rotorua Spatial Plan • Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty • KiwiRAP risk maps • Communities at Risk Register 				
Key partners	Rotorua Lakes Council, NZ Transport Agency, Bay of Plenty Regional Council, Waikato Regional Council, Whakatane District Council, Taupo District Council, South Waikato District Council, Police				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Rotorua Integrated Network Strategy	✓	✓	✓	✓
	Rotorua Spatial Plan	✓	✓	✓	✓
Demand management	Encourage ongoing use of the forestry road network to manage demand on the public road network	✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service	✓	✓		
New and improved infrastructure	Minor improvements and safety activities	✓	✓		
	SH5 Tumunui to SH5/38 Intersection (Safety Corridor)		✓	✓	



6.8 Paengaroa – Whakatane

<p>Description</p>	<ul style="list-style-type: none"> • Extends east from the SH2/33 intersection at Paengaroa to and including the Whakatane and Ohope urban areas. • Features include: <ul style="list-style-type: none"> – Whakatane and Ohope urban network; – SH2 between Paengaroa and Taneatua (Arterial); – SH34 (Primary Collector); – Thornton Rd, a key local road route (Arterial); – the local road network and adjacent land uses; – the ECMT rail line between Paengaroa and Kawerau; – Whakatane Airport; – Rural Connector public transport services linking Whakatane to Tauranga, Matata and Ohope; and – the inoperative rail corridor between Awakaponga and Taneatua.
<p>Problems</p>	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> • Traffic growth - development to the west of the Landing Road bridge in Whakatane is increasing traffic demand and putting pressure on network capacity. • Safety – SH2 between Matata and Taneatua is rated High for personal risk. Whakatane District is rated High Concern for restraint use.
<p>Objectives</p>	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> • Land use and transport integration – long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.

	<ul style="list-style-type: none"> • Safety - deaths and serious injuries on the region's transport system are reduced. 					
Inter-regional factors	<ul style="list-style-type: none"> • The SH2 section of this corridor provides a link for inter-regional journeys between the Bay of Plenty and Gisborne regions, including tourism journeys. • Thornton and Wainui roads provide an alternative route via the Whakatane and Ohope urban areas. 					
Land use factors	<ul style="list-style-type: none"> • Major freight generating land uses include dairy farming in the lowland areas, and kiwifruit and horticulture particularly near Paengaroa and Whakatane. These require reliable access to processing centres and the Port of Tauranga. • Whakatane and Ohope (combined population of 16,695) are the main urban centres in this corridor. • Significant industrial sites include the Edgumbe Dairy Factory and Whakatane Board Mill. 					
Urban growth	<ul style="list-style-type: none"> • There is urban growth occurring in the Coastlands area on the north side of Whakatane River 					
Regional development	<ul style="list-style-type: none"> • The Kawerau Container Terminal has the potential to transform patterns of demand in this corridor e.g. truck deliveries to Kawerau then rail to the Port of Tauranga. • Other development proposals with the potential to transform demand in the corridor include: <ul style="list-style-type: none"> - Otakiri water bottling expansion - Fenglin particle board plant - Putauaki Trust dairy factory - development proposals in the wider eastern Bay of Plenty 					
Evidence base	<ul style="list-style-type: none"> • Scion - Kawerau Container Terminal: A Feasibility Study from a Logistics Perspective • Whakatane Coastal Arterial Route Study • Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty • KiwiRAP • Communities at Risk Register 					
Key partners	Whakatane District Council, NZ Transport Agency, Bay of Plenty Regional Council, Kawerau District Council, Western Bay of Plenty District Council, KiwiRail, Police					
		Strategic response	Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Whakatane Urban Arterial Access Programme Business Case		✓			
Demand management	Application of town centre initiatives to Whakatane and Ohope		✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service		✓	✓		
	Rail network improvements to encourage increased use of ECMT for freight		✓	✓		
New and improved infrastructure	Minor improvements (including safety)		✓	✓		
	Whakatane Urban Arterial Access		✓			
	SH30 Whakatane West Access			✓	✓	



6.9 Rotorua - Whakatane

<p>Description</p>	<ul style="list-style-type: none"> • Extends east from the SH33/30 intersection at Lake Rotorua to the end of SH30 at Whakatane. • Features include: <ul style="list-style-type: none"> - Kawerau urban area; - SH30 between Lake Rotorua and Awakeri (Primary Collector), and between Awakeri and Whakatane (Arterial); - SH34 (Primary Collector); - the local road network and adjacent land uses; and - a Rural Connector public transport service linking Whakatane to Kawerau.
<p>Problems</p>	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> • Safety – SH34 is rated Medium-High for collective risk and High for personal risk. Kawerau District is rated High Concern for young drivers, alcohol and drugs, intersections, rural roads, distraction, older road users and restraint use. • Resilience – constrained network with limited resource to address resilience issues.
<p>Objectives</p>	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> • Safety - deaths and serious injuries on the region’s transport system are reduced. • Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. • Affordability - Investment in the transport system maximises use of available resources and achieves value for money.
<p>Inter-regional factors</p>	<ul style="list-style-type: none"> • Inter-regional movements of logs and woodchip from the central North Island wood supply region.
<p>Land use factors</p>	<ul style="list-style-type: none"> • Kawerau (estimated population of 6,930) is the main urban centre in this corridor. • Kawerau is a major hub for the forestry and wood processing industries. • Significant existing industrial sites include the Norske Skog mill, with planning underway for the development of additional industrial sites.
<p>Freight Integration</p>	<ul style="list-style-type: none"> • A study has determined the feasibility of a Kawerau Container Terminal providing modal integration between road and rail.
<p>Regional development</p>	<ul style="list-style-type: none"> • The Kawerau Container Terminal has the potential to transform patterns of demand in this corridor and adjacent corridors e.g. truck deliveries to Kawerau then rail to the Port of Tauranga. • Other development proposals with the potential to transform demand in the corridor include:

	<ul style="list-style-type: none"> - Otakiri water bottling expansion - Fenglin particle board plant - Putauaki Trust dairy factory - development proposals in the wider eastern Bay of Plenty 					
Evidence base	<ul style="list-style-type: none"> • Scion - Kawerau Container Terminal: A Feasibility Study from a Logistics Perspective • Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty • KiwiRAP • Communities at Risk Register 					
Key partners	Kawerau District Council, NZ Transport Agency, KiwiRail, Bay of Plenty Regional Council, Industrial Symbiosis Kawerau (ISK), Whakatane District Council, Rotorua Lakes Council, Police					
		Strategic response	Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Industrial Symbiosis Kawerau		✓	✓	✓	✓
Demand management	Application of town centre initiatives to Kawerau		✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service		✓	✓		
	Rail network improvements to encourage increased use of ECMT for freight		✓	✓		
New and improved infrastructure	Minor improvements (including safety)		✓	✓		

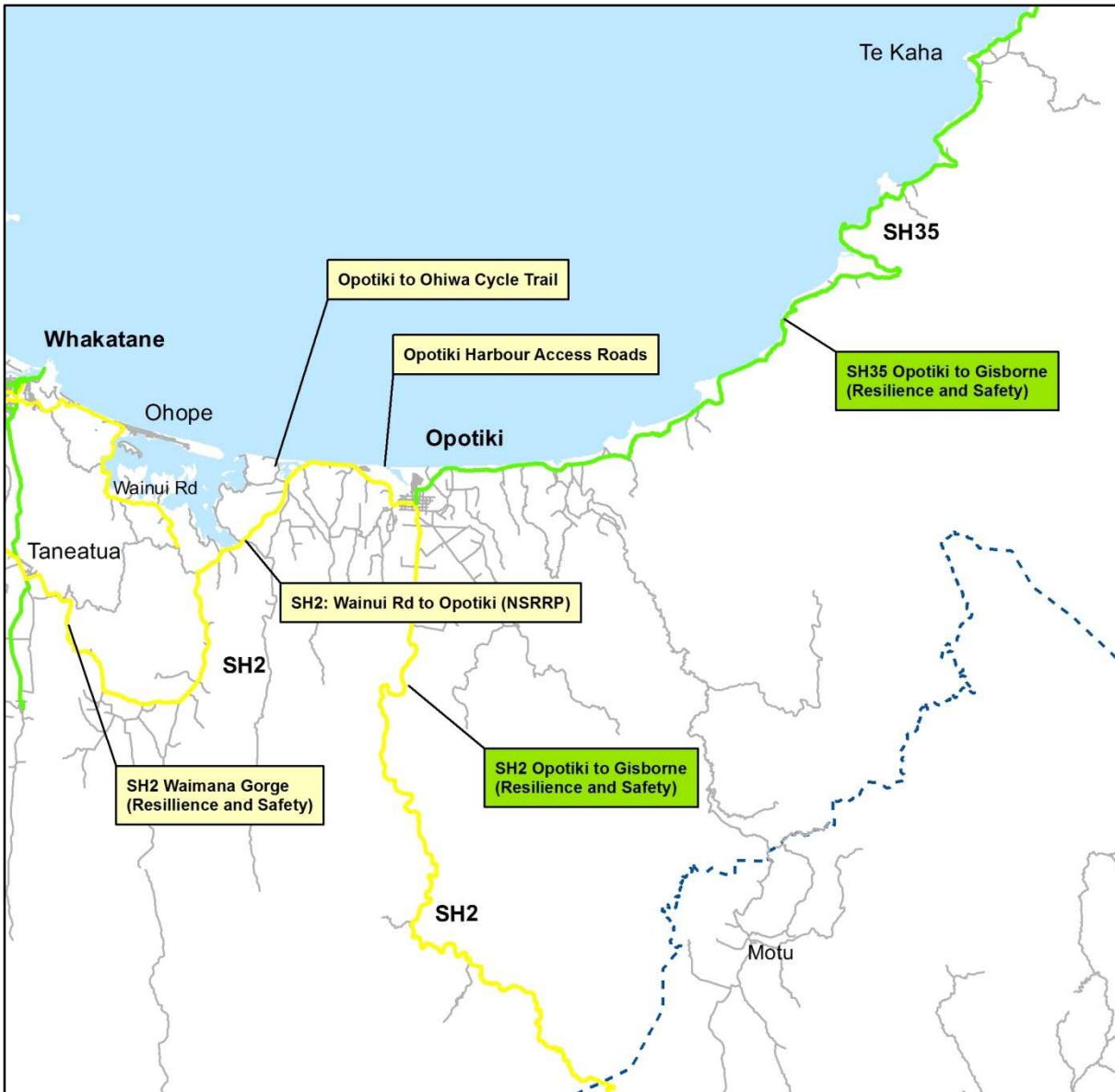


6.10 Whakatane - Opotiki - Gisborne

Description	<ul style="list-style-type: none"> • Extends east from Whakatane/Ohope urban areas to Opotiki and then diverges south (SH2) or east (SH35) to Gisborne. • Features include: <ul style="list-style-type: none"> - Opotiki urban area; - SH2 between Taneatua and Opotiki and south through the Waioeka Gorge (Arterial); - SH35 between Opotiki and Gisborne via the East Cape (Primary Collector); - Wainui Rd, a key local road route (Arterial); - Rural Connector public transport services (Whakatane-Opotiki, Opotiki-Potaka); and - Motu Cycle Trails (part of the New Zealand Cycle Trail); and - the local road network and adjacent land uses.
Problems	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> • Resilience – constrained network with flooding and slips frequently disrupting access on SH2, SH35 and key local connections (e.g. Wainui Road, Matekerepu intersection). • Safety – SH2 and SH35 sections are rated High for personal risk. Opotiki District is rated High Concern for young drivers, alcohol and drugs, speed, rural roads, distraction and

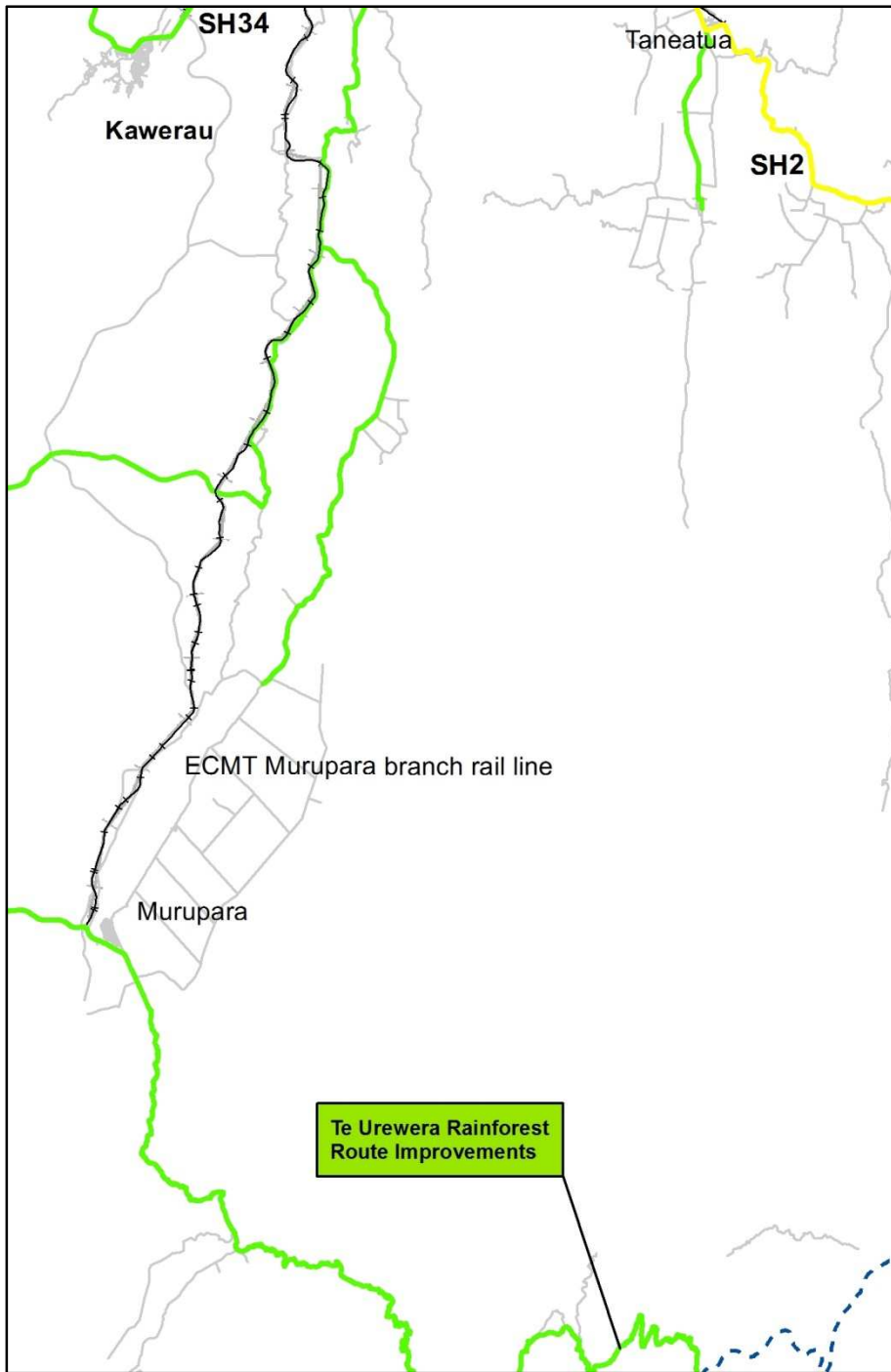
	restraint use.				
Objectives	The key RLTP objectives for this corridor are: <ul style="list-style-type: none"> • Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. • Safety - deaths and serious injuries on the region’s transport system are reduced. • Affordability - Investment in the transport system maximises use of available resources and achieves value for money. 				
Inter-regional factors	<ul style="list-style-type: none"> • SH2 is the shortest route and the main economic and social lifeline between the Bay of Plenty and Gisborne. This route also provides local access for communities and land uses between Opotiki and Gisborne. • SH35 continues around the East Cape to Gisborne. This route provides access for communities and land uses around East Cape, and acts as a significantly longer alternative route between Opotiki and Gisborne when SH2 is closed. SH35 is also a tourism route between the Bay of Plenty and Gisborne regions. 				
Land use factors	<ul style="list-style-type: none"> • Opotiki township, with an estimated population of 4,280 is the main urban centre in this corridor. • Major freight generating land uses include dairy farming in the lowland areas, kiwifruit production in areas surrounding Opotiki, and forestry. These require reliable access to processing centres and the Port of Tauranga. • Future planned development includes redevelopment of Opotiki harbour to service large areas of aquaculture in the coastal waters off Opotiki. 				
Regional development	<ul style="list-style-type: none"> • Regional development activities with the potential to transform demand in the corridor include: <ul style="list-style-type: none"> – Opotiki sea farms and harbour redevelopment – Kiwifruit development and expansion (e.g. Omaio) – Afforestation – Motu cycle trail enhancement and expansion 				
Evidence base	<ul style="list-style-type: none"> • Opotiki Harbour Development business case and technical reports • Eastern Bay of Plenty Route Security Strategy • Eastern Bay of Plenty Route Security Study • Bay of Plenty Regional Council Transportation Infrastructure Study Report - Eastern Bay of Plenty • KiwiRAP • Communities at Risk Register 				
Key partners	Opotiki District Council, Whakatane District Council, NZ Transport Agency, Bay of Plenty Regional Council, Gisborne District Council, Police				
	Strategic response	Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Eastern Bay of Plenty Route Security Strategy	✓	✓	✓	✓
Demand management	Application of town centre initiatives to Opotiki	✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service	✓	✓		
New and improved infrastructure	SH2: Wainui Rd to Opotiki (National Safer Roads & Roadside Programme)	✓			
	Opotiki Harbour Access Roads	✓			
	Opotiki to Ohiwa Cycle Trail	✓			
	Minor improvements	✓	✓		
	SH2 Opotiki to Gisborne (Resilience and Safety)		✓	✓	
	SH2 Waimana Gorge (Resilience and Safety)		✓	✓	

