

Bay of Plenty Regional Land Transport Plan 2024-34

Staff Recommendations (by Submitter)

Submitter 1: RLTP2024-0001

Submission Point: 1.1

Section: Challenges

Submission Summary: Strongly agrees with transport challenges and agrees with transport objectives and prioritised projects, but suggests another challenge be added, ie. 'housing growth has/is coming before transport improvements'. Majority of housing will remain low-density so need to come up with efficient public transport ideas.

Decision Sought: As above

Staff Recommendation: Reject inclusion of additional challenge
Comments noted

Rationale: Staff consider this challenge is already covered by challenges identified in the Strategic Context section, ie. 'A shortage of affordable housing with access by public transport and active travel modes' and 'Resource intensive provision of transport infrastructure and public transport services - both having to serve very concentrated and very dispersed travel demand.'

Submission Point: 1.2

Section: Objectives

Decision Sought: Need to come up with efficient public transport system like subsidised electric taxis to service low-density housing suburbs.

Staff Recommendation: Comments noted. Refer to BOPRC Transport team.

Rationale: Planning for and provision of public transport is a regional council function. Public transport network reviews occur regularly, and as part of these, mixed service models are considered. The Tauranga South On Demand trial provides an example of alternative mix models adopted to support an efficient public transport network.

Submission Point: 1.3

Section: Prioritised Projects

Decision Sought: Come up with some original mass transport options for patients and staff to the hospital.

Staff Recommendation: Comments noted. Refer to BOPRC Transport team

Rationale: Planning for and provision of public transport is a regional council function. The prioritised activities does not include rapid mass transit options for this corridor. However, the continuous programme funding bid within the draft RLTP supports the continued provision of public transport for Cameron Road as a key public transport corridor.

Submission Point: 1.4

Section: Other

Decision Sought: Submitter requests:

	i. Prioritise Takitimu North Stage 2 ii. Passenger rail from Tauranga to Auckland.
Staff Recommendation:	Comments noted
Rationale:	i. Takitimu North Link Stage 2 is already prioritised in the prioritised activity list. ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 2: RLTP2024-0002

Submission Point: 2.1

Section:	Challenges Objectives
Submission Summary:	Strongly agrees with challenges and objectives but suggests that greenhouse gas emissions and road safety are not concerning challenges. Also states that having too many objectives creates too much complexity and challenge in achieving them.
Decision Sought:	Reduce number of challenges and objectives.
Staff Recommendation:	Reject
Rationale:	Staff do not recommend reducing the existing challenges and objectives in the draft RLTP. These were identified by the RTC and form the basis of the strategic process used to prioritise the region's transport needs. These in turn reflect the strategic direction in the MoT's Transport Outcomes framework which still endures.

Submission Point: 2.2

Section:	Prioritised Projects
Submission Summary:	Questions the lack of investment in the Western Bay and comment that public transport is critical for the future of the region.
Decision Sought:	Need investment in Katikati & Waihi Beach, especially SH2 corridor.
Staff Recommendation:	Comments noted
Rationale:	The RLTP prioritised list includes projects for the Western Bay of Plenty, including Waihi Road Bridge Resilience and the (unfunded) Katikati Bypass and Athenree Crossing projects. In addition, funding has been requested from the NLTF to review and refresh bus services in the Western Bay of Plenty.

Submission Point: 2.3

Section:	Other
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Decision Sought:	Single focus should be on getting a reliable, affordable and usable public transport system in place before looking at other initiatives.
Staff Recommendation:	Comments noted
Rationale:	Provision of bus service is BAU/continuous programme. Network reviews are planned for main urban centres over this RLTP period.

Submitter 3: RLTP2024-0003

Submission Point: 3.1

Section:	Challenges
Submission Summary:	Comments that road conditions on local roads is missed from the challenges. Would prefer that local roads are fixed before starting big new projects.
Decision Sought:	As above
Staff Recommendation:	Reject inclusion of additional challenge Comments noted
Rationale:	Staff consider this challenge is already identified in the Strategic Context section, ie. 'Congested and deteriorating transport infrastructure that is struggling to cope with the demand being placed upon it.' Road maintenance is part of continuous programme investment/ BAU for TAs. RLTP already aligns with the GPS focus on better maintenance of assets on local, regional, and inter-regional corridors.

Submission Point: 3.2

Section:	Objectives
Decision Sought:	<i>"New Zealand's carbon emission output is very very small compared to many other countries and should not be a main focus."</i>
Staff Recommendation:	Reject
Rationale:	Carbon emissions are part of the 'Environmental sustainability' outcome in the MoT Transport Outcomes Framework. This framework is reflected in the strategic regional objectives identified by the RTC. This objective reflects the commitment New Zealand had made to emissions reduction, as articulated and quantified in the national Emissions Reduction Plan. Local road maintenance is part of continuous programme investment/ BAU for TAs. RLTP already aligns with the GPS focus on better maintenance of assets on local, regional, and inter-regional corridors.

Submission Point: 3.3

Section:	Prioritised Projects
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Decision Sought:	Resealing of local roads in Papamoa/Mount needs to be prioritised before starting big, new projects.
Staff Recommendation:	Refer to TCC
Rationale:	Local road maintenance is already prioritised within continuous programme investment/ BAU for TAs. RLTP already aligns with the GPS focus on better maintenance of assets on local, regional, and inter-regional corridors.

Submitter 4: RLTP2024-0004

Submission Point:	4.1
Section:	Objectives
Submission Summary:	Agrees with the RLTP objectives, but comments that increased housing will result in increased cars and traffic.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale:	

Submitter 5: RLTP2024-0005

Submission Point:	5.1
Section:	Objectives
Submission Summary:	States that carbon emissions should be a benefit of a more efficient and reliable transport network, not a target. Identify trucks heading from the Port to Auckland are the biggest problem and that trucks should have separate lanes.
Decision Sought:	Carbon emissions should not be a target.
Staff Recommendation:	Reject
Rationale:	The emissions reduction target in the RLTP reflects the commitment New Zealand had made to emissions reduction, as articulated and quantified in the national Emissions Reduction Plan.

Submission Point:	5.2
Section:	Other
Decision Sought:	i. Trucks should not be on the same road as cars, eg. SH2 shouldn't be the only way for trucks to get to Auckland. ii. Buses should be more frequent and there should be more park and ride options. iii. Buses should be run for events. iv. Mount Maunganui should be pedestrianised.
Staff Recommendation:	- i., ii. and iii. Comments noted iv. Refer to TCC

Rationale:	i. Takitimu North Link (Stage 1: Tauranga to Te Puna) is a new 14km four-lane expressway with funding already committed. Stage 2 of this project, 7km of four-lane highway between Te Puna and Ōmokoroa is prioritised in the significant activities list and has been identified as a Road of National Significance in the GPS. ii. and iii. Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I business case which is already included in the prioritised list of activities. Strategic locations for other park and ride locations in the sub-region are also being explored through the PT S&I. A park and ride trial in Pāpāmoa is included in the prioritised activity list. The provision of public transport for events is the responsibility of event organisers and not a function of regional council. iv. Pedestrianisation of the Mount Maunganui centre would be a TCC responsibility.
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Submitter 6: RLTP2024-0006

Submission Point:	6.1
Section:	Challenges Objectives
Submission Summary:	Strongly agrees with the challenges and objectives, but also identifies the challenge of 'a lifeless and unproductive Tauranga CBD'. Favours increasing mode share particularly for public transport to then lead to less congestion on roads. Large focus in the plan is on roading projects that do not achieve the objectives as mode shift would. The RLTP should support communities and better manage growth.
Decision Sought:	As above
Staff Recommendation:	Reject inclusion of additional challenge Comments noted
Rationale:	Staff consider the RLTP reflects the transport priorities identified for the region and does include a balance of roading projects alongside mode share.

Submitter 7: RLTP2024-0007

Submission Point:	7.1
Section:	Prioritised Projects
Submission Summary:	Notes that there are poor public traffic routes, transport timing, and safety for those using active travel on Cameron Road.
Decision Sought:	<i>"Changing the Cambridge Road/Tauriko turn off to a roundabout should be a number one priority as it is a death trap! The Welcome Bay Road to Cameron Road improvements</i>

need to include fixing the back Welcome Bay Road as this is a key regional road".

