

Consultation ID: EM17

Individual or organisation: Organisation

Document provider name: Toi Te Ora Public Health (Bay of Plenty DHB + Lakes District DHB)

Document submission name: **EM17 Toi Te Ora Public Health (Bay of Plenty DHB + Lakes District DHB)**



TOI TE ORA PUBLIC HEALTH

Bay of Plenty + Lakes Districts



Toi Te Ora Public health
PO Box 2120
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23 March 2018

Transport Policy Team
Bay of Plenty Regional Council
PO Box 364
Whakatane 3158

Submission to the Draft Bay of Plenty Regional Land Transport Plan 2018

Introduction

The Bay of Plenty District Health Board (BOPDHB) and the Lakes District Health Board (LDHB) are required by the Public Health and Disability Act 2000 to improve, promote, and protect the health of people and communities; to promote the inclusion and participation in society and independence of people with disabilities; and to reduce health disparities by improving health outcomes for Māori and other population groups.

Health is a state of complete physical, mental, and social wellbeing and not merely the absence of disease or infirmity (World Health Organization, 1946). Whilst health care services are important health interventions, their primary purpose is to manage disease, ill-health and trauma at an individual level. The health and wellbeing of a community is more strongly influenced by a wide range of factors beyond the health sector. These factors are referred to as the 'determinants of health'. Many determinants of health are directly influenced by the decisions and activities of councils.

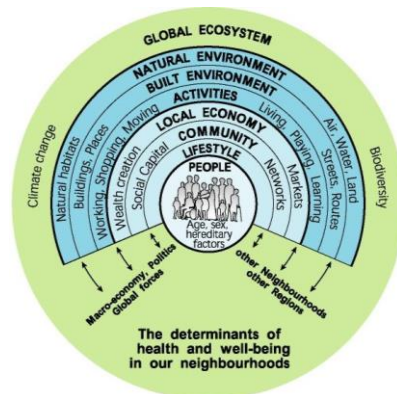


Figure 1: A model of the determinants of health (Barton & Grant, 2006)

For these reasons, the BOPDHB and LDHB are committed to working collaboratively with councils and welcome the opportunity to comment on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP). This submission has been prepared by Toi Te Ora Public Health (Toi Te Ora) which is the public health unit for both BOPDHB and LDHB.

Feedback on the Draft Bay of Plenty Regional Land Transport Plan 2018

Transport is an important determinant of health. Multimodal transport systems that feature high levels of active and public transport are associated with the following health benefits:

- Reduced air pollution and carbon emissions
- Reduced road traffic crashes and associated injuries
- Reduced noise
- Increased physical activity and healthy weight
- Improved social connection
- Improved independent mobility, particularly for children and older people
- Improved health equity

Features of a healthy transport system are described in the World Health Organisation (2009) Healthy Transport Principles which is included in appendix 1. Our response is given with consideration of these principles. All recommendations are highlighted in bold.

What BOPRC has asked to receive views on	DHBs response
Do the vision and objectives in the Plan reflect what we want transport to be in our region?	<p>The DHBs agree that the vision and objectives of the plan reflect what we want transport to be in our region. The DHBs support and commend the inclusion of ‘healthy’ in the transport vision. The DHBs recommend an extension of the vision to “The best transport systems for a growing economy and a safe, healthy and vibrant lifestyle for all” to better reflect healthy transport principle 1 (Vision of Social Equity - see appendix 1).</p> <p>The DHBs support that quality of life and improved safety make up a large majority of the benefits and objectives sought by the RLTP. It is not clear on what grounds the quality of life benefit is proportioned into its contributing objectives or how this practice shapes the subsequent plan components, as the strategic aspect of the plan appears to be somewhat similar to previous iterations. Hence the DHBs are not able to comment on the percentages assigned. In general, the DHBs propose that quality of life is the most important benefit by a substantial margin. The DHBs understand public health to be synonymous with the quality of life</p>

	<p>and safety benefits combined, and on that basis public health is a much more significant contributor than the five percent weighting given in the draft RLTP.</p> <p>With respect to the Key Performance Indicators (KPI's) established to monitor each objective, the DHBs recommend more aspirational targets that are better aligned with the proposed vision. It is noted that in the 13/14 report card, a one percent increase in the proportion of trips by sustainable modes was categorised as 'target met'. However, the DHBs assert that a much larger modal shift is required for health, sustainability and equity gains, and that this needs to happen in the near future.</p>
<p>Will the policies included in the Plan support these objectives?</p>	<p>It appears that the policies for the 2018 draft RLTP are similar to those of 2015. It is noted however, that the policy wording is stronger in the 2018 draft (for example, ensure instead of plan, require instead of encourage, proactively promote instead of promote and so forth) and that there is greater encouragement to work collaboratively to implement policy. The DHBs also note and support that the new policy recognises and provides for Maori land use and development aspirations.</p> <p>The DHBs believe that the policies will achieve the vision and objectives if they are implemented effectively and comprehensively. It is noted however that despite RLTP policies remaining fairly similar over the last two iterations, report cards have shown limited progress in modal shift toward sustainable transport.</p> <p>With this in mind, the DHBs recommend that annual monitoring reports provide explanatory comment when targets are not achieved and identify corrective actions that could be taken.</p>
<p>Are there transport issues and opportunities that haven't been identified or addressed in the plan?</p>	<p>Low levels of child independent mobility, indicated by low levels of active transport to school, is an issue that is missing analysis in the RLTP. The freedom of children and young people to get about in their local neighbourhood without adult supervision has been shown to be important to their wellbeing and development. Aside from greater levels of physical activity, studies show it leads to higher levels of sociability and improved mental wellbeing. There are many reasons to identify children and young people as a discrete and priority group in the RLTP, an important one being that 'growing a generation of sustainable transport users' is more effective as a population strategy than trying to change the habitual behaviours of adults (though adults too can be nudged by creating supportive sustainable transport environments).</p>