	SH35 Opotiki to Gisborne (Resilience & Safety)			✓	
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6.11 Kawerau – Murupara

Description	<ul style="list-style-type: none"> Extends south from SH30 near Kawerau to Murupara. Features include: <ul style="list-style-type: none"> Special purpose roads linking Murupara to Wairoa through Te Urewera National Park; the operational Murupara branch rail line between Murupara and Kawerau; McKee Road and the off-highway forestry road network; and the local road network and adjacent land uses. 				
Problems	<p>The key RLTP problems applying to this corridor are:</p> <ul style="list-style-type: none"> Resilience – maintaining resilient rail, off highway forestry and local road networks. Safety – Whakatane District is rated High Concern for restraint use. 				
Objectives	<p>The key RLTP objectives for this corridor are:</p> <ul style="list-style-type: none"> Access and resilience - communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs. Safety - deaths and serious injuries on the region’s transport system are reduced. Affordability - Investment in the transport system maximises use of available resources and achieves value for money. 				
Inter-regional factors	<ul style="list-style-type: none"> Special purpose roads through Te Urewera National Park provide an inter-regional link between the Bay of Plenty and Wairoa in the Hawke’s Bay region. 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. 				
Land use factors	<ul style="list-style-type: none"> Major freight generating land uses are forestry, and dairy farming on the Galatea plains. These require reliable access to processing centres and the Port of Tauranga. 				
Regional development	<ul style="list-style-type: none"> Regional development activities with the potential to transform demand in the corridor include: <ul style="list-style-type: none"> Te Urewera Rainforest Route Afforestation Water bottling at Murupara 				
Evidence base	<ul style="list-style-type: none"> Eastern Bay of Plenty Route Security Strategy Communities at Risk Register 				
Key partners	Whakatane District Council, Kawerau District Council, Rotorua Lakes Council, KiwiRail, NZ Transport Agency, Police, Bay of Plenty Regional Council, Wairoa District Council, Hawkes Bay Regional Council				
Strategic response		Yrs 1-3 (2018-21)	Yrs 4-6 (2021-24)	Yrs 7-10 (2024-28)	Yrs 11+ (2028-)
Integrated planning	Eastern Bay of Plenty Route Security Strategy	✓	✓	✓	✓
Demand management	Encourage ongoing use of the forestry road and rail networks to manage demand on the public road network	✓	✓	✓	✓
Network optimisation	Implementation of ONRC levels of service	✓	✓		
	Rail network investment to encourage increased use of ECMT for freight	✓	✓		
New and improved infrastructure	Te Urewera Rainforest Route Improvements	✓			
	Minor improvements (including safety)	✓	✓		



7 Regional Programme

7.1 Overview

The regional programme consists of the proposed transport programmes of the region's local authorities, the Department of Conservation, and the NZTA (state highways). Activities in the regional programme fall within one of the following categories:

- activities that have previously had funding approved but are not yet completed (committed activities);
- proposed activities that are being submitted for funding support from the National Land Transport Fund (NLTF) for the 6-year period 2018/19-23/24; and
- significant activities to be funded from sources other than the NLTF.

This chapter also identifies:

- activities not included in the Transport Agency Investment Proposal (TAIP) for 2018/19 – 2023/24 that the RTC is requesting be included; and
- activities of inter-regional significance.

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

- Investment management
- Local road improvements
- Local road maintenance
- Public transport
- Rapid Transit
- Regional improvements (eligible state highway and local road improvements)
- Road safety promotion and demand management
- State highway improvements
- State highway maintenance

- Transitional Rail
- Walking and cycling improvements

Figure 22 shows the forecast total cost of all activities in the Bay of Plenty that have been submitted for funding from the NLTF. A detailed list of all activities is included in Appendix 3.

Figure 22: Forecast total cost of activities submitted for NLTF funding (000s)

	2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	Total	NLTF Share
Investment Management	\$459	\$260	\$111	\$112	\$112	\$213	\$1,268	\$725
Local road improvements	\$21,801	\$20,116	\$20,186	\$10,980	\$11,083	\$10,788	\$94,953	\$57,640
Local road maintenance	\$55,173	\$54,046	\$54,690	\$55,322	\$55,874	\$56,370	\$331,474	\$184,239
Public transport ²⁴	\$18,033	\$19,838	\$20,294	\$17,899	\$17,592	\$17,245	\$110,900	\$37,950
Road safety promotion and demand management	\$2,036	\$2,091	\$2,135	\$1,988	\$1,990	\$1,996	\$12,237	\$7,182
State highway improvements	\$136,970	\$158,483	\$121,613	\$235,681	\$226,603	\$162,290	\$1,041,640	\$1,041,640
State highway maintenance	\$43,580	\$44,222	\$52,802	\$63,452	\$65,641	\$67,906	\$337,604	\$337,604
Walking & cycling improvements	\$5,760	\$7,851	\$8,365	\$6,015	\$6,015	\$15	\$34,021	\$17,351
							Total	\$1,964,097
								\$ 1,684,331

7.2 Development of the regional programme

7.2.1 Determining significant activities for prioritisation

Section 106(2) of the LTMA requires each regional transport committee to adopt a policy that defines what constitutes a significant activity and must consequently be prioritised within the programme of activities submitted for NLTF funding. This policy is included in **Chapter 9**.

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

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

²⁴ Includes fare revenue from public transport.

The following types of activities are deemed to be 'business as usual' and are excluded from prioritisation:

- state highway and local road maintenance;
- transport planning (investment management);
- road safety promotion; and
- existing public transport services.

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

7.2.2 Prioritising significant activities

Significant activities have been prioritised using a methodology based on the region's desired benefits and objectives identified in **sections 3.2 and 3.3**.

The prioritisation process is summarised in Figure 23. This was a collaborative process undertaken by representatives of the regional council, city and district councils and the NZTA.

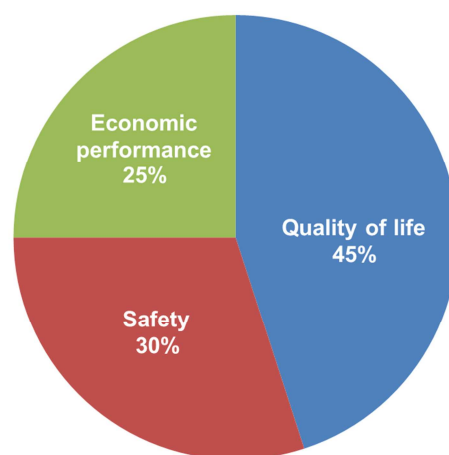
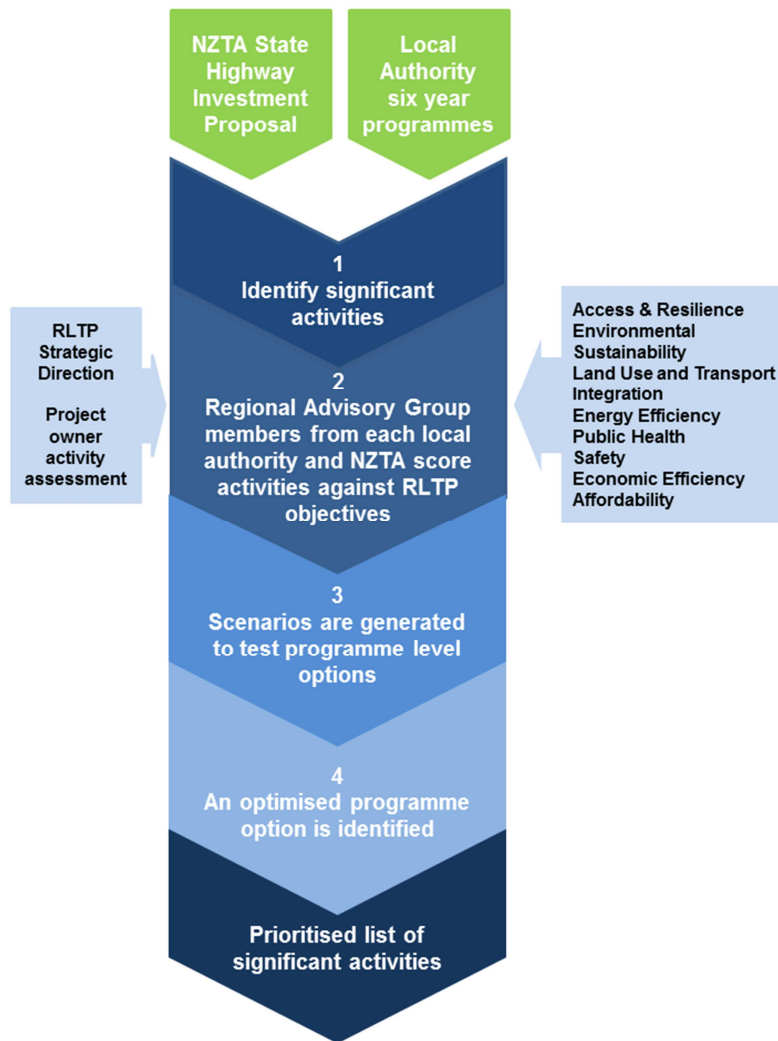


Figure 23: Summary of prioritisation process



7.3 Committed activities

The activity phases in Figure 24 have previously had funding committed through the NLTF and therefore have not been prioritised in the RLTP. The region expects NLTF funding to be allocated to the completion of these activities (or the 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). Several of these activities are currently being delivered but are yet to be completed.

Figure 24: Activities with funding previously committed

Activity	Organisation	Phase	Description	Indicative timing
Hairini Link - Stage 4	SDD	Construction	Creation of a direct link from SH2A to Welcome Bay beneath SH29 to reduce urban congestion at the SH29/SH2A/Welcome Bay Road intersections.	2018-19
SH2 Baypark to Bayfair link upgrade	SDD	Construction	Grade separation of the Maunganui / Girven Road and SH2/SH29 intersections to reduce delays and improve travel time reliability.	2018-20
SH30 Eastern	SDD	Implementation	Capacity improvements along SH30 Eastern	2018-19

Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)			Corridor.	
SH30A Urban Revitalisation, Connect Rotorua	SDD	Implementation	Urbanisation of SH30A and Amahou Street to improve connectivity for walking and cycling and support inner city revitalisation.	2018-20
SH33 (Te Ngae Junction to Paengaroa), Stage 1	SDD	Implementation	Identified in National Safer Roads and Roadsides as a section of SH with a high crash rate requiring safety improvements.	2018-19
Tauranga Northern Link	SDD	Pre- implementation, Property & Implementation	Approx. 6.5kms of new 4-lane two-way highway linking SH 2 from just North West of Te Puna through to Route K. The new route provides a bypass of Te Puna and Bethlehem.	2018-23
SH29 Tauriko West Network Connections	SDD	Detailed Business Case	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	2018-19
SH2 Katikati Urban	SDD	Property Pre- implementation	The realignment of SH2 to create an alternative route (bypass) around Katikati.	2018-23
SH2 Te Puna to Omokoroa	SDD	Property Pre- implementation	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-23
SH2 Waihi to Omokoroa (Safer Corridor)	SDD	Property Pre- implementation	Safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-22

7.4 Prioritised activities

The region's prioritised list of improvement activities by activity class is shown in Figure 25. Included in the tables is a brief description of the activity and its regional priority ranking. Where available, the activity's indicative national profile and timing is also included. Those activities that are ranked highest in each activity class have been assessed as making the most substantial contribution to national and regional objectives. The priority of activities across all activity classes according to the extent to which they meet RLTP objectives is included in **Appendix 4**.

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

Figure 25: Regional priorities

Notes:

* Activity is not included in the first 6 years of the draft Transport Agency Investment Proposal (**see Section 7.4.1**)

- Denotes an activity that meets the criteria for a significant activity but is a late addition to the programme meaning it was unable to be regionally prioritised in the RLTP alongside the other significant activities.

