

Regional Transport Committee

NOTICE IS GIVEN

that the next meeting of the **Regional Transport Committee** will be held in **Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga** on:

Friday, 23 November 2018 commencing at 9.30 am.

Fiona McTavish
Chief Executive
16 November 2018



Regional Transport Committee

Terms of Reference

Delegated Function

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region.

Membership

Each regional council must appoint to its regional transport committee:

- Two persons to represent the regional council;
- One person from each territorial authority in the region to represent that territorial authority; and
- One person to represent the New Zealand Transport Agency.

Each regional council must appoint from its representatives the chair and deputy chair of the committee.

At any meeting of a regional transport committee, the chair, or any other person presiding the meeting:

- Has a deliberative vote; and
- In the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Quorum

In accordance with Council standing order 10.2, the quorum at a meeting of the committee is five, consisting of the majority of the number of members.

Term of the Committee

Under section 105(1) of the Land Transport Management Act 2003, every regional council must establish a regional transport committee as soon as practicable after each triennial election.

Meeting frequency

Quarterly.

Specific Responsibilities and Delegated Authority

- To prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- To approve any non-significant variation to the regional land transport plan.
- To adopt a policy that determines significance in respect of:

- variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003; and
 - the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
- To provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
 - To approve submissions to central government, local authorities and other agencies on Regional Transport Committee matters.
 - To approve the regional Road Safety Action Plan.

Procedure of the Committee

The Regional Transport Committee may appoint external advisors to assist it in the exercise of its specific responsibilities and delegated authority. For the purposes of clarity, external advisors may be given full speaking rights at the discretion of the Committee, but are not entitled to vote on Committee matters.

The provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Regional Transport Committee.

Note:

- The Regional Transport Committee does not have any financial delegation.
- Under the Local Government Act 2002 the Regional Transport Committee is not defined as a joint committee.
- The Regional Transport Committee reports directly to the Regional Council.
- The New Zealand Transport Agency (appointed member) can nominate an alternative representative to attend Regional Transport Committee meetings, as resolved by the Regional Council.

Public Forum

1. A period of up to 15 minutes may be set aside near the beginning of the meeting to enable members of the public to make statements about any matter on the agenda of that meeting which is open to the public, but excluding any matter on which comment could prejudice any specified statutory process the council is required to follow.
2. The time allowed for each speaker will normally be up to 5 minutes but will be up to the discretion of the chair. A maximum of 3 public participants will be allowed per meeting.
3. No statements by public participants to the Council shall be allowed unless a written, electronic or oral application has been received by the Chief Executive (Governance Team) by 12.00 noon of the working day prior to the meeting and the Chair's approval has subsequently been obtained. The application shall include the following:
 - name of participant;
 - organisation represented (if any);
 - meeting at which they wish to participate; and matter on the agenda to be addressed.
4. Members of the meeting may put questions to any public participants, relevant to the matter being raised through the chair. Any questions must be asked and answered within the time period given to a public participant. The chair shall determine the number of questions.

Membership

Chairperson:	S Crosby (Bay of Plenty Regional Council)
Deputy Chairperson:	J Nees (Bay of Plenty Regional Council)
Appointees:	Mayor A Bonne (Whakatāne District Council), Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor R Curach (Tauranga City Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Mayor J Forbes (Opotiki District Council), Councillor A Iles (Alternate, Whakatāne District Council), Councillor B Julian (Alternate, Kawerau District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Councillor T Molloy (Alternate, Tauranga City Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency), Councillor L Thurston (Alternate, Bay of Plenty Regional Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor K Young (Alternate, Opotiki District Council)
Attendees:	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith, D Kneebone (Port Advisor/Property & Infrastructure Manager, Port of Tauranga)
Committee Advisor:	T Nerdrum-Smith

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

Agenda

- 1 Apologies**
- 2 Public Forum**
- 3 Acceptance of Late Items**
- 4 General Business**
- 5 Confidential Business to be Transferred in the Open**
- 6 Declarations of Conflicts of Interests**
- 7 Previous Minutes**
 - 7.1 Regional Transport Committee Minutes - 14 September 2018**

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Previous Minutes

Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 14 September 2018 commencing at 9.30 a.m.

Present:

Chairman: S Crosby (Bay of Plenty Regional Council)

Deputy Chairman: J Nees (Bay of Plenty Regional Council)

Appointees: Mayor A Bonne - Whakatāne District Council, Councillor R Curach - Tauranga City Council, Councillor B Julian - Alternate, Kawerau District Council, Councillor K Young - Alternate, Opotiki District Council, P McLean - Regional Director Waikato/BOP, New Zealand Transport Agency, Councillor J Palmer - Alternate, Western Bay of Plenty District Council, A Talbot - Alternate, New Zealand Transport Agency

In Attendance: Bay of Plenty Regional Council: Namouta Poutasi – General Manager: Strategy and Science (Acting), Fiona McTavish – Chief Executive, Garry Maloney – Transport Policy Manager; T Nerdrum-Smith – Committee Advisor

Cr Cronin, Cr Bruning and Cr von Dadelszen

Other: J Galbraith - Port Advisor and D Kneebone - Property & Infrastructure Manager - Port of Tauranga, Mark Hasley - NZTA, Rob Campbell – NZTA, Cr M Gould - Rotorua Lakes Council, Glen Crowther – Sustainable Business Network

Apologies: Mayor S Chadwick - Rotorua Lakes Council; Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Councillor D Thwaites - Western Bay of Plenty District Council, Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Opotiki District Council, Brent Crowe - Safety Advisor, BoP District Police

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor S Chadwick - Rotorua Lakes Council; Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Councillor D Thwaites - Western Bay of Plenty District Council, Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Opotiki District Council and Brent Crowe - Safety Advisor, BoP District Police tendered at the meeting.

Julian/Bonne
CARRIED

2 Public Forum

Glen Crowther - Sustainable Business Network, presented on the Tauranga Transport Alignment Project (TTAP).

PowerPoint Presentation – Reference A2964272

Key Points of Presentation

- The Wider Context
- Climate Change: BoP Context
- Cut Emissions by 1/3 by 2030
- No Need to Delay
- Tauranga Transport Alignment Project
- TTAP – 5 Point Plan
- Congestion Free PT Network
- TTAP Goals
- National Land Transport Programme (NLTP) Funding
- NLTP Public Transport Funding
- Our Proposal
- Cost of Free Fares for Children.

Presenter in Response to Questions

- Recognised that 'drastic' measures were required to make a positive difference in carbon emissions
- Central Government had clearly indicated its wish for Regional Plans to have targets around reduction of emissions.

Key Points – Members

- A second Government Policy Statement, which included climate change considerations, was being progressed
- Recognised that the New Zealand roading network was not set up well for a combination of transport options
- Regional Council had dedicated funds and resources to implementing a free bus trial in Welcome Bay
- Research clearly indicated that making roads wider did not encourage alternative modes of transport, rather it caused increased vehicle movements
- Adding bus lanes on SH2 between Tauranga and Katikati should not be seen as a 'magic bullet' as increased service would also be required for public transport to become a genuine alternative to personal vehicle use.

Staff Follow-up

- Presenter to meet with Regional Council staff to discuss the TTAP proposal and establish clarity with regards to alignment with Regional Council targets.

3 Acceptance of Late Items

Nil

4 General Business

A discussion would be held later in the meeting with regards to the current and future role of the Committee.

5 Declarations of Conflicts of Interest

Nil

6 Previous Minutes

6.1 Regional Transport Committee Minutes - 15 June 2018

Noted that a minor amendment would be made as follows: Item 2 – Public Forum – Carole Gordon – add to 2nd bullet "...including use of AV shuttles."

Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee minutes - 15 June 2018.

Nees/Palmer
CARRIED

7 Reports

7.1 Update from Committee Members and Advisors

Dan Kneebone – Port of Tauranga

- The Port had posted a strong result for the 2017-18 financial year
- The approaching Annual General Meeting would include the current focus on sustainability
- The traffic congestion in Totara Street was a focus for the Port, as well as the community.

John Galbraith – Port of Tauranga

- The annual Careers Expo had attracted around 130 students to the transport/logistics initiative
- Was in the process of setting up a logistics cadetship via Toi Ohomai, however was still awaiting NZQA approval, which meant the deadline for implementation in 2019 could be missed.
- A collaboration of the region's economic development agencies was in the process of submitting an expression of interest to the Provincial Growth Fund for an integrated approach to transport and logistics in the Bay of Plenty. If successful, the consortium would support from the Regional Transport Committee in regards to subsequent applications to the Fund.

Cr Young – Ōpōtiki District Council

- Ōpōtiki Harbour development had not been funded at the level originally sought
- The road entrance to Ōpōtiki was an unattractive and 'grubby' bridge and encouraged NZTA to contribute towards an upgrade

- Road resilience needed to be further addressed as lengthy closures due to slips had significant impact.

Cr Julian – Kawerau District Council

- Projects included:
 - Roading connection from the industrial area to the container terminal
 - Inclusion of the roundabout development in the Provincial Growth Fund (PGF)
 - Completed design for culvert structure to deal with stormwater
 - Cycle track to Tarawera Lake was progressing at a reasonable pace.

Mayor Bonne – Whakatāne District Council

- A high level meeting between Ōpōtiki District Council, Kawerau District Council and Whakatāne District Council was scheduled for the following week
- Was seeking PGF funding towards improvement of roads to allow for increased freight movement
- Safe freight alignment between Ōpōtiki and Whakatāne was a positive project
- Was working with Tuai regarding upgrade of the gravel road to Lake Waikaremoana
- The estimated cost of the damage caused by Cyclone Debbie had reached \$23m.

Cr Crosby – Bay of Plenty Regional Council (Tauranga)

- Recognised the presentation by the Eastern Regional Leadership Group at the 6 September 2018 Regional Council meeting
- The SmartGrowth partnership was undertaking significant work in the transport field
- John Hutching was carrying out interviews as part of this work
- John Hannah was overseeing a gap analysis of the current Western Bay Sub-regional transport network, with changes expected
- There was a need to engage at a strategic level with NZTA, which could be driven by Bay of Plenty Mayors/Chairs.

Cr Palmer – Western Bay District Council

- Funding was in place for the \$13m Ōmokoroa to Tauranga cycleway
- Hoped to have the Ōmokoroa to Wairoa River section finished by Christmas 2018
- Noted the four fatalities at Western Bay of Plenty roads this week and the increasing level of concerns in the community
- A hiki would be closing the Wairoa Bridge for 30 minutes on Sunday afternoon, followed by a public meeting organised by Bay of Plenty MP Todd Mueller
- Structure plans for new residential developments in Ōmokoroa was scheduled for release next week. However, this might be negatively impacted by the significant concerns regarding the dangerous SH2 access.

Parekawhia McLean – New Zealand Transport Agency

- Current focus: National Land Transport Programme (NLTP); Provincial Growth Fund (PGF); passenger rail Hamilton – Auckland (and possibly Tauranga); Auckland - Hamilton corridor programme, which could have potential for Western Bay of Plenty
- 12 SH maintenance programmes were currently in place
- Reprioritisation of the Bay of Plenty region in the NLTP would be considered by the NZTA Board
- Noted the integrated transport planning approach between NZTA and other major entities, e.g. District Health Boards.

Rob Campbell – New Zealand Transport Agency

- There were no funding specifically dedicated to cleaning bridges, as this was not considered a priority within the NZTA Resilience and Maintenance programme

- Recognised that the slips on SH35 meant ongoing closures and there were a number of resilience programmes in place for SH35 and SH2.

10.32 am Dan Kneebone **withdrew** from the meeting.

Cr Curach – Tauranga City Council

- Stocktake of projects and a gap analysis report was being prepared prior to the SmartGrowth Leadership workshop on the proposed strategic transport hub
- Progressing the Totara Street cycleway project
- Investigations into CBD bus interchange location were ongoing
- Currently identifying options for a permanent interchange at Arataki
- In the process of developing a citywide parking plan
- The Hairini bus lane had resulted in increased bus use
- Greerton roading project was nearing completion.

Cr Gould – Rotorua Lakes Council

- Was seeking funding assistance for storm damage that occurred during the 2017-18 year, with costs currently totalling \$7m
- Maori signage had been erected in key intersections and would be continued in the wider area
- A cycleway route through Rotorua CBD was being discussed.