The DHBs therefore recommend that children and young people be identified as a special population group in the RLTP, worthy of distinct analysis and consideration, and that this view is embedded throughout the Plan.

Another issue that would benefit from further attention in the RLTP is the numbers and trends relating to transport disadvantaged groups such as people with disabilities, older people, low income people and people without a driver's license (of which a greater proportion are female). There is strong emphasis on the impact of congestion on the transport system, but less about the impact of a car-based transport system on the community, and especially on non-drivers (ie social exclusion, or reduced access to opportunities).

The DHBs recommend that transport disadvantaged people be identified as a population group in the RLTP, worthy of distinct analysis and consideration. The DHBs recommend that this position is embedded throughout the Plan, starting with the recommended rewording of the vision statement above.

To support the statements above, **The DHBs recommend the following targets be adopted (or similar) :**

- **Improved active travel to school mode share**
- **Improved perceptions of safety and security while walking, cycling and using PT** (perception of safety is as important as actual safety for modifying behaviour);

and the following demand indicator (or similar):

- **Number/proportion of urban trips made of walkable and bikeable distance** (to understand the potential for walking and cycling for transport)
- **Percentage of households with access to a motor vehicle**

The DHBs suggest a number of other intervention opportunities:

- 1) Increasing the number and variety of 'participants' aware of and accountable for the RLTP by working more closely with major trip generating venues and events such as schools, community and sporting events/venues, large employers (including the DHBs), tertiary campuses and retail complexes. Entities such as these should all be accountable, or at least strongly encouraged and supported, to promote and enable sustainable transport choices. An example of this approach is

	<p>the ‘Bike to Soccer’ initiative provided on page 12 of the Auckland Cycling Account.</p> <p>2) Undertaking a sustainable transport community-based social marketing campaign. It is noted that there are a number of discrete projects such as the regional and local public transport plans, the Tauranga Cycle Action Plan, Rotorua Urban Cycling Strategic Plan, various school travel programmes and the Smart Travel app, all with their own inherent promotional activities. These should be coordinated under a multi-stakeholder campaign aimed at increasing the uptake of sustainable transport.</p> <p>3) Improving integrated land use and transport planning by reviewing and implementing opportunities within city and district plans to promote active living, as was successfully done by Canberra in the Incorporating Active Living Principles into the Territory Plan draft variation project.</p> <p>4) More emphasis should be given to improving walking infrastructure. Walking is a very viable means of everyday transport for many journeys.</p>
<p>Is there anything in the Plan that you think is great and would like to support?</p>	<p>The DHBs support the new KPI to ‘reduce transport emissions in the region in line with the New Zealand’s international climate change commitments’, and recommend that the RLTP sets a clear numeric target rather than the current ‘below 2015/16 levels’.</p> <p>The DHBs support the new KPI to ‘reduce the social cost of deaths and serious injuries on the region’s road network (below 2016 levels)’</p> <p>The DHBs support the description provided of the social model of health, including the descriptors of health protection and health promotion.</p> <p>The DHBs support the intervention hierarchy described for the optimised transport system, and consider the successful application of this hierarchy to be key to achieving the desired modal shifts.</p> <p>The DHBs support all projects that will contribute to an increase in walking, cycling and public transport and recommend projects that promote active and public transport are given highest priority in the regional programme.</p>
<p>Other general feedback about the Plan</p>	
<p>9.2 Ten year financial</p>	<p>The DHBs note that the comment “analysis of future regional</p>

forecast (page 102)	<p>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” was first made in the 2011 RLTP and is again featured in bold on a stand-alone page in the 2018 draft (page 46).</p> <p>The DHBs also note a substantial forecast increase in funding for walking and cycling improvements, a reasonable forecast increase in road safety promotion, but a forecast decrease in funding for public transport, when compared to the 2015 RLTP*. This is despite large population growth in the western Bay of Plenty and population ageing throughout the region.</p> <p>It is difficult to understand how reduced funding for public transport takes account of the warning provided in the quotation above, or how it will achieve the vision, objectives and policies outlined in this Plan. The DHBs support and commend the increase in funding for walking and cycling improvements and road safety promotion, but strongly recommend greater investment in public transport throughout the region, especially in the western Bay of Plenty where growth and ageing are combining to produce substantial pressure on the current car based transport network. If not addressed, this will also lead to increasing social exclusion for non-drivers, who are a substantial and growing proportion of our community, as well as other detrimental health impacts.</p> <p>*This comparison is based on an analysis of the seven year forecast provided in the 2015 RLTP and the ten year forecast provided in the 2018.</p>
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The DHBs do wish to be heard in support of this submission.