Staff Recommendation:	Comments noted
Rationale:	Prioritised project list already gives high priority to Fifteenth Ave to Welcome Bay Rd (#6) and Tauriko West Network Connections (#1). Cambridge Road/Tauriko turn off will be signalised under Tauriko enabling works.
Submission Point:	7.2
Section:	Objectives
Decision Sought:	Submitter raises concerns about the unrealistic death and serious injuries target given population increase.
Staff Recommendation:	Comments noted
Rationale:	Road safety target is expressed as a percentage, thus not affected by population growth.

Submitter 8: RLTP2024-0008

Submission Point:	8.1
Section:	Challenges
Submission Summary:	<i>"All good to concentrate on public transport but this does not help families. We can't take a bus from Welcome Bay to get the wees food shopping. We can take a bus to get to Netball games at the Mount on Saturday."</i>
Decision Sought:	<i>"Buses don't work all the time..... Less bus & cycle lanes - more lanes for cars. No congestion charges ! Buses are great for retired people - they are no use to young families getting around Tauranga."</i>
Staff Recommendation:	Comments noted
Rationale:	Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities. Network reviews are planned for main urban centres over the next RLTP period. Congestion charging is a tool likely to be decided and implemented by RCAs. Staff acknowledge that it is likely that alternative funding mechanisms will need to be investigated and potentially implemented to help address the major funding gap identified in the RLTP transport programme.

Submitter 9: RLTP2024-0009

Submission Point: 9.1

Section: Challenges

Submission Summary: Agrees with transport challenges in the RLTP but suggests an additional challenge - reluctance to use public transport.

Decision Sought: As above

Staff Recommendation: Reject inclusion of additional challenge
Comments noted

Rationale: Staff consider this request is covered by existing (higher level) challenge 'Providing better travel choices, so that everyone can participate and thrive in society', ie. reluctance is likely due to insufficient/unsuitable public transport choice.

Submitter 10: RLTP2024-0010 No Comments

Submitter 11: RLTP2024-0011

Submission Point: 11.1

Section: Prioritised Projects

Submission Summary: i. Requests that SH29a is improved when doing the lighting system at Maungatapu/ Hairini.
ii. *"You really have no idea about the amount of cyclists that will use Cameron Road so leave it as it is until all the other projects have been done and see the real impact after all the other projects have been completed."*

Decision Sought: As above

Staff Recommendation: i. Comments noted
ii. Reject - refer to TCC as RCA

Rationale: i. Improvements to the Maungatapu/Hairini section of SH29a are included in the RLTP under priority project 'Connecting the People - 15th Ave to Welcome Bay Rd.'
ii. The Cameron Road Multi-Modal Stage 2 project is included in the prioritised list of projects in the RLTP. The scope of the work includes focusing on safety and improving active modes. In support, the Cameron Road business case notes: *"Comments received about active transport identified that people feel unsafe when walking or cycling on Cameron Road. Due to this, there was support by some respondents for changes to Cameron Road such as better crossings and lighting to support active transport modes."*

Cameron Road Stage 2 will undergo community engagement mid-2024 provided the business case is approved.

Submitter 12: RLTP2024-0012

Submission Point: 12.1

Section: Objectives

Submission Summary: *"A lot of people travel from rural areas to town for work, we can't use public transport."*

Decision Sought:

Staff Recommendation: Comments noted

Rationale: Staff consider that RLTP Objective 3: Inclusive access talks to this concern.

Submission Point: 12.2

Section: Other

Submission Summary: *"Do not bring in the congestion fee/tax for our busy roads, we are all struggling as it is, without this. It's not going to fix the issue, it will just hurt us more."*

Decision Sought: As above

Staff Recommendation: Refer to TCC and WBDC

Rationale: This is a tool likely to be decided and implemented by RCAs.
Staff acknowledge that it is likely that alternative funding mechanisms will need to be investigated and potentially implemented to help address the major funding gap identified in the RLTP transport programme.

Submission Point: 12.3

Section: Prioritised Projects

Submission Summary:

Decision Sought: Schools' buses are brought back.

Staff Recommendation: Comments noted

Rationale: School bus services are already provided across the Bay of Plenty. They are delivered as part of the public transport continuous programme.

Submitter 13: RLTP2024-0013

Submission Point: 13.1

Section: Other

Submission Summary: *"Belk Road intersection must be addressed before we have deaths. Pls give us safe access or at least lower the speed limit on S29 intersection urgently, not in another two years."*

Decision Sought: Safe access or lower speed limit is needed at this SH29 intersection.

Staff Recommendation:	Refer to NZTA
Rationale:	State highway issues are the responsibility of NZTA. It is likely this intersection will be considered as part of the SH29 package of works.

Submitter 14: RLTP2024-0014

Submission Point:	14.1
Section:	Challenges
Submission Summary:	<i>"Too many roadworks, too much congestion and road closures."</i>
Decision Sought:	<i>"Focus on main roads, expand lanes back to two lanes in each direction or have bus routes which work and are affordable."</i>
Staff Recommendation:	Comments noted
Rationale:	The provision of priority lanes for buses and active modes is part of the demand management mix, towards relieving congestion. Buses are already subsidised. The Regional Public Transport Committee has agreed the principles to be applied when developing and reviewing public transport fares and pricing; these include ensuring fares are equitable, ie. weighted according to ability to pay.

Submitter 15: RLTP2024-0015

Submission Point:	15.1
Section:	Prioritised Projects
Submission Summary:	<i>"Roadways should provide for efficient traffic flow. Do not continue with the installation of numerous traffic lights and reduction of traffic lanes, removal of car parks and cycle lanes on one side of a road."</i>
Decision Sought:	Requests Cameron Stage 2 is removed from prioritised projects.
Staff Recommendation:	Reject Refer to TCC as RCA
Rationale:	The Cameron Road Multi-Modal Stage 2 project is included in the prioritised list of projects in the RLTP. The scope of the work includes focusing on safety and improving active modes. In support, the Cameron Road business case notes: <i>"Comments received about active transport identified that people feel unsafe when walking or cycling on Cameron Road. Due to this, there was support by some respondents for changes to Cameron Road such as better crossings and lighting to support active transport modes."</i> Cameron Road Stage 2 will undergo community engagement mid-2024 provided the business case is approved.

Submitter 16: RLTP2024-0016

Submission Point: 16.1

Section: Prioritised Projects

Submission Summary: Congestion charging and free/reduced fares for public transport need to be prioritised.

Decision Sought: Requests that congestion charging be prioritised.

Staff Recommendation: Reject for prioritised activity list
Refer to TCC and WBDC

Rationale: Congestion charging is a tool likely to be decided and implemented by RCAs.

Staff acknowledge that it is likely that alternative funding mechanisms will need to be investigated and potentially implemented to help address the major funding gap identified in the RLTP transport programme.

Submitter 17: RLTP2024-0017

Submission Point: 17.1

Section: Other

Submission Summary: *"The biggest impact on road safety would be a much more comprehensive driver training program."*

Decision Sought: As above

Staff Recommendation: Refer to TLAs as RCAs

Rationale: Most TLAs are funded to deliver road safety education programmes that target the road safety issues prevalent in their districts. Nationally the responsibility of providing driver training sits with NZTA under the Land Transport Driver Licencing Rule 1999.

Submitter 18: RLTP2024-0018

Submission Point: 18.1

Section: Other

Submission Summary: *"BOPRC has done a great job with the bus services in and around Tauranga. I also love the upgrades to Cameron Road with the separated walking and cycle ways. I walk home from work about twice a week just because I like to get a bit of exercise, and those separated walkways make a huge difference. I'm a young healthy person, but I still have a lot of anxiety about getting hit by a car, the separation really helps. I'm excited to see those upgrades continue further."*

Decision Sought:

Staff
Recommendation: Comments noted
Refer to TCC
Rationale:

Submitter 19: RLTP2024-0019

Submission Point: 19.1

Section: Challenges

Submission Summary: Strongly agrees with challenges and objectives but adds the challenge of inadequate infrastructure for active modes. More needs to be done to make streets safer for everyone using them - safety above efficiency.

Decision Sought: As above

Staff
Recommendation: Reject inclusion of additional challenge
Comments noted

Rationale: Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.'

Submission Point: 19.2

Section: Other

Submission Summary: Urbanising SH30A in Rotorua needs improvements made to corridors which will be used as alternatives. The entire Fairy Springs/ Old Taupo Rd corridor has inadequate cycling and crossing facilities.

Decision Sought: As above

Staff
Recommendation: Refer to NZTA

Rationale: Both these roads are urban state highways and the responsibility of NZTA. Neither of them is in the prioritised activity list.