Cr Crosby – Bay of Plenty Regional Council (Tauranga) – Continued

- Activities and movement, rather than the size of the population, was the driving force behind NZTA funding. For instance, Eastern Bay of Plenty's commercial growth would exceed population growth and generate significant traffic movements
- The Totara Street/Hewlett Road intersection should be a priority project.

Cr Nees – Bay of Plenty Regional Council (Western Bay of Plenty)

- Emphasised the importance of the Bay of Plenty region's key priorities being identified to Central Government as part of the new Government Policy Statement and National Land Transport Programme.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Update from Committee Members and Advisors.**

**Curach/Crosby
CARRIED**

10.50 am The meeting **adjourned**

7.2 New Zealand Transport Agency Update

PowerPoint presentation – Reference A2962780

Parekawhia McLean and Alistair Talbot – NZTA presented this item.

Key Points of Presentation

- Operating Framework
- A new direction

- A record investment
- 2018-28 NLTP by activity class
- 2018-21 NLTP by the regions
- A safe system
- Liveable cities
- Thriving regions
- Focus on environment and public health
- Supporting locally – delivered activities.

Presenters in Response to Questions

- ‘Regional improvements’ was aimed at provincial, rather than urban, areas and could include the State Highway network
- As the re-evaluation of the National Land Transport Programme (NLTP) was not yet completed, there was at this stage no funding allocated to some projects seen as priorities in the Bay of Plenty.
- Funding for additional projects, would come over and above what was already allocated in the NLTP
- There was significant pressure to operate the State Highway maintenance programme with increasing efficiencies
- Central Government was scheduled to review the Safe System
- NZTA received State Highway accident reports from the Police, who was also responsible for any reporting to the respective councils
- Enhanced Funding Assistant Rate (FAR) would include five new national level programmes
- A project included in the advanced FAR required ‘high results alignment’; 80% completion; and it could be for minor improvements.

Key Points – Members

- Concerned regarding the inadequate allocation of funding to the Bay of Plenty, in particular when considering the rate of growth and in comparison to other regions
- Noted that detailed information was provided to the Western Bay Road Safety Committee that should be adaptable for the Regional Transport Committee as part of the NZTA report
- ‘Safety System’ did not appear to include driving ability, which was a significant factor in road incidents.

Staff Follow-up

- Future NZTA reporting to the Committee to include higher level of detail regarding:
 - Accidents on SH2 and SH29 for the past three years
 - Time/place/timing/type of accidents
 - Number of vehicles involved
 - Type of injuries/fatalities
 - Condition of the road; road classification; barriers; visibility/intersections
 - Contributing factors, e.g. speed, drugs, alcohol.

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, New Zealand Transport Agency Update;**
- 2 **Acknowledges there are three State Highway corridor projects in the Bay of Plenty that are under review and all or in-parts may be added to the National Land Transport Programme (NLTP) in 2019;**
- 3 **Expresses concerns that the Bay of Plenty components of the NLTP does not meet the needs of the Bay of Plenty, in particular in the areas of safety and capacity;**
- 4 **Notes that the Bay of Plenty Regional Transport Committee would like NZTA to work more closely with the Committee and constituent councils on transport planning and delivery.**

**Crosby/Curach
CARRIED**

7.3 **Comparison between the National Land Transport Programme and the Regional Land Transport Plan**

Garry Maloney – Transport Policy Manager presented this item.

Key Points

- Noted that the NZTA website had been updated with more recent information since the agenda was issued
- The NLTP was under review by Central Government.

NZTA in Response to Questions

- The Rotorua Weigh Station had not been included in the Weigh Right study.

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, Comparison between the National Land Transport Programme and the Regional Land Transport Plan.**

**Julian/Crosby
CARRIED**

7.4 **Regional Land Transport Plan Variations**

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, Regional Land Transport Plan variations;**
- 2 **Adds the Rotorua Lakefront and Whakarewarewa Forest activities to the Bay of Plenty Regional Land Transport Plan 2018;**

- 3 Adds the Kawerau Container Terminal activity to the Bay of Plenty Regional Land Transport Plan 2018; and
- 4 Determines that the proposed variations are not significant for the purposes of public consultation.

Mayor Bonne/Crosby
CARRIED

8 General Business

Role of the Regional Transport Committee

Key Points – Members

- Being a Statutory Committee meant its Terms of Reference were relatively prescriptive
- Sought feedback from the Members regarding what the Committee could achieve within its legislative boundaries with regards to forward planning, strategies and advocacy on behalf of the Bay of Plenty region
- Encouraged increased regional and inter-regional relationship building and cooperation
- Suggested a pro-active approach by staff to identify opportunities for the Committee to pursue
- Recognised that some issues should be more actively pursued, e.g. road safety
- Changes to the Land Transport Act could impact on the Committee's responsibilities and any such changes be flagged as early as possible
- Rail was an important part of the roading network and should be higher on the Committee's 'radar'
- Suggested that Kiwi Rail be invited to address the Committee at a future meeting.

Staff Follow-up

- Chair and Deputy Chair to meet with staff regarding the points raised by Members and report back to the next meeting of the Committee.

The meeting closed at 12.13 pm

Confirmed DATE

Cr Stuart Crosby
Chairperson – Regional Transport Committee

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

Update from Committee Members and Advisors

Executive Summary

The purpose of the report is to enable Committee members and advisors to provide a brief verbal update on transport initiatives and issues impacting on their respective areas.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Update from Committee Members and Advisors.**

1 Introduction

This standing item is included in the agenda to enable Committee members and advisors to provide a brief verbal update on transport initiatives and issues impacting on their respective areas.

2 Council's Accountability Framework

2.1 Community Outcomes

This activity directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This activity is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

12 November 2018



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

New Zealand Transport Agency Update

Executive Summary

The purpose of the report is for New Zealand Transport Agency representatives to update the Committee on current national and regional initiatives.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, **New Zealand Transport Agency Update.**

1 Introduction

New Zealand Transport Agency (NZTA) representatives will update the Committee on current national and regional initiatives. The NZTA quarterly report to the Committee is appended.

2 Council's Accountability Framework

2.1 Community Outcomes

This activity directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This activity is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

15 November 2018

APPENDIX 1

Quarterly report BoP RTC November 2018

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

23 November 2018

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1. TARGETED ENHANCED FUNDING ASSISTANCE RATES (TEFAR)

- There is more money in the 2018–21 National Land Transport Programme (NLTP) to deliver even more transport projects in communities during the next three years.
- We have more money to improve safety on local roads, to support walking and cycling, expand public transport services, build resilience into the local transport system and make improvements to local roads.
- Projects rated as high or very high in delivering on these new transport priorities and community outcomes will be eligible for additional funding assistance through a Targeted Enhanced Fund Assistance Rate (TEFAR).
- The TEFAR is set halfway between a council’s normal FAR and 100 percent, but is capped at 90 percent. The extra funding will enable funding for additional transport projects during the next three years, providing communities with even better transport outcomes.
- To qualify for the TEFAR, projects need to be rated as high or very high, and need to commit to spend any “savings” on additional transport projects. All projects will be considered on a national basis to ensure the extra funding is used to achieve the best outcomes for all New Zealand.
- Our local government teams will be meeting with council staff before the end of the year to discuss opportunities within the regions to bring brought forward transport projects under the National Priority Programmes.
- We recognise additional support may be required to ensure successful delivery of these projects during the next three years while the TEFAR is available. We will be working closely with councils to provide that support.
- If you have any further queries about the National Priority Programmes and TEFAR, please contact the Transport Agency’s Director Regional Relationships to discuss.

2. SAFE NETWORKS

- We’re underway with the Safe Network programme which will use the Safe System approach to save lives and reduce serious injuries by focusing on safe roads and roadsides, safe and appropriate speeds and safe rail crossings to make our roads more forgiving of human error.

- In the first year three priority regions; Auckland, Waikato and Canterbury, are being supported to develop regional Safe Network plans covering both local roads and state highways.
- Speed management is an important part of the Safe Network programme and the Transport Agency will continue to work with Road Controlling Authorities and proactive communities to progress speed management opportunities around the rest of New Zealand.
- We expect applications for the funding of road safety activities will be focused on effective safety interventions that achieve value for money. To support this, we have developed a set of standard safety treatments and a Standard Interventions Toolkit to use when developing safety programmes. The Toolkit is designed to help streamline the investment pathway and sets out a number of safety interventions that are proven Safe System countermeasures to deliver the best safety outcomes.
- We will work closely with you and our road safety partners to prioritise and deliver the programme across the entire transport network.

3. PROVINCIAL GROWTH FUND APPLICATIONS

- Your investment partner will provide you with assistance and advise you on what you need to include within your application.
- The proposed transport activity will need to be included in a Regional Land Transport Plan, and you will also need to develop a business case – just as you would if you were applying for National Land Transport Fund funding.
- The proposed activity will be considered for inclusion within the National Land Transport Programme in the first instance. If the activity is not eligible for National Land Transport Fund funding it can then be considered for PGF funding.
- You can also apply for PGF funding to bring forward an activity already within the NLTP, or to assist you with ‘local share’ requirements. The activity will need to contribute to lift regional productivity and contribute to the wider PGF objectives.
- The process for transport-related PGF applications has been agreed by the Government to help ensure that proposed activities are aligned with regional transport priorities and can be integrated into regional and national networks.
- The Transport Agency’s role is to assess transport-related PGF applications and provide advice to decision-makers. An early discussion with your investment partner will help ensure the assessment process runs as smoothly and quickly as possible.

4. DEVELOPING BETTER INVESTMENT PROPOSALS

- The National Land Transport Programme (NLTP) takes a Business Case Approach (BCA) to guide planning, investment and project development processes. The BCA is a flexible, principles-based approach, rather than a fixed process.
- It's important that local government officials who read, write, review or contribute towards investment proposals are familiar with how the BCA works.
- The Transport Agency's new online course takes learners through several interactive scenarios to help them better understand the BCA and develop more effective and robust business cases for proposed activities.
- The course is part of a Learning Zone sector catalogue that provides detailed information about investment through the NLTP.
- Your team can access the Learning Zone by requesting a login from: NLTP@nzta.govt.nz. You can also find out more about the BCA by visiting the Transport Agency website.

5. BAY OF PLENTY BUSINESS CASES

Re-evaluation process

- The Transport Agency has been re-evaluating 12 state highway corridors across New Zealand to ensure the plans align with the priorities for our transport network.
- The Transport Agency has now agreed the general approach for future plans Otaki to North of Levin, Whangarei to Te Hana, SH2 Waihi to Tauranga and SH29 Tauriko, and expect to have recommendations on SH1 Cambridge to Piarere, SH2 Pokeno to Mangatarata and SH29 Piarere to Tauriko by the end of November 2018. These prioritise the Government's vision for a safer transport network free of death and injury, accessible and affordable transport, value for money and reduced emissions.
- The plans include delivering short and medium term safety improvements while continuing to plan and protect land for new routes in the long term.
- In December, the funding allocations for the 12 re-evaluated corridors across the country will be considered against funds available nationally and the timing of the programme will be confirmed and we will have an update in early-2019.

- www.nzta.govt.nz/taip-project-re-evaluation

Connect Rotorua – Eastern and Central Business Cases

Eastern: SH30 Te Ngae Road

- Two stage investment programme:
 - Stage One: SH30 between Sala Street and Iles Road. Requiring procurement approval – Construction planned early-2019.
 - Stage Two: A business case to identify further improvements along the SH30 Te Ngae Road corridor between Iles Road and Rotorua Airport is underway and work to confirm the preferred option will take place in early-2019.

Central: SH30A Amohau Street

- Detailed designs for along SH30A Amohou Street are progressing. The upgrade includes walking and cycling improvements to reduce the severance effect of the existing state highway through the city centre and so enable the further growth and revitalisation of an integrated City Centre for Rotorua.
- SH30A will become a local road managed by Rotorua Lakes Council.
- Engagement with landowners / business owners on the design is expected to take place before Christmas.

Ngongotaha to Tarukenga (SH5)

- The Detailed Business Case is about to be lodged for approval, prior to applying for funding for the pre-implementation phase to start in early/mid 2019.
- The preferred option has been supported by stakeholders and broadly by the general community with some further details to be worked out as part of the detailed design process.
- Subject to receiving funding, construction is anticipated to start in late 2019 and is expected to take 12 months to complete.