Yours sincerely



Sally Webb
Chairperson
Bay of Plenty DHB



Ron Dunham
CEO
Lakes DHB

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Appendix 1: Healthy Transport Principles

The World Health Organization (2009) states that the goal of healthy and sustainable transport is to maximise access, personal mobility and healthy physical activity. Technical components of a healthy and sustainable transport network vary by locale, local needs and travel patterns. However, the following policy components are considered to be some of the most important.

- **Vision of social equity.** Urban transport systems should provide high quality mobility to all urban residents who need access to jobs, schools and commercial districts, regardless of whether they own a private vehicle. Such mobility should minimise health risks from pollution and injuries, and enhance opportunities for healthy physical activity and communal interactions across all sectors.
- **Transport demand management.** Rather than 'predicting and providing' more road capacity for economic development, demand management asks: *"what are the mobility needs of people and goods, and how might those be answered in the most healthy, efficient, equitable and environmentally sustainable manner?"*
- **Integrated transport.** Integrated systems optimise connectivity between, and comparative advantages of, different modes e.g. NMT (non-motorised transport) for dense urban areas; public transport for high-volume travel to high-demand destinations; and private transport for very low volume, point-to-point trips served inefficiently by other modes.
- **Prioritising non-polluting modes.** Public transport and NMT generate fewer health and environmental impacts per unit of travel. These can be prioritised in a demand management policy using both physical design and economic measures.
- **Separated NMT networks.** High quality pedestrian and cycling networks, separated from vehicular traffic, can help reduce injury risk and enhance the mobility of poor and vulnerable populations, such as children. Good NMT networks also provide additional incentives to use public transport since usually this is accessed by those modes.
- **Dedicated public transport corridors.** This is a key spatial design feature that can improve public transport service and efficiency in crowded urban areas. Dedicated public transport can include light rail or rapid bus transit (the latter may be less expensive and faster to implement); or a mix of rapid bus transit, light rail and metro services – as appropriate to local travel needs and volumes, needs for connectivity and mobility, and urban land-use patterns. When separation is impossible, traffic-calming measures should be used to slow motorized vehicle speeds so that the lives of pedestrians and cyclists are not endangered.
- **Active community environments.** Urban space should be allocated to community social and activity space (e.g. parks, squares and playgrounds, pocket gardens, pedestrian alleys and rights of way). These support mobility, physical activity and social interactions in a safe and non-polluted environment.
- **Managed, integrated land use.** Land-use policies that cluster and integrate new housing, services and activity centres around public transport/NMT networks can help to reduce

the excessive "trip generation" that often accompanies urban development, thereby enhancing sustainability and health.

- **Improved vehicle standards and technology.** Policies that support unleaded fuels, lower-sulphur fuel; alternatives to diesel, such as CNG; improved standards or retrofitting of older vehicle engines; and better vehicle maintenance and monitoring, can help to lower 25 pollution emissions, particularly from the most polluting vehicles. Improved safety design of vehicle fronts, especially for cars and buses, can reduce pedestrian and cyclists' injuries significantly. Policies that encourage the phasing out of older vehicles can help to remove vehicles that are among the most polluting and at greater risk of break-downs which can, in turn, be a factor in traffic accidents and injuries.
- **Economic tools.** Economic tools such as fuel taxes, congestion charging or parking pricing may be used to generate revenues for less polluting modes and to raise the price of polluting modes to reflect health and environment "externalities" that the market typically does not capture. Also these tools may be used as incentives to phase out older vehicles.

Consultation ID: EM55

Individual or organisation: Organisation

Document provider name: The Disabilities Resource Centre

Document submission name: **EM55 The Disabilities Resource Centre**

Bay of Plenty Regional Council
5 Quay Street
WHAKATANE 3158

Dear Sir/Madam

SUBMISSION TO BAY OF PLENTY REGIONAL COUNCIL ON THE REGIONAL LAND TRANSPORT PLAN 2018

The Disabilities Resource Centre is devoted to providing an accessible support service for people with disabilities and the elderly. We empower over 1000 clients to exercise their right to live with dignity and independence in the community of their choice.

We achieve this by providing the following services:

- Information and Advisory Services
- Equipment Services
- Home Care Services
- Community Services

The Disabilities Resource Centre requests the opportunity to speak in support of this submission to the Bay of Plenty Regional Council.

Yours faithfully
Bronwen Foxx
CHIEF EXECUTIVE OFFICER

The Disabilities Resource Centre (DRC) would like to thank the Bay of Plenty Regional Council for the opportunity of commenting on the Bay of Plenty Regional Land Transport Plan (RTLTP) 2018. We would like to comment as follows:

The Disabilities Resource Centre would like to acknowledge that the BOP RTLTP has identified an ageing population as a strategic driver, with an increased demand for accessible travel options and pedestrian networks suitable for mobility scooters. However little planning or funding seems to have been put into this issue, particularly in the remote areas of our district, and we are concerned that the burgeoning population of elderly people in our region is not being addressed with this Transport Plan.