Submitter 20: RLTP2024-0020

Submission Point: 20.1

Section: Prioritised Projects

Submission Summary: A shared bike path is needed down Old Taupō/Fairy Springs and Malfroy Roads for the many children who go to school in this area and safe crossing points.

Decision Sought: As above

Staff
Recommendation: Refer to RLC and NZTA as RCAs.

Rationale: Old Taupō Road is an urban state highway and the responsibility of NZTA. Malfroy Road is the responsibility of

RLC. This project is not included in the prioritised activity list. However, RLC has included a business case for upgrades at the Old Taupō Road/Malfroy Road intersection. Design work for a shared path on Malfroy Road was undertaken with Transport Choices funding, but this funding avenue has now ceased.

Submitter 21: RLTP2024-0021

Submission Point: 21.1

Section: Challenges

Submission Summary: *"Buses should run at night."* (Rotorua).

Decision Sought: As above

Staff Recommendation: Reject

Rationale: A Rotorua network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to optimise existing routes. This may include slight changes to operating hours but at this stage does not include the operation of night buses.

Submission Point: 21.2

Section: Other

Submission Summary: *"More bike friendly infrastructure."* (Rotorua).

Decision Sought: As above

Staff Recommendation: Refer to RLC as RCA

Rationale: The provision of further active travel infrastructure is primarily the responsibility of RLC as RCA, noting that Rotorua already has over 60kms of shared path.

Submitter 22: RLTP2024-0022

Submission Point: 22.1.

Section: Challenges

Submission Summary: *"I feel that you could add rural areas into the 'increasing levels of deprivation' with costs of fuel and road congestion."*

Decision Sought: As above

Staff Recommendation: Accept in part

Rationale: Staff accept the suggestion of changing challenge to 'Increasing levels of deprivation and social isolation in smaller townships and rural areas of Tauranga, Rotorua and Eastern Bay' (RLTP p.10 and p.30).

Submission Point: 22.2

Section: Prioritised Projects

Submission Summary: *"I think consideration of which are must have and nice to have with so many people struggling financially."*

Decision Sought:

Staff

Recommendation:

Comments noted

Rationale:

The projects prioritised in the list have been scored against the region's transport objectives. Objective 3: Inclusive access is 'Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs.'

Submitter 23: RLTP2024-0023

Submission Point: 23.1.

Section: Challenges
Objectives

Submission Summary: Strongly disagrees with the challenges and objectives. States money is being wasted on slowing down private vehicles, underused cycleways and empty buses. Suggests an additional challenge 'Keeping rates at an affordable level.'

Decision Sought: i. Consider additional challenge, as above.
ii. *"Drop the underutilised bus routes and cycleways and lower the rates."* (Rotorua).

Staff

Recommendation:

i. Reject inclusion of additional challenge
ii. Comments noted. Refer to BOPRC Transport team and RLC.

Rationale:

i. The additional challenge suggested by the submitter is not specifically a transport challenge.
ii. The Rotorua network refresh is currently on hold pending funding through the NLTP in September. If approved, it is looking to optimise existing routes. This may include slight changes to operating hours.
RLC is responsible for cycleways and speed management infrastructure.

Submitter 24: RLTP2024-0024

Submission Point: 24.1

Section: Prioritised Projects

Submission Summary: Ferry to and from Ōmokoroa is essential to reduce pressure on roading.

Decision Sought: Prioritise ferry to/from Ōmokoroa and include in prioritised projects list.

Staff

Recommendation:

Reject

Rationale:

Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries, including significant

capital investment in vessels and infrastructure, for areas where the level of growth is unlikely to justify such investment. However, the option value for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion.'

Submitter 25: RLTP2024-0025

Submission Point: 25.1.

Section: Challenges

Submission Summary: *"Stop encouraging people to come here. Problem solved."*

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: The submission requests a change to New Zealand migration settings which is outside the scope of matters that can be influenced by the Regional Land Transport Plan

Submission Point: 25.2

Section: Prioritised Projects

Submission Summary: Considers the RLTP a 'waste of time and money' and does not support the Cameron Road project.

Decision Sought: *"Absolute 'No' to Cameron Road Stage 2."*

Staff Recommendation: Reject. Refer to TCC as RCA

Rationale: The Cameron Road Multi-Modal Stage 2 project is included in the prioritised list of projects in the RLTP. The scope of the work includes focusing on safety and improving active modes. In support, the Cameron Road business case notes:

"Comments received about active transport identified that people feel unsafe when walking or cycling on Cameron Road. Due to this, there was support by some respondents for changes to Cameron Road such as better crossings and lighting to support active transport modes."

Cameron Road Stage 2 will undergo community engagement mid-2024 provided the business case is approved.

Submitter 26: RLTP2024-0026

Submission Point: 26.1

Section: Challenges

Submission Summary: Identifies challenge of 'building housing before infrastructure' and mentions how *"Tauranga/Mount Maunganui has been allowed to grow too fast without thinking of infrastructure."*

Decision Sought:	Also identifies operational challenge of making buses easy to access. i. Consider additional challenge – building housing before infrastructure. ii. <i>“Bayfair should have buses coming right up to the back door of the shopping centre.”</i>
Staff Recommendation:	i. Reject inclusion of additional challenge ii. Refer to TCC as RCA
Rationale:	i. Staff consider this challenge is already covered by challenges identified in the Strategic Context section, ie. ‘A shortage of affordable housing with access by public transport and active travel modes’ and ‘Resource intensive provision of transport infrastructure and public transport services - both having to serve very concentrated and very dispersed travel demand.’ ii. Bus stop provision is an RCA activity.

Submitter 27: RLTP2024-0027

Submission Point:	27.1
Section:	Challenges
Submission Summary:	Identifies additional challenge being over-reliance on roads and air for interregional connectivity. Expresses strong support for interregional rail, especially passenger rail, and urban rapid transit.
Decision Sought:	<i>“We need to connect to our neighbouring economies with frequent passenger rail services to unlock the economic potential of the region.”</i>
Staff Recommendation:	Reject inclusion of additional challenge Comments noted
Rationale:	Staff consider that the challenges of inter-regional connectivity are covered in the challenges identified for intraregional transport. Inter-regional rail is included in draft RLTP under ‘10-year transport priorities’ and ‘inter-regionally significant activities’ and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 28: RLTP2024-0028

Submission Point:	28.1
Section:	Objectives
Submission Summary:	Submission in favour of better PT options, including interregional rail.

Decision Sought:	<i>"MORE public transport and bus lanes on all major routes into and around the city. ideally trains need to be set up ASAP."</i>
Staff Recommendation:	Comments noted
Rationale:	Staff consider that RLTP Objective 3: Inclusive access covers this concern. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' sections and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 29: RLTP2024-0029

Submission Point:	29.1
Section:	Other
Submission Summary:	Submission favours improved facilities at bus stops, especially for the elderly.
Decision Sought:	<i>"Have a seat at every bus stop and ideally a shelter too."</i> (Rotorua)
Staff Recommendation:	Refer to RLC
Rationale:	The provision of bus stop facilities is an RCA responsibility.

Submitter 30: RLTP2024-0030

Submission Point:	30.1
Section:	Other
Submission Summary:	Focuses on the residential building programme happening in Ōmokoroa before vital infrastructure is in place and states an interim solution needs to be put in place until TNL Stage 2 is implemented.
Decision Sought:	<i>"My interim solution until Stage 2 connects to Omokoroa is to acquire at least one (preferably electric) bus with retractable rail bogies. This could drive around Omokoroa picking up commuters and other passengers - on a timetable to tie in with Kiwi Rail's schedule - ending up on a platform at the lower end of Lynley Park Drive (to be constructed level with the rail tracks) to await the arrival of the next east-bound train. A soon as the train passes, the bus would drive onto the track and lower its bogies, then tailgate the train into the heart of Tauranga. There, it would launch itself off at The Strand and drive around the city (or even out to the airport), dropping off passengers wherever required and picking up new ones for the</i>

journey home, timed to coincide with the next west-bound train and follow it back to Omokoroa."

Staff

Recommendation:

Comments noted. Refer to BOPRC Transport team.

Rationale:

There is a condition attached to the Ōmokoroa four-laning project being funded, ie. to build a number of new homes and social housing.

Planning for and provision of public transport is a regional council function. Innovative solutions are already being considered, eg. the Regional Public Transport Plan 2022 Action Plan includes an action to 'Develop and implement the on demand public transport trial for Tauranga South and explore the further provision of on demand public transport services.'