Te Ngae Road to Owhata safety improvements (SH30/SH33)

- Completed option assessment, next step to identify a preferred option.
- Stakeholder and public engagement on the recommended option is expected to take place early 2019.
- Final steps are to complete the business case and seek funding approval for pre-implementation.
- A proposal has been drafted to carry out a speed limit review along this section of state highway. The proposal is awaiting approval, and if approved, engagement will be carried out with key stakeholders as the next step.

Wainui Road to Opotiki (SH2)

- The preferred option has been endorsed by Whakatāne and Ōpōtiki District Councils.
- The Detailed Business Case is about to be lodged for approval along with the application for funding for the pre-implementation phase. Construction is anticipated to start late 2019 or early 2020, subject to funding availability.
- Upon funding being confirmed, a community open day will be held to present the preferred option.

Tauriko Network Plan (SH29 / SH29A)

- Following the re-evaluation, the Tauriko Transport Network detailed business case (DBC) has restarted.
- The focus is on supporting housing & business growth by providing safe access and transport choice for Tauranga's Western Corridor (SH29 / SH29A).
- A long-term multi-modal package of co-investment is required from Tauranga City Council, Bay of Plenty Regional Council and the Transport Agency.
- The Transport has short-listed three transport investment scenarios which cover a range of public transport and roading options, and we are now testing these with partners, stakeholders, Iwi and the public during November and December.
- Once feedback is received, further investigation and refinement of the options will take place to develop a recommended package of investment for the area.

Te Tumu (HiF) Business Case

- The Transport Agency has started work on a business case to upgrade the TEL toll system to incorporate the planned Papamoa East Interchange in order to maintain equity for all users of the Tauranga Eastern Link Toll Road.
- Further work is needed to complete an integrated, multi-modal transport investment for Te Tumu, particularly bus service investment to use the proposed boulevard busway.

6. BAY OF PLENTY HIGHWAY PROJECTS

Baypark to Bayfair Link (SH2 and SH29A)

- The second major traffic switch on the project occurred in late-October 2018, shifting the lanes of traffic across to allow work to get underway on the east-bound Maunganui Road lanes.
- In response to the change in GPS, a scope change to Bay Link to provide new full width underpass has been approved. Additional work continues to investigate options for High Occupancy / Special Vehicle efficiency improvements.

SH2 Speed Review

- The Transport Agency will begin engagement on the speed review for SH2 between Katikati and Bethlehem in 2019.

Maungatapu underpass/Hairini link (SH29A)

- Welcome Bay Lane was closed in October 2018 as the speed restriction measures had not improved the safety for cyclists through the area.
- A number of recommendations were made in the cycleway review and Tauranga City Council and the Transport Agency are working with cycle advocacy groups on the solutions. Some improvements, such as the crossing of Welcome Bay Lane, are already underway.

- We have received reports that the Hairini Street bus lane works well in supporting bus prioritisation. Access remains closed to other vehicles.
- The Transport Agency and Tauranga City Council are looking at additional network changes (adjacent to the project extents) that could alleviate pinch points around the Maungatapu and Hairini roundabouts during peak times.

Low Cost Low Risk programme

- There are a number of small projects (under \$1 million) being carried out under the Low Cost Low Risk programme.
- The current construction programme includes ramp metering at Elizabeth Street (SH2) and Barkes Corner (SH29A) as well as upgrades to SH5 Maraeroa/Oturoa intersection and SH30 Owhata roundabout; and installation of VMS at SH5 Hemo Gorge (north and south bound) and SH30 Tikitere (westbound)
- Other projects include the SH29 speed review between Thorn Road and Tauriko, safety improvements at Pyes Pa School (SH36), upgrade of active warning signs at Kaimai School (SH29) and designing the upgrade of SH2/Arawa St intersection. Also investigations at SH2 Hewletts Rd/ Aerodrome Rd and Maru St intersections to improve traffic flows at peak times.

Waihi to Omokoroa Safety Improvements (SH2)

- Delivery of the first section of safety improvements along SH2 between Waihi and Trig Road is underway. This includes upgrading five intersections (with SH2; Heath, Crean, Baxter, Ford and Trig roads); road and shoulder widening, wide centreline, and installing roadside safety barriers and a right turn bay for Waimata School.
- The remaining nine sections are; Trig Road to Mathers Road, Mathers Road to Athenree Gorge, Athenree Road to Tanners Point Road, Tanners Point Road to Kauri Point Road, Kauri Point Road to Lindemann Road, Wharawhara Road to Sharp Road, Sharp Road to Sargent Drive, Wainui South Road to Esdaile Road and Esdaile Road to Omokoroa Road.
- The next two sections, north and south of Katikati to start construction are expected to start mid to late 2019.

Weather Activated Variable Speed Limit signs (SH29)

- The Transport Agency has carried out independent research to examine how the public perceive the operation of the Weather Activated Variable Speed Limit signs, how well they understand the messaging, and what improvements they think could be made. This research is currently being reviewed and will be used to assist with an operational review to determine what improvements can be made.
- The weather-activated signs with adjustable speed limits, went live in November 2015, remind drivers to slow down during adverse weather. The research will also look at whether the signs could be attributed to a reduction in crashes resulting in deaths or serious injuries on both sides of the Kaimai Range.
- The final report is expected late-2018, at which stage the Transport Agency will implement any changes and continue monitoring the effectiveness of the signs.

Te Ngae Junction to Paengaroa safety improvements (SH33)

- A proposal has been drafted to carry out a speed limit review in Paengaroa, and from Okere Falls to Rotorua Airport. The proposal is awaiting approval, and if approved, engagement will be carried out with key stakeholders as the next step. The local community and iwi are very supportive of a review in these areas.
- Construction of the project has been split into three stages. Stage one will mostly be completed by Christmas. The maintenance contractor will finish by resealing parts of the area and do the final line marking. Work between Mourea and Okere Falls will be put on hold during the holiday season, to minimise disruption in this busy area. The team will be re-visiting the plans through this area once the speed limit review has been completed and to work in with the planned cycleway.
- Design work is underway for stages two and three. Subject to obtaining funding, stage two is planned for construction start in 2019 and stage three is expected to start late 2019 and all going to plan this project will be finished mid-2021.

7. SH2 & SH29 CRASH DATA REPORTING

Summary

- Both SH29 and SH2 are performing similarly considering the high traffic volumes and similar road stereotypes.
- The overall crash stats presented reflect proportions similar to national averages for similar road types, however the quantity of crashes is accentuated due to high traffic volumes (for a two lane state highway).
- The number of crashes over the three-year period is relatively consistent, although a wider period of time would need to be considered to fully evaluate this trend – the road toll has steadily increased since 2013.

Accidents on SH2 and SH29 for the past three years

- Between 2015 and 2017:
 - On SH2 North (BOP), there has been 15 fatal, 48 serious injury, 190 minor injury and 735 non-injury crashes recorded¹.
 - Crashes on SH2 North resulted in 22 deaths, 66 serious injuries and 257 minor injuries.
 - On SH29, there has been 8 fatal crashes, 18 serious injury, 53 minor injury and 241 non-injury crashes recorded.
 - Crashes along SH29 resulted in 9 deaths, 25 serious injuries and 102 minor injuries.
- The number of deaths on SH2 has been variable (4–6 per year), while the number of serious injuries in 2017 (29) were 2x that recorded in 2015 (14).
- The number of deaths on SH29 on average is 3 per year, while 8–9 serious injuries were recorded per year minor injuries have decreased during this time from 40 in 2015 to 26 in 2017.

Time/place/timing/type of accidents

- 75% of all crashes on SH2 occur during a weekday, with Thursday/Friday/Wednesday the most common (in that order). May was the most common month for injury crashes (13%), while November is the most common month for all crashes (12%).

¹ Within the CAS Database

- Crashes are most common in the 6 hours from 12–6pm on SH2, when combined with the most common day of Friday, likely when most drivers are heading home.
- 68% of all crashes on SH29 occurred during a weekday, with Monday/Saturday/Sunday the most common (in that order). January was the most common month for injury crashes (16%), while November is also the most common month for all crashes (13%).
- Crashes are more spread throughout the day on SH29, with Monday being the most common day for crashes, with no specific period.
- 35% of crashes on SH2 were at intersections, while 30% of crashes were recorded at intersections along SH29.
- The most common crash type on SH2 was rear–end/obstruction type crashes (30%). 37% of crashes were where the driver lost control and/or crashed head–on to an oncoming vehicle – on a bend (21%) or straight (16%). 16% of crashes occurred during an overtaking manoeuvre.
- The most common crash type on SH29 were on a bend and the driver lost control and/or crashed head–on to an oncoming vehicle. 20% of crashes were rear–end type crashes and 13% during an overtaking manoeuvre.

Number of vehicles involved

- Both highways present similar statistics regarding vehicles involved (trending towards the average).
- On SH2 North:
 - 36% of all crashes involved a single vehicle.
 - 79% of all injury crashes involved a car or station wagon.
 - 15% of injury crashes involved a truck/heavy vehicle (from a 10% HCV AADT route).
 - 2 cyclist crashes were recorded.
- On SH29:
 - 42% of all crashes involved a single vehicle.
 - 76% of all injury crashes involved a car or station wagon.
 - 18% of injury crashes involved a truck/heavy vehicle (from a 14% HCV AADT route).
 - 1 cyclist crash recorded.

Type of injuries/fatalities

- Both routes present similar severity percentages, with 2–3% of all crashes resulting in fatalities, 5–6% classified as serious injury 17–19% as minor injury.
- When comparing the number of injuries recorded, both sections are similar, with 6–7% of injuries being deaths, 18–19% Serious injuries and 74–75% minor injuries.

Condition of the road

- Road specific factors can include various factors, including; Road condition, Wet Surfaces, Surface condition and Obstructions etc.
- SH2 North:
 - Road factors have been noted as a contributing factor in 8% of all crashes on SH2 North (75), comparatively, this is similar to the number of crashes where vehicle factors (74) were recorded.
 - 45% (113) of injury crashes involved the collision with a roadside object/hazard, primarily Guard Rail (12%) and fences (8%), posts or poles (7%), however some crashes may record multiple objects / hazards.
- SH29:
 - Road factors are noted as a contributing factor in 18% of crashes (59), while vehicle factors are 1/3 of road factors at 6% (19).
 - Cliff banks, fences and guard rail are each noted within 10% each of all injury crashes.

Contributing factors

- On both SH2 (39%) and SH29 (33%), Poor Observation is identified as the most common contributing factor.
- Other key contributing factors on SH2 include:
 - Incorrect Lane Position (25%)
 - Poor Handling (20%)
 - Travelling too fast & Failed to Give-way/Stop (13%)
- Alcohol and Fatigue are recorded as 11% and 9% of crashes on SH2 respectively.

- Other key contributing factors on SH29 include:
 - Poor Handling (26%)
 - Travelling too fast (19%)
 - Incorrect Lane Position (17%)
 - Failed to Give-way/Stop (16%)
- Alcohol and fatigue are recorded as 5% and 8% of crashes on SH29 respectively.



Report To: Regional Transport Committee
Meeting Date: 23 November 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Variations

Executive Summary

The Regional Transport Committee (RTC) has received variation requests to add the following activities to the Bay of Plenty Regional Land Transport Plan 2018 (RLTP):

- State Highway 2 Interchange for Rangiuru Business Park (Western Bay of Plenty District Council);
- State Highway 29 Ruahihi Bluff Rock Protection Project (NZ Transport Agency); and
- Ngatai Road Cycling and Safety Improvements (Tauranga City Council).

The Rangiuru Business Park variation request is related to a Provincial Growth Fund (PGF) application. This project needs to be referenced in the RLTP in order to be considered for funding from either the PGF or the National Land Transport Fund (NLTF).

The State Highway 29 and Ngatai Road projects were originally in the Low Cost / Low Risk category (anticipated costs of less than \$1 million). Scope changes have raised them slightly above this threshold, meaning they must now be identified as stand-alone projects in the RLTP.