Phase: DBC=Detailed Business Case; Pr=Property; PI=Pre-implementation; I=Implementation; C=Construction

National profile: ranks activities 1-8 as determined by application of the NZTA Investment Assessment Framework

State highway improvements

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
1	SH2 Te Puna to Omokoroa	SDD	I	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	Safety	6	
2	SH29 Tauriko West Network Connections	SDD	PI C	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	Land use and transport integration	6	
3	SH2 Waihi to Omokoroa (Safer Corridor)	SDD	I	Safety improvements on the SH2 corridor between Waihi and Tauranga.	Safety	5	
4	SH2/Omokoroa Road Intersection Upgrade*	SDD	I	Upgrade of SH2/Omokoroa Road intersection in the short-term to improve safety and efficiency.	Safety	-	-
5	Katikati Urban	SDD	I	The realignment of SH2 to create an alternative route (bypass) around Katikati.	Economic efficiency	7	
6	SH29 Kaimai Summit to Tauriko	SDD	Pr PI I	Safety and efficiency improvements on the key route between Hamilton and Tauranga.	Safety	5	
7	SH2: Wainui Rd to Opotiki, NSRRP*	SDD	C	Safety improvements to reduce deaths and serious injuries. Scope includes Matekerepu and Kukumoa Road Route Security Improvements.	Safety	-	-
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)*	SDD	I	Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport.	Economic efficiency	-	-
9	SH2 Opotiki to Gisborne (Resilience and Safety)*	SDD	I	Measures to protect link from various environmental risks and improve road safety.	Access and resilience	-	-
10	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)*	SDD	I	Safety improvements along the SH33 corridor to address risk and reduce deaths and serious injuries.	Safety	-	-
11	SH29A Barkses to Poike Urban Access*	SDD	DBC PI I	Project is focused on providing urban access from Barkses Corner to the east (via SH29A around the Tauranga Harbour).	Land use and transport integration	-	-
12	SH30 Whakatane West Access*	SDD	I	Peri-urban link and intersection upgrades to support planned growth and improve safety.	Land use and transport integration	-	-
13	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	SDD	DBC Pr PI I	Measures to protect link between eastern Bay of Plenty and Tauranga from flooding and improve road safety.	Access and resilience	6	
14	SH5/38 Intersection to Springfield Safer	SDD	I	Safety improvements to reduce death and serious injury.	Safety	6	

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
	Corridor						
15	SH36 Tauranga to Ngongotaha Safer Corridor	SDD	DBC Pr PI I	Safety improvements to reduce death and serious injury on SH36.	Safety	1	
16	SH35 Opotiki to Gisborne Safer Corridor and Resilience	SDD	DBC Pr PI I	Measures to protect road link from various environmental risks & deliver safety treatments.	Access and resilience	6	
17	SH5 Tarukenga to Ngongotaha Safety Improvements*	SDD	PI I	Safety improvements to reduce death and serious injury.	Safety	-	-
18	ITS Improvement Programme	SDD	I	Programme to implement Intelligent Transport System (ITS) solutions in various parts of the region.	Economic efficiency	4	
19	Weigh Right Tauranga Port	SDD	I	A weighbridge at Sulphur Point, Port of Tauranga and a weigh-in-motion system on State Highway 36.	Safety	2	
20	Accelerated LED Renewals for SH Street Lighting	SDD	I	To replace all street lights with more cost effective luminaire to save costs on electricity and maintenance.	Energy efficiency	2	
21	Stock Effluent Disposal Facility*	SDD	I	Provision of roadside disposal sites for in-transit stock trucks.	Environmental sustainability	-	
-	Active Road User Intersections	SDD	DBC Pr PI I		Safety	3	
-	SH2 from SH33 to Matata Safety Management	SDD	DBC Pr PI I		Safety	5	
-	SH2 Matata to Station Rd Safer Corridor	SDD	DBC Pr PI I		Safety	5	
-	SH2 Paeroa to Tauranga Safer Corridor	SDD	DBC Pr PI I		Safety	1	
-	SH5 Barnard Rd to SH5/36 Intersection Safer Corridor	SDD	DBC Pr P I		Safety	1	
-	SH5 Dalbeth Road to Tapapa Safer Corridor	SDD	DBC Pr PI I		Safety	6	
-	SH5/30 Intersection to Springfield Safe System Enhancements	SDD	DBC Pr PI I		Safety	1	
-	SH5/36 Intersection to Dalbeth Rd Safer Corridor	SDD	DBC Pr PI		Safety	6	

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
-	SH30 Awakeri to Whakatane Safer Corridor	SDD	DBC Pr PI I		Safety	1	
-	SH30 Owhata to SH33 Intersection Safer Corridor	SDD	DBC Pr PI I		Safety	1	
-	SH30 Rotorua to Atiamuri Safety Management	SDD	DBC Pr PI I		Safety	5	
-	SH30 Te Teko to Onepu Spring Rd Safer Corridor	SDD	DBC Pr PI I		Safety	5	
-	SH33/30 Intersection Improvement	SDD	DBC Pr PI I		Safety	5	
-	Weigh Right Paengaroa	SDD	I		Safety	2	

Local road improvements

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
1	Eastern Corridor Growth projects	TCC	DBC Pr C	Infrastructure to support residential growth in the Tauranga Eastern Corridor (high growth urban area). Includes Papamoa East Interchange with Tauranga Eastern Link to enable development in the Wairakei and Te Tumu Urban Growth Areas.	Land use and transport integration		
2	Western Corridor Growth Management - Tauriko West connections	TCC	DBC C	New transport connections for Tauriko and Tauriko West urban growth areas.	Land use and transport integration		
3	Improvements to Key State Highway Intersections	TCC	C	Intersection improvements - TCC contribution to NZTA projects at Elizabeth Street, Takitimu Drive and Barkes Corner.	Economic efficiency		
4	15th Avenue and Turret Road Upgrade	TCC	DBC C	Capacity improvements for arterial corridor with improved pedestrian and cycle connections and public transport or High Occupancy Vehicle priority.	Economic efficiency		
5	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC	C	Urban upgrade. Kerb and channel, seal widening, pedestrian and cycle facilities.	Land use and transport integration		
6	Domain Road upgrade	TCC	C	Upgrade Domain Road to provide acceptable levels of performance on SH2 and on the local arterial road network.	Land use and transport integration		
7	Whakatane Urban Arterial Access	WDC	I	Measures to address the capacity of the urban arterial network to match	Land use and transport		

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
				predicted growth and demand.	integration		
8	Smith's Farm Access	TCC	C	Construction of access to medium density housing development to be undertaken as part of the Tauranga Northern Link project.	Land use and transport integration		
9	Seismic Resilience of bridges and other assets	TCC	DBC C	Bridge improvements and replacements to improve resilience of key assets vulnerable to seismic events.	Access and resilience		
10	Opotiki Harbour Access Roads	ODC	C	New road development to service harbour entrance and industrial zone associated with harbour development project.	Economic efficiency		
11	Te Urewera Rainforest Route Improvements	WDC	I	Improvements to primary collector route to remote community.	Access and resilience		

Public transport

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
1	Public Transport Priority for key routes	TCC	DBC C	Signal pre-emption, clearways and priority lanes for Tauranga city loop services.	Economic efficiency		
2	New Tauranga bus services	BOP RC	I	Provide increased public transport service levels in Tauranga following the optimisation of urban and school buses at the start of 2018.	Economic efficiency		
3	National Ticketing Programme	BOP RC	C I	Inter-regionally co-ordinated procurement and implementation of an improved integrated ticketing system for publicly contracted bus services.	Access and resilience		

Walking and cycling improvements

Regional Priority	Activity	Org	Phase	Description	Primary RLTP Objective	National profile	Indicative timing
1	Cycle Action Plan Implementation	TCC	C	Construction of improved cycle infrastructure on key routes to implement the Tauranga cycle action plan.	Environmental sustainability		
2	Totara Street Improvements	TCC	C	Construction of improved cycle facilities and level crossings for primary cycle route. Changes to road cross section to better accommodate truck turning movements.	Environmental sustainability		
3	Marine Parade Walking and Cycling Facilities	TCC	DBC I	Improved walking and cycling facilities between the Cenotaph and Ocean Beach Road.	Environmental sustainability		
4	Maunganui Road Walking and Cycling improvements	TCC	PI C	Pedestrian and cycle facilities on Maunganui Road, including intersection improvements, new connections and crossing facilities.	Safety		
5	Opotiki to Ohiwa Cycle Trail	ODC	I	Creation of an extension of the Motu trails from Memorial Park in Opotiki to Ohiwa boat ramp. Part of the Eastern Bay of Plenty Cycle Trail, which is a partnership between ODC and WDC.	Safety		

7.4.1 Activities not included in the draft Transport Agency Investment Proposal

In order for activities to receive funding from the NLTF, they must first be proposed by an Approved Organisation, or the NZTA, and included in the RLTP. The RTC has identified several activities capable of making a significant contribution to the objectives of the RLTP that have not been included in the first 6 years of the draft Transport Agency Investment Proposal (TAIP). Consequently, the activities are not currently in the regional programme.

The RTC requests that the activities in Figure 26 be included in the first 6 years of the TAIP (and therefore the regional programme), and has prioritised them alongside proposed activities to provide an indicative regional priority if they are subsequently included in the programme.

Figure 26: Activities the RTC requests be included in the TAIP

Activity	Organisation	Phase	Description
SH2/Omokoroa Road Intersection Upgrade	SDD	Implementation	Upgrade of SH2/Omokoroa Road intersection in the short-term to improve safety and efficiency.
SH2 Opotiki to Gisborne (Resilience and Safety)	SDD	Implementation	Measures to protect link from various environmental risks and improve road safety.
SH2: Wainui Rd to Opotiki, NSRRP	SDD	Construction	Safety improvements to reduce deaths and serious injuries. Scope includes Matekerepu and Kukumoa Road Route Security Improvements.
SH5 Tarukenga to Ngongotaha Safety Improvements	SDD	Pre-implementation Implementation	Safety improvements to reduce death and serious injury.
SH29A Barkes to Poike Urban Access	SDD	Detailed Business Case Pre-implementation Implementation	Project is focused on providing urban access from Barkes Corner to the east (via SH29A around the Tauranga Harbour).
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	SDD	Implementation	Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport.
SH30 Whakatane West Access	SDD	Implementation	Peri-urban link and intersection upgrades to support planned growth and improve safety.
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	SDD	Implementation	Safety improvements along the SH33 corridor to address risk and reduce deaths and serious injuries.
Stock Effluent Disposal Facility	SDD	Implementation	Provision of roadside disposal sites for in-transit stock trucks.

7.5 Investment management activities

Proposed investment management (transport planning) activities that are part of the regional programme are shown in Figure xxx.

Figure xxx: Proposed investment management activities

Activity	Organisation	Description
Bay of Plenty Rail Study	BOPRC	Investigation into the feasibility of increasing the use of rail for passengers and freight.
Network Resilience	TCC	Tauranga network resilience review and options analysis
Regional Land Transport Planning Management 2018-21	BOPRC	To monitor and implement the RLTP for the 2018-21 period and prepare the new RLTP 2021.
Regional Land Transport Planning Management 2021-24	BOPRC	To monitor and implement the RLTP for the 2021-24 period and prepare the new RLTP 2024.
Tauranga Transport Model	TCC	Update of the Tauranga Traffic Model to a multi-modal transport model and development of a meso/macro scale model.
Te Urewera Rainforest Route Improvements	WDC	Develop programme business case for primary collector route to remote community.
Whakatane Coastal Arterial Route	WDC	Update the Coastal Arterial Route Study with more recent information.
Whakatane Network Resilience	WDC	Develop programme business case to address network resilience problems.
Whakatane Southern Transport Links	WDC	Identify route improvements to reduce maintenance costs, secure route to central North Island for significant travel time savings, provide for HPMV access to dairy farms and forestry.
Whakatane Walking and Cycling	WDC	To identify the preferred programme and timing to deliver a well connected and integrated network for active mode use that provides a viable alternative to private motor vehicle use.
Rotorua Transport Plan development	RLC	Development of corridor plans to support the Rotorua Integrated Network Strategy.
Whakatane Urban Arterial Access	WDC	Development of programme business case to address the capacity of the urban arterial network to match predicted growth and demand. Includes model update.

7.6 Significant expenditure on activities not funded from the NLTF

There are a number of land transport activities in the region which make a significant contribution to the objectives of the RLTP that are either not eligible for NLTF funding, or are funded from other sources. The majority of these activities are being delivered by KiwiRail or Tauranga City.

KiwiRail funds its improvement works through a combination of Crown funds and through the reinvestment of operating profits. Ongoing investment in the rail network is critical to ensuring that the land transport network remains efficient and reliable for freight travel. This is a key part of supporting the region's primary and manufacturing industries which are reliant on both rail and road transport to the Port of Tauranga and to domestic markets.

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

capacity and provide new roads and access is funded by TCC through developer contributions and local rates.

Figure 27 details significant expenditure on non-NLTF funded activities programmed for the 6-year period covered by the regional programme (2018/19 – 2023/24).

Figure 27: Significant expenditure on activities not funded from the NLTF

Activity	Organisation	Description	Total Expenditure 2018/19-23/24
Kaimai Tunnel Works	KiwiRail	Extensive series of ongoing works to improve the axle-load capacity and extend the life of the Kaimai Rail tunnel for a further 40 years.	\$19,400,000
KiwiRail Renewals and Upgrades	KiwiRail	Renewal and upgrade of rail infrastructure (east of Waharoa) that is nearing or has exceeded its economic life	\$32,400,000 ²⁵
Taurikura Drive	TCC	Tauriko Business Estate Spine Road. Reimbursement for additional developer costs to construct a 12m carriageway with solid median.	\$5,473,679
Bethlehem Road Upgrading	TCC	Upgrade section of Bethlehem Road. Includes widening, kerb and channel, lighting, footpath one side, land purchase.	\$3,312,254
Gloucester Street Extension	TCC	Works associated with sub-division development.	\$2,172,925
Harrington Street Carpark	TCC	Complete construction of a new car park building in the northern area of the CBD.	\$13,791,078

7.7 Activities of inter-regional significance

The Bay of Plenty transport system does not work in isolation and to perform its role at optimum efficiency requires working closely with neighbouring regions. The region has defined activities of inter-regional significance to be those that have an impact on inter-regional connectivity or require collaboration with other regions. Figure 28 identifies key activities both in the Bay of Plenty and other regions that the region considers to be of inter-regional significance.

Figure 28: Activities of inter-regional significance

Activity	Region(s)	Description
Third Main Trunk Rail Line between Westfield and Wiri	Auckland	The third main trunk line is seen as a necessary component of the rail network to enable continued freight capacity growth between Auckland and Port of Tauranga. This is necessary due to a growing number of passenger rail services on this line.

²⁵ Note: KiwiRail forecast expenditure is for years 1-4 (2018/19-21/22) only, and is subject to the outcomes of a rail review signalled by the Government.

Electrification of the North Island Main Trunk (NIMT) between Papakura and Papatoetoe	Auckland	Extension of electrification will improve the efficiency of the inter-regionally significant SH1/29-ECMT corridor.
Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project	Auckland and Waikato	The first stage in potentially realising future inter-regional passenger rail for the Bay of Plenty region.
Kaimai Rail Tunnel Works	Bay of Plenty & Waikato	Extensive series of ongoing works to improve the axle-load capacity and extend the life of the Kaimai rail tunnel for a further 40 years.
Waikato Expressway	Waikato	Completion of the Waikato Expressway to reduce travel time, improve reliability, and improve safety for journeys between Auckland, Waikato and Bay of Plenty.
SH1 Cambridge to Piarere Long Term Improvements	Waikato	Long term improvements to improve safety and efficiency of SH1 between Cambridge (where the four-lane Waikato Expressway ends) and Piarere (at the SH1 and SH29 intersection).
SH29 Piarere to Tauriko	Bay of Plenty & Waikato	SH29 corridor improvements arising from the SH29 Piarere to Tauriko business case. Corridor has been divided into the following sections to develop more detailed investment programmes: SH29 Piarere to Te Poi, SH29 Te Poi to Kaimai Summit, SH29 Kaimai Summit to Tauriko.
SH2 Waihi to Tauranga Corridor Programme	Bay of Plenty & Waikato	Four key packages of work focused on improving road safety, providing more reliable journey times and supporting growth along one of New Zealand's highest risk and fastest growing travel routes. Includes the following activities: W2T Waihi to Omokoroa (Safer Corridor), W2T Katikati Urban (previously Katikati Bypass), W2T Omokoroa to Te Puna (Transformed), Tauranga Northern Link.
SH2 Inter-Regional Connections Opotiki to Napier	Bay of Plenty, Gisborne & Hawke's Bay	Development of programme business case for this key inter-regional journey to support regional economic development strategies.
SH2 Opotiki to Gisborne (Resilience and Safety)	Bay of Plenty & Gisborne	Measures to protect this critical inter-regional link from various environmental risks and improve road safety.
SH35 Opotiki to Gisborne (Resilience & Safety)	Bay of Plenty & Gisborne	Works to improve the natural hazard resilience and safety of a critical route for the numerous communities and significant horticultural and forestry industries along the East Cape.
Waihi to Waihi Beach Cycle Trail	Bay of Plenty & Waikato	Development of a cycleway linkage that connects the Hauraki Cycle Trail in the Waikato to Waihi Beach in the Bay of Plenty Region.
Te Urewera Rainforest Route Improvements	Bay of Plenty & Hawke's Bay	Improvements to this route between the Bay of Plenty and Hawke's Bay regions.