Submitter 31: RLTP2024-0031

Submission Point:

31.1

Section:

Challenges

Submission Summary:

"The only challenges are infrastructure related --- stop trying to include a raft of other unrelated issues simply so the council can keep creating new jobs .. prioritise downsizing."

Decision Sought:

"Abolish the RLTP - it's just another bureaucratic excuse for robbing ratepayers who actually pay your wages."

Staff

Recommendation:

Comments noted

Rationale:

Submitter 32: RLTP2024-0032

Submission Point:

32.1

Section:

Challenges
Objectives

Submission Summary:

Challenge to effective planning is *"low innovation, small town and short-term thinking."* Most challenges are identified at the local level. Objectives lack meaningful intent, with no mention of innovation, or minimising/mitigating impact on people's lives.

Decision Sought:

"My main concern is - do the same old thing and we will get the same old results. Thinking of targets to 2030 especially for infrastructure is not thinking big enough or aspirational enough."

Staff

Recommendation:

Comments noted. Refer to BOPRC Transport team.

Rationale:

Although not identified as an objective, transport innovation is covered in the 'future scenarios and opportunities' section (p. 49-51). Specific mention is made of how appropriate and

beneficial transport innovations will address issues such as system resilience and climate change.

Targets have been set at timeframes that:

- a. Align with government policy; and
- b. Align with the proposed 10 year RLTP Programme, within the draft document. The Programme is made up of up of activities scheduled to commence (if funded) within a 3-10 year time horizon.

Submission Point: 32.2

Section: Prioritised Projects

Submission Summary: *"There is a lack of visibility of method. The objectives themselves are not entirely out of place but obviously 1.1 million for a BP is ridiculous."*

Decision Sought:

Staff Recommendation: Comments noted

Rationale: The strategic process for identifying regional priorities and prioritising significant activities is included in the RLTP. The Plan is a high-level strategic document and does not include detailed cost breakdown of individual activities.

Submitter 33: RLTP2024-0033

Submission Point: 33.1

Section: Challenges

Submission Summary: Focus needs to be on building community resilience and connection, including healthy, comfortable, warm and inviting public transport. Agrees with challenges but adds *"Continuity between opposing government party changes and their priorities."*

Decision Sought: As above

Staff Recommendation: Reject inclusion of additional challenge
Comments noted

Rationale: Staff acknowledge the impact that changing government priorities (as reflected in the draft GPS 2024) have on the region's transport planning. A key change included in the draft GPS is 'Amending the Land Transport Management Act to require future Government Policy Statements on land transport to adopt a 10-year investment plan, bringing it into alignment with local government Long Term Plans (LTPs), and providing the NZTA Board with greater confidence and certainty to invest in long-term projects and deliver on a long-term transport infrastructure pipeline.'

Submission Point: 33.2

Section: Prioritised Projects

Submission Summary: Need to prioritise public transport (Electric/Hydrogen powered buses). Make them frequent from East Cape to Tauranga/Rotorua and cheap. Make the experience pleasant.

Decision Sought: As above

Staff Recommendation: Comments noted. Refer to BOPRC Transport team.

Rationale: Planning for and provision of public transport is a regional council function. There is significant ambition to decarbonise the public transport fleet through the provision of more electric buses in the Bay of Plenty and 'region-wide bus decarbonisation improvements' is a project in the prioritised list of projects. Staff note that a bus decarbonisation feasibility study has already been carried out and there are five electric buses in the current bus fleet. A hydrogen bus trial is mentioned in the RLTP as a significant activity which is "not yet developed enough for inclusion in the RLTP."

An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.

A review of regional wide fares is due to commence shortly and will consider the costs of fares for all public transport services. Cost and 'fare box recovery' is a significant element of this work.

Submission Point: 33.3

Section: Other

Submission Summary: *"Need to focus on community resilience, If a mainline were to be cut off, how would that centre support itself and its immediate neighbours. Build community and connection .."*

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: Building resilience into the transport system by "strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans" is a transport priority in the RLTP. This includes:

- Higher levels of investment in proactive roading maintenance, operations and renewals to improve overall condition of assets.
- Progression of major asset renewal projects to enhance resilience to severe weather and impacts of climate change.
- Progression of proposals to re-route transport assets away from locations which are vulnerable to climate change-related events.
- Implementation of natural resilience solutions to protect transport assets from "downstream" impacts of severe weather.

Submitter 34: RLTP2024-0034

Submission Point: 34.1

Section: Challenges

Submission Summary: Questions why two agencies are attempting to deal with transport challenges and states that a dedicated transport agency is required for the region, like Auckland Transport.

Decision Sought: Commission a feasibility study into creating a dedicated transport agency for the Bay of Plenty region.

Staff Recommendation: Reject

Rationale: Preparation and approving a Regional Land Transport Plan is a function of regional councils as specified in the Land Transport Management Act 2003. The formation of a CCO (Council Controlled Organisation similar to Auckland Transport) is not currently permitted under the Land Transport Management Act 2003 and would require legislative change.

Submitter 35: RLTP2024-0035

Submission Point: 35.1

Section: Challenges

Submission Summary: Supports bus route from CBD to the airport. Also more efficient buses, including more stops in the Central CBD (eg. outside Farmers), as currently too far for elderly to walk.

Decision Sought: *"Bus route from CBD to airport (i). More picks ups in Central CBD to Mount Bayfair ie outside Farmers of #5 bus (ii) ."*

Staff Recommendation: i. Comments noted
i. Refer to TCC

Rationale: i. Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities.
ii. TCC as RCA are responsible for bus on-road infrastructure.

Submitter 36: RLTP2024-0036 No Comments

Submitter 37: RLTP2024-0037

Submission Point: 37.1

Section: Challenges

Submission Summary: Submitter states that the RLTP has nothing to do with Regional Council.

Decision Sought:

Staff Recommendation:	Comments noted
Rationale:	Preparation and approving a Regional Land Transport Plan is a function of regional councils as specified in the Land Transport Management Act 2003.

Submitter 38: RLTP2024-0038

Submission Point:	38.1
Section:	Objectives
Submission Summary:	Strongly agrees with the objectives and particularly addressing the housing issue. Submitter offers comment on how the housing issue might be addressed.
Decision Sought:	<i>"Cap rents and put vacant home tax on anything that sits empty longer than a month."</i>
Staff Recommendation:	Reject
Rationale:	This comment is outside the remit of the RLTP.

Submission Point:	38.2
Section:	Other
Submission Summary:	<i>"Prioritise non-road public transit infrastructure over any roads. Tauranga would be perfect for a tram system."</i>
Decision Sought:	As above
Staff Recommendation:	Comments noted. Refer to BOPRC Transport team
Rationale:	Planning for and provision of public transport is a regional council function. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and inter-regionally significant activities' sections and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. Mass transit solutions, such as trams, have not been identified as a 10-year transport priority.

Submitter 39: RLTP2024-0039

Submission Point:	39.1
Section:	Objectives
Submission Summary:	
Decision Sought:	<i>"Public and active mode share goals could be more ambitious than doubling share."</i>

Staff Recommendation:	Comments noted
Rationale:	The Regional Transport Committee has adopted the below target, at this stage. All targets could be increasingly ambitious; however, a balance of both ambition and achievability has been set and staff consider that the draft target is well-balanced. Referred target: Inclusive Access Headline Target - Double mode share for public transport and active modes combined in the region's main urban areas by 2030.

Submitter 40: RLTP2024-0040

Submission Point:	40.1
Section:	Other
Submission Summary:	Most important thing right now is cheap accessible public transport, safer bike lanes, and improved carbon emissions. Provides specific suggestions to <i>"increase the focus on bike lane development and subsidise bikes through employment plans or youth/school programs. Also to make bike lanes safer by reducing any unnecessary parking spaces, implementing better road user education and maybe better physical indicators like small yellow barriers."</i>
Decision Sought:	i. <i>"More time and resources should be focused on public transport and cycling options in general over any new road developments to ease congestion and cost of living."</i> ii. Where budget allows, increase support of cycling (as above).
Staff Recommendation:	i. Comments noted ii. Refer to TCC
Rationale:	i. The RLTP Objective 1: Safety and Objective 3: Inclusive access supports these priorities. ii. TCC as RCA are responsible for implementing local road cycling facilities and also run programmes to encourage cycling and improve cyclist safety.