The Regional Advisory Group (RAG) has considered the variation requests and recommends that they are approved by the Committee in accordance with its delegated authority.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Variations;**
- 2 Adds the State Highway 2 Interchange for Rangiuru Business Park activity to the Bay of Plenty Regional Land Transport Plan 2018;**
- 3 Adds the State Highway 29 Ruahihi Bluff Rock Protection Project to the Bay of Plenty Regional Land Transport Plan 2018;**

- 4 Adds the Ngatai Road Cycling and Safety Improvements activity to the Bay of Plenty Regional Land Transport Plan 2018; and**
- 5 Determines that the proposed variations are not significant for the purposes of public consultation.**

1 Introduction

Section 18D of Land Transport Management Act enables the RTC to prepare a variation to the RLTP if good reason exists for doing so. A variation may be prepared at the request of an approved organisation or the NZ Transport Agency (NZTA). Public consultation is not required for any variation that is not significant; or arises from the declaration or revocation of a state highway. The RTC has the delegated authority to approve non-significant variations to the RLTP.

The RTC has received variation requests to add the following activities to the Bay of Plenty Regional Land Transport Plan 2018 (RLTP):

- State Highway 2 Interchange for Rangiuru Business Park (Western Bay of Plenty District Council - WBOPDC);
- State Highway 29 Ruahihi Bluff Rock Protection Project (NZ Transport Agency - NZTA); and
- Ngatai Road Cycling and Safety Improvements (Tauranga City Council - TCC).

2 State Highway 2 Interchange for Rangiuru Business Park

One of the enabling pieces of infrastructure for the Rangiuru Business Park is a new State Highway 2 Interchange. The Business Park has always been envisaged as a developer led project, and timing of the interchange has been dependent on developer intentions. As a result, it has not previously been included in the RLTP because the timing of development intentions have not been predictable. However, in order to be considered eligible for funding from the NLTF or the PGF, the project needs to be referenced in the RLTP.

RAG members have considered the variation request from WBOPDC to add the State Highway 2 Interchange for Rangiuru Business Park to the RLTP. The background to the request and an assessment against the RLTP is included in the memo in Appendix 1.

RAG reviewed the evidence provided by WBOPDC and accepted the recommendations in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

3 State Highway 29 Ruahihi Bluff Rock Protection Project

Ruahihi Bluff is located on State Highway 29 near the Wairoa Rover. Rock protection work is necessary in the interests of public safety and to improve the resilience of the route. The background to the variation request and an assessment against the RLTP is included in the memo in Appendix 2.

At its 1 November 2018 meeting, RAG reviewed the evidence provided by NZTA and accepted the recommendations in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

4 Ngatai Road Cycling and Safety Improvements

Ngatai Road is a key connection to the Otumoetai foreshore, the city centre and several schools in the area. It is also a priority cycle way for the area in the Tauranga Cycle Plan. Currently there are no dedicated facilities on Ngatai Road for people on bikes.

The Ngatai Road project was originally part of the TCC low-cost/low risk programme for projects under \$1 million, but is now above this threshold and therefore needs to be identified separately in the RLTP. The full background to the variation request and an assessment against the RLTP is included in the memo in Appendix 3.

At its 1 November 2018 meeting, RAG reviewed the evidence provided by TCC and accepted the recommendations in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

5 Council's Accountability Framework

5.1 Community Outcomes

This proposal directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

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

5.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

Reporting on RLTP variations is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2018-2028.

Future Budget Implications

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

Bron Healey
Senior Transport Planner

for Transport Policy Manager

12 November 2018

APPENDIX 1

State Highway 2 Interchange for Rangiuru Business Park



Memo to

Bay of Plenty Regional Advisory Group

Western Bay of Plenty District Council

**State Highway 2 Interchange for
Rangiuru Business Park**



To: Bay of Plenty Regional Advisory Group
From: Gary Allis, Western Bay of Plenty District Council
Date: 20 September 2018
Subject: Proposed variation to Bay of Plenty Regional Land Transport Plan (RLTP) 2018 for State Highway 2 interchange at Rangiuru Business Park

1. Summary

Rangiuru Business Park (RBP) has been identified in the SmartGrowth strategy as a location for future industrial development since 2004. One of the enabling pieces of infrastructure is a new State Highway 2 Interchange. To be considered for funding from the Provincial Growth Fund, transport projects or projects with transport components need to be referenced in an RLTP. The project has not previously been included in the RLTP because the timing of private development intentions have not been predictable.

2. Purpose

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the Bay of Plenty Regional Land Transport Plan 2018 by including the State Highway 2 Interchange for Rangiuru Business Park (SH2/RBP Interchange).

3. Recommendation

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- Adds the State Highway 2 Interchange for Rangiuru Business Park to the 2018 RLTP.

4. Background

Rangiuru Business Park (RBP) has been identified in the SmartGrowth strategy as a location for future industrial development since 2004. The area was zoned industrial land through a private plan change in 2005 at which time the structure plan and schedule of developments became part of the WBOPDC District Plan. It was originally expected that development would start after 2006, but this was delayed by the opening up of Tauriko Industrial area ahead of RBP and because of the effects of the global financial crisis on demand for industrial land post 2008.

One of the enabling pieces of infrastructure in the structure plan is a new State Highway 2 Interchange – full development of the RBP is not permitted without its construction. Timing of the interchange project has been dependent on intentions of the landowners and developers because RBP has always been envisaged as developer led (not Council led). As a result, the SH2/RBP interchange project has not previously been included in the Regional Land Transport Plan, because the timing of development intentions have not been predictable.

To be considered for funding from either the National Land Transport Fund (NLTF) or the Provincial Growth Fund, transport projects or projects with transport components need to be referenced in an RLTP. This requirement is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic social and environmental outcomes in regions.

5. Alignment with GPS and Regional Policy

The SH2/RBP Interchange will catalyse development of 148 ha of industrial land in the eastern end of the Western Bay of Plenty District, between Te Puke and Paengaroa. Once developed, the business park is expected to generate a wide range of benefits for the District, sub-region and region, including:

- Greater employment opportunities for residents, creating up to 4000 jobs
- Potential to support the freight and logistics needs of the wider Eastern Bay of Plenty, complementing the proposed Kawerau Container Terminal and expansion of horticulture production in the Eastern Bay of Plenty
- Wider choice of location for businesses generally, and opportunities for businesses requiring larger footprint premises than the currently available alternatives
- Opportunities for freight and logistics industries serving the Eastern Bay

- of Plenty to locate relatively close to the Port of Tauranga
- Leveraging the benefit of existing transport assets, both road (Tauranga Eastern Link) and ECMT rail (if a siding is included in the development).

These benefits demonstrate that the RBP Interchange is aligned with the key RLTP objectives of improved economic performance, better quality of life for Bay of Plenty residents and increased safety for users of the region’s transport network.

Development of the RBP and the SH2/RBP Interchange, has been integrated into land use plans and economic strategies to support the achievement of regional and sub-regional economic goals, particularly two described in the Bay of Connections strategy:

- Develop logistics as a point of difference to attract investment and drive economic growth in the Bay of Plenty.
- Advocate for the construction of cost-effective new (logistics infrastructure) assets at the right time

6. RLTP Variation Consideration

Section 10.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

"Section 106(2) of the Land Transport Management Act 2003 (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 180 of the LTMA, which states that a 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..." (Column 1 in Criteria table, below):

RLTP/LTMA Criteria	SH2/RBP Interchange
Public consultation is not required for any variation that arises from the declaration or revocation of a State highway	N/A
The addition or removal of an activity with a total cost in the three years of the programme of more than \$10 million.	The expected cost of the Interchange is between \$15m and \$18m. This cost is not expected to impact other projects in the RLTP because it will be funded either by the Provincial Growth Fund (if an application is successful) or by developers.

A change in the priority of an activity with a total cost in the three years of the programme of more than \$10 million.	There is no change to the priority level.
The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$10 million in the three years of the programme.	N/A
A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$10 million in the three years of the programme.	N/A
Any other variations the Bay of Plenty RTC deems to be significant by way of Resolution.	N/A

7. Conclusion

In conclusion, it is considered that the decisions to vary the RLTP by adding the retrospective funding for the SH2 Rangioru Business Park Interchange is not deemed as significant for the following reasons:

- Inclusion in the RLTP will not impact other projects or their priorities, because it will be funded either by the Provincial Growth Fund (if an application is successful) or developers.
- The Rangioru Business Park is identified in the SmartGrowth strategy as a new industrial area and is currently zoned for industrial use. The transport improvements are required in terms of the Rangioru Business Park Structure Plan (see Attachment) in the operative WBOPDC District Plan.
- The requirement for consultation on these activities has been achieved through the consultation undertaken during the WBOPDC District Plan change process in 2005 which included the detailed Structure Plan for Rangioru Business Park.

APPENDIX 2

State Highway 29 Ruahihi Bluff Rock Protection project

To: Bay of Plenty Regional Advisory Group
From: NZ Transport Agency
15 October 2018
Subject: Bay of Plenty Regional Land Transport Land Transport Plan (RLTP) 2018
Proposed Variation for Ruahihi Bluff Rock Protection

1. Summary

Proposed Rock fall protection of the Ruahihi bluff to improve the resilience of SH 29.

2. Purpose

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) to include the SH 29 Ruahihi Bluff Rock Protection project in the RLTP activity list under State Highway Improvements.

3. Recommendation

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- **Includes** the SH 29 Ruahihi Bluff Rock Protection project in the activity list in Appendix 3 under State Highway Improvements.

4. Background

The Ruahihi Bluff towers over State Highway 29 on the edge of the Wairoa River. At times, rock has fallen onto the State Highway carriageway, with large blocks of up to five cubic metres. A repeat of this could happen at any time severing the route to the Port Of Tauranga.



An improvement of rock bolting and mesh screening has been designed to reduce the risk of rocks falling on the carriageway. A procurement process has also been established.

The materials can be procured and physical works can commence in the new year of 2019.

The estimated cost is \$1.35 million.

5. Alignment with GPS and Regional Policy

The project contributes towards the RLTP objective of access and resilience in that there is an anticipated increased resilience through the improvement by reducing risk of rocks falling onto the State Highway 29 carriageway.

6. RLTP Variation Consideration

Section 9.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

“Section 106(2) of the Land Transport Management Act 2003 (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 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...” (Column 1 – Criteria, below):

RLTP/LTMA Criteria	
<i>Public consultation is not required for any variation that arises from the declaration or revocation of a State highway.</i>	N/A
<i>The addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million;</i>	The total cost for this project is \$1.35 million.
<i>The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A
<i>A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A
<i>Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.</i>	RTC has discretion to deem it a significant variation.

7. Conclusion

In conclusion, it is considered that the decisions to vary the RLTP by adding the SH 29 Ruahihi Bluff Rock Protection project to the activity list is not deemed as significant for the following reasons:

- The projects seek to contribute towards the strategic priorities of the GPS and the RLTP.
- There is some urgency to undertake the work in public’s interest;
- The project is valued well below the \$20m threshold at \$ 1.35 million.

APPENDIX 3

Ngatai Road Cycling and Safety Improvements



Ngatai Road

CYCLING AND SAFETY IMPROVEMENTS

Memorandum

To: Bay of Plenty Regional Advisory Group
CC: [Copied recipient name/s]
From: Martin Parkes, Manager Transportation
Date: 18 October 2018

Proposed variation to Bay of Plenty Regional Land Transport Plan (RLTP) 2018 for Ngatai Road Corridor and Safety Improvements

1. Summary

Ngatai Road is a key connection to the Otumoetai foreshore, the city centre and several schools in the area. It is also a priority cycle way for the area in the Tauranga Cycle Plan. Currently there are no dedicated facilities on Ngatai Road for people on bikes.

During consultation on the Tauranga Cycle Plan the community expressed concern for people biking mixing with traffic on busy roads. There was also strong support for cycle ways that are physically separated from traffic to be provided on busy roads.

These factors and the potential to improve safety for existing users and significantly increase the number of people on bikes using Ngatai Road to ride to work, school and for recreation if a safe separated cycle way along this part of Ngatai Road (between Charles Street and the Otumoetai Road roundabout) is constructed.

The improvement activities have been delivered to support the outcomes identified in the Western Bay of Plenty SmartGrowth Strategy and other relevant transport strategies with the larger projects being identified individually within the RLTP.

2. Purpose

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the Bay of Plenty Regional Land Transport Plan 2015-45 (RLTP) by adding Ngatai Road Access and Safety Improvement project

3. Recommendation

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- **Adds** the Ngatai Road Access and Safety Improvement project to the RLTP

4. Background

Ngatai Road is a key connection to the Otumoetai foreshore, the city centre and several schools in the area. It is also a priority cycleway for the area in the Tauranga Cycle Plan

Currently there are no dedicated facilities on Ngatai Road for people on bikes, yet cycle counts in November/December 2017 revealed an average of 880 cycle trips per week using the road. Cycle counts at bicycle sheds at Otumoetai Intermediate and College indicate 135 bicycles (16% of the roll) and 75 bicycles (4% of the roll) respectively.