Passenger Rail Services

Passenger rail is traditionally highly accessible, useful to encourage urban cyclists and patrons with walkers, wheelchairs, or small children to use public transport. As such Disabilities Resource Centre is encouraged by the possibility of passenger rail in Tauranga being mentioned in the Executive Summary of the RTLTP. Unfortunately no provision or plan seems to have been made for any passenger rail services in the medium term.

Bus Services

Disabilities Resource Centre acknowledges that all Bayhopper Tauranga and Cityride Rotorua urban buses are wheelchair accessible with low floors and ramps, and that GO Bus provides extra services in Tauranga for disabled patrons. We are also pleased that the Western Bay of Plenty Blueprint has advised upgrading the safety and pedestrian access of high use bus stops.

However there can be great difficulty for disabled users particularly in the Eastern Bay of Plenty, due to the small number of scheduled buses, and the fact that there is only one wheelchair accessible seat on each bus. If a patron is already using that seat, no other wheelchair user may board and faces a very long wait for the next available bus, which makes planning impossible. More accessible options would be of great benefit to these users and their independence. Some patrons with a disability need a caregiver to travel with them and making this service free for carers would also be of great help.

Smartride Cards

The DRC would encourage the Regional Council to allow users could top up or purchase a card from sites in Whakatane, Kawerau and Opotiki or via online/internet banking. At present some Eastern Bay users of Smartcard do not receive the same discounts that are offered to Western Bay and Rotorua users. We are excited that an improved ticketing system for publicly contracted bus services is flagged as at the construction and implementation stage in this plan.

Total Mobility Scheme

As an assessing agency for the Total Mobility Scheme, we see first-hand the positive impact that the scheme has for the elderly and those with disabilities in our community. For those who benefit from the scheme, it goes a long way to maintaining their independence. We would like to acknowledge the Regional Council's ongoing commitment to the Total Mobility Scheme and look forward to continuing to facilitate the scheme in our community.

Autonomous Vehicles

Christchurch City Council has led the way in modern public transport provision in New Zealand, trialling autonomous vehicles to shuttle passengers at the Christchurch City Airport. Disabilities Resource Centre Trust can envision the enormous potential these vehicles have to change the lives of those with mobility impairments as they completely remove the need for an able-bodied driver or costly modifications to existing private vehicles. We would like to encourage Bay of Plenty Regional Council to include the possibility of building a fleet of autonomous vehicles for disabled transport in their long term planning. There are possibilities of private-public funding partnerships that could be explored to offset the initial costs and the benefits to the populace are incalculable.

Consultation ID: EM13

Individual or organisation: Organisation

Document provider name: New Zealand Kiwifruit Growers Inc

Document submission name: **EM13 New Zealand Kiwifruit Growers Inc**

23 March 2018

Transport Policy Team
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

Via email to info@boprc.govt.nz

Dear Sir/Madam,

Re: Bay of Plenty Regional Council Proposed Regional Land Transport Plan 2018

Please find attached a submission on the Bay of Plenty Regional Council's Proposed Regional Land Transport Plan 2018. This submission is on behalf of kiwifruit growers in the Bay of Plenty Region.

Please do not hesitate to contact me if you require any further information on this submission.

Kind regards,



Nikki Johnson
Chief Executive Officer

SUBMISSION IN RESPECT OF THE BAY OF PLENTY REGIONAL COUNCIL'S PROPOSED REGIONAL LAND TRANSPORT PLAN 2018

TO: Bay of Plenty Regional Council

SUBMISSION ON: Bay of Plenty Regional Council's Proposed Regional Land Transport Plan 2018

NAME: New Zealand Kiwifruit Growers Incorporated (NZKGI)

ADDRESS: PO Box 4246
Mount Maunganui South 3149

1. NZKGI's submission is detailed in the following sections:

- A. Overall Comments
- B. Chapter 3: Problems, Benefits and Objectives
- C. Chapter 4: Strategic Response
- D. Chapter 5: Policies
- E. Transport routes of significance for the Kiwifruit Industry in the Bay of Plenty Region;
- F. Conclusion.

2. NZKGI wishes to be heard in support of this this submission.

3. NZKGI will not gain an advantage in trade competition in making this submission.

4. Background to NZKGI

NZKGI was formed in 1993 to give kiwifruit growers their own organisation to develop a secure and stable kiwifruit industry. NZKGI represents 2,600 kiwifruit growers and gives growers their own voice in industry and government decision making. NZKGI works to advocate, protect and enhance the commercial & political interests of New Zealand kiwifruit growers.

5. The Kiwifruit Industry in the Bay of Plenty Region

Approximately 80% of New Zealand's kiwifruit crop is grown in the Bay of Plenty providing a significant contribution to the Bay of Plenty regional economy, with \$1.97 billion in revenue being generated for the region in 2015/2016.¹ The industry provides significant employment to the Bay of Plenty Region employing 10,762 FTE in the year 2015/2016¹.