Submitter 41: RLTP2024-0041

Submission Point:	41.1
Section:	Challenges
Submission Summary:	Highlights challenge of decades of underinvestment in public transport and poor city planning that has resulted in sprawl. Plan needs to be <i>"a bold step change in mentality"</i> with PT prioritised over cars and funded accordingly.
Decision Sought:	Consider additional challenge – decades of underinvestment in public transport and poor city planning.
Staff Recommendation:	Accept in part Comments noted

Rationale: Staff consider this point is largely already covered in the RLTP Problem Statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services' and 'Urban areas and transport patterns: Unsustainable urban form and transport patterns are increasing emissions and impeding the movement of people and goods.'

The funding gap is articulated in the RLTP. However, this will be emphasised further alongside the challenge of deliverability and short-term funding cycles.

Submission Point:	41.2
Section:	Prioritised Projects
Submission Summary:	Plan needs to include: i. <i>"Regional rail links from Rotorua and Tauranga to Hamilton and Auckland"</i> ii. <i>"Light rail or passenger rail for Tauranga"</i> iii. <i>"Dedicated busways for Rotorua."</i>
Decision Sought:	As above
Staff Recommendation:	i. and ii. Comments noted iii. Refer to NZTA and RLC
Rationale:	i. and ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. ii. Planning of dedicated bus lanes for Rotorua would be undertaken by the RCAs.

Submitter 42: RLTP2024-0042

Submission Point:	42.1
Section:	Other
Submission Summary:	Roundabout at the corner of Concord Ave and Maunganui Rd would greatly reduce the number of vehicles using Links Ave and Golf Rd.
Decision Sought:	As above
Staff Recommendation:	Refer to TCC
Rationale:	This comment relates to local road infrastructure which is the responsibility of TCC as RCA.

Submitter 43: RLTP2024-0043

Submission Point: **43.1**

Section:	Prioritised Projects
Submission Summary:	<i>"Improved frequency of buses."</i>
Decision Sought:	As above
Staff Recommendation:	Comments noted
Rationale:	Provision of bus service is BAU/continuous programme rather than an improvement activity. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities.

Submitter 44: RLTP2024-0044

Submission Point: 44.1

Section: Challenges

Submission Summary: *"Climate change is not true."*

Decision Sought:

Staff Recommendation: Comments noted

Rationale:

Submitter 45: RLTP2024-0045 No Comments

Submitter 46: RLTP2024-0046

Submission Point: 46.1

Section: Other

Submission Summary: Submission relates to a specific issue at the Farm Street interchange.

Decision Sought: *"At the Farm Street interchange at Bayfair, one side of the street has lots of bus stops to shade under and get out of the rain, but on the other side of the road is none! Not sure why this is. If it's hot there is no shade, if it's raining there is no cover to stay dry... As the interchange is used by many people.... please put in a bus shelter there."*

Staff Recommendation: Refer to TCC as RCA

Rationale: The provision of bus stop facilities is an RCA responsibility.

Submitter 47: RLTP2024-0047

Submission Point: 47.1

Section: Prioritised Projects

Submission Summary:

Decision Sought: *"Buses from Kawerau to Whakatane everyday!"
"Buses from Kawerau. Most residents work/school out of town we need more public transport."*

Staff Recommendation: Comments noted

Rationale: An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.

Submitter 48: RLTP2024-0048

Submission Point: 48.1

Section: Challenges
Objectives

Submission Summary: Disagrees with transport challenges and objectives, ie. *"Our challenges are the norm for all large cities"* and *"current modes of transport adequately meet the needs of our community."*

Decision Sought: *"You need to reduce spending as well as achieving your outcomes. You need to live within your means .. No further action is required."*

Staff Recommendation: Comments noted

Rationale: Concerns addressed in the Strategic Context section around ongoing challenges, especially around the high level of deprivation across the BOP and associated affordability.

Submitter 49: RLTP2024-0049

Submission Point: 49.1

Section: Challenges
Objectives

Submission Summary: Submission advocates for an integrated approach to transport - housing and commercial development plans must integrate with public transport. Public transport must also be integrated with other regions. Identifies the challenge of public attitude and expectations round free parking, road usage, etc. - requires education on the true costs of transport.

Decision Sought: Transport needs to be integrated with development.

Staff Recommendation: Comments noted

Rationale: RLTP Objective 3: Inclusive access talks to an integrated transport system that provides people with a range of travel choices to meet their social, economic, health and cultural needs.

Submission Point: 49.2

Section:	Prioritised Projects
Submission Summary:	Plan needs to include public transport integrated with other regions.
Decision Sought:	As above
Staff Recommendation:	Comments noted
Rationale:	Priority Investment Areas (p.17 of RLTP) include 'More frequent inter-regional bus services between Tauranga, Rotorua, and Whakatāne' and 'Inter-regional public transport services between Bay of Plenty and Waikato.' The Regional Public Transport Plan includes an action to prepare and implement a regional bus services strategy. However, BOPRC is not proposing to implement this action in the current transport work programme. Given the need to find efficiencies, this activity has not been proposed, nor has resourcing been allocated, in the BOPRC Long Term Plan. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submission Point: 49.3

Section:	Other
Submission Summary:	i. On demand shuttle bus services in areas with a high elderly population as in Hamilton. ii. Safe pedestrian and cycling provision along Hewletts Road and to the airport. iii. Lock up bike covered stations at Bayfair and Central Tauranga bus stations.
Decision Sought:	As above
Staff Recommendation:	i. Refer to BOPRC Transport team ii. Refer to NZTA and TCC iii. Refer to TCC
Rationale:	i. The Regional Public Transport Plan 2022 Action Plan includes an action to "Develop and implement the on demand public transport trial for Tauranga South and explore the further provision of on demand public transport services." The On-Demand pilot will be monitored and data collected to inform any future decision making round additional service areas. Part of the reasoning for servicing this area included elderly residents and access to Tauranga Hospital. ii. Referred to NZTA and TCC as RCAs responsible for cycling and walking facilities on their assets. The prioritised projects list includes 'Connecting Mount Maunganui - Hewletts Road sub-area accessibility improvements, which includes enhancement of PT and active mode options

iii. TCC are responsible for implementing local road cycling facilities.

Submitter 50: RLTP2024-0050

Submission Point: 50.1

Section: Challenges
Objectives

Submission Summary: Submission highlights RLTP does not include coastal shipping. Also that there need to be actions not objectives.

Decision Sought: *"I agree with the objectives but we need a concrete list of actions, not objectives."*

Staff Recommendation: Comments noted

Rationale: Coastal shipping is not required to be included in the Regional Land Transport Plan.

The RLTP is a high-level strategic document that guides land transport planning and investment. It does prioritise transport investment areas/activities for the region but does not include an action plan of how these will be implemented. The regional transport partners will plan how and when their activities will be implemented.

Submitter 51: RLTP2024-0051

Submission Point: 51.1

Section: Prioritised Projects

Submission Summary: *"I support using public transport like buses and trains. I live in Omokoroa and work in Tauranga. The bus service is on this route is not frequent enough for me to get to and home from work when required. With recent delays caused by roadworks, most urgently required is for a bus that leaves Omokoroa earlier in the morning and consistently arrives in town before 8am."*

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: Planning for and provision of public transport is a regional council function. Provision of bus service is BAU/continuous programme rather than an improvement activity. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities. Service frequencies in the Tauranga northern corridor will be reviewed subject to funding being approved for a network refresh.

Submitter 52: RLTP2024-0052

Submission Point: 52.1

Section: Challenges
Objectives

Submission Summary: *"I agree with the Challenges and Objectives but I'm unsure the Priorities are solving the Challenges and delivering the Objectives. I'd like to see a greater focus on alternative (active) methods of transport."*

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: Staff consider the Transport Priorities and Priority Investment Areas will address the challenges and deliver on the objectives.

There are a number of walking & cycling and public transport activities in the prioritised activity list. The RLTP articulates a funding gap between what the region would like to deliver and what will be funded by the NLTF, in line with the GPS priorities.

Submitter 53: RLTP2024-0053

Submission Point: 53.1

Section: Challenges
Objectives

Submission Summary: Considers environmental sustainability the most important objective. Identifies the challenge of *"Pollution and health risks from traffic fumes."*

Decision Sought: As above

Staff Recommendation: Reject inclusion of additional challenge
Comments noted

Rationale: The RLTP mentions the transport challenge 'Minimising harmful air pollution from vehicle exhausts, so people breathe clean air' in its opening section. It also includes 'Local air quality resulting from transport pollutant emissions' as an indicator of the Environmental Sustainability KPI. The target is "Reduce nitrogen dioxide concentrations at sites in Tauranga and Rotorua below 2020 levels."