Feedback on the Tauranga Cycle Plan revealed that mixing with traffic on busy roads is the biggest concern for people on bikes. There was also strong support for cycle ways that are physically separated from traffic to be provided on busy roads.

These factors and the potential to improve safety for existing users and significantly increase the number of people on bikes using Ngatai Road to ride to work, school and for recreation if a safe physically separated cycleways along this first stage of Ngatai Road (between Charles Street and the Otumoetai Road roundabout) is constructed.

The Bay of Plenty Regional Land Transport Plan 2018, allocates low cost/ low risk funding for local road improvements. This requires that these group of minor improvement activities are each valued at under \$1,000,000.

Ngatai Road was identified as being a low-cost/low risk project within this funding category, however, the project now exceeds the funding cap, with a detailed design cost estimate of \$1,298,962

5. Alignment with GPS and Regional Policy

The project aligns well the GPS objectives for access and safety and the objectives of the Regional Bay of Plenty Regional Land Transport Plan for walking and cycling.

The benefits of the project will:

- Provide transport options for short to medium length commuter and other utility journeys in urban areas.
- Contributes towards completing the region's strategic urban cycle networks, including the enhancement of walking and cycling routes to school.
- Contributes the value of connecting communities through medium to long distance walking and cycling routes

The project is consistent with the preferred programme in the Tauranga Transportation programme business case (TTP) which seeks to develop a balanced public transport with active modes programme.

The Tauranga Urban Strategy (TUS) includes the following transport objectives:

- Ensure an efficient multi-modal integrated network
- Improve connectivity and accessibility for all people across all modes
- Reduce congestion through demand management and supporting mode shift to non-car modes

The opportunities addressed from investment in the Ngatai Road bike lane is to increase opportunities for children and students to cycle and provide a key link for commuter cyclists between Otumoetai/Matua to the CBD.

This investment will lead to a safer more attractive transport route for people and provides access for over 3,000 students attending Otumoetai College, Otumoetai Intermediate and Bellevue Primary.

6. Significance

Section 10.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

"Section 106(2) of the Land Transport Management Act 2003 (L TMA) 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 180 of the LTMA, which states that a 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 RL TP will be determined on a case by case basis. In reaching its decision, the RTC will be guided by whether the variation involves..." (Column 1 in Criteria table, below):

RLTP/LTMA Criteria	Ngatai Road
Public consultation is not required for any variation that arises from the declaration or revocation of a State highway	N/A
The addition or removal of an activity with a total cost in the six years of the programme of more than \$20 million.	The expected cost of Ngatai Road Cycling Improvements is \$1,298,962. Which is below the significance threshold.
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.	As above
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.	N/A
Any other variations the Bay of Plenty RTC deems to be significant by way of Resolution.	RTC has discretion to deem it a significant variation.

Based on the above criteria, the inclusion of the activity in the RLTP is not considered to trigger the significance policy.



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

Bay of Plenty Transport-Related Provincial Growth Fund Proposals

Executive Summary

This report provides an update on known Provincial Growth Fund (PGF) proposals or potential proposals relating to transport in the Bay of Plenty. As of 1 November 2018, 66 Bay of Plenty projects had sought PGF funding. A high level breakdown shows only 3 'transport' projects but a large number of projects that may potentially have transport components.

The report includes a list of known Bay of Plenty transport-related PGF proposals or potential proposals that the Regional Council is aware of because:

- funding has been announced by the Government;
- the project owner has requested a variation to include the proposal in the Regional Land Transport Plan (RLTP); or
- the project owner has shared information on a proposal or potential proposal.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Transport-Related Provincial Growth Fund Proposals.**

- 1 Purpose**

The purpose of the report is provide an update on known Provincial Growth Fund (PGF) proposals or potential proposals relating to transport in the Bay of Plenty.

- 2 Background**

The New Zealand Government has allocated three billion dollars over a three-year term to invest in regional economic development through the PGF. The Bay of Plenty is one of the 'surge' regions identified as a particular priority for funding.

There are three tiers to the PGF. These are:

- a) Regional Projects and Capability: smaller scale initiatives aimed at smaller economic development projects, feasibility studies and capability building.
- b) Sector Investment (including One Billion Trees Programme): larger scale initiatives targeted at priority and/or high value economic opportunities.
- c) Enabling Infrastructure Projects: investments in regional infrastructure projects that enable regions to be well-connected from an economic and social perspective.

The PGF is open to applications from a wide range of entities and parties including central and local government, State Owned Enterprises, Māori organisations, iwi and related authorities, and commercial enterprises.

Proposals must contribute to most of the following objectives, with a particular focus on the first objective:

- a) increased jobs and sustainable economic development;
- b) increased social inclusion and participation;
- c) Māori development;
- d) environmental sustainability and help in addressing climate change; and
- e) increased resilience (infrastructure and economic).

3 Bay of Plenty applications of as 1 November 2018

The PGF dashboard In Appendix 1 provides a high level summary of the 66 Bay of Plenty projects that have sought funding as of 1 November 2018. While individual projects can't be identified for reasons of confidentiality, the sector breakdown shows three proposals are directly transport-related:

- Cycle Trail (1)
- Road and Rail (2)

There are also a large number of proposals in potentially related areas that may or may not have transport components:

- Agriculture/Horticulture (11)
- Aquaculture (1)
- Feasibility Studies (1)
- Forestry (2)
- Other (14)
- Ports (1)
- Regional Projects (3)

- Tourism (19)

4 Known Bay of Plenty transport-related proposals

The Provincial Development Unit (PDU) within the Ministry of Business, Innovation and Employment administers the PGF on behalf of the Crown. The PDU is generally unwilling to share information on individual applications until funding has been announced for successful projects. There is however a requirement for transport projects or projects with transport components to be referenced in the RLTP in order for them to be considered for funding from the National Land Transport Fund and/or the PGF. This is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic, social and environmental outcomes in regions, including decisions about the best mode for doing this.

Consequently, Regional Council staff have been made aware of the proposals in Appendix 2 due to one of following reasons:

- funding has been announced by the Government;
- the project owner has requested a variation to include the proposal in the RLTP;
- the project owner has shared information on a proposal or potential proposal.

There are likely to be a number of additional proposals still under consideration or yet to go through the formal application process. An update will be provided at the meeting should any additional information come to light.

5 Council's Accountability Framework

5.1 Community Outcomes

This activity directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

5.2 Long Term Plan Alignment

This activity is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

14 November 2018

APPENDIX 1

Bay of Plenty Provincial Growth Fund Dashboard - October 2018

Highlights

As of 1 November 2018

66

Projects seeking funding in Bay of Plenty

\$359m

Total funding sought by both EoI and Applications in Bay of Plenty

\$41m

Funding announced in Bay of Plenty

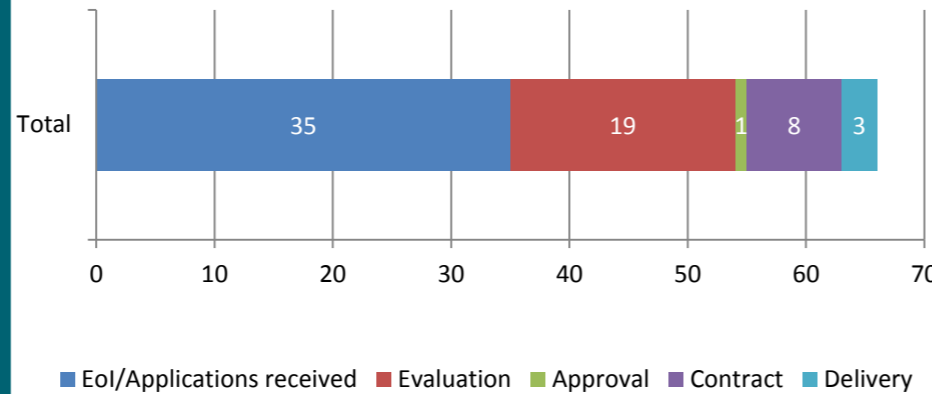
1

Projects were sent to IAP/SRO in October for Bay of Plenty

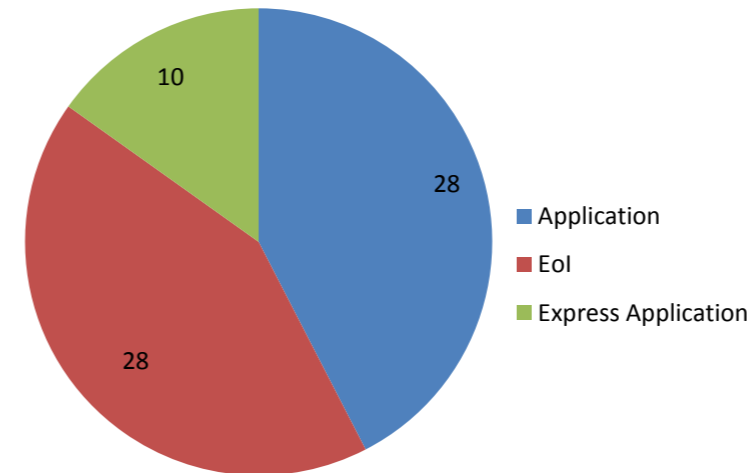
PROJECTS BY VALUE

Funding Range	Funding Sought	Number of projects
Up to 1 million	\$ 10,795,784	39
1 million to 10 million	\$ 62,045,633	16
10 million to 20 million	\$ 134,500,000	8
20 million and above	\$ 152,100,000	3
Grand Total	\$ 359,441,417	66

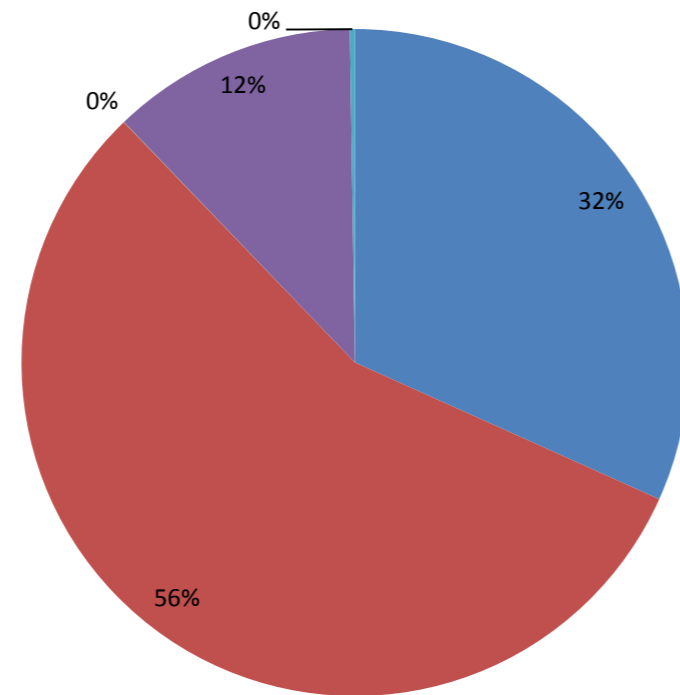
PROGRESSION THROUGH STAGE BY NUMBER



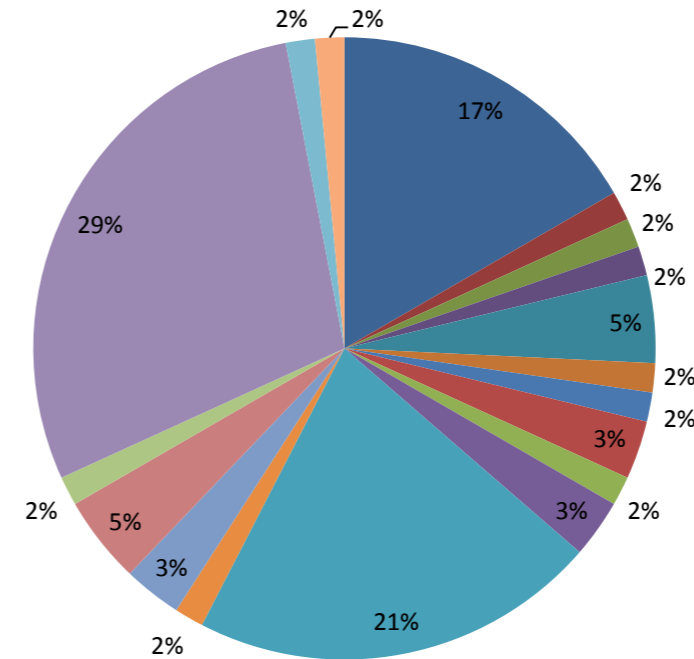
NUMBER OF EOI'S AND APPLICATIONS RECEIVED