Zespri, the kiwifruit marketer, have committed to more than double global sales revenue to \$4.5 billion by 2025. The projected growth of the industry will contribute significantly to the Bay of Plenty GDP increasing it by 135% from 867 million to 2.04 billion by 2029/2030¹. Employment in the kiwifruit industry is also expected to increase by 133% to 25,091 FTE by 2029/2030¹.

A. Overall comments

NZKGI are generally supportive of the strategy and reiterates the important of good transport links to industry and the community.

¹ Institute of Business Research, University of Waikato - The Economic Contribution of Kiwifruit Industry Expansion to the Bay of Plenty, Northland and New Zealand.

The kiwifruit industry is highly dependent on the transport network, including sea freight and land transport as almost all kiwifruit grown in New Zealand is exported. Transport must be reliable to achieve consistent food quality, supply the market at the right time and obtain equitable returns. Growth figures indicate that this dependency will increase, and it is imperative that the industry has reliable and efficient transport networks in the Bay of Plenty.

A reliable and efficient transport network is vital to not just the regional economy, but also the New Zealand economy. The kiwifruit industry has a growth strategy that will see it double in size in the next 10 years further increasing the value that the industry brings to the regional and national economy. Access to effective transport is critical to achieving the growth targets. The regional strategy for transport needs to consider priority projects in the context of future growth.

B. Chapter 3: Problems, Benefits and Objectives

Chapter 3 sets out eight objectives that contribute to the purpose of the Land Transport Management Act that guide the Plan and highlight the areas of focus over the coming years for the Region's land transport decision makers.

- Safety (30%)
Deaths and serious injuries on the region's transport system are reduced
- 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.
- Access and resilience (15%)
Communities have access to 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 (10%)
The social and environmental effects arising from use of transport systems are minimised
- Land use and transport integration (10%)
Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling
- Energy efficiency (5%)
People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources
- Public health (5%)
The transport system minimises the health damaging effects of transport for all members of society
- Affordability (5%)
Investment in the transport system maximises use of available resources and achieve value for money

NZKGI supports the high-level objectives however submits that greater emphasis needs to be placed on the safety objective in setting the proposed regional activities. NZKGI believes

that the weighting given to the various benefits and objectives needs to be reconsidered (refer comments on Chapter 5).

C. Chapter 4: Strategic Response

Chapter four 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.

NZKGI support the high level strategic response and comments on the following features identified under the Optimised Transport System.

- **Road Network**
NZKGI support the recommended investment focus areas including strategic freight networks, safety improvements, connectivity improvements and network resilience.
- **Rail Network**
NZKGI support the recommended investment focus areas including investigating the feasibility of increasing the use of rail for freight, resilience improvements, reliability improvements, rail capacity improvements and inter-modal facilities and hubs.
- **Public Transport**
NZKGI support increased investment in public transport and suggest a key consideration should be the provision of public transport for seasonal employees in sub-regional areas such as Katikati and Te Puke. Public transport routes enabling seasonal employees to access facilities in larger centres is essential. The Bay of Plenty Region attracts approximately 8,000 seasonal employees each year with most people required in the region from April until June. This figure includes 2,000 recognised seasonal employees (RSE) from the Pacific Islands.

D. Chapter 5: Policies

Chapter five of the plan sets out the policies that are designed to guide the actions of organisation responsible for implementing the plan and are organised according to the primary regional transport objective they support.

The summary document advises that 45% of the benefits and objectives of the Transport Plan should be based around quality of life considerations. NZKGI submits that safety is in itself a critical part of quality of life and that the impacts of road accidents have a serious impact on the quality of life of victims. Therefore, safety should attract a higher priority than proposed - safety of roads should be considered the primary focus. Secondly, economic performance is also a driver of quality of life. Satisfactory employment is a key factor in achieving quality of life and economic performance drives job availability. NZKGI submits that the weighting given to the importance of safety and economic performance needs to be reconsidered.

E. Transport routes of significance for the Kiwifruit Industry in the Bay of Plenty Region

NZKGI acknowledge that the Draft Regional Land Transport Plan 2018 identifies the importance of transport to the region and beyond and sets out the objectives and strategic priorities for the region. The following comments refer to the top 15 proposed regional activities identified by the Bay of Plenty Regional Council and propose changes to better reflect the importance and role of the kiwifruit industry in the region.

The industry is reliant on freight trucks to transport kiwifruit from orchards to post-harvest facilities where the fruit is packed and then to the Port of Tauranga for shipping. 996,000 tonnes of Kiwifruit were exported from the Port of Tauranga in 2016.² The Kiwifruit harvest begins in mid-March and transport routes are utilised by high volumes of trucks transporting kiwifruit to the Port of Tauranga through to December.

The transport routes of significance for the kiwifruit industry that should be given priority in the Bay of Plenty Region are as follows:

- **W2T Waihi to Omokoroa & W2T Omokoroa to Te Puna**

There are approximately 750 orchards between Waihi and Te Puna and it is a crucial transport route for transporting kiwifruit from orchard to post-harvest facilities of which there are around seven and then onto the Port of Tauranga.