7.8 Department of Conservation roads

The Department of Conservation (DOC) is responsible for managing significant lengths of public road which provide public access to various parks and recreation areas across New Zealand. These roads are often the only access to key tourist destinations. DOC is regarded as a road controlling authority and receives funding from the NLTF to assist in managing its road network. DOC Bay of Plenty has submitted a road maintenance, operations and renewals programme for the 2018-21 NLTP period, and this has been included in the regional programme in Appendix 3.

7.9 Māori roadways

Section 22 of the LTMA enables the NZTA or territorial authorities to receive funding from the NLTF for an activity relating to a Māori roadway if it is included in the RLTP. While no specific activities relating to Māori roadways have been included in the Plan to date, the opportunity exists to add a qualifying activity by way of a variation to the RLTP (see Section 9.3).

8 Funding

The LTMA requires that a forecast of anticipated revenue and expenditure be included in the RLTP. This chapter outlines the different funding streams that are available to fund the transport network and provides a forecast for funding from each of these sources.

8.1 How transport is funded

8.1.1 Local government

Local government makes a significant investment in local transport networks through a combination of subsidised and unsubsidised activities. The level of national subsidy from the NLTF that each local council attracts is dependent on its Financial Assistance Rate (FAR) which is determined by the NZTA.

The programmes submitted by local councils are subject to the long term and annual planning processes at each council. These are in progress at the time the RLTP is being developed or reviewed, and as a consequence, the regional programme may be subject to variations once these processes have concluded.

Some local government transport activities do not attract NLTF funding and must be paid entirely through a combination of rates, investments, and developer contributions. These activities include:

- footpath maintenance and renewal²⁶;
- new footpaths (other than for safety);
- public off-street parking provision, maintenance and enforcement;
- on-street landscaping and urban design elements (provision and maintenance);
- amenity lighting;
- public off-street lighting;
- growth related new roads;
- recreational walking and cycling facilities; and
- seal extensions.

²⁶ The draft GPS proposes to allow footpath maintenance to be funded from the NLTF.

8.1.2 Development and financial contributions

In growth areas there is a need for those developing the area for residential, commercial, or industrial use to contribute to the development of infrastructure that will support that development. In some instances the developer will construct the assets themselves before vesting these to the council but more commonly local authorities ask for a contribution from the development to fund the required infrastructure. This mechanism enables local authorities to fund infrastructure that might not otherwise be affordable and ensure that the associated costs are equitably distributed between existing rate payers and the developers of new areas.

8.1.3 National Land Transport Fund

The NLTF is the primary source from which the region is seeking funding through this RLTP. The NLTF is sourced from road user charges, fuel excise duty and other income collected as land transport revenue. The NLTF is distributed across a number of activity classes as determined by the GPS, which also sets indicative national funding ranges for each class. The incoming Government has issued a new GPS to provide investment direction for the NLTP 2018-21. The Government anticipates this being the first in a two stage approach to revising the GPS:

- GPS 2018 – a revision within the current GPS framework; and
- a second stage GPS – more fundamental changes to the scope of the GPS, for example, enabling additional rail investment to be considered within the GPS activity class structure.

National funding ranges for activity classes in GPS 2018 are shown in Figure 29. The NZTA is required to allocate funding within the GPS funding ranges for the first three years of the programme in the NLTP. If planned expenditure in one activity class is greater than the mid-point, it must be compensated by lower expenditure elsewhere. As these funds are allocated nationally, they are contestable between each of the regions, with no fixed or guaranteed funding levels for each region.

Figure 29: Government Policy Statement activity classes

Activity Class	Definition	Funding Available Nationally (\$m)			
		Band	2018/19	2019/20	2020/21
Investment management	Investment in the transport planning research and management.	Upper	80	75	80
		Lower	65	65	65
Local road improvements	Investment in local roads that improves capacity or service levels.	Upper	230	350	450
		Lower	90	150	190
Local road maintenance	Investment in the maintenance, operation and renewal of existing local road capacity and services.	Upper	720	690	710
		Lower	610	590	600
Public transport	Investment in the operation or improvement of public transport infrastructure and services.	Upper	530	600	650
		Lower	380	430	470
Rapid transit	Investment in rapid transit improvements.	Upper	340	720	1,040
		Lower	130	290	430
Regional improvements	Investment in transport improvements outside of major metropolitan areas, to support regional economic development.	Upper	140	180	210
		Lower	50	70	80

Activity Class	Definition	Funding Available Nationally (\$m)			
		Band	2018/19	2019/20	2020/21
Road policing ²⁷	Investment in road policing.	Upper	360	370	380
		Lower	320	330	330
Road safety promotion and demand management	Investment in road safety promotion.	Upper	55	65	85
		Lower	45	55	70
State highway improvements	Investment in state highways that improves capacity or service levels.	Upper	1,550	1,150	1,150
		Lower	1,200	900	900
State highway maintenance	Investment in the maintenance, operation and renewal of existing state highway capacity and services.	Upper	700	710	720
		Lower	600	600	610
Transitional rail	Investment to support urban and interregional rail services that assist passengers to access major employment and housing areas.	Upper	55	175	205
		Lower	20	80	95
Walking and cycling improvements	Investment in walking and cycling that improves capacity and service levels, including promotional activities.	Upper	95	120	145
		Lower	40	50	60
Expenditure target			3,950	4,250	4,450
Maximum expenditure			4,050	4,350	4,600
Minimum expenditure			3,850	4,100	4,300

8.1.4 Regional improvements activity class

The GPS includes a regional Improvements activity class, which is designed to provide investment in transport improvements outside of major metropolitan areas to enable regional economic development.

Funding for regional improvements comes from the NLTF and has previously been allocated by the NZTA in the NLTP to the highest priority, eligible, regional activities that are not prioritised for national investment. The NZTA has previously applied the following principles when allocating funding from the activity class:

- funding is restricted to state highway and local road improvements;
- it is a nationally contestable fund, rather than a set distribution across regions or districts;
- it allows a regional focus on national priorities;
- funding is restricted to eligible areas outside the major metropolitan areas (for the Bay of Plenty, this means the Tauranga urban area is excluded from this activity class); and
- it uses the road improvements activity classes investment assessment criteria.

Funding has been allocated to eligible activities once national funds from the relevant activity classes have been exhausted. The activities that are funded will be

²⁷ Road policing is not included within the RLTP and is allocated directly to Police by the NZTA.

dependent on the ranking of the activity in the NLTP and will not be at the region's discretion as was previously the case with regional R-funds.

The region supports the regional improvements activity class, but is of the view that funding should be allocated to regionally supported activities that address regional economic development priorities, rather than simply on the basis of their national ranking.

8.1.5 Provincial Growth Fund

Through the Provincial Growth Fund (PGF), central government has committed to investing \$1 billion per annum over three years in regional economic development. The Bay of Plenty has been identified as one of the regions for early investment.

Enabling infrastructure projects is one of three priorities for the fund. Opportunities for the funding of land transport infrastructure projects include.

- Projects that don't fit within the NLTP but meet the Government's criteria and objectives for the PGF, which are focused on the extent to which the project will contribute to a region's economic development and productivity potential, and have benefits including:
 - job creation and sustainable economic development;
 - social inclusion and participation;
 - Māori development;
 - climate change and environmental sustainability; and
 - resilience.
- Using the PGF to provide a funding source to assist local authorities that are facing significant challenges in meeting local share requirements. Any projects which still have a funding gap after NLTP consideration would then be assessed for full or partial funding against the PGF criteria.

A proposed transport project needs to be included in the RLTP in order for it to be considered for funding from either the NLTF and/or the PGF. If the proposed project is not initially included in the RLTP the opportunity exists to add it by way of a variation (see Section 9.3).

8.1.6 Crown funding

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

8.1.7 Other funding

The Government has introduced the Land Transport Management (Regional Fuel Tax) Amendment Bill to enable the raising of funds, initially in Auckland, for transport infrastructure programmes that would otherwise be delayed or not funded. The region supports the ability establish a regional fuel tax as a potential revenue source to address deficits in funding the region's land transport infrastructure.

Funding is also available from the following sources:

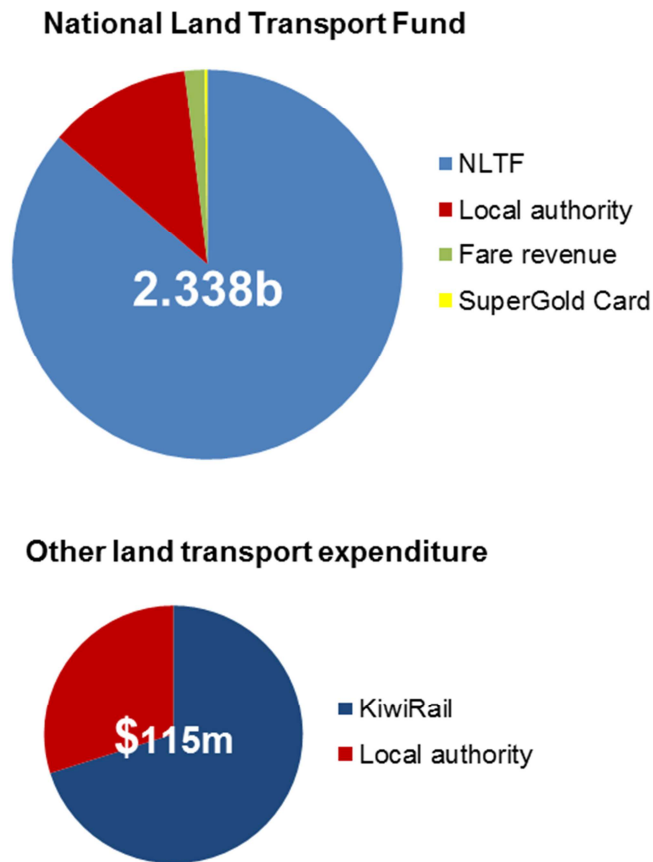
- additional contributions from local authorities beyond that usually required for a subsidised activity;
- SuperGold fare subsidy (administered by the Ministry of Social Development to fund free bus travel for seniors);
- public transport fares;
- contributions from community groups or other government agencies to community programmes;
- betterment from landowners receiving value from road improvements;
- fees and charges; and
- vested developer assets.

8.2 Financial forecast (2018/19 – 2024/25)²⁸

The Bay of Plenty region's financial forecast comprises two parts: anticipated expenditure on land transport activities that are eligible for funding from the NLTF, and anticipated expenditure on land transport activities that are not part of the NLTF funding system (Figure 30).

²⁸ The NZTA has limited forecasts to the next seven years based on the interpretation that the RLTP 2018 is a mid-term review of the existing RLTP 2015.

Figure 30: Summary of Bay of Plenty financial forecast



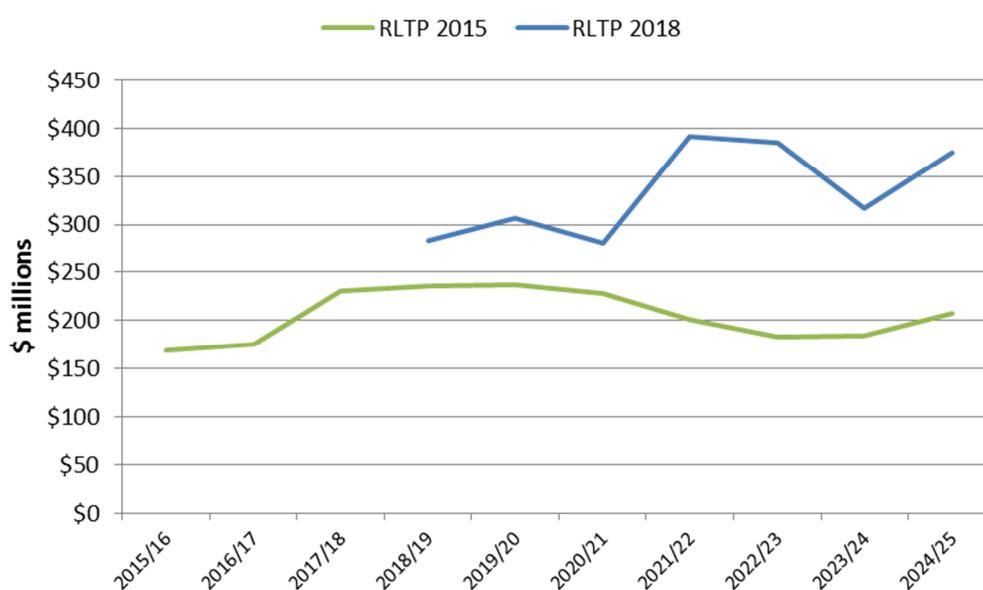
8.2.1 Financial forecast (NLTF)

Forecast expenditure for Bay of Plenty transport activities that are eligible for funding from the NLTF is shown in Figure 31. The financial forecast for the Bay of Plenty region has an anticipated expenditure of \$2.338 billion over seven years. The NLTF share of this anticipated expenditure is \$2.017 billion (86%). The balance is made up from local share and other funding sources.

Figure 31: Bay of Plenty financial forecast (NLTF) (000s)²⁹

Activity class	NLTF	Local authority	Fare revenue	SuperGold subsidy	Seven year expenditure
Investment Management	\$794	\$588	-	-	\$1,382
Local road improvements	\$64,995	\$41,327	-	-	\$106,322
Local road maintenance	\$216,535	\$171,781	-	-	\$388,317
Public transport	\$42,831	\$41,152	\$38,725	\$5,135	\$127,843
Road safety promotion	\$8,376	\$5,861	-	-	\$14,237
State highway improvements	\$1,262,408	-	-	-	\$1,262,408
State highway maintenance	\$403,609	-	-	-	\$403,609
Walking & cycling improvements	\$17,358	\$16,678	-	-	\$34,036
Total	\$2,016,907	\$277,386	\$38,725	\$5,135	\$2,338,153

Figure 32 shows a comparison of forecast expenditure for the 2015 and 2018 RLTPs. This shows the more recent forecast for the next seven years is considerably higher than what was originally forecast in 2015. This largely reflects a significant increase in anticipated expenditure on state highway improvements following the completion of major programme business cases, including SH2 Waihi to Tauranga and SH29/Tauriko.

Figure 32: Summary of financial forecasts RLTP 2015 and RLTP 2018

²⁹ The figures in this table are subject to change given that the Approved Organisations submitting to the programme were in the process of developing long term plans at the time the RLTP was finalised. This is likely to have a considerable impact on these estimates.

8.2.2 Financial forecast (non-NLTF)

Total anticipated expenditure for land transport activities that sit outside the NLTF is shown in Figure 33. This forecast includes anticipated expenditure by KiwiRail and local authorities that does not attract NLTF funding.

