



**BAY OF PLENTY
REGIONAL COUNCIL
TOI MOANA**

MOUNT MAUNGANUI
HOT SALT WATER
POOLS

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

Have your say on the Regional Land Transport Plan 2018

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

The Bay of Plenty Regional Land Transport Plan is being reviewed by the Regional Transport Committee to ensure it continues to set an appropriate direction for our transport system. The draft 2018 Plan sets out the priorities and activities the region will work towards in the next six years while maintaining a long term view on what might happen in the next 30+ years.

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. So we are reviewing the Plan to get your feedback on the future direction for land transport in the Bay of Plenty.

Make a submission

Read the draft Regional Land Transport Plan and make your submission online at: www.boprc.govt.nz/landtransportplan

Or view a copy of the draft Plan at Bay of Plenty libraries or Regional Council offices and post your submission to: Transport Policy Team, Bay of Plenty Regional Council, PO Box 364, Whakatāne 3158, or drop it in at one of our offices.

What we'd like your views on:

- Do the vision and objectives in the Plan reflect what we want transport to be in our region?
- Will the policies included in the Plan support these objectives?
- Are there transport issues or opportunities that haven't been identified or addressed in the Plan?
- Is there anything in the Plan that you think is great and would like to support?

KEY DATES

19 February 2018

Public consultation opens

23 March 2018

Public consultation closes

11-12 April 2018

Hearings

7 May 2018

Deliberations

8 June 2018

Regional Transport Committee makes a recommendation on the Plan to the Regional Council

21 June 2018

Regional Council considers Plan for approval

30 June 2018

Final Plan submitted to NZ Transport Agency

31 August 2018

NZTA Releases National Land Transport Programme



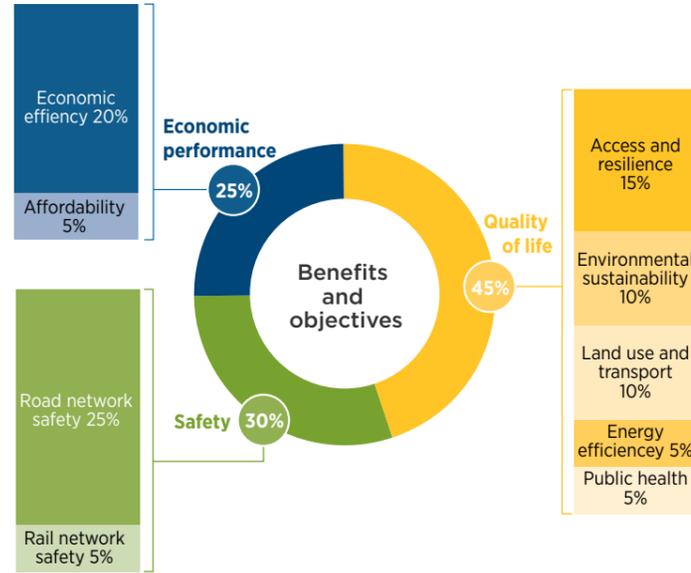
What is the Regional Land Transport Plan?

The Regional Land Transport Plan combines the thinking from all the Councils in the region into a single strategic document 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.

This 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 NZ Transport Agency (NZTA). Funding decisions will be published by the NZTA in the National Land Transport Programme in August 2018.

The Plan sets out the Region's preferred approach to investment - prioritising integrated planning, demand management, and network optimisation approaches before investing in expensive new infrastructure, and determining which outcomes are most important to the Region (see pie graph).



The big picture

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

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

RLTP Objectives	
Safety (30%)	Deaths and serious injuries on the region's transport system are reduced.
Economic efficiency (20%)	The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region.
Access and resilience (15%)	Communities have access to a resilient and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.
Environmental sustainability (10%)	The social and environmental effects arising from use of the transport system are minimised.
Land use and transport integration (10%)	Long term planning ensures regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling.
Energy efficiency (5%)	People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources.
Public health (5%)	The transport system minimises the health damaging effects of transport for all members of society.
Affordability (5%)	Investment in the transport system maximises use of available resources and achieves value for money.



The priority problems

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

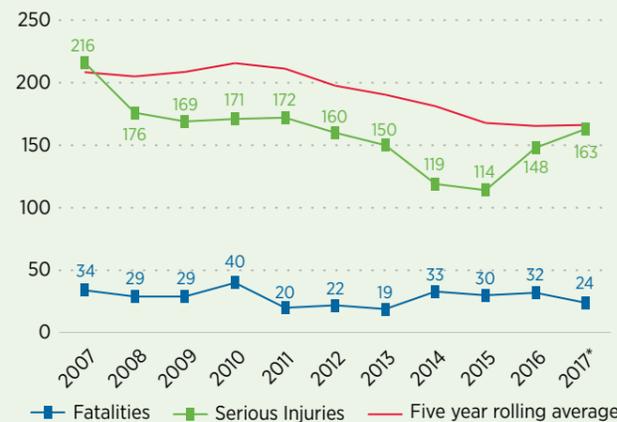
Transport demand is growing in the region, particularly in areas experiencing rapid population and economic growth. Increases in domestic and international visitors are adding to this demand. Bay of Plenty freight volumes are also the 4th highest in the country and are forecast to grow strongly in the future.