Submission Point: 53.2

Section: Other

Submission Summary: Does not seem to be enough focus on cycling, walking, buses and trains.

Decision Sought: Submitter wants to see:
i. safer cycling options everywhere
ii. trains to Auckland
iii. more frequent buses

Staff Recommendation: i. Refer to TCC
ii. and iii. Comments noted

Rationale:	i. TCC as RCA is responsible for cycling facilities on local roads. ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP. iii. Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I activity which is included in the prioritised list of activities.
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Submitter 54: RLTP2024-0054

Submission Point:	54.1
Section:	Prioritised Projects
Submission Summary:	<i>"Challenging for me to get around on my mobility scooter. The roads have become very dangerous. Cars go much faster now. There should be more speed restrictions. The bus service is good but could be more frequent. It would be good to see more buses and more safe biking and walking."</i>
Decision Sought:	<i>"Need more investment in shared paths, cycleways and walkways (i). I would also like to see passenger rail. Tauranga used to have it and now it's gone (ii). More investment in more frequent bus service too."(iii)</i>
Staff Recommendation:	i. Refer to TCC ii. and iii. Comments noted
Rationale:	i. TCC as RCA is responsible for cycling and walking facilities on local roads. ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. iii. Provision of bus service is BAU/continuous programme rather than an improvement activity. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities.

Submitter 55: RLTP2024-0055

Submission Point:	55.1
Section:	Prioritised Projects
Submission Summary:	Strong support for emission reduction. Not enough emphasis on public transport and walking and cycling. Need to reduce emissions not just build more roads, as more roads results in more congestion.

Decision Sought:	<i>"There needs to be much more investment in public transport, including (i) ferries and (ii) trains. And need to connect communities with good cycle ways and cycle lanes."</i>
Staff Recommendation:	i. and ii. Comments noted iii. Refer to TCC
Rationale:	i. Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion'. ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. iii. TCC as RCA is responsible for cycling and walking facilities on local roads.

Submitter 56: RLTP2024-0056

Submission Point: 56.1

Section: Challenges

Submission Summary: Affordability and innovation are challenges missing from the RLTP.

Decision Sought:

Staff Recommendation: Accept in part

Rationale: Affordability is reflected in the Strategic Context section around ongoing challenges. Innovation is also included in the Strategic Context section (p. 49-51).

Funding gap is articulated in the RLTP. The need for transport projects to achieve 'value for money' and an emphasis on funding constraints is a priority in the GPS which staff will ensure is better reflected in the RLTP.

Submission Point: 56.2

Section: Prioritised Projects

Submission Summary: Submitter wants to see prioritisation of a Tutanekai Street pedestrian spine (from the Mall to the Lake) with a signalised crossing on Arawa Street. (Rotorua).

Decision Sought: As above

Staff Recommendation:	Refer to RLC
Rationale:	As the RCA, RLC is responsible for improvements on local roads.
Submission Point:	56.3
Section:	Other
Submission Summary:	<i>"Improve the routes for Rotorua buses and keep the airport bus with improved frequency and smarter timings (i). Consider on demand public transport (ii) and scooters (iii)."</i>
Decision Sought:	As above
Staff Recommendation:	i. Comments noted ii. Refer to BOPRC Transport team iii. Refer to RLC
Rationale:	i. A Rotorua network review is currently on hold pending funding through the NLTP in September. If approved, the refresh is looking to optimise existing routes. This may include slight changes to operating hours. ii. Planning for and provision of public transport is a regional council function. The Regional Public Transport Plan 2022 Action Plan includes an action to explore the further provision of on demand public transport services once the Tauranga South trial is complete. iii. As the RCA, RLC is responsible for activities on its local roads.

Submitter 57: RLTP2024-0057

Submission Point:	57.1
Section:	Objectives
Submission Summary:	<i>"Inclusive access by doubling use is a poor answer when use is currently low. Economic prosperity still uses road transport as main carrier so reducing emissions very unlikely. Train usage levels currently low. Awareness of climate urgency is poor in plans."</i>
Decision Sought:	
Staff Recommendation:	Comments noted.
Rationale:	The Regional Transport Committee has adopted the below target, at this stage. All targets could be increasingly ambitious; however, a balance of both ambition and achievability has been set and staff consider that the draft target is well-balanced. Referred target: Inclusive Access Headline Target - Double mode share for public transport and active modes combined in the region's main urban areas by 2030. Climate change is referred to within the document, notably mitigation of and adaptation to, and largely via resilience related activities. However, staff agree that the climate change

narrative has diminished slightly in line with central government policy, notably the Government Policy Statement.

Submitter 58: RLTP2024-0058

Submission Point: 58.1

Section: Challenges

Submission Summary: Submission states that the RLTP is “*short sighted and visionless.*” It identifies additional challenges of “*Poor walking pavements and cycleways, Zero rail transport and poor regional transport.*”

Decision Sought:

Staff Recommendation: Reject inclusion of additional challenges
Comments noted

Rationale: The suggested challenges relate to infrastructure and provision of transport choice. Staff consider these challenges are already addressed in the opening section of the RLTP - “Providing better travel choices, so that everyone can participate and thrive in society.”

Submission Point: 58.2

Section: Prioritised Projects

Submission Summary: Submitter would like to see investment in the prioritisation of passenger and freight rail projects rather than four-lane expressways. It suggests that BOPRC as owners of the Port should force the Port to use rail rather than trucks.

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: Inter-regional rail is included in draft RLTP under ‘10-year transport priorities’ and ‘inter-regionally significant activities’ and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 59: RLTP2024-0059

Submission Point: 59.1

Section: Challenges

Submission Summary: “*Public transport is not preferred by commuters .. Buses run empty and cyclepaths are unused.*”
“*Pretty much we are in recession, Rethink and Sensible spending is required for priorities.*”

Decision Sought: As above

Staff Recommendation:	Accept in part
Rationale:	Staff note the challenges of providing public transport /active mode options that meet the needs of the majority of commuters. This is articulated through the RLTP Problem Statement – “Access and mobility - Lack of accessible, affordable, and efficient travel choices for people, goods and services. The need for transport projects to achieve ‘value for money’ and an emphasis on funding constraints is a priority in the GPS which staff will ensure is better reflected in the RLTP.

Submitter 60: RLTP2024-0060

Submission Point:	60.1
Section:	Other
Submission Summary:	
Decision Sought:	i. <i>“Speed limits in some areas should be reduced.”</i> ii. <i>“More walking/cycling lanes”</i> iii. <i>“Frequent bus services from Ōpōtiki to Whakatāne”</i>
Staff Recommendation:	i. and ii. Refer to NZTA and Ōpōtiki DC iii. Comments noted
Rationale:	i. and ii. Setting of speed limits and provision of active transport options are the responsibility of the RCAs. ii. An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.

Submitter 61: RLTP2024-0061

Submission Point:	61.1
Section:	Other
Submission Summary:	
Decision Sought:	i. <i>“Bus down Sala Street please. Use mini vans instead of large buses.”</i> ii. <i>“Don’t have a bike lane and a shared footpath.”</i>
Staff Recommendation:	i. Comments noted ii. Refer to RLC and NZTA
Rationale:	i. A Rotorua network review is currently on hold pending funding through the NLTP in September. If approved, it is looking to optimise existing routes, including access to Sala Street. ii. Provision of on-road and shared path cycling facilities is the responsibility of RCAs.

Submitter 62: RLTP2024-0062

Submission Point: 62.1

Section: Prioritised Projects

Submission Summary: Supports TNL Stage 2. States PT and accessible transport funding is a must.

Decision Sought:

Staff Recommendation: Comments noted

Rationale: Objective 3 is: "Inclusive assess - Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs."

Submitter 63: RLTP2024-0063 - No Comments

Submitter 64: RLTP2024-0064

Submission Point: 64.1

Section: Other

Submission Summary: Submitter states potholes need fixing all around Ōpōtiki and that speed humps are needed down St John Street. Also need lights or roundabout by St John's and Bridge Street, Ōpōtiki, so traffic can flow.

Decision Sought: As above

Staff Recommendation: Refer to Ōpōtiki District Council and NZTA as RCAs

Rationale: Referred to ODC and NZTA as RCAs responsible for maintenance of their assets. Local road maintenance is already prioritised within continuous programme investment/ BAU for Territorial Authorities. RLTP already aligns with the GPS focus on better maintenance of assets on local, regional, and inter-regional corridors.