Figure 33: Forecast of other land transport expenditure (000s)

Year	KiwiRail ³⁰	Local authority (unsubsidised) ³¹	Total
2018/19	\$17,800	\$4,909	\$22,709
2019/20	\$17,600	\$5,077	\$22,677
2020/21	\$9,000	\$4,915	\$13,915
2021/22	\$9,200	\$4,955	\$14,155
2022/23	\$9,200	\$4,909	\$14,109
2023/24	\$9,200	\$4,896	\$14,096
2024/25	\$9,200	\$4,947	\$14,147
Total	\$81,200	\$34,608	\$115,808

³⁰ KiwiRail forecast expenditure is for years 1-4 (2018/19-21/22) only, and is subject to the outcomes of a rail review signalled by the Government. For the purposes of this forecast, KiwiRail forecast expenditure for Year 4 has been extrapolated out to years 5-7.

³¹ This figure is expected to increase as total figures for unsubsidised expenditure are still to be collated from several local authorities.

9 Monitoring and Review

9.1 Monitoring

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

- gathering and reviewing information from organisations responsible for delivering RLTP activities;
- annual updating and reporting of financial information; and
- annual reporting of key performance indicators to measure progress toward achieving RLTP objectives.

9.2 Review

The LTMA requires that the RTC must complete a review of the RLTP during the 6-month period immediately before the expiry of the third year of the plan.

9.3 Variations

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

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

9.4 Significance policy

9.4.1 RLTP variations

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

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

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

9.4.2 RLTP prioritisation

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

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

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

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

9.4.3 Significant expenditure from other sources

Section 16 (2)(c) of the LTMA requires the identification of all regionally significant expenditure on land transport activities to be funded from sources other than the NLTF during the first 6 years of the RLTP. Regionally significant expenditure has been defined as:

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

9.4.4 Inter-regional significance

Section 16 (2)(d) of the LTMA requires the identification of any activities that have inter-regional significance. Inter-regional significance has been defined as:

- activities that have an impact on inter-regional connectivity or require collaboration with other regions.

Glossary of Terms and Acronyms

Term / Acronym	Meaning
Accessible journey	The accessible journey covers all the steps needed for a person to get to their destination and return. The concept includes the ease with which all categories of passenger can use public transport and recognises that bus passengers are pedestrians at each end of a public transport journey.
AC	Auckland Council
Approved Organisation (AO)	Organisation eligible to receive NZTA funding.
Benefit Cost Ratio (BCR)	Compares the benefits accruing to land transport users and the wider community from implementing a project, with that project's costs.
BOP	Bay of Plenty region
BOPRC	Bay of Plenty Regional Council
CAS	Crash Analysis System
CBD	Central Business District
CDEM	Civil Defence and Emergency Management
DC	Developer Contribution
Demand Responsive Services	Demand responsive public transport services respond to demand and fill the gaps between fixed-route, network services and single hire taxi services. Demand responsive services provide flexibility in one or more of the following: route, vehicle allocation and operator, payment type, and passenger category. Demand responsive services are particularly useful for connecting isolated communities in rural areas/small towns to essential services.
Development phase	The development phase of an activity may include the following project phases: <ul style="list-style-type: none"> • For existing projects progressing through the traditional approach development includes investigation and/or design phases. • For projects proceeding under the business case approach, the phases include: indicative business case, detailed business case or pre-implementation phases. Development does not include strategic or programme business case phases, or construction/implementation.
DOC	Department of Conservation
East Coast Main Trunk (ECMT)	East Coast Main Trunk railway line
Economic Evaluation Manual	The industry standard for the economic evaluation of transport activities. Used by Approved Organisations for economic evaluation and the preparation of funding applications to the NZTA.
Facility pricing	Pricing the use of transport infrastructure to fund (or partially fund) the cost of developing or providing that infrastructure e.g. roads, car parking. Can also be used as a demand management tool.
FAR	Funding Assistance Rate – percentage of total cost of an activity paid by NZTA.
GDC	Gisborne District Council
GDP	Gross Domestic Product

Term / Acronym	Meaning
GPS	Government Policy Statement on Land Transport
HBRC	Hawkes Bay Regional Council
HOV	High Occupancy Vehicle
HPMV	High Productivity Motor Vehicle
HRC	Horizons Regional Council
ICT	Information and Communications Technology
ITS	Intelligent Transport Systems
KDC	Kawerau District Council
Key Congested Routes	Tauranga Routes monitored in the NZTA Travel Time Performance Indicators report.
KiwiRail	KiwiRail has been formally separated into two entities – KiwiRail Holdings Limited (KiwiRail) a State-Owned Enterprise, and New Zealand Railways Corporation (NZRC). This structural change sees the commercial operations undertaken through KiwiRail, with the land assets retained by NZRC.
KiwiRAP	New Zealand Road Assessment Programme for proactively assessing crash risk on rural state highways and allocating Star Ratings.
Local Authority (LA)	Local Authority (regional, district or city council)
LGA	Local Government Act
Long Term Plan (LTP)	A plan prepared by all local authorities under the Local Government Act and covering a period of at least ten years.
LTMA	Land Transport Management Act
MoT	Ministry of Transport
NIMT	North Island Main Trunk rail line
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NOF	Network Operating Framework
NPS-UDC	National Policy Statement for Urban Development Capacity
NSRRP	National Safer Roads & Roadsides Programme
NZTA	New Zealand Transport Agency
ODC	Opotiki District Council
Pedestrian	Any person on foot or who is using a powered wheelchair or scooter or a wheeled means of conveyance propelled by human power, other than a cycle.
PoT	Port of Tauranga
PBC	Programme Business Case
PPP	Public Private Partnership - a mechanism for funding large infrastructure projects in which construction and operating costs (and risks) are allocated between public and private sector parties.
PT	Public Transport
Public transport farebox recovery	Proportion of public transport costs recovered through revenue generated by fares.
RAG	Regional Advisory Group – a technical advisory group comprised of transport

Term / Acronym	Meaning
	officers from the Regional Council, city and district councils and the NZTA.
RCA	Road Controlling Authority
REA	Rotorua Eastern Arterial
RLC	Rotorua Lakes Council
RLTP	Regional Land Transport Plan
RMA	Resource Management Act
RPS	Regional Policy Statement
RPTP	Regional Public Transport Plan
RSAP	Road Safety Action Plan
RTC	Regional Transport Committee
SDD	NZTA's System Design and Delivery group – responsible for managing the state highway system.
SH	State Highway (managed by NZTA)
SI	Safety Improvement
SmartGrowth	Spatial plan for the western Bay of Plenty sub-region.
SOV	Single Occupancy Vehicle
SPR	Special Purpose Road
TA	Territorial Authority (city or district council) aka TLA
TCC	Tauranga City Council
TEL	Tauranga Eastern Link
TLA	Territorial Local Authority (city or district council) aka TA
TNL	Tauranga Northern Link
UNI	Upper North Island
Upper North Island Strategic Alliance (UNISA)	A long-term collaboration between Auckland Council, Bay of Plenty Regional Council, Northland Regional Council, Waikato Regional Council, Hamilton City Council, Tauranga City Council and Whangarei District Council to respond to and manage a range of inter-regional and inter-metropolitan issues.
VKT	Vehicle Kilometres Travelled
WBOPDC	Western Bay of Plenty District Council
WDC	Whakatane District Council
WRC	Waikato Regional Council

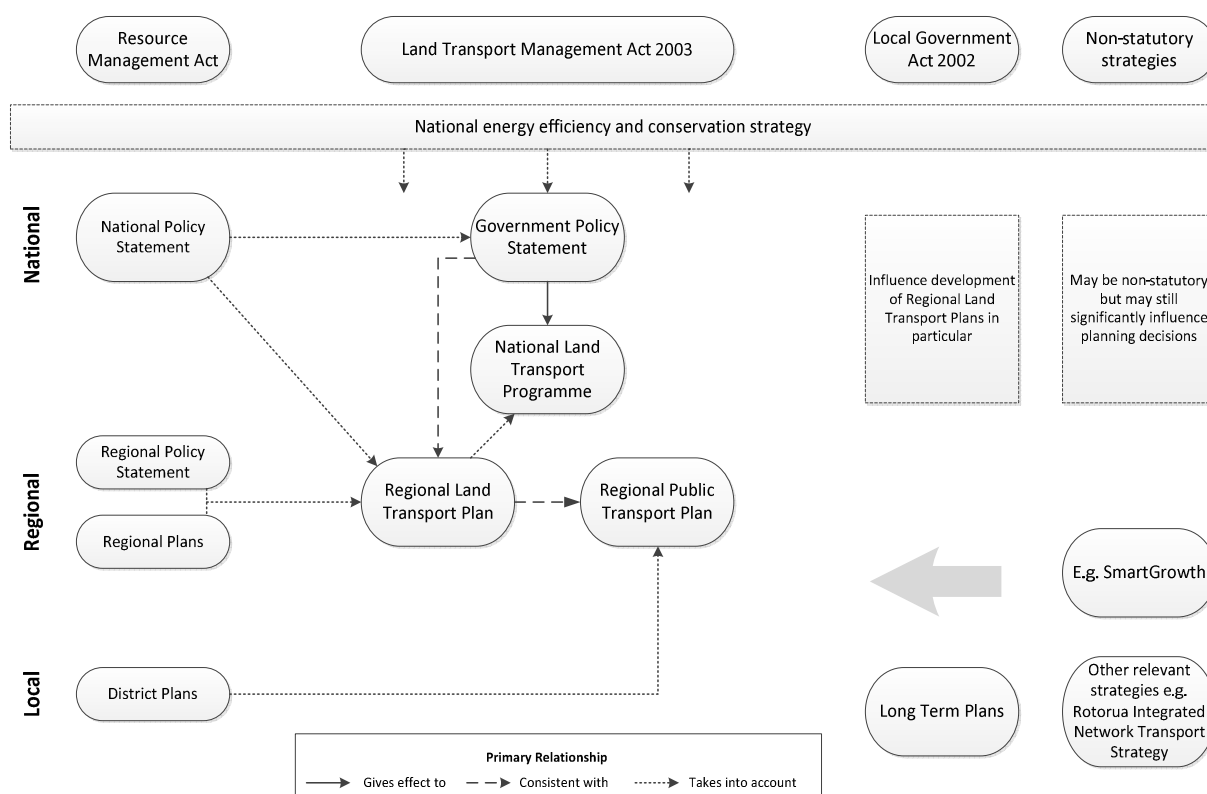
Appendices

Appendix 1: Statutory and Policy Context

A number of national, regional, sub-regional and local policy documents have influenced the development and review of the RLTP, and will continue to do so as the plan is implemented. Figure 34 illustrates the relationship between national, regional and local policy documents.

The statutory and policy context for the RLTP is subject to ongoing change. The following summarises some of the key statutes and policies based on the latest information available when the draft RLTP was being finalised. A full list of the documents considered during the preparation of the draft RLTP can be found in **Appendix 6**.

Figure 34: Policy context for regional land transport plans



Land Transport Management Act

The Land Transport Management Act (LTMA) sets out the core requirements that must be followed when preparing a regional land transport plan, or varying it following a review. These include specifying how the plan:

- contributes to an effective, efficient, and safe land transport system in the public interest (the purpose of the LTMA);
- is consistent with the GPS on land transport;
- has considered alternative regional land transport objectives that would contribute to the purpose of the LTMA; and
- the feasibility and affordability of those alternative objectives;

- has taken into account any national energy efficiency and conservation strategy; and
- relevant national policy statements and any relevant regional policy statements or plans; and
- likely funding from any source.

The LTMA also sets out specific content requirements for regional land transport plans. A full assessment of how the RLTP complies with LTMA statutory requirements is detailed in **Appendix 4**.

Government Policy Statement on Land Transport 2018/19 – 2027/28

The Government Policy Statement on Land Transport (GPS) sets out national land transport objectives for a period of at least ten financial years and the results that the Government wishes to achieve from allocation of the National Land Transport Fund.

The GPS also provides broad direction on where investment should be directed by determining how much funding is allocated between different activity classes such as road policing, state highways, local roads, public transport, and walking and cycling.

The GPS is critical for planning and funding land transport in the region because:

- the Regional Land Transport Plan must be consistent with the GPS; and
- the National Land Transport Programme must give effect to the GPS.

The four strategic priorities in the GPS are:

- safety
- access
- environment
- value for money

Safety and access are the key strategic priorities, supported by the priorities of environment and value for money. Each strategic priority has associated objectives:

Priority	Objective
Safety	is a safe system, free of death and serious injury
Access	provides increased access to economic and social opportunities
	enables transport choice and access
	is resilient
Environment	reduces the adverse effects on the climate, local environment and public health
Value for money	delivers the right infrastructure and services to the right level at the best cost

The GPS also identifies a range of long term and short to medium term results the Government wants to achieve from the allocation of investment from the NLTF.

National Infrastructure Plan

The National Infrastructure Plan sets the vision that by 2030 New Zealand's infrastructure is resilient and coordinated, and contributes to economic growth and increased quality of life. The plan provides the framework for infrastructure development over the next twenty years and is focused on ensuring that New Zealand makes better use of existing infrastructure and allocates new investment that will meet long term needs.

New Zealand Energy Efficiency and Conservation Strategy 2017-2022

The New Zealand Energy Efficiency and Conservation Strategy (NZE ECS) was developed alongside the New Zealand Energy Strategy. The overarching goal in the NZE ECS is:

- New Zealand has an energy productive and low emissions economy.

To achieve this goal, the NZE ECS has three priority focus areas, one of which is:

- efficient and low-emissions transport.

The key target for this focus area is that:

- electric vehicles make up two per cent of the vehicle fleet by the end of 2021.

The NZE ECS notes the following areas where gains can be made in terms of energy efficiency and emissions reduction:

- Passenger transport – there is scope to promote more efficient internal combustion engines, electric vehicles, advances in alternative fuels, use of intelligent transport systems and innovative spatial planning approaches.
- Freight transport – more efficient management of our heavy vehicle fleet, investing in more efficient vehicles and supporting changes in the behaviour of trucking firms, at both management and driver level.

Safer Journeys – New Zealand's Road Safety Strategy 2010-2020

Safer Journeys is the national strategy to guide improvements in road safety over the period 2010 - 2020. The Safer Journeys vision is:

A safe road system increasingly free of death and serious injury.

To support the vision, Safer Journeys takes a safe system approach to road safety. This means working across all elements of the road system (roads, speeds, vehicles and road use) and recognising that everybody has responsibility for road safety.

Safer Journeys also identifies the issues that are priorities for road safety in New Zealand and actions to address them. The first priority areas are:

- Increasing the safety of young drivers.
- Reducing alcohol / drug impaired driving.
- Safe roads and roadsides.

- Increasing the safety of motorcycling.

The Government has announced the development of a new road safety strategy for New Zealand, replacing the current Safer Journeys strategy, which ends in 2020.

National Policy Statement on Urban Development Capacity

The NPS-UDC came into effect on 1 December 2016 and aims to ensure that planning decisions enable the supply of housing needed to meet demand is delivered in high growth urban areas.

The NPS-UDC directs local authorities to provide sufficient development capacity in their resource management plans, supported by infrastructure, to meet demand for housing and business space. More challenging requirements are targeted to local authorities in urban areas experiencing the most significant growth.

For the Bay of Plenty region, Tauranga (Tauranga city and Western Bay of Plenty district) is defined as a high growth urban area. Rotorua (Rotorua Lakes district) is defined as a medium growth urban area.