This route is highly utilised by the wider kiwifruit community with employees and their families driving on it daily. New developments and population growth have meant that high volumes of traffic are utilising this road daily. The volume and speed of traffic on this road is an area of key concern lamented by the regular serious accidents occurring in this area. Residents and members of the wider kiwifruit industry ‘think twice’ before choosing to use this road.

Key areas of concern for this transport route are the sections of road outside Aongatete Coolstore and Apata Group Limited. The volume and speed of traffic on the road between Katikati and Tauranga makes it dangerous for traffic entering and leaving the main road to/from side roads. There is significant concern about the frequency of serious accidents at intersections on this road.

This transport route is currently prioritised at number six and number 11 of 15 which is inconsistent with the objective of safety and the reduction of death and serious injury on the region’s transport system. NZKGI submit that safety improvements to this roading corridor are prioritised at a level which enables work to begin immediately. NZKGI submits that the number of serious accidents on this road mean that it should be prioritised above other projects. It is a critical issue that puts people’s lives and wellbeing at risk every day - further delays to fixing this are unacceptable.

- **SH2 Wainui Road to Opotiki, NSRRP**

There are approximately 225 orchards in Opotiki with three post-harvest facilities in the area. SH2 Wainui Road is a major transport link between Opotiki and the Port of Tauranga while this route is also highly utilised by employees and their families travelling to and from work daily.

NZKGI support the activity class proposed for this transport route in its investments to state highways to improve capacity and/or service levels and agrees that this meets the primary objective of safety.

- **SH2 Opotiki to Gisborne**

There are approximately 68 kiwifruit orchards in Gisborne producing 250 hectares of kiwifruit annually. SH2 between Gisborne and Opotiki is regularly used by the industry to transport kiwifruit from orchards in Gisborne to post-harvest facilities in Opotiki to be packed. A resilient transport route between these towns and beyond is essential for growth targets to be met and for this sub-region to prosper.

² <https://www.port-tauranga.co.nz/about-port-of-tauranga/commodities/>

NKZGI generally agree with the primary objective of access and resilience however submit that economic efficiency should be a key consideration for this road and its importance in transporting kiwifruit from Gisborne to Opotiki.

F. Conclusion

NKZGI support the Bay of Plenty Regional Council and New Zealand Transport Agency in continuing to maintain and improve the transport network and in doing so, taking a holistic view of the critical freight journeys across the region.

NZTA must continue to fund transport projects in the region, as a reliable and efficient transport network is vital to not just the regional economy but also the New Zealand economy.

NKZGI submits that improvements to State Highway 2 should be prioritised as a matter of urgency to protect the safety and quality of life of the community and in recognition of the contribution to the economy of this road. Across the kiwifruit industry and the wider community, there is a widespread view that the frequency of accidents on this road is unacceptable and there is no question that improvements are a priority.

Consultation ID: EM15

Individual or organisation: Organisation

Document provider name: Sustainable Business Network

Document submission name: **EM15 Sustainable Business Network**

Bay of Plenty Regional Land Transport Plan Submission

Submitted by: Glen Crowther
Organisation: Sustainable Business Network
Phone: 027 5768000
Email: glen@sustainable.org.nz
Postal Address: PO Box 106983, Auckland 1143
Age: 45-54
Gender: Male
Ethnicity: NZ European

I wish to make an oral submission.

Do the vision and objectives in the plan reflect what we want transport to be in our region?

No. Our goal is a safe, accessible multi-modal transport system. In this plan, only 4% of funding goes towards public transport and 2% on active transport, with less or none on Mobility as a Service (MaaS), rideshare platforms, other new technology or innovative systems. Coupled with current land use, that would condemn the BOP to car-dependency and worsening congestion.

Central government has indicated the following priorities for the 2018 GPS:

- safety
- liveable cities
- better environmental outcomes
- best possible value for money

We suggest the following changes to the RLTP:

- A greater emphasis on those priorities indicated as likely to be included in the Government Policy Statement on transport.
- “Land use and transport integration” needs a higher weighting than 10% to align with the GPS, and much more emphasis is needed on liveable cities and towns (in the case of Tauranga City, this needs to link to the Tauranga Urban Strategy; for Rotorua, to the Rotorua Spatial Plan; and in Whakatane, to the Integrated Urban Growth Strategy).
- “Environmental sustainability” needs to have a much higher weighting than 10% to align with the GPS, and more funding should go on projects likely to reduce transport emissions in the region. For example, current public transport plans will not reduce emissions (according to Regional Council’s projected figures) and the result is likely to be a continued significant rise in BOP’s transport emissions during the next decade.
- “Affordability” may need a higher ranking than 5% to align with the GPS. Public transport and active transport are often the most cost-effective investments, as evidenced by higher benefit:cost ratios for the PT Blueprint and cycleway investments than for many roading projects. Hence this aligns with government’s other priorities.
- We support the high ranking of safety, but note that 25% weighting may better align with the likely GPS. Whatever the weighting, investing in public transport and safe active transport systems are the most cost-effective ways of improving overall transport safety.