Submitter 65: RLTP2024-0065

Submission Point: 65.1

Section: Challenges

Submission Summary: Submitter identifies lack of local rail in Tauranga as being a challenge.

Decision Sought:

Staff Recommendation: Reject inclusion of additional challenge

Rationale:	Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.' Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.
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Submitter 66: RLTP2024-0066

Submission Point:	66.1
Section:	Other
Submission Summary:	Signage at bus stops and too many 'hump bumps'.
Decision Sought:	
Staff Recommendation:	Refer to TAs as RCAs.
Rationale:	Bus stop signage and speed bumps are the responsibility of TAs as RCAs.

Submitter 67: RLTP2024-0067

Submission Point:	67.1
Section:	Other
Submission Summary:	Supports the direction of the RLTP. Aligns well with the Waikato Regional Council's draft RLTP. Support for the activities of inter-regional significance, namely SH29 Piarere to Tauriko, SH 2 Waihi to Tauranga Corridor Programme, Waihi to Waihi Beach Cycle Trail. The East Coast Main Line is an inter-regionally significant route for the two regions Waikato and Bay of Plenty.
Decision Sought:	Request that the wording included in table 5.13 of the Bay of Plenty draft RLTP is amended to read: ~~"There is the potential to~~ Support re-introduction of inter-regional passenger rail services between Tauranga, Hamilton and Auckland."
Staff Recommendation:	Accept
Rationale:	Minor amendment to wording, consistent with feedback received in submissions.

Submitter 68: RLTP2024-0068

Submission Point: 68.1

Section: Prioritised Projects

Submission Summary: Object to Cameron Road Stage 2, reducing roadside parking and having more traffic lights causing congestion.

Decision Sought:

Staff Recommendation: Refer to TCC as RCA

Rationale: The Cameron Road Multi-Modal Stage 2 project is included in the prioritised list of projects in the RLTP. The scope of the work includes focusing on safety and improving active modes. In support, the Cameron Road business case notes:

“Comments received about active transport identified that people feel unsafe when walking or cycling on Cameron Road. Due to this, there was support by some respondents for changes to Cameron Road such as better crossings and lighting to support active transport modes.”

Cameron Road Stage 2 will undergo community engagement mid-2024 provided the business case is approved.

Submitter 69: RLTP2024-0069

Submission Point: 69.1

Section: Prioritised Projects

Submission Summary: Object to Cameron Road Stage 2, reducing roadside parking and having more traffic lights causing congestion.

Decision Sought:

Staff Recommendation: Refer to TCC as RCA

Rationale: The Cameron Road Multi-Modal Stage 2 project is included in the prioritised list of projects in the RLTP. The scope of the work includes focusing on safety and improving active modes. In support, the Cameron Road business case notes:

“Comments received about active transport identified that people feel unsafe when walking or cycling on Cameron Road. Due to this, there was support by some respondents for changes to Cameron Road such as better crossings and lighting to support active transport modes.”

Cameron Road Stage 2 will undergo community engagement mid-2024 provided the business case is approved.

Submitter 70: RLTP2024-0070

Submission Point: 70.1

Section: Inequitable funding

Submission Summary: Submitter is the Rotorua district's combined economic development agency and regional tourism organisation. In their submission they identify the low share of prioritised project funding allocated to Rotorua, ie. 3.5%. They express concern that the distribution does not reflect a balanced regional programme of investment, but rather a sole economic zone.

They add that Rotorua's GDP contributes more than 20% of BOP's total and that the district's population is more than 20% of the total regional population and forecast to grow by 0.6% in 2018-2051. Population numbers are also boosted by visitors.

Decision Sought:

Staff

Recommendation:

Comments noted

Rationale:

The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations.

The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:

- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO
- activities requested for inclusion by the RTC (for which no cost information is yet available)

There are many reasons why some parts of the region may have more significant projects than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members. Only two significant projects from Rotorua were put forward for inclusion.

Submission Point: 70.2

Section: Prioritised Projects

Submission Summary: There are two key strategic projects that have been omitted from the Plan and which are "fundamental to Rotorua's economic prosperity", thus aligning well with the draft GPS priorities:

- Peka Industrial Park/Waipā Valley (Peka is a heavy industrial site but this project also supports Red Stag Timber)

- Airport / Eastgate Business Park / New Industrial Land

Submitter also strongly supports the other projects referenced by Rotorua Lakes Council in their submission, ie.:

- Improvements to Hemo roundabout and Sala Street
- Completion of SH5 four-laning from Fairy Springs to Ngongatahā Roundabout.

Decision Sought: As above

Staff Recommendation: Accept

Rationale: Staff recommend that these activities be included as unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise them retrospectively. RLC & partners will need to advocate for these activities to be funded through the NLTP or other funding mechanism.

Submission Point: 70.3

Section: Other

Submission Summary: The Rotorua Future Development Strategy (FDS) shows where growth will occur in the city over the next 30 years. The submitter highlights that the FDS is only mentioned briefly in the RLTP and that it is not factored into any of the priority projects.

Decision Sought: As above

Staff Recommendation: Reject

Rationale: Staff consider that the FDS is mentioned sufficiently in the RLTP, being given similar emphasis to Western Bay and Tauranga's SmartGrowth strategy.

All significant activities put forward to the RLTP through the RAG and the RTC were scored against their contribution to the region's transport priorities, including enabling housing and economic prosperity. There are only two significant projects from Rotorua in the prioritised list because no others were put forward.

Submitter 71: RLTP2024-0071

Submission Point: 71.1

Section: Disability

Submission Summary: Submitter advocates for disability assist/service dogs. Their submission focuses on the need to educate drivers on identifying these dogs and the rights they and their owners have to use public transport. They state that these dogs wear identification tags and yellow jackets. They are legally allowed to enter any public place including public transport and yet are being refused access.

Decision Sought: Education for bus drivers and access of disability assist dogs to buses and public transport.

Staff Recommendation:	Refer to BOPRC Transport team
Rationale:	Bus drivers already undergo disability training under BOPRC bus services contracts. Management of public bus service operator performance is undertaken by the BOPRC Transport team.

Submitter 72: RLTP2024-0072

Submission Point: 72.1

Section:	Disability
Submission Summary:	Submitter is concerned that the proposed RLTP discriminates by failing to address the RLC and Regional Council's obligations under Article 9, of the UNCRPD and the NZ Disability Strategy. They note that the RLTP does not include much mention of disabled and disability. They suggest that it would be appropriate for BOPRC to develop with RCAs <i>"a policy on the provision of transport options for persons with disabilities."</i>
Decision Sought:	As above
Staff Recommendation:	Comments noted Refer to BOPRC Accessibility team, RLC and NZTA
Rationale:	At the strategic level at which the RLTP is aimed, staff consider there is sufficient discussion of inclusive access and travel choice. Inclusive access is identified in the MoT Transport Outcomes Framework as being 'accessible to all people in NZ including those with disabilities.' The RLTP includes a corresponding objective 3 'Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs'. Staff have already made 2 changes to the RLTP to better-accommodate disability in the Strategic Context chapter: "Around 60% of the population is currently of working age, and there is also a higher-than-average proportion of both younger and older people. Statistics New Zealand's 2013 Disability Survey identifies the BOP as having the third equal highest disability population rate in the country, with 27% identifying as disabled people. Applied to a population of 354,000, this means there are at least 95,580 disabled people in the region". If current trip rates per person continue, this could result in more demand for travel choice, to access jobs, education, services and leisure opportunities. "The region's bus network provides a mix of urban, inter-regional and local services which provide essential services for people who do not have access to a private car, or are unable to drive, and transport choice for those that do. The majority of urban buses are 'kneeling' buses which facilitate boarding by the elderly or people with disabilities". The delivery mechanisms by which the needs of the disabled community are considered and met are the responsibility of the AOs to whom this submission will be referred.

Submission Point: 72.2

Section: Funding

Submission Summary: Submitter expresses disappointment that there are only two Rotorua projects in the significant activities list and that the transport investment for Rotorua is 3% of the region's total investment. They note there is no description of how the other transport funding included in the Transport Investment Programme is to be spent, and whether it will be spent on improvements that remove barriers to participation by people with disabilities. They provide a list of specific projects on local roads and state highways they would expect to see being delivered in Rotorua over the next 10 years.

Decision Sought:

Staff Recommendation: Refer to RLC and NZTA

Rationale: There are only two significant projects from Rotorua in the prioritised list because no others were put forward.