PROGRESSION THROUGH THE STAGES BY VALUE



SECTOR BREAKDOWN BY NUMBER



■ EoI/Application received ■ Evaluation
■ Approved ■ Contract
■ Delivery

■ Agriculture/ Horticulture ■ Aquaculture
■ Capability/ capacity ■ Cycle Trail
■ Energy ■ Feasibility Studies
■ Food & Beverage ■ Forestry
■ ICT & Digital Connectivity ■ Manufacturing / Construction
■ Other ■ Ports
■ Road and Rail ■ Regional Projects
■ Research & Development ■ Tourism
■ raining skills/ employment ■ Water Storage

Overall Status

- **678** projects have sought funding from the PGF
- **\$2.8b** total funding sought
- **\$332m** funding has been announced to date

Recent announcements

- **\$19m** regions to get a better view on the land with LiDAR
- **\$27.4m** to redevelop the Rotorua Lakefront and Whakarewarewa Forest
- **\$152m** for Tairāwhiti

APPENDIX 2

Known Bay of Plenty Transport-Related Provincial Growth Fund Proposals

Known Transport-Related Provincial Growth Fund Proposals and Potential Proposals (as of 14 November 2018)

Name	Description	Project Owner	Type	Amount	Status	RLTP
Redevelopment of Rotorua Lakefront	Redevelopment of the Rotorua Lakefront to improve tourism and hospitality experience. Includes walkways and cycleways to improve access by these modes.	Rotorua Lakes Council	Infrastructure	\$19.9M	Funding approved in principle	Yes
Development of Whakarewarewa Forest	Development of Whakarewarewa Forest including an improved access road, a cycleway from the park to Rotorua CBD and a visitor centre.	Rotorua Lakes Council	Infrastructure	\$7.5M	Funding approved in principle	Yes
Kawerau Putauaki Industrial Development	<p>Phase 1 of three connected developments:</p> <ul style="list-style-type: none"> • Kawerau Putauaki Industrial Development • Kawerau Container Terminal • Off Highway Road Development <p>Phase 1 involves an internal local road and the formation of a roundabout and right turn bay on State Highway 34.</p>	Kawerau District Council	Infrastructure	Approx \$20M total	\$2M of funding for Phase 1 approved in principle	Yes
Rail Freight Opportunities Kawerau/Murupara	Feasibility study to investigate options for creating an inland hub to connect exports from Murupara and Kawerau to rail.	KiwiRail	Feasibility Study	\$250,000	Funding approved in principle	Study - variation not required
State Highway 2 Interchange for Rangiuru Business Park	Interchange to connect Rangiuru Business Park to State Highway 2 to enable full development of the	Western Bay of Plenty District Council	Infrastructure	\$15-18M	Application	Subject to RTC decision

Name	Description	Project Owner	Type	Amount	Status	RLTP
	business park and realise economic opportunities.					
Waihi to Waihi Beach Cycle Trail	Development of a cycleway linkage that connects the Hauraki Cycle Trail in the Waikato Region to the Bay of Plenty.	Western Bay of Plenty District Council	Infrastructure	TBC	Potential application	Waikato and/or Bay of Plenty
Bay of Plenty Transport and Logistics	Umbrella proposal to establish current and projected transport and value flows within the region. Planned approach to incorporate common interest areas, e.g. state highways, rail, and specific sub-regional objectives.	TBC	Planning study	TBC	Potential proposal currently being progressed through the Urban Form & Transport Initiative	Study - variation not required
Eastern Bay of Plenty Logistics	Modelling of projected freight flows and modes to inform future requirements such as food-grade reefer supply and certification, cool and dry storage, Location of sub-regional infrastructure particularly where geothermal energy sources could be utilised.	ToiEDA	Planning study	TBC	Potential proposal, currently exploring options for combining with above	Study - variation not required
Eastern Bay of Plenty Transport Improvements	Collection of roading, bridge and cycleway improvements; HPMV route extensions, and a driver education and licensing initiative to underpin resilience and sustainability of economic growth across the sub-region.	ToiEDA Whakatane/ Opotiki/Kawerau district councils	Planning study Infrastructure	TBC	Next steps to be determined following NZTA review of individual components	RLTP variation likely to be required if infrastructural components proceed



Receives Only - No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan Review

Executive Summary

The Regional Land Transport Plan is a statutory document that must be prepared and reviewed in accordance with the Land Transport Management Act. The Regional Transport Committee is tasked with preparing and reviewing the RLTP.

The current Bay of Plenty RLTP became operative at the beginning of the 2018/19 financial year and is in force for three years (2018/19-2020/21).

The land transport planning and funding environment continues to be a fluid one. While there have been no fundamental changes since the current RLTP came into effect, there are a number of processes underway with potential implications for the Plan.

Key amongst these is the proposed second stage Government Policy Statement on Land Transport Funding that was signalled to enable Government to fully realise its direction for transport investment.

For the first Regional Transport Committee meeting in 2019, Council staff are proposing to provide more detail on a proposed scope and timeframe to review the RLTP.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Review.**

1 Background

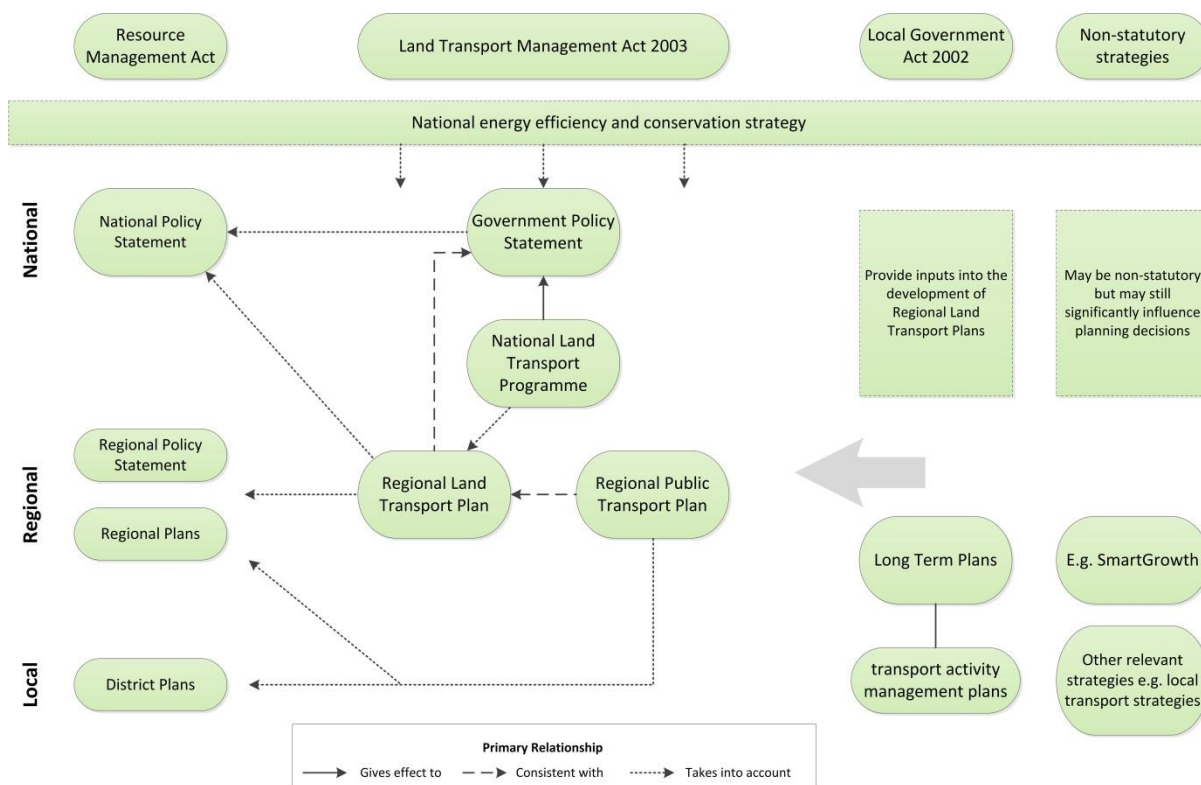
The Regional Land Transport Plan (RLTP) is a statutory document that must be prepared and reviewed in accordance with the Land Transport Management Act (LTMA). The Regional Transport Committee (RTC) is tasked with preparing and reviewing the RLTP.

The current Bay of Plenty RLTP became operative at the beginning of the 2018/19 financial year and is in force for three years (2018/19-2020/21).

The RLTP must set out the region’s land transport objectives, policies, and measures for at least ten years. It must also identify and prioritise the transport activities for which the region is seeking payment from the National Land Transport Fund. To this end, the RLTP sits within a transport policy framework established in the LTMA and associated legislation (Figure 1).

To meet these legislative requirements, the current RLTP includes both a strategic direction with a 30 year outlook, and a six year programme of land transport activities proposed by Approved Organisations¹ in the region.

Figure 1 Transport policy framework



2 Current Operating Environment

The land transport planning and funding environment continues to be a fluid one. While there have been no fundamental changes since the current RLTP came into effect, there are a number of processes underway with potential implications for the Plan.

2.1 Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS 2018) outlines the Government’s strategy to guide land transport investment over the next 10 years. It also provides guidance to decision-makers about where the Government will focus resources. The GPS operates under the Land Transport Management Act 2003, which sets out the scope and requirements for the GPS.

¹ An approved public organisation that is eligible to receive funding from the National Land Transport Fund (includes regional and territorial authorities, NZTA’s Highway and Network Operations group, Department of Conservation).

The GPS influences decisions on how money from the National Land Transport Fund (the Fund) will be invested across activity classes, such as state highways and public transport. It also guides the NZ Transport Agency and local government on the type of activities that should be included in Regional Land Transport Plans and the National Land Transport Programme.

The GPS 2018 strategic priorities are:

- safety;
- access;
- environment; and
- value for money.

Safety and access are the key strategic priorities. This importance reflects the Government's intention to address the level of death and serious injuries on our roads and the desire to create more liveable cities and thriving regions.

Delivery of the key strategic priorities will be influenced by the supporting priorities of the environment and value for money. It is important that transport investments result in reduced environmental impacts, and that transport investment provides good value for money.

GPS 2018 advised that a second stage GPS will be required in order to fully realise Government's direction for transport investment. Inclusion of some things in this GPS has not been possible given the time constraints. This is because they rely on other work such as the future of rail study, and the development of a new road safety strategy.

The second stage GPS will reflect further action taken by the Government to improve the efficiency of the New Zealand vehicle fleet. It will also investigate enabling funding for coastal shipping.

2.2 Draft RLTP Feedback

Chapter 3 of the current RLTP outlines the region's transport problems, benefits and objectives.

For each objective there are a range of key performance indicators (KPIs). For example:

“Environmental sustainability

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

- *Reduce transport emissions in the region in line with national emissions reduction targets for the transport sector recommended by the Climate Commission under the Zero Carbon Act¹⁵” (page 45).*

Members may recall that we the Committee received strong feedback that quite a number of the KPIs did not go far enough.

3 Scope of a Review

The RLTP is a relatively new policy document built on a sound evidence base and reflects a strong regional consensus. However, the review process represents an excellent opportunity for the RTC to test and refine the region's transport investment story.