The NPS-UDC requires authorities in high growth urban areas, and encourages authorities in medium growth urban areas, to produce a future development strategy which demonstrates that there will be sufficient, feasible development capacity in the medium and long term. The strategy will also need to include implementation actions that outline how it will be given effect through RMA, LGA and LTMA planning documents and how infrastructure will be funded.

The NPS-UDC also includes a policy that local authorities shall work with providers of infrastructure to achieve integrated land use and infrastructure planning. The NPS-UDC has been considered in the RLTP review with a particular emphasis placed on the relationship between urban growth and transport infrastructure development in key corridors associated with the high and medium growth areas of Tauranga and Rotorua.

Bay of Plenty Regional Policy Statement

The Bay of Plenty Regional Policy Statement (RPS) is prepared under the RMA and is the guiding resource management policy document for the Bay of Plenty region. The RPS became operative on 1 October 2014.

The RPS aims to achieve the purpose of the RMA by providing a framework for sustainably managing the region's natural and physical resources. It highlights regionally significant issues and includes policies and methods to achieve the integrated management of natural and physical resources, including the integration of land use and infrastructure.

SmartGrowth Strategy

The SmartGrowth Strategy (2013) is the spatial plan for the western Bay of Plenty sub-region. The central focus of SmartGrowth is managing growth in the sub-region. The sub-region poses unique land transport management issues associated with its rapid growth rates. SmartGrowth also places an emphasis on future land use and transport linkages based on a series of corridors.

Key desired outcomes relating to transport in the SmartGrowth Strategy include:

- We work proactively and in partnership with the community to make western Bay active, vibrant, connected, caring, healthy and safe.

- Our economy is thriving, growing, diverse and sustainable.
- We all work from the same long term planning blueprint which incorporates planning for land use, transport and other infrastructure in an efficient and affordable way.

SmartGrowth takes a corridor approach to the integration of infrastructure, land-use and funding. The corridors and networks in Chapter 6 of the RLTP align with the SmartGrowth corridors, and key growth projections and land use information from SmartGrowth has been factored into their development.

Rotorua Spatial Plan (Draft)

The Rotorua Spatial Plan (RSP) focuses on the future of Rotorua over a 30+ year planning horizon with the aim of:

- providing one picture of where the district is heading and highlighting significant and key areas for growth and change;
- providing a guide for investment decisions at a local, regional and central government level; and
- identifying the key issues facing the district and the priorities that need to be advanced to address these.

The RSP has seven core objectives:

- Build homes that match needs
- Create thriving neighbourhoods
- Enhance our playgrounds and environment
- Support iwi aspirations
- Create a vibrant city heart
- Grow jobs
- Build supporting infrastructure

The RSP identifies a number of factors with implications for the future development of the Rotorua transport system, these include:

- Several areas where additional new houses could be accommodated.
- Consolidation and redevelopment of the existing CBD.
- The composition of the industrial sector in Rotorua will change, with more focus on logistics.
- Tourism growth has resulted in increasing demand for land for tourism activities.
- There are opportunities to transition existing industrial land to new uses.
- There may be increased commuting between Tauranga and Rotorua.

Eastern Bay – Beyond Today

Eastern Bay – Beyond Today (EB-BT) is the spatial plan for the Eastern Bay of Plenty. It aims to provide a clear vision for the sub-region for the next 30-50 years and takes a strategic view on current challenges and responding to future changes.

The key opportunities identified in EB-BT are:

- Connecting to the Eastern Bay
- Growing a high value economy
- Education for living and working in the Eastern Bay
- Clean energy powering our future
- Caring for our communities and the environment

The key infrastructure outcomes sought in EB-BT are:

- safe, secure and efficiently integrated road, rail, air and sea land linkages support communities and the economy; and
- affordable, good quality infrastructure that supports healthy communities and a growing economy.

Bay of Plenty Regional Public Transport Plan 2013 (RPTP)

The RPTP has been developed by BOPRC and covers public transport services within the Bay of Plenty regional boundaries.

Public transport objectives

The RPTP sets out the following objectives for the region's public transport services, and policies to achieve them:

- Networks and services – reliable and integrated public transport services that go where people want to go.
- Fares, ticketing and information – fares, ticketing and information systems that attract and retain customers while covering a reasonable proportion of operating costs.
- A procurement system that enables efficient and effective delivery of the desired network of public transport services.
- Infrastructure – high quality and accessible public transport infrastructure that supports safe and comfortable travel.

Public transport services

The RPTP identifies the following public transport service layers:

- Regional Strategic corridors - along which a number of Urban Connector services converge to create enhanced levels of service for public transport users.
- Urban Connector routes - provide the levels of service that are necessary for public transport to be a viable option for commuting and other daily travel needs.

- Rural Connector routes - provide access to essential community goods and services, and connections to Regional Strategic corridors and Urban Connector routes.

Public transport investment priorities

The investment priorities for public transport in the RPTP are:

- 1 Maintain service levels.
- 2 Deliver target peak time service levels.
- 3 Deliver target off-peak service levels and targeted services.

The RPTP is currently being reviewed following development of the Western Bay of Plenty Public Transport Blueprint (2017).

Tauranga Transport Strategy 2012 – 2042

The Tauranga Transport Strategy 2012-2042 (TTS) identifies, describes and prioritises the actions required to deliver the city vision of a place that is easy and safe to move around, and a place that is built to fit our hills, harbour and coast over the next 30 years.

The TTS identifies the following key transport issues for Tauranga:

- Growth
- Safety
- Network resilience
- The role and demand for non-car travel
- Access, severance and mobility

The TTS then considers strategic responses in nine key implementation areas to respond to the identified issues:

- Safety
- Asset management
- Travel demand management
- Public transport
- Walking and cycling
- Access and mobility
- Parking
- Rail
- Road network

Integrated delivery is subsequently outlined for each of the following corridors identified in the strategy:

- Ring Road North – South Western Corridor
- Ring Road North – North Western Corridor
- Ring Road North – Eastern Corridor
- Ring Road South Corridor

- Internal Peninsular Corridor

Rotorua Integrated Network Strategy 2012-2042

The Rotorua Integrated Network Strategy (RINS) was developed to guide and inform land transport programmes and future growth management planning.

The objective for the Rotorua Integrated Network Strategy is to support economic growth, safety and accessibility with an affordable, integrated, safe, responsive, and sustainable land transport system. The objective builds on the following desired outcomes:

- Integration (land use and transport)
- Prosperity (efficiency and economic growth)
- Safety
- Accessibility
- Environmental sustainability

Delivery of RINS is through corridor plans and integrated packages of activities developed for each of Rotorua's strategic corridors:

- Rotorua Eastern Corridor
- Rotorua Western Corridor
- Rotorua Urban Network
- Rotorua Southern Corridor

Bay of Connections

Bay of Connections is the economic strategy for the wider Bay of Plenty region. It includes industries and sectors from the Eastern Bay of Plenty, Rotorua, Tauranga and Taupo and the Western Bay of Plenty. The aim is to establish and implement sector-based strategies that generate more job growth. Bay of Connections is also about growing a strong and vibrant community, encouraging collaboration between business and industry, improving well-being and encouraging innovation and leadership, and identifying and capturing areas of growth and opportunity.

The Toi Moana Bay of Plenty Regional Growth Study (RGS) is the key technical study that was commissioned by the Ministries of Business, Innovation and Employment and Primary Industries, in partnership with the Bay of Connections. The RGS and its associated implementation plan identify a range of short to mid-term opportunities (0-10 years) that could assist in increasing investment, employment, and incomes across the region.

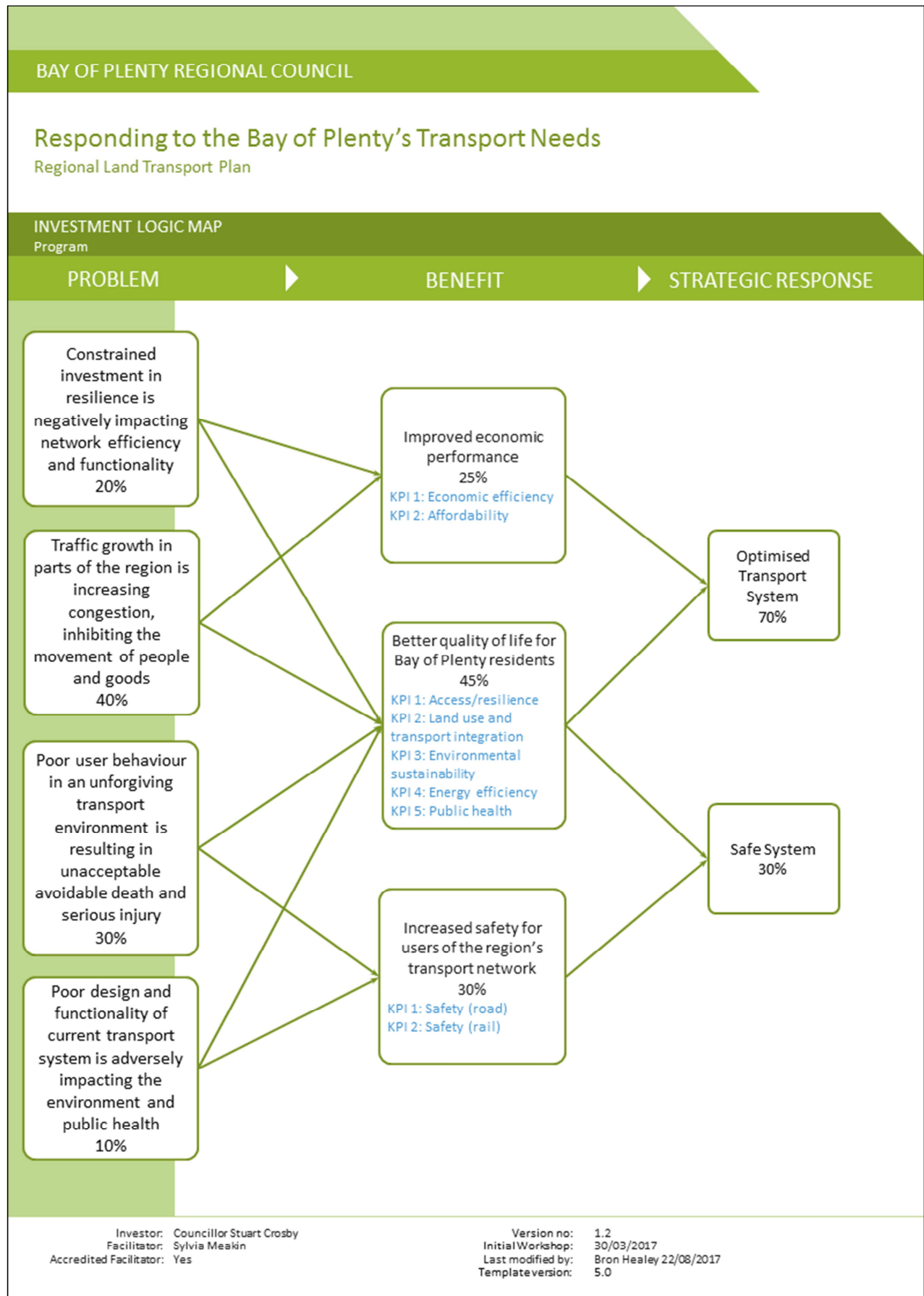
Bay of Plenty Freight Logistics Strategy

The Bay of Plenty Freight Logistics Strategy is a sector-based strategy developed under the Bay of Connections umbrella. The Freight Logistics strategy recognises that partnership and collaboration will contribute to more effective and efficient supply chains. A Freight Logistics Action Group has been established to support implementation of the strategy. This operates four sub-groups focusing on:

- workforce and skills;
- technology;

- health, safety and the environment; and
- infrastructure.

Appendix 2: Investment Logic Map



Appendix 3: Regional Programme

Notes:

- 1) Items in the activity class tables that are in italics have been extrapolated from being a three-year programme, as required by the NLTP, to a six-year programme to match the RLTP time frame.
- 2) In the regional priority column a ‘-’ denotes an activity that meets the criteria for a significant activity but is a late addition to the programme meaning it was unable to be regionally prioritised alongside the other significant activities. The term ‘n/a’ applies to an activity that is not defined as a significant activity for the purposes of prioritisation (see section 9.4.2).

Investment management

Activity	Org	Phase	Description	Indicative Profile	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Bay of Plenty Rail Study	BOPRC	Strategic Case	Investigation into the feasibility of increasing the use of rail for passengers and freight.	H	\$50,000	\$50,000	All
Network Resilience	TCC	Programme Business Case	Tauranga network resilience review and options analysis	H	\$150,000	\$150,000	Access and resilience
Regional Land Transport Planning Management 2018-21	BOPRC	Programme Business Case	To monitor and implement the RLTP for the 2018-21 period and prepare the new RLTP 2021.	H	\$210,000	\$210,000	All
Regional Land Transport Planning Management 2021-24	BOPRC	Programme Business Case	To monitor and implement the RLTP for the 2021-24 period and prepare the new RLTP 2024.	H	\$210,000	\$210,000	All
Tauranga Transport Model	TCC	Transport Model	Update of the Tauranga Traffic Model to a multi-modal transport model and development of a meso/macro scale model.	H	\$1,495,000	\$1,495,000	All
Te Urewera Rainforest Route Improvements	WDC	Programme Business Case	Develop programme business case for primary collector route to remote community.	H	\$20,000	\$20,000	Access and resilience
Whakatane Coastal Arterial Route	WDC	Programme Business Case	Update the Coastal Arterial Route Study with more recent information.	H	\$20,000	\$20,000	All
Whakatane Network Resilience	WDC	Programme Business Case	Develop programme business case to address network resilience problems.	H	\$20,000	\$20,000	Access and resilience
Whakatane Southern	WDC	Programme	Identify route improvements to reduce	H	\$40,000	\$40,000	Economic

Activity	Org	Phase	Description	Indicative Profile	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Transport Links		Business Case	maintenance costs, secure route to central North Island for significant travel time savings, provide for HPMV access to dairy farms and forestry.				performance
Whakatane Walking and Cycling	WDC	Programme Business Case	To identify the preferred programme and timing to deliver a well connected and integrated network for active mode use that provides a viable alternative to private motor vehicle use.	H	\$30,000	\$30,000	Environmental sustainability
Rotorua Transport Plan development	RLC	Programme Business Case	Development of corridor plans to support the Rotorua Integrated Network Strategy.	M	\$300,000	\$300,000	All
Whakatane Urban Arterial Access	WDC	Programme Business Case	Development of programme business case to address the capacity of the urban arterial network to match predicted growth and demand. Includes model update.	M	\$200,000	\$200,000	Access and resilience

Local road improvements

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Eastern Corridor Growth projects	TCC	Detailed Business Case Property Construction	Infrastructure to support residential growth in the Tauranga Eastern Corridor (high growth urban area). Includes Papamoa East Interchange with Tauranga Eastern Link to enable development in the Wairakei and Te Tumu Urban Growth Areas.	1	\$39,607,000	\$39,607,000	Land use and transport integration
Western Corridor Growth Management - Tauriko West connections	TCC	Detailed Business Case Construction	New transport connections for Tauriko and Tauriko West urban growth areas.	2	\$35,628,000	\$7,584,000	Land use and transport integration
Improvements to Key State Highway Intersections	TCC	Construction	Intersection improvements - TCC contribution to NZTA projects at Elizabeth Street, Takitimu Drive and Barkes Corner.	3	\$3,150,000	\$3,150,000	Economic efficiency