Will the policies included in the Plan support these objectives?

Not to the extent required. Rail needs to have much greater emphasis, especially rail freight. And there needs to be much great acknowledgement of the need for innovation and demand management.

One specific issue is critical: the misalignment between the projected mode share for public transport in Tauranga in the PT Blueprint and the figures in the Tauranga Transport Programme. The Blueprint sets out to increase bus users by 34% by 2028, which will result in a similar percentage of total by bus in 2028 (allowing for projected population growth): less than 2%. Meanwhile the Tauranga Transport Programme sets out a target of 9.3% of all trips in Tauranga City (including Te Tumu etc.) being by bus by 2031. To meet that goal, around 7.5% of all trips should be by bus by 2028, but the Blueprint and this RLTP are backing a plan that will see less than 2% of trips being by bus in the Bay's biggest population centre.

Bus patronage grew 6-fold in Tauranga from 2003 to 2013. We need a similar increase from 2018 to 2028. That is the only way to meet the target in the Tauranga Transport Plan and, more importantly, to meet the government's goal of reduced emissions in the transport sector.

We suggest the following changes:

- Increased investment into public transport, demand management initiatives, rideshare platform/s, business commuting schemes, and so forth.
- Much greater investment in public transport in Tauranga is needed to get uptake to the projected levels for Programme 8 of the Tauranga Transport Programme. This requires the per capita contribution from rates to be closer to that in NZ's three main centres... or significantly greater funding from central government or other partners.
- More frequent and reliable bus services are needed in the Western BOP District, particularly for Omokoroa and Katikati.
- Increased investment in the bus network is needed to provide fast, reliable, safe services for schoolchildren to get to and from school. We suggest bold measures are needed to encourage modal shift and reduce the congestion caused by school-related traffic. One such measure we support is trialling a no charge system for school-age children to travel by Baybus to and from local schools. Additionally, primary and intermediate schools need to be serviced by an appropriately sized, comprehensive network of school buses that take timely and direct routes to the schools.
- Investment in MaaS, to enable new opportunities to go ahead within a regional framework that prioritises good environmental and community outcomes.
- Higher prioritisation of the proposed safety improvements on State Highway 2 and other roads and cycling routes with a poor safety record. For SH2 between Te Puna and Omokoroa, this means focusing on intersection design and implementing solutions in the near future, but does not imply a need for 4-laning of that stretch of highway.
- Greater investment in safe cycling infrastructure in all BOP main centres to speed up safe cycleways construction and enable a genuine choice of safe, affordable and accessible low emissions transport modes.

Are there any transport issues or opportunities that haven't been identified or addressed in the plan?

- Rail needs much more attention. Councils need to work closely with central government, Kiwirail, Port of Tauranga, FLAG, the forestry and horticultural sectors, and other parties to produce a regional plan to increase percentages of freight transported through the region and inter-regionally by rail (and coastal shipping) and related reductions in greenhouse gas emissions.
- The proposed electrification of the Kawerau-Port railway line should be prioritized and strongly supported in this plan.
- A business case should be done ASAP for a new railway line linking Rotorua and Port of Tauranga. This could possibly be a Provincial Growth Fund project.
- This plan should explicitly support the proposed passenger rail services between Hamilton to Tauranga and Rotorua to begin as soon as possible, and the upgrade of those intercity services to high-speed trains as soon as possible
- Also to investigate the business case for rapid passenger rail from Whakatane District to Tauranga, partly to ease growth pressures in the Western BOP and partly to open up further economic opportunities in the Eastern BOP.
- Coastal shipping is another important part of the transport system that should be strongly supported, with freight targets as above.
- The plan does not adequately emphasise the critical importance of mobility as a service (MaaS), demand management, rideshare platform/s, car sharing, electric vehicles, e-bikes, autonomous vehicles, online/mobile transport information systems, and other disruptive or innovative technologies.
- In particular, the plan should pick up on the needs of users forming the basis of transport policy. This is the basis of MaaS and modern public transport. e.g. Carole Gordon's proposals to councils regarding designing transport systems for an aging population. This approach will require strong community and business engagement and will ultimately need moderate investment into partnerships that deliver appropriate low-emission mobility services to all of our communities, ideally via open platforms.
- The need to change land use patterns is not recognised. The scale of new transport infrastructure being rolled out in the near future in Papamoa East-Te Tumu and other regionally significant new developments should be acknowledged as a great opportunity for exemplary transport systems to be implemented.
- The plan should direct more electric buses be brought into the Tauranga bus network and elsewhere in the BOP as soon as possible. The goal should be a fully electric fleet in all three main centres (Tauranga, Rotorua and Whakatane) as soon as it is viable.
- The plan should support public electric vehicle charging stations in areas where the market does not deliver (currently some rural areas).
- Councils should urgently partner with business organizations, community groups and other parties to develop an integrated multi-modal low-carbon transport plan for the region that incorporates key drivers for change, such as rideshare platforms and a MaaS strategy.