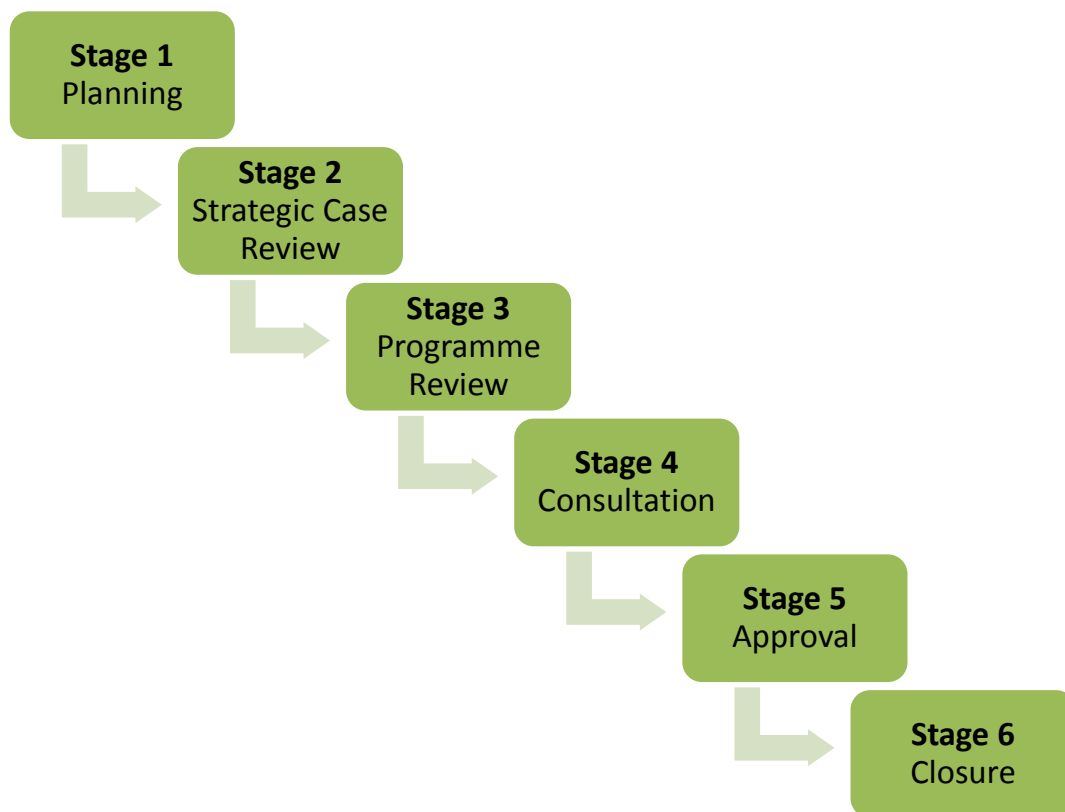
The RLTP review process prescribed in the LTMA requires the RTC to first review the Plan (18CA) and then prepare a variation to address any issues raised in the review (18D). A variation that is deemed significant according to the significance policy in the RLTP will require public consultation.

4 Draft Review Process

Figure 2 shows an overview of stages in a potential RLTP review process and a summary of key tasks and milestones.

For the first RTC meeting in 2019, Council staff will provide more detail on the proposed scope and timeframe to review the RLTP.

Figure 2 Stages in the RLTP review



5 Council's Accountability Framework

5.1 Community Outcomes

This project/proposal directly contributes to the Vibrant Region Community Outcome in the Regional Council's Long Term Plan 2018-2028.

5.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

Future Budget Implications

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

Garry Maloney
Transport Policy Manager

16 November 2018

APPENDIX 1

Regional Land Transport Plan 2015-45 summary



We're planning for the future of land transport in the Bay of Plenty

Bay of Plenty Regional Land Transport Plan 2015-2045

Land transport impacts us all in one way or another – from the time it takes us to get to work each morning to the cost of the goods we buy from our local farmers' market. Is the time we spend traveling a joy or a curse? Is it helping or hindering our health and wellbeing? Are we building the infrastructure we'd be happy to pass on to our children and grandchildren?

The Regional Land Transport Plan has been prepared by the Bay of Plenty Land Transport Committee and sets the direction that our transport system will take over the next 30 years. It sets out the priorities and activities the region will work towards.

Transport is a complex issue as the community has a wide range of differing transport needs. But we all want good transport options that help us move around quickly and safely.

INDICATIVE DATES FOR THE REVIEW

December 2016 – June 2017

Regional Transport Committee reviews RLTP strategic direction

September 2017

Approved Organisations submit draft land transport programmes

October 2017

Regional Transport Committee confirms priority of activities

November 2017

Regional Transport Committee approves draft RLTP for public consultation

November 2017 – January 2018

Public consultation

February – March 2018

Hearings and deliberations

March – April 2018

Regional Council considers RLTP for approval

April 2018

Final RLTP submitted to NZTA

June 2018

NZTA releases National Land Transport Programme

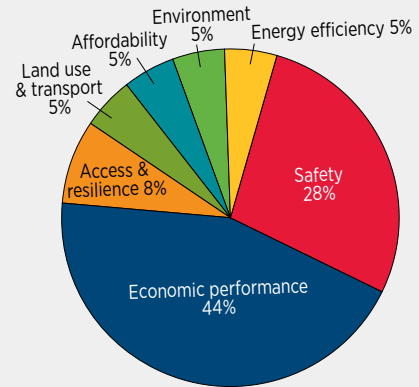
What is the Regional Land Transport Plan?

A 30 year strategy that provides the best thinking from all the Councils in the region into a single strategic vision for land transport investment.

The Plan is the way the Region seeks central government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements. It is a requirement under the Land Transport Management Act 2003.

It isn't a guaranteed programme - it is our combined 'what we want to do' list with the final say on how funds are allocated determined by the New Zealand Transport Agency (NZTA). Funding decisions are published by the NZTA in the National Land Transport Programme in June 2018.

The plan sets out the Region's preferred mechanism for investment; using integrated planning, demand management, and network optimisation ahead of more expensive new infrastructure investments, and determines which outcomes are most important to the Region (see pie chart).

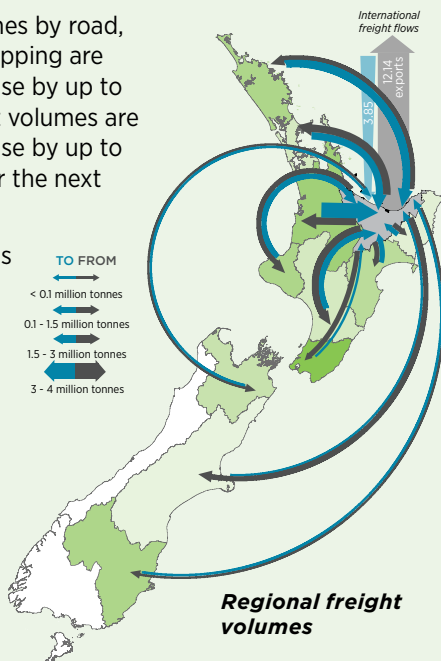


The issues

1. Freight Growth

Total freight volumes by road, rail and coastal shipping are expected to increase by up to 42% by 2042. Port volumes are expected to increase by up to 3.1% per annum for the next 30 years.

Bay of Plenty roads already carry more freight per kilometre of road than any other region and forecast freight growth will see even more trucks on our roads in the future.



3. Urban congestion

Traffic growth in parts of the region creates congestion and makes it inefficient to move people and goods. Transport demand needs to be carefully managed so that congestion does not get in the way of economic growth or cause undue disruption to peoples lives.



4. Safety

Not only do road accidents have a major impact on our lives personally, they also have a high social and economic cost on our communities. In the Bay of Plenty, road accidents cost an estimated \$197 million in 2013 and our region compares poorly with others across New Zealand on a wide range of safety measures.

In the Bay...	2011	2012	2013
Deaths	20	22	18
Serious Injuries	172	160	133

The big picture

Our vision is the best transport systems for a growing economy and a safe and vibrant Bay lifestyle

The vision is supported by seven objectives that have been developed to guide the Plan and highlight the areas of focus over the coming years for the Region's land transport decision makers.

RLTP Objectives	
Economic performance	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.
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.
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.
Energy efficiency	People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources.
Environmental sustainability	The social and environmental effects arising from use of the transport system are minimised.

5. Network resilience

With some of our busiest roads having no alternative routes, road closures can cause big disruptions to businesses and to our own travel plans. Aside from the inconvenience, unplanned road closures place a high social and economic cost on our society which needs to be considered when choosing how and where we invest resources.



The growing frequency and severity of extreme weather events will certainly make this a more significant issue in the future.

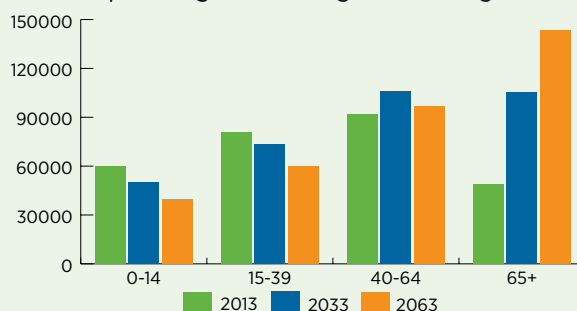
6. Asset affordability

In the Bay of Plenty, parts of our road and rail network carry some of the country's highest freight intensities. This has a significant impact on maintenance costs but the other side of the coin is that some areas of our region have static or declining populations which are also ageing. With less people available, or able, to pay rates the burden of maintaining our roads will have to be carefully managed.



7. Ageing population

Our region's population is ageing and we are already seeing an increased demand for accessible travel such as public transport, taxis and total mobility services, particularly in rural areas where transport options are limited. Providing these services as demand increases, and at a reasonable cost will prove a great challenge for our Region.



8. Fuel reliance

Recent times have seen remarkable volatility in fuel prices and the long term trend is very uncertain, influenced by factors almost entirely out of our control. We may not be able to predict what will happen but we need to be thinking about how we would cope if fuel became a scarce commodity.

9. Social and environmental impacts

Any change we make can have ripple effects on social and environmental factors in the targeted and surrounding communities. These include impacts on community severance, social inclusion, water quality, urban form, and accessibility to jobs and services. We need to plan to ensure that these flow-on impacts are well-understood and taken

How much do we spend on land transport in the region?

Over the first three years, this Plan sees an annual average of \$220,000,000* worth of activities submitted to the NZTA for funding.

The following table highlights the top 10 regional activities. These are the activities that in April 2015, we thought would deliver the best outcomes for our Region over the first 6-years of the Plan. For a full list of activities and how we've prioritised them please refer to the Regional Land Transport Plan.

Regional Priority	Activity	Org	Description
1	SH2/SH29 Baypark to Bayfair link upgrade	NZTA	Grade separation of the Maunganui / Girven Road and SH2/SH29 intersections to reduce delays and improve travel time reliability.
2	Totara Street between Hull & Hewletts	TCC	Widen Totara Street between Hull Road and Hewletts Road. Signalise Hull Road intersection and construct a segregated walking and cycling path on this route to ease congestion.
3	SH29 Tauriko to Waikato Boundary, National Safer Roads and Roadsides Programme	NZTA	Investigate and construct safety measures. Indicative Interventions: realign existing curves, median wire rope barrier, roadside hazard protection
4	Tauriko Upgrade	NZTA	Investigate and construct a long-term solution for SH29 through Tauriko that maintains efficient road freight access to the Port of Tauranga accommodating sub-regional residential and commercial growth.
5	SH 2 Northern Corridor Safe System Programme	NZTA	Programme of Safe System improvements along SH2 between Waihi and Tauranga to reduce crash risk.
6	SH5/SH30 Safety Improvements	NZTA	Safety improvements to existing T-intersection. Intersection sits at the southern edge of Rotorua providing the route choice between traveling via the Eastern Bay (SH30) or Hamilton/Waikato (SH5)
7	Tauranga urban cycle network construction	TCC	Construction of remaining 80km of city cycle network
8	Rotorua Urban Cycleways	RLC	Construct a network of linked urban cycleways within Rotorua
9	Tauranga Northern Link	NZTA	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
10	Rotorua Eastern Arterial	NZTA	Project to address congestion, safety and access issues along SH30 Te Ngae Road, Rotorua's eastern arterial.