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
15th Avenue and Turret Road Upgrade	TCC	Detailed Business Case Construction	Capacity improvements for arterial corridor with improved pedestrian and cycle connections and public transport or High Occupancy Vehicle priority.	4	\$61,200,000	\$9,300,000	Economic efficiency
Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC	Construction	Urban upgrade. Kerb and channel, seal widening, pedestrian and cycle facilities.	5	\$1,478,134	\$1,478,134	Land use and transport integration
Domain Road upgrade	TCC	Construction	Upgrade Domain Road to provide acceptable levels of performance on SH2 and on the local arterial road network.	6	\$10,160,074	\$7,011,400	Land use and transport integration
Whakatane Urban Arterial Access	WDC	Implementation	Measures to address the capacity of the urban arterial network to match predicted growth and demand.	7	\$2,500,000	\$2,500,000	Land use and transport integration
Smith's Farm Access	TCC	Construction	Construction of access to medium density housing development to be undertaken as part of the Tauranga Northern Link project.	8	\$4,125,000	\$4,125,000	Land use and transport integration
Seismic Resilience of Bridges and Other Assets	TCC	Detailed Business Case Construction	Bridge improvements and replacements to improve resilience of key assets vulnerable to seismic events.	9	\$51,450,000	\$51,450,000	Access and resilience
Opotiki Harbour Access Roads	ODC	Construction	New road development to service harbour entrance and industrial zone associated with harbour development project.	10	\$1,900,000	\$1,900,000	Economic performance
Te Urewera Rainforest Route Improvements	WDC	Implementation	Improvements to primary collector route to remote community.	11	\$4,500,000	\$4,500,000	Access and resilience
Low cost / low risk improvements 2018-21	DOC	-	Potential minor improvements to Special Purpose Roads.	n/a	-	\$100,000	Safety
Low cost / low risk improvements 2018-21	KDC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$527,100	Safety
Low cost / low risk improvements 2021-24	KDC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$113,400	Safety
Low cost / low risk improvements 2018-21	ODC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$687,335	Safety
Low cost / low risk improvements 2021-24	ODC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$734,301	Safety

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Low cost / low risk improvements 2018-21	RLC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$4,488,000	Safety
Low cost / low risk improvements 2021-24	RLC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$1,488,000	Safety
Low cost / low risk improvements 2018-21	TCC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$17,878,650	Safety
<i>Low cost / low risk improvements 2021-24</i>	<i>TCC</i>	-	<i>Group of minor improvement activities each valued at under \$1,000,000</i>	<i>n/a</i>	-	<i>\$17,878,650</i>	Safety
Low cost / low risk improvements 2018-21	WBOPDC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$14,000,000	Safety
Low cost / low risk improvements 2021-24	WBOPDC	-	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$12,000,000	Safety
Low cost / low risk improvements 2018-21	WDC	-	Group of minor improvement activities each valued at under \$1,000,000 (includes Special Purpose Roads)	n/a	-	\$9,395,000	Safety
Low cost / low risk improvements 2021-24	WDC	-	Group of minor improvement activities each valued at under \$1,000,000 (includes Special Purpose Roads)	n/a	-	\$5,165,000	Safety

Local road maintenance

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Maintenance, Operations and Renewals Programme 2018-21	DOC	-	Maintenance, operation and renewal of Department of Conservation - Bay of Plenty Special Purpose Roads.	n/a	-	\$972,408	Safety
Maintenance, Operations and Renewals Programme 2021-24	DOC	-	Maintenance, operation and renewal of Department of Conservation - Bay of Plenty Special Purpose Roads.	n/a	-	\$1,049,508	Safety
Maintenance, Operations and Renewals Programme 2018-21	KDC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$1,946,500	Safety
Maintenance, Operations and Renewals Programme 2021-24	KDC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$2,337,000	Safety

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Maintenance, Operations and Renewals Programme 2018-21	ODC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$10,952,922	Safety
Maintenance, Operations and Renewals Programme 2021-24	ODC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$11,274,626	Safety
Maintenance, Operations and Renewals Programme 2018-21	RLC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$32,166,000	Safety
Maintenance, Operations and Renewals Programme 2021-24	RLC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$32,850,000	Safety
Maintenance, Operations and Renewals Programme 2018-21	TCC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$45,063,698	Safety
Maintenance, Operations and Renewals Programme 2021-24	TCC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$47,710,469	Safety
Maintenance, Operations and Renewals Programme 2018-21	WBOPDC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$37,403,778	Safety
Maintenance, Operations and Renewals Programme 2021-24	WBOPDC	-	Maintenance, operation and renewal of local road network.	n/a	-	\$37,253,778	Safety
Maintenance, Operations and Renewals Programme 2018-21	WDC	-	Maintenance, operation and renewal of local road network, including Special Purpose Roads.	n/a	-	\$35,030,000	Safety
Maintenance, Operations and Renewals Programme 2021-24	WDC	-	Maintenance, operation and renewal of local road network, including Special Purpose Roads.	n/a	-	\$35,017,000	Safety

Public transport

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Public Transport Priority for key routes	TCC	Detailed Business Case Construction	Signal pre-emption, clearways and priority lanes for Tauranga city loop services.	1	\$4,950,000	\$4,950,000	Economic efficiency
New Tauranga bus services	BOPRC	Implementation	Provide increased public transport service	2	-	\$19,836,976 ³²	Economic efficiency

³² Note: this figure is included within the costs of the BOPRC Public Transport Programme activity (2018-21 and 2021-24).

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
			levels in Tauranga following the optimisation of urban and school buses at the start of 2018.				
National Ticketing Programme	BOPRC	Construction Implementation	Inter-regionally co-ordinated procurement and implementation of an improved integrated ticketing system for publicly contracted bus services.	3	\$1,269,600	\$1,269,600	Access and resilience
Low cost / low risk improvements 2018-21	BOPRC	-	Group of minor improvement activities each valued at under \$1,000,000. Includes trial bus services and bus shelter construction.	n/a	-	\$1,765,000	Access and resilience
Low cost / low risk improvements 2021-24	BOPRC	-	Group of minor improvement activities each valued at under \$1,000,000. Includes trial bus services and bus shelter construction.	n/a	-	\$645,000	Access and resilience
Public Transport Programme 2018-21	BOPRC	Operations	Operation of the region's bus, ferry and total mobility services.	n/a	-	\$56,399,824	Access and resilience
Public Transport Programme 2021-24	BOPRC	Operations	Operation of the region's bus, ferry and total mobility services.	n/a	-	\$52,735,380	Access and resilience

Road safety promotion

Activity	Org	Phase	Description	Indicative Profile	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Road Safety Promotion 2018-21	BOPRC	Implementation	Development and implementation of region-wide road safety campaigns to reduce deaths and injuries on the transport network. Includes contribution to journey planning applications.	H/M	-	\$959,359	Safety
Road Safety Promotion 2021-24	BOPRC	Implementation	Development and implementation of region-wide road safety campaigns to reduce deaths and injuries on the transport network. Includes contribution to journey	H/M	-	\$591,216	Safety

Activity	Org	Phase	Description	Indicative Profile	Indicative Total Cost	6-Year Programme Cost	Primary Objective
			planning applications.				
Road Safety Promotion 2018-21	RLC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$1,474,000	Safety
Road Safety Promotion 2021-24	RLC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$1,479,000	Safety
Road Safety Promotion 2018-21	SDD	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on state highways.	H	-	\$586,872	Safety
Road Safety Promotion 2021-24	SDD	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on state highways.	H	-	\$624,000	Safety
Road Safety Promotion 2018-21	TCC WBOPDC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$2,085,405	Safety
Road Safety Promotion 2021-24	TCC WBOPDC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$2,079,892	Safety
Road Safety Promotion 2018-21	WDC ODC KDC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$1,225,620	Safety
Road Safety Promotion 2021-24	WDC ODC KDC	Implementation	Development and implementation of road safety campaigns to reduce deaths and injuries on local roads.	H	-	\$1,200,000	Safety

State highway improvements

Note:

* Activity is not included in the first six years of the draft Transport Agency Investment Proposal.

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
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Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
SH2 Te Puna to Omokoroa	SDD	Implementation	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	1	\$312,785,052	\$75,889,083	Safety
SH29 Tauriko West Network Connections	SDD	Pre-implementation Construction	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	2	\$368,440,427	\$236,179,069	Land use and transport integration
SH2 Waihi to Omokoroa (Safer Corridor)	SDD	Implementation	Safety improvements on the SH2 corridor between Waihi and Tauranga.	3	\$98,996,288	\$98,996,288	Safety
<i>SH2/Omokoroa Road Intersection Upgrade*</i>	<i>SDD</i>	<i>Implementation</i>	<i>Upgrade of SH2/Omokoroa Road intersection in the short-term to improve safety and efficiency.</i>	4	-	-	<i>Safety</i>
Katikati Urban	SDD	Implementation	The realignment of SH2 to create an alternative route (bypass) around Katikati.	5	\$65,929,909	\$9,647,946	Economic efficiency
SH29 Kaimai Summit to Tauriko	SDD	Property Pre-implementation Implementation	Safety and efficiency improvements on the key route between Hamilton and Tauranga.	6	\$111,433,860	\$28,159,596	Safety
<i>SH2: Wainui Rd to Opotiki, NSRRP*</i>	<i>SDD</i>	<i>Construction</i>	<i>Safety improvements to reduce deaths and serious injuries. Scope includes Matekerepu and Kukumoa Road Route Security Improvements.</i>	7	<i>\$10,773,000</i>	<i>\$4,990,464</i>	<i>Safety</i>
<i>SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)*</i>	<i>SDD</i>	<i>Implementation</i>	<i>Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport.</i>	8	-	-	<i>Economic efficiency</i>
<i>SH2 Opotiki to Gisborne (Resilience and Safety)*</i>	<i>SDD</i>	<i>Implementation</i>	<i>Measures to protect link from various environmental risks and improve road safety.</i>	9	<i>\$110,322,523</i>	<i>\$703,865</i>	<i>Access and resilience</i>
<i>SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)*</i>	<i>SDD</i>	<i>Implementation</i>	<i>Safety improvements along the SH33 corridor to address risk and reduce deaths and serious injuries.</i>	10	<i>\$22,200,000</i>	<i>\$22,200,000</i>	<i>Safety</i>
<i>SH29A Barkes to Poike Urban Access*</i>	<i>SDD</i>	<i>Detailed Business Case Pre-implementation</i>	<i>Project is focused on providing urban access from Barkes Corner to the east (via SH29A around the Tauranga Harbour).</i>	11	<i>\$86,544,236</i>	<i>\$21,136,738</i>	<i>Land use and transport integration</i>

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
		<i>Implementation</i>					
SH30 Whakatane West Access*	SDD	Implementation	Peri-urban link and intersection upgrades to support planned growth and improve safety.	12	\$32,361,091	\$2,111,595	Land use and transport integration
SH2 Matata to Opotiki (Waimana Gorge) Resilience and Safer Corridor	SDD	Implementation	Measures to protect link between eastern Bay of Plenty and Tauranga from flooding and improve road safety.	13	\$5,979,782	\$351,932	Access and resilience
SH5/38 Intersection to Springfield Safer Corridor	SDD	Implementation	Safety improvements to reduce death and serious injury.	14	\$3,903,108	\$199,492	Safety
SH36 Tauranga to Ngongotaha Safer Corridor	SDD	Business Case Implementation	Safety improvements to reduce death and serious injury.	15	-	-	Safety
SH35 Opotiki to Gisborne Safer Corridor and Resilience	SDD	Business Case Implementation	Measures to protect road link from various environmental risks & deliver safety treatments.	16	-	-	Access and resilience
SH5 Tarukenga to Ngongotaha Safety Improvements*	SDD	Pre-implementation Implementation	Safety improvements to reduce death and serious injury.	17	\$8,899,524	\$8,899,524	Safety
ITS Improvement Programme	SDD	Implementation	Programme to implement Intelligent Transport System (ITS) solutions in various parts of the region.	18	\$6,584,542	\$6,584,542	Economic efficiency
Weigh Right Tauranga Port	SDD	Implementation	A weighbridge at Sulphur Point, Port of Tauranga and a weigh-in-motion system on State Highway 36.	19	\$5,196,690	\$5,097,681	Safety
Accelerated LED Renewals for SH Street Lighting	SDD	Implementation	To replace all street lights with more cost effective luminaire to save costs on electricity and maintenance.	20	\$5,998,452	\$5,998,452	Energy efficiency
Stock Effluent Disposal Facility*	SDD	Implementation	Provision of roadside disposal sites for in-transit stock trucks.	21	-	-	Environmental sustainability
Active Road User Intersections	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH2 from SH33 to Matata Safety	SDD	Detailed Business		-			Safety

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Management		Case Property Pre-implementation Implementation					
SH2 Matata to Station Rd Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH2 Paeroa to Tauranga Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH5 Barnard Rd to SH5/36 Intersection Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH5 Dalbeth Road to Tapapa Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH5/30 Intersection to Springfield Safe System Enhancements	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH5/36 Intersection to Dalbeth Rd Safer Corridor	SDD	Detailed Business Case Property		-			Safety

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
		Pre-implementation Implementation					
SH30 Awakeri to Whakatane Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH30 Owhata to SH33 Intersection Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH30 Rotorua to Atiamuri Safety Management	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH30 Te Teko to Onepu Spring Rd Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
SH33/30 Intersection Improvement	SDD	Detailed Business Case Property Pre-implementation Implementation		-			Safety
Weigh Right Paengaroa	SDD	Implementation		-			Safety
Low cost / low risk improvements 2018-21	SDD	Implementation	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$23,768,000	Safety
Low cost / low risk improvements 2021-24	SDD	Implementation	Group of minor improvement activities each valued at under \$1,000,000	n/a	-	\$5,850,000	Safety

State highway maintenance

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Maintenance, Operations and Renewals Programme 2018-21	SDD	-	Maintenance, operation and renewal of Bay of Plenty state highway network.	n/a	-	\$140,603,820	Safety
Maintenance, Operations and Renewals Programme 2021-24	SDD	-	Maintenance, operation and renewal of Bay of Plenty state highway network.	n/a	-	\$197,000,001	Safety

Walking and cycling improvements

Activity	Org	Phase	Description	Regional Priority	Indicative Total Cost	6-Year Programme Cost	Primary Objective
Cycle Action Plan Implementation	TCC	Construction	Construction of improved cycle infrastructure on key routes to implement the Tauranga cycle action plan.	1	\$24,000,000	\$24,000,000	Environmental sustainability
Totara Street Improvements	TCC	Construction	Construction of improved cycle facilities and level crossings for primary cycle route. Changes to road cross section to better accommodate truck turning movements.	2	\$2,648,331	\$2,648,331	Environmental sustainability
Maunganui Road Walking and Cycling improvements	TCC	Pre-implementation Construction	Pedestrian and cycle facilities on Maunganui Road, including intersection improvements, new connections and crossing facilities.	3	\$2,950,000	\$2,950,000	Safety
Marine Parade Walking and Cycling Facilities	TCC	Detailed Business Case Implementation	Improved walking and cycling facilities between the Cenotaph and Ocean Beach Road.	4	\$1,620,000	\$1,620,000	Environmental sustainability
Opotiki to Ohiwa Cycle Trail	ODC	Implementation	Creation of an extension of the Motu trails from Memorial Park in Opotiki to Ohiwa boat ramp. Part of the Eastern Bay of Plenty Cycle Trail, which is a partnership between ODC and WDC.	5	\$2,500,000	\$2,500,000	Safety

Appendix 4: Prioritised Activities (All Activity Classes)

The following table shows the relative priority of activities across all activity classes measured according to the extent to which they meet RLTP objectives.