- Urgently investigate funding options, including road/congestion pricing and a (sub)regional fuel tax. Include an analysis of road tolls to ensure they are not a barrier to freight using optimal highway routes.
- Develop a plan to change some key intersections on the Tauranga state highway ring road system and then implement bus and T3 lanes as needed along that route. The idea is to especially improve the traffic flow for buses and high occupancy vehicles from Tauriko and Bethlehem across the Harbour Bridge and Hewletts Rd to Papamoa, and vice versa.
- That plan should include improving Totara St so it functions appropriately as a key freight route, an important commuter route, and a major cycleway arterial route for commuters and tourists.
- It should also include a review of public and active transport provision on the Baylink project. A bus lane along Maunganui Rd from the Baylink project joining up to the Hewletts Rd bus lanes should be a part of this plan.

Is there anything in the plan you think is great and would like to support?

- We support the prioritization of safety, which aligns with the GPS.
- We support the measures in the plan to improve public transport services in the region.
- We support the proposed investments in safe cycleways in this plan by Tauranga City Council and other councils.
- We like much of the commentary in the plan, and suggest the prioritization of projects should better align with that commentary and our suggested direction.

Other Comments

- This is genuine urgency in the need to implement big changes in this region's transport systems, especially in Tauranga and the Western Bay. We ask your councils to look at how this can happen quickly AND with exemplary community engagement.
- We like the idea of a Western Bay of Plenty Transport Centre and hope that it quickly becomes a Business Unit with bus procurement integrated with the spend on other transport modes in the sub-region. The integration of parking policy and public transport seems particularly important, as along with the marketing (including NZTA's Choice app), that is probably the main lesson to be taken from the apparent success of the Queenstown approach, whereby the Otago Regional Council and Queenstown Lakes District Council contributed 25% each of the funding towards their revamped bus service.
- Finally, you asked up front "Are we creating the services and building the infrastructure we'd be happy to pass on to our children and grandchildren?" Sadly, we'd have to answer "no".
- There is overwhelming support from business organizations, iwi, community groups and others for a multi-modal approach to transport that is implemented quickly. The stars have aligned, with central government supporting that same approach and NZTA having some well-respected staff with a clear understanding of what is needed in this region.
- The only thing missing is a clear commitment in this plan to implementing a multi-modal strategy that results in more efficient transportation of people and freight, drives down transport emissions, and leads to healthier and happier communities.

RLTP Submission from Ian Dustin.

I attach for your reference the Kiwi Rail design for rail access to the Rangiuru Business Park.(RBP) This shows a double tracked siding of 570 meters on the land owned by Quayside Properties starting at the Makatu crossing.

This siding would allow for train movements capable of handling all the Log traffic currently passing that point on SH 33 and SH 2 on route to the Port of Tauranga by truck and trailer, including the fast approaching “wall of wood”.

It maximizes the location by picking up all SH 2 and SH 33 road traffic at this junction and removes the logging rigs permanently from that point to the PoT.

This has many advantages for the Region and aligns with the Policies identified in Chapter 5 :

- 5.1 Access and resilience
1 : 2 : 3
- 5.2 Environmental sustainability
4
- 5.3 Land use and transport integration
7 : 8 : 10 : 12 : 13 : 14
- 5.4 Energy efficiency
15
- 5.5 Public health
17
- 5.6 Safety
19 : 21 : 24
- 5.7 Economic efficiency
25 : 26 : 27 : 28 : 29
- 5.8 Affordability
33

As identified in Chapter 2 the Bay of Plenty accounts for 38% of New Zealand’s total forest removals and large areas of forest planted in the 1990s are now reaching harvest age, the so called “wall of wood”.

Amongst Regional economic development projects mentioned in Figure 4 : there is no mention of the Rangiuru Business park, although it has passed two Plan changes and associated RC processes and is ideally suited not only for the more efficient processing of the Log movements currently undertaken by road, but also the movement of the massive increases in the kiwifruit tonnages identified by the industry. The decision to containerise the kiwifruit crop has already been made and as Rangiuru sits in the middle of 80% of the current production it would seem logical to include a container park that is connected to the PoT by rail to provide journey time reliability from this “ container cool store” to the port.

Along with Buddy Mikaere I recently meet with Shane Jones and we briefly outlined the concept of a Log Rail Processing yard at Rangiuru. He was impressed enough to want a full business report as it seemed to him to fit into the Coalition Agreement goals, including their commitment to a significant investment in regional rail. He outlined that the projects supported to date had strong support from the Regional Councils and to this effect the 15 year support from the Regional Council for the Rangiuru Business Park fits that category. As outlined in previous correspondence the Kiwi Rail model moves logs at 4 cents per tonne per kilometer cheaper than road transport and the increased

efficiencies from the quicker truck turnaround underlines the business case, let alone the many policies outlined above that support one or more objectives in the land Transport Plan.

To take a viable business case forward there has to be rail connection with Rangiuru Business Park and the Port. In fact to make the RBP become viable and have a point of difference with the Tauriko Industrial Park this needs to occur.

I am sure that with increased collaboration and collegiate good will between all to parties this can be made to happen and the RBP will become a reality and a very important piece in the vibrant region we live in.