Traffic congestion is occurring on parts of the network where demand is exceeding capacity, leading to extended traffic queues and reduced travel time reliability, particularly during periods of peak demand.



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

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



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

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

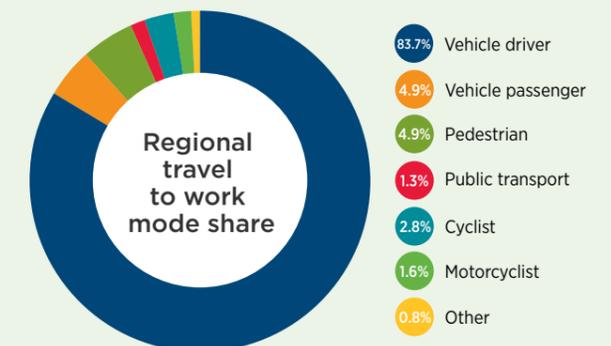
Parts of the network are susceptible to unplanned events, particularly road crashes and natural hazards. In some cases, the time and distance involved in travelling by an alternative route is significant, meaning network outages can cause major disruption and cost to businesses, or isolate people and communities from key services and facilities.



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

To date, the region's transport system has been designed to cater for the growth in motor vehicle travel. This has served to make it relatively cheap and convenient for people to meet their daily travel needs by car. But it also means the Bay of Plenty is heavily reliant on travel by motor vehicles. Over 99% of the region's vehicle fleet also use fossil fuels as their primary source of energy, making a significant and growing contribution to the region's carbon emissions.

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



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

Over the next three years, this draft Plan sees an annual average of \$290 million worth of activities submitted to the NZTA for funding assistance.

The following table highlights the top 15 proposed regional activities (some activities are not on the list because they already have funding committed). These are the proposed activities that we think will deliver the best outcomes for our Region over the first six years of the Plan. For a full list of committed and proposed activities and how we've prioritised them please refer to the Draft Regional Land Transport Plan.

!	Activity	Org	Description
1	TNP SH29 Tauriko West Network Connections	NZTA	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.
2	Eastern Corridor Growth projects	TCC	Infrastructure to support residential growth in the Tauranga Eastern Corridor (high growth urban area). Includes Papamoa East Interchange with Tauranga Eastern Link to enable development in the Wairakei and Te Tumu Urban Growth Areas.
3	Western Corridor Growth Management - Tauriko West connections	TCC	New transport connections for Tauriko and Tauriko West urban growth areas.
4	Cycle Action Plan Implementation	TCC	Construction of improved cycle infrastructure on key routes to implement the Tauranga cycle action plan.
5	SH29 Kaimai Summit to Tauriko	NZTA	Safety and efficiency improvements on the key route between Hamilton and Tauranga.
6	W2T Waihi to Omokoroa (Safer Corridor)	NZTA	Safety improvements on the SH2 corridor between Waihi and Tauranga.
7	Public Transport Priority for key routes	TCC	Signal pre-emption, clearways and priority lanes for Tauranga city loop services.
8	Totara Street Improvements	TCC	Construction of improved cycle facilities and level crossings for primary cycle route. Changes to road cross section to better accommodate truck turning movements.
9	New Tauranga bus services	BOPRC	Provide increased public transport service levels in Tauranga following the optimisation of urban and school buses at the start of 2018.
10	SH2: Wainui Rd to Opotiki, NSRRP	NZTA	Safety improvements to reduce deaths and serious injuries. Scope includes Matekerepu and Kukumoa Road Route Security Improvements.
11	W2T Omokoroa to Te Puna (Transformed)	NZTA	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.
12	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	NZTA	Capacity improvements on section of Te Ngae Road between Iles Road and Rotorua Airport.
13	SH2 Opotiki to Gisborne (Resilience and Safety)	NZTA	Measures to protect link from various environmental risks and improve road safety.
14	Improvements to Key State Highway Intersections	TCC	Intersection improvements - TCC contribution to NZTA projects at Elizabeth Street, Takitimu Drive and Barkes Corner.
15	W2T Katikati Urban (previously Katikati Bypass)	NZTA	The realignment of SH2 to create an alternative route (bypass) around Katikati.



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