Notes:

* Activity is not included in the first 6 years of the draft Transport Agency Investment Proposal (see Section 7.4.1)

- denotes an activity that meets the criteria for a significant activity but is a late addition to the programme meaning it was unable to be regionally prioritised in the RLTP alongside the other significant activities.

Priority	Activity	Org	Phase	Description	Activity class
1	SH2 Te Puna to Omokoroa	SDD	Implementation	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	State Highway Improvements
2	SH29 Tauriko West Network Connections	SDD	Pre-implementation Construction	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	State Highway Improvements
3	SH2 Waihi to Omokoroa (Safer Corridor)	SDD	Implementation	Safety improvements on the SH2 corridor between Waihi and Tauranga.	State Highway Improvements
4	SH2/Omokoroa Road Intersection Upgrade*	SDD	Implementation	Upgrade of SH2/Omokoroa Road intersection in the short-term to improve safety and efficiency.	State Highway Improvements
5	Eastern Corridor Growth projects	TCC	Detailed Business Case Property Construction	Infrastructure to support residential growth in the Tauranga Eastern Corridor (high growth urban area). Includes Papamoa East Interchange with Tauranga Eastern Link to enable development in the Wairakei and Te Tumu Urban Growth Areas.	Local Road Improvements
6	Western Corridor Growth Management - Tauriko West connections	TCC	Detailed Business Case Construction	New transport connections for Tauriko and Tauriko West urban growth areas.	Local Road Improvements
7	Katikati Urban	SDD	Implementation	The realignment of SH2 to create an alternative route (bypass) around Katikati.	State Highway Improvements
8	Cycle Action Plan Implementation	TCC	Construction	Construction of improved cycle infrastructure on key routes to implement the Tauranga cycle action plan.	Walking and Cycling
9	SH29 Kaimai Summit to Tauriko	SDD	Property Pre-implementation Implementation	Safety and efficiency improvements on the key route between Hamilton and Tauranga.	State Highway Improvements
10	Public Transport Priority for key routes	TCC	Detailed Business Case Construction	Signal pre-emption, clearways and priority lanes for Tauranga city loop services.	Public Transport
11	Totara Street Improvements	TCC	Construction	Construction of improved cycle facilities and level crossings for primary cycle route. Changes to road cross section to better accommodate truck turning movements.	Walking and Cycling
12	New Tauranga	BOP	Implementation	Provide increased public	Public

Priority	Activity	Org	Phase	Description	Activity class
	bus services	RC		transport service levels in Tauranga following the optimisation of urban and school buses at the start of 2018.	Transport
13	SH2: Wainui Rd to Opotiki, NSRRP*	SDD	Construction	Safety improvements to reduce deaths and serious injuries. Scope includes Matekerepu and Kukumoa Road Route Security Improvements.	State Highway Improvements
14	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)*	SDD	Implementation	Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport.	State Highway Improvements
15	SH2 Opotiki to Gisborne (Resilience and Safety)*	SDD	Implementation	Measures to protect link from various environmental risks and improve road safety.	State Highway Improvements
16	Improvements to Key State Highway Intersections	TCC	Construction	Intersection improvements - TCC contribution to NZTA projects at Elizabeth Street, Takitimu Drive and Barks Corner.	Local Road Improvements
17	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)*	SDD	Implementation	Safety improvements along the SH33 corridor to address risk and reduce deaths and serious injuries.	State Highway Improvements
18	SH29A Barks to Poike Urban Access*	SDD	Detailed Business Case Pre-implementation Implementation	Project is focused on providing urban access from Barks Corner to the east (via SH29A around the Tauranga Harbour).	State Highway Improvements
19	15th Avenue and Turret Road Upgrade	TCC	Detailed Business Case Construction	Capacity improvements for arterial corridor with improved pedestrian and cycle connections and public transport or High Occupancy Vehicle priority.	Local Road Improvements
20	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC	Construction	Urban upgrade. Kerb and channel, seal widening, pedestrian and cycle facilities.	Local Road Improvements
21	Maunganui Road Walking and Cycling improvements	TCC	Pre-implementation Construction	Pedestrian and cycle facilities on Maunganui Road, including intersection improvements, new connections and crossing facilities.	Walking and Cycling
22	Domain Road upgrade	TCC	Construction	Upgrade Domain Road to provide acceptable levels of performance on SH2 and on the local arterial road network.	Local Road Improvements
23	SH30 Whakatane West Access*	SDD	Implementation	Peri-urban link and intersection upgrades to support planned growth and improve safety.	State Highway Improvements
24	Whakatane Urban Arterial Access	WDC	Implementation	Measures to address the capacity of the urban arterial network to match predicted growth and demand.	Local Road Improvements
25	SH2 Matata to Opotiki (Waimana Gorge) Safer Corridor and Resilience	SDD	Detailed Business Case Property Pre-implementation Implementation	Measures to protect link between eastern Bay of Plenty and Tauranga from flooding and improve road safety.	State Highway Improvements

Priority	Activity	Org	Phase	Description	Activity class
26	Marine Parade Walking and Cycling Facilities	TCC	Detailed Business Case Implementation	Improved walking and cycling facilities between the Cenotaph and Ocean Beach Road.	Walking and Cycling
27	SH5/38 Intersection to Springfield Safer Corridor	SDD	Implementation	Safety improvements to reduce death and serious injury.	State Highway Improvements
28	SH36 Tauranga to Ngongotaha Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	Safety improvements to reduce death and serious injury on SH36.	State Highway Improvements
29	SH35 Opotiki to Gisborne Safer Corridor and Resilience	SDD	Detailed Business Case Property Pre-implementation Implementation	Measures to protect road link from various environmental risks & deliver safety treatments.	State Highway Improvements
30	SH5 Tarukenga to Ngongotaha Safety Improvements*	SDD	Pre-implementation Implementation	Safety improvements to reduce death and serious injury.	State Highway Improvements
31	Smith's Farm Access	TCC	Construction	Construction of access to medium density housing development to be undertaken as part of the Tauranga Northern Link project.	Local Road Improvements
32	ITS Improvement Programme	SDD	Implementation	Programme to implement Intelligent Transport System (ITS) solutions in various parts of the region.	State Highway Improvements
33	Seismic Resilience of bridges and other assets	TCC	Detailed Business Case Construction	Bridge improvements and replacements to improve resilience of key assets vulnerable to seismic events.	Local Road Improvements
34	National Ticketing Programme	BOP RC	Construction Implementation	Inter-regionally co-ordinated procurement and implementation of an improved integrated ticketing system for publicly contracted bus services.	Public Transport
35	Opotiki Harbour Access Roads	ODC	Construction	New road development to service harbour entrance and industrial zone associated with harbour development project.	Local Road Improvements
36	Te Urewera Rainforest Route Improvements	WDC	Implementation	Improvements to primary collector route to remote community.	Local Road Improvements
37	Weigh Right Tauranga Port	SDD	Implementation	A weighbridge at Sulphur Point, Port of Tauranga and a weigh-in-motion system on State Highway 36.	State Highway Improvements
38	Accelerated LED Renewals for SH Street Lighting	SDD	Implementation	To replace all street lights with more cost effective luminaire to save costs on electricity and maintenance.	State Highway Improvements
39	Opotiki to Ohiwa Cycle Trail	ODC	Implementation	Creation of an extension of the Motu trails from Memorial Park in Opotiki to Ohiwa boat ramp. Part of the Eastern Bay of Plenty Cycle Trail, which is a partnership between ODC and	Walking and Cycling

Priority	Activity	Org	Phase	Description	Activity class
				WDC.	
40	Stock Effluent Disposal Facility*	SDD	Implementation	Provision of roadside disposal sites for in-transit stock trucks.	State Highway Improvements
-	Active Road User Intersections	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH2 from SH33 to Matata Safety Management	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH2 Matata to Station Rd Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH2 Paeroa to Tauranga Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH5 Barnard Rd to SH5/36 Intersection Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH5 Dalbeth Road to Tapapa Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH5/30 Intersection to Springfield Safe System Enhancements	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH5/36 Intersection to Dalbeth Rd Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH30 Awakeri to Whakatane Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH30 Owata to SH33 Intersection Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH30 Rotorua to Atiamuri Safety Management	SDD	Detailed Business Case Property	-	State Highway Improvements

Priority	Activity	Org	Phase	Description	Activity class
			Pre-implementation Implementation		
-	SH30 Te Teko to Onepu Spring Rd Safer Corridor	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	SH33/30 Intersection Improvement	SDD	Detailed Business Case Property Pre-implementation Implementation	-	State Highway Improvements
-	Weigh Right Paengaroa	SDD	Implementation	-	State Highway Improvements

Appendix 5: Assessment of Compliance

Before a regional transport committee submits a regional land transport plan to a regional council for approval, the regional transport committee must be satisfied that the regional land transport plan complies with section 14 of the LTMA. The following table contains an assessment against the requirements of section 14. The Bay of Plenty Regional Transport Committee is satisfied that the Plan complies with the LTMA.

LTMA Reference	Provision	Assessment
14(a)(i)	The RTC must be satisfied that the RLTP contributes to an effective, efficient, and safe land transport system in the public interest.	<p>The RLTP contributes to the purpose of the LTMA in the following manner:</p> <p><i>Effective and efficient</i></p> <p>The region's strategic response an 'Optimised Transport System' considers a hierarchy of interventions, prioritising low cost interventions such as integrated planning, demand management and network optimisation before investing in new infrastructure.</p> <p>Various programme-level options and alternatives were tested before the most efficient and effective investment model was selected.</p> <p><i>Safe</i></p> <p>Improved safety is one of the eight key objectives in the RLTP. Safety is also identified as one of the investment priorities in the regional programme. The RLTP has adopted the safe system approach to road safety and contains a number of policies to improve road safety outcomes.</p> <p><i>Public interest</i></p> <p>As representatives of the public interest, the RTC has reviewed the draft RLTP having regard to the views of representative groups of land transport users and providers (s18CA(2)). The RLTP will undergo a full public consultation process to allow the wider public to provide input into the plan development process.</p>
14(a)(ii)	The RTC must be satisfied that the RLTP is consistent with the GPS on land transport.	The RLTP has been updated to incorporate the draft GPS 2018. A high level assessment of consistency concluded that the RLTP policy framework is consistent with the draft GPS. There are further opportunities to improve programme level alignment through RLTP variation and review processes.
14(b)(i)&(ii)	The RTC must have considered alternative regional land transport objectives that would contribute to the purpose of the LTMA, and their feasibility and affordability.	The RTC considered alternative objectives at a plan development workshop. Different programme-level options and alternatives were subsequently developed and considered

LTMA Reference	Provision	Assessment
		to test the feasibility of alternative policy settings, before an optimal programme was selected.
14(c)(i)	The RTC must have taken into account any national energy efficiency and conservation strategy.	The RLTP includes an energy efficiency objective and policies that address the transport goal and target in the NZEECS.
14(c)(ii)	The RTC must have taken into account relevant national policy statements and any relevant regional policy statements or plans that are for the time being in force under the Resource Management Act 1991.	The RLTP has been assessed for consistency with relevant national and regional policy statements and regional plans. The assessment found that the RLTP is consistent with these policy statements and plans. The assessment is documented in the supporting paper: Assessment of Consistency with Resource Management Act Documents.
14(c)(iii)	The RTC must have taken into account likely funding from any source.	The RLTP funding chapter takes into account all likely funding sources, including those that sit outside the national land transport funding system.

Appendix 6: Evidence Base

The following strategies, policies and technical reports were considered during the preparation or review of the Bay of Plenty Regional Land Transport Plan.

- *Ageing Trends and Transitions: Population Ageing in the Bay of Plenty. A report prepared for Invest Bay of Plenty* (2014)
- *Bay of Connections – Bay of Plenty Regional Economic Development Strategy*
- *Bay of Plenty Aviation Stocktake – Background and Discussion Paper* (2013)
- *Bay of Plenty Community Carbon Footprint 2015/16 (draft)* (2017)
- *Bay of Plenty Rail Strategy* (2007)
- *Bay of Plenty Regional Council Transportation Infrastructure Study Report – Eastern Bay of Plenty* (2014)
- *Bay of Plenty Regional Public Transport Plan 2013*
- *Bay of Plenty Regional Policy Statement*
- *Bay of Plenty: Settlement and Agglomeration Impacts* (2014)
- *Bay of Plenty Transport Futures Study* (2010)
- *Communities at Risk Register*
- *Connect Rotorua*
- *Cruise Tourism’s Contribution to the New Zealand Economy 2017*
- *Eastern Bay – Beyond Today*
- *Eastern Bay of Plenty Route Security Strategy* (2013)
- *Eastern Bay of Plenty Route Security Study* (2011)
- *Energy in New Zealand 2013 – Ministry of Business, Innovation and Employment*
- *Golden Triangle Route Preference Study 2013-2015* (2016)
- *Government Policy Statement on Land Transport 2015/16-2024/25 and 2018/19-2027/28 (draft)*
- *How can we meet increasing demand for ports in the Upper North Island? A report for the Upper North Island Strategic Alliance* (2012)
- *Infrastructure Analysis - NZ Transport Agency on behalf of Invest Bay of Plenty* (2014)
- *Invest Bay of Plenty - Our Place in the World* (technical summary reports)
- *Kawerau Container Terminal Feasibility Report* (2017)
- *Kawerau District Council – Railway Line Extension and Crossing Transportation and Safety Assessment* (2014)
- *KiwiRAP New Zealand Road Assessment Programme*
- *Land Transport Management Act 2003*
- *National Freight Demand Study* (2014)
- *National Infrastructure Plan*
- *National Policy Statement on Urban Development Capacity*
- *New Zealand Deprivation Index*
- *New Zealand Energy Efficiency and Conservation Strategy 2011–2016 and 2017-2022*
- *New Zealand Transport Agency – Long Term Strategic View*
- *Plantation forestry statistics - contribution of forestry to New Zealand* (2017)
- *Regional Economic Activity Report - Ministry of Business, Innovation & Employment*
- *Regional Tourism Estimates - Ministry for Business, Innovation & Employment*
- *Review of Demographic and Labour Force Projections for the Bay of Plenty Region for the Period 2013 – 2063* (2014)
- *Rotorua Air Emissions Inventory – Bay of Plenty Regional Council*
- *Rotorua Integrated Network Strategy 2012-2042*
- *Rotorua Spatial Plan 2017 (draft)*
- *Safer Journeys – New Zealand’s Road Safety Strategy 2010 – 2020*
- *Safer Journeys 2013-15 and 2016-20 Action Plans*
- *Safer Journeys for People Who Cycle – Cycling Safety Panel Final Report and Recommendations* (2014)
- *SmartGrowth Strategy* (2013)
- *State Highway Road Closures 2010-2016*

- *Stocktake of Passenger Transport Functions in the Bay of Plenty (2010)*
- *Tauranga Eastern Link Network Plan (2011)*
- *Tauranga Urban Network Risk Assessment*
- *The Economic Contribution of Kiwifruit Industry Expansion to the Bay of Plenty, Northland and New Zealand Economies (2017)*
- *Toi Moana - Bay of Plenty Regional Growth Study*
- *Upper North Island Freight Story – Upper North Island Strategic Alliance (2013)*
- *Upper North Island Key Sector Trends to 2015 and Labour Demand to 2020 – Summary Report (2016)*
- *Valuing the Health Benefits of Active Transport Modes - NZTA Research Report 359*
- *Waikato Commercial Vehicle Route Preference Analysis (2014)*
- *Wood Availability Forecasts – Central North Island 2014*