*Excludes emergency repair works, rail, private road and non-subsidised activities



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Read the Regional Land Transport Plan online at:
www.boprc.govt.nz/landtransportplan

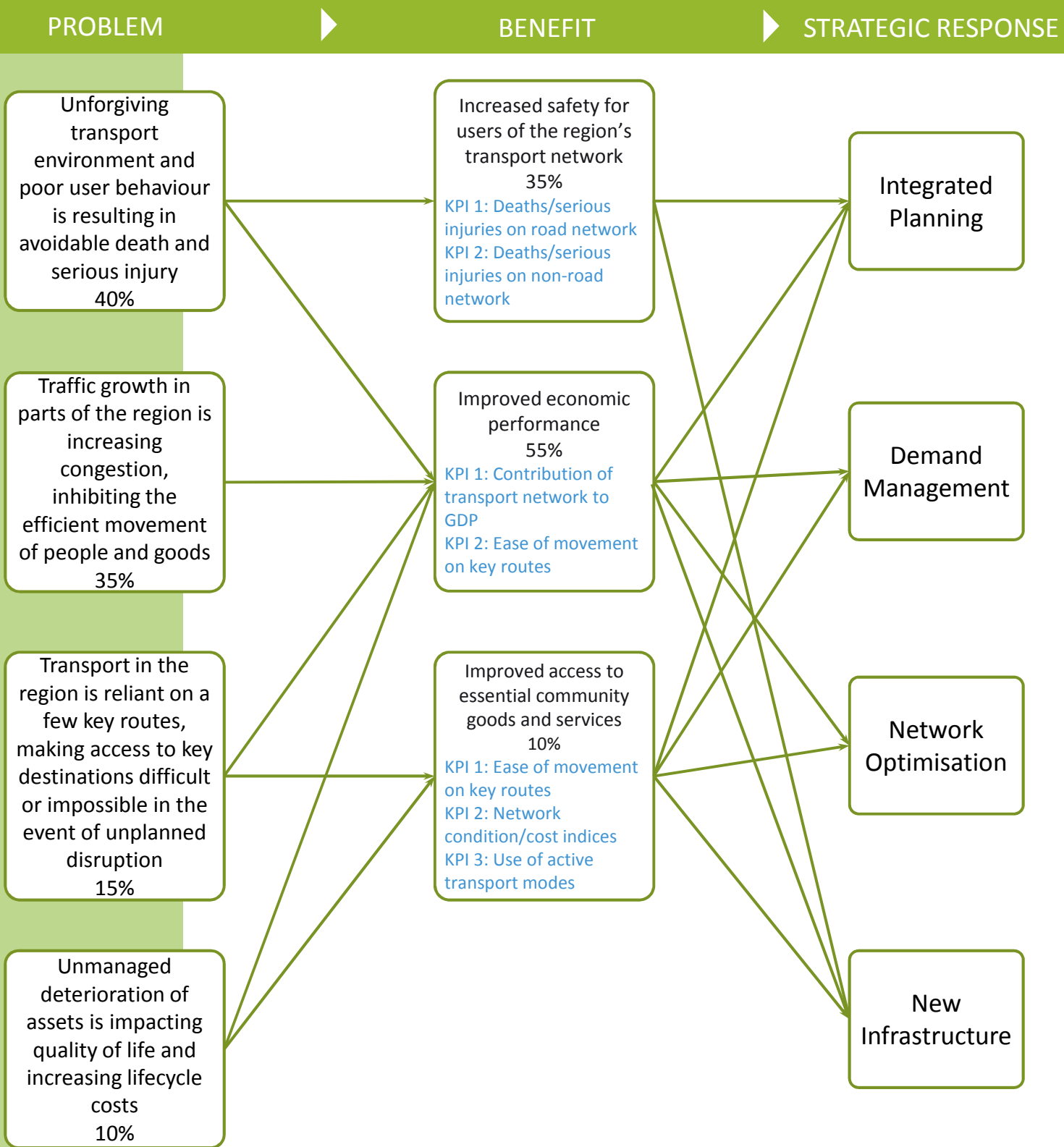
APPENDIX 2

Bay of Plenty Regional Land Transport Plan - Investment Logic Map

Responding to the Bay of Plenty's Transport Needs

Regional Land Transport Plan

INVESTMENT LOGIC MAP Program





Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

Urban Form and Transport Initiative Update

Executive Summary

A verbal update on the progress being made on the western Bay of Plenty Sub-region's urban form and transport initiative will be given at the meeting.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Urban Form and Transport Initiative Update.**

1 Introduction

A verbal update on the progress being made on the western Bay of Plenty Sub-region's urban form and transport initiative (UFTI) will be given at the meeting.

For those members that may be interested, a high level briefing of the UFTI proposal will be provided at the SmartGrowth Leadership Group meeting on 21 November 2018.

2 Council's Accountability Framework

2.1 Community Outcomes

This activity directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This activity is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

Garry Maloney
Transport Policy Manager

16 November 2018



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 23 November 2018

Report From: Garry Maloney, Transport Policy Manager

Other Matters of Interest

Executive Summary

This report provides information on other matters that the Committee may be interested in, which on their own aren't sufficient to warrant separate reports. The matters covered are:

- Hamilton to Auckland Start-Up Passenger Rail Service;
- Road Safety Strategy;
- New Zealand Fleet Statistics 2017;
- Public Transport 2045; and
- Regional Fuel Tax.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Other Matters of Interest.**

1 Introduction

This report provides information on other matters that the Committee may be interested in, which on their own aren't sufficient to warrant separate reports.

2 Hamilton to Auckland Start-Up Passenger Rail Service

Members may be aware of recent public announcements with regard to the Hamilton to Auckland Start-Up Passenger Rail Service.

The Waikato Regional Council (WRC), Hamilton City Council (HCC), Waikato District Council (WDC) and the New Zealand Transport Agency (NZTA) had been collaboratively working to complete a Single Stage Business Case (SSBC) for the Hamilton to Auckland Start-Up passenger rail service. The purpose of this SSBC was

to present a strong investment case to NZTA to receive funding to establish a train service between Hamilton and Papakura.

The start-up passenger rail services, as included in the WRC Long Term Plan 2018-2028, involves the operation of a diesel hauled service between Hamilton and Papakura, with a transfer required at Papakura to board the Auckland Transport (AT) metro rail services and go through to Britomart and other railway stations en route. This service will have a capacity of 150 passengers (4 carriages per consist) and it has been estimated that it will start operating in March 2020 (approximately 14 months to refurbish two train sets).

The service is planned to operate with two consists in the morning from Frankton station to Papakura during peak period (between 05.50 am – 07.00 am). Additionally, a one daily return service will operate during weekends, with the exception of Sunday services which may not be able to be provided during the first three years due to the electrification project between Pukekohe and Papakura resulting in closure of the rail corridor for that day.

The start-up service will call at Rotokauri and Huntly stations, before arriving at Papakura. These stations were identified as areas that have a large existing inter-regional commuter demand, existing rail infrastructure and a strong potential for transit oriented development.

The service will have an estimated running time of 91 minutes, including dwelling times at stations along the route. The total journey to Britomart has been estimated to take 2 hours and 29 minutes from Frankton (Hamilton South) or alternatively, 2 hours and 20 minutes from Rotokauri (Hamilton North) to Papakura.

In order to get the Hamilton to Auckland service off the ground, 5 main projects have been identified. These ones are:

1. The construction of a railway station in Rotokauri, Hamilton.
2. The upgrade of the existing railway facilities in Huntly.
3. The modification and overhaul of rolling stock by KiwiRail.
4. The construction of a maintenance facility for the rolling stock in Te Rapa, Hamilton.
5. The ongoing operation of the service.

The total value of the project across capital and operational expenditure over a 5 year start up period is equivalent to \$81.78 million (2019-2020 / 2023-2024). The first NLTF period (2018-2021) will provide funding equivalent to \$52.76 million and the following NLTF period (2021-2024) has expected expenditure of \$18.04 million (full break-down of RLTP cost tables in attachment 1).

Most of the funding will be sought from the new Transitional Rail activity class that was included in the Government Policy Statement in Land Transport. It should be noted that \$35.7 million out of the total \$52.76 million identified in the 2018-2021 NLTF period will be utilised to upgrade the existing stations of Huntly and Frankton, to construct the Rotokauri railway station and to purchase and modify the passenger carriages that will be utilised for the Hamilton to Auckland start-up rail service.

Staff understand that the Waikato Regional Transport Committee agreed to vary its operative 2018 Update to the 2015-45 Waikato Regional Land Transport Plan to include the activity.

3 Road Safety Strategy

The Committee Chairman has received correspondence from the Ministry of Transport advising that it is in the process of developing an ambitious new road safety strategy for New Zealand to drive meaningful and sustained reductions in road trauma. The new strategy will replace the current Safer Journeys strategy, which ends in 2020.

Timing for the strategy is as follows:

- current until March 2019 – early consultation and development of a strategy discussion document;
- March / April 2019 – public consultation on discussion document;
- May – September – analysis of submissions, development of action plan; and
- September 2019 – publish new road safety strategy.

4 New Zealand Fleet Statistics 2017

The Ministry of Transport has recently released the New Zealand Fleet Statistics 2017.

Findings from the report include:

- *“At the end of 2017, there were 4.15 million vehicles on New Zealand’s road, up 4.5% from 3.98 million in 2016.*
- *There were 3.8 million light vehicles in the fleet (with a gross vehicle mass up to 3.5 tonnes). This represents 792 light vehicles per 1,000 people, one of the highest vehicle ownerships in the world.*
- *Since late 2013 vehicle travel has grown strongly, by the end of 2017 the total vehicle kilometres travelled was 48.2 billion, compared to 45.5 billion the previous year.*
- *The annual growth rate of vehicle kilometres travelled was 6% in 2017, the highest level since 2001 when this data was first measured accurately. The light vehicle travel per capita, 9,265 km/capita reached a new record high in 2017; while the light vehicle travel per vehicle has declined to 11,691 km/vehicle.*
- *The number of vehicles leaving the light fleet in 2017 was low (171,000), whereas entries were a record high (334,000).*
- *The average age of light vehicles has remained fairly constant at around 14 years old. Although the proportion of light vehicles aged 15 years or older has reduced slightly in recent years and was 38% in 2017.*
- *The average engine capacity of light vehicles had grown until 2010; since then it has levelled off at about 2,290 cubic centimetres (cc). The average engine size of light diesel vehicles (2,730 cc in 2017) was significantly higher than that (2,190 cc) of petrol powered counterparts.*
- *The average reported CO2 emissions (per kilometre travelled based on laboratory testing) from light vehicles entering the fleet have largely been constant since 2013, at around 180 g/km.*
- *Distance travelled by freight measured in tonne-km also grew strongly in 2017, up 7.3% to 25.3 billion tkm from 23.6 billion tkm in 2016.”*

The report can be accessed via the link below:

<https://www.transport.govt.nz/assets/Uploads/Research/Documents/Fleet-reports/The-NZ-Vehicle-Fleet-2017-Web.pdf>

5 Public Transport 2045

The Ministry of Transport has recently released 'Public Transport 2045'. This is a working paper that explores the long-term future of public transport in New Zealand's cities, in a world where transport technologies and services are rapidly evolving. It is intended to provoke dialogue, and to challenge the assumptions that public transport in thirty years' time will look only slightly different from what we are familiar with today — or alternatively, that it has to look completely different in every way.

The main message from this working paper is that public transport needs to be at the core of a shared mobility future. Otherwise, we risk facing higher levels of motorised traffic and congestion in our cities.

The paper can be accessed via the link below:

<https://www.transport.govt.nz/assets/Uploads/Our-Work/Documents/Public-Transport-2045-working-paper.pdf>

6 Regional Fuel Tax

Members may recall that they considered and approved a submission supporting the Land Transport Management (Regional Fuel Tax) Amendment Bill to enable regional fuel taxes earlier in the year.

The Bill passed its third reading on 26 June 2018 and applies from 1 July 2018 only within the Auckland region.

The Auckland tax:

- applies to petrol and diesel and may be charged up to a maximum rate of 10 cents per litre, plus GST, for a maximum of 10 years; and
- is paid by fuel distributors when they deliver fuel to service stations and commercial users inside the region.

The NZ Transport Agency is responsible for implementing the legislation. This includes the collection of the tax from fuel companies, the payment of rebates for exempt use, monitoring and enforcement.

On 24 October 2018, the Prime Minister ruled out regional fuel taxes around the country.

Members may recall that their general support for the option was more around local government potentially having access to a range of transport funding tools, than a specific desire to implement such a tax in the Bay of Plenty.

7 Council's Accountability Framework

7.1 Community Outcomes

This project/proposal directly contributes to the Vibrant Region Community Outcome in the Regional Council's Long Term Plan 2018-2028.

7.2 Long Term Plan Alignment

This work is provided for under the Passenger Transport Activity in the Long Term Plan 2018-2028.

Current Budget Implications

This report does not require a decision so there are no current financial implications.

Future Budget Implications

This report does not require a decision so there are no future financial implications.

Garry Maloney
Transport Policy Manager

16 November 2018