The scale of investment in Rotorua's transport programme is largely determined by how much RLC budgets for this in its LTP, with a potential subsidy from the NLTF (although projects on state highways are funded wholly by the NLTF/Crown funding). If the submitter considers there is insufficient funding allocated to Rotorua in the RLTP, then they need to advocate to RLC and NZTA to increase their investment.

Submission Point: 72.3

Section: Targets

Submission Summary: Submitter states that the existing RLTP targets do not measure the extent to which people with disabilities are prevented from using the transport system.

Decision Sought: One way to measure this is to determine the number of journeys 'not made'. Another target could be 'bus trips made by wheelchair users.'

Staff Recommendation: Comments noted
Refer to RLC and NZTA

Rationale: BOPRC currently measures and report on PT usage by disabled persons. In each network, the number of boardings by type is reported, showing the number of people using an accessibility concession. Additionally in this report is information on uptake in total mobility services. See: <https://atlas.boprc.govt.nz/api/v1/edms/document/A4487689/content>

The Household Disability Survey was undertaken last year and included a number of questions relating to access to transport. When the results are released, staff will consider if the information enables a dedicated disability KPI to be developed for future RLTPs.

TAs and NZTA deliver infrastructure which should follow design guidelines/ principles to accommodate the needs of all users. Setting targets and collecting data relating to use/non-use of these facilities by disabled people is a TA activity.

Submitter 73: RLTP2024-0073**Submission Point: 73.1**

Section: GPS

Submission Summary: Submitter is the economic development organisation for Tauranga and the Western Bay of Plenty. It supports the prioritised investments outlined in the draft RLTP but recommends the document is rewritten to more directly align with GPS 2024.

Decision Sought: *"We commend the BOPRLTP on providing a clear list of transport priorities within the Western Bay of Plenty sub-region, but challenge the plan to articulate and align the benefits of these priorities more closely with the Government's strategic priorities as set out in the draft GPS on land transport 2024. The intent of the RLTP appears to be mis-aligned with the GPS. We believe the benefits to economic growth and productivity should be more explicitly prioritised and highlighted for alignment. We support the plan's focus on safety and network resilience but note there is little commentary on the Government's priority around value for money. The priority action areas are misaligned with the GPS at a broad level and do not focus enough on improving economic prosperity at an action level."*

Staff Recommendation: Comments noted

Rationale: The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be *consistent* with the GPS.

Submission Point: 73.2

Section: Prioritised Projects

Submission Summary: i. SH29 Tauriko and Connecting Mount Maunganui are projects that must be accelerated, to be completed as soon as possible. Both play a critical part in our regional economic future enabling exports, trade, housing and productivity.
ii. Park and ride must be progressed with haste, even in the form of experimentation.
iii. There is no provision in the RLTP for ferry services, although we understand there is desire at leadership level to explore this. Commentary in the RLTP may help enable this.

Decision Sought: As above

Staff Recommendation: i. and ii. Comments noted
iii. Reject

Rationale: i. SH29 Tauriko is included as the top priority activity in the prioritised list of significant activities and recognised as a Road of National Significance, with Stage 2 now scheduled

for delivery in 2024-2027. The Connecting Mount Maunganui projects are already included as the 3rd and 4th priorities in the prioritised list.

- ii. The delivery of even a park and ride trial will depend on funding being allocated to this activity from the NLTF.
- iii. Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion'.

Submitter 74: RLTP2024-0074

Submission Point: 74.1

Section: Inequitable funding

Submission Summary: The submitter speaks for around 90% of the businesses in Rotorua as measured by employees. They note that the RLTP fails to do what is best for all parts of the region, with only 3.5% of prioritised project funding allocated to Rotorua. They consider this "out of balance and unacceptable" and biased towards the Tauranga/Western Bay area.

Decision Sought:

Staff

Recommendation:

Comments noted

Rationale:

The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations.

The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:

- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO
- activities requested for inclusion by the RTC (for which no cost information is yet available)

There are many reasons why some parts of the region may have more significant projects than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members. Only two

significant projects from Rotorua were put forward for inclusion.

Submission Point: **74.2**

Section: Prioritised Projects

Submission Summary: The submitter states support for the priority projects outlined by RotoruaNZ, but also submits that the following projects are very important:

- Four laning of the Western, Southern and Eastern accessways.
- Cross-city traffic has a highway standard of roading before Amohau Street is revoked.
- Future development in Ngongotahā.

Decision Sought:

Staff Recommendation: Refer to RLC for clarity on projects suggested

Rationale: Elsewhere in this report, staff have recommended that further Rotorua projects be included unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise them retrospectively. RLC & partners will need to advocate for them to be funded through the NLTP or other funding mechanism.

In the case of this submission, more clarity will be required from RLC as to whether the activities identified are additional to those identified by RLC or already covered by the RLC submission.

Submitter 75: RLTP2024-0075

Submission Point: **75.1**

Section: Prioritised Projects

Submission Summary: Submitter is the largest private employer in Rotorua, operating the largest mill in the Southern Hemisphere. They identify the importance of the SH5/SH30 intersection improvements for logistics and freight and as a tourism gateway. They state support of the submission from RotoruaNZ.

Decision Sought: That the SH5/SH30 intersection improvement project is included in the RLTP as a priority for funding.

Staff Recommendation: Accept

Rationale: Staff recommend that this activity be included as unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise it retrospectively. This activity is not included in the State Highways Investment Programme. RLC & partners will need to advocate for it to be funded through the NLTP or other funding mechanism.

Submitter 76: RLTP2024-0076

Submission Point: 76.1

Section: Other

Submission Summary: Submitter states there should be investment in “*clean affordable transport that is easy for everyone to get around.*” This includes:

- i. Building light and inter-regional rail
- ii. Subsidised ebike community hire schemes, safe walking and biking routes, with more pedestrian crossings and lower speed limits near schools
- iii. Keep fare concessions

Decision Sought: As above

Staff Recommendation:

- i. Comments noted
- ii. Refer to RCAs
- iii. Refer to BOPRC Transport team

Rationale:

- i. Inter-regional rail is included in draft RLTP under ‘10-year transport priorities’ and ‘inter-regionally significant activities’ and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.
- ii. RCA are responsible for implementing local road cycling facilities.
- iii. Planning for and provision of public transport is a regional council function. A review of regional wide fares is due to commence shortly and will consider the costs of fares for all public transport services.

Submitter 77: RLTP2024-0077

Submission Point: 77.1

Section: Strategic Framework

Submission Summary: Submission represents the collective opinions and views of Federated Farmers members in the BOP. At a high level they support the vision, objectives and policies of the RLTP. However, for these to be realised, they believe that greater attention must be given to the issue of rural connectedness.

Decision Sought: Greater attention must be given to the issue of rural connectedness.

Staff Recommendation: Reject

Rationale: The draft RLTP’s narrative supports rural inter-connectedness in a number of ways, including:

- The two Economic Prosperity Objectives (2 & 3), support economic activities and inter-connectedness within and between districts and regions to support the efficient movement of products – this includes rural production. Additionally, Objective 5 – Resilience – also supports rural

inter-connectedness to ensure disruption to the network is reduced where possible.

- The draft RLTP is explicit in its support for the primary sector, and states that it *presents a strong case for both making better use of existing infrastructure and, in key locations, a step change in investment to keep the region's economy moving forward, thereby supporting key economic sectors such as manufacturing, construction, professional services, agriculture, forestry, and food processing.*
- The proposed Transport Programme (p.68-86) includes significant spend on maintaining and operating roading networks and advancing state highways with key connections to the Port of Tauranga to support the freight of both regional and national production.
- Finally, the draft RLTP also considers access for rural populations via a variety of modes, including rural bus services from rural areas to urban centres.

Submission Point: **77.2**

Section: Objectives

Submission Summary: FFNZ outlines a number of points regarding resilience and security, coupled with climate change matters.

Decision Sought: That the draft RLTP:

- Considers the impact of its climate change policies and priorities on the rural community.
- Ensures road maintenance funding allocations are allocated equitably to support rural communities and production.

Staff Recommendation: Accept in part

Rationale: Regarding the above two proposals:

- It is accepted that the draft RLTP could note that it is comparatively difficult for the rural sector to transition as quickly as urban areas.
- It is noted that road maintenance is important for rural communities and production and the proposed transport programme illustrates a significant spend on such, as aligned with the GPS.

Submission Point: **77.3**

Section: Prioritised Projects

Submission Summary: Stock truck effluent sites

Decision Sought: BOPRC to provide and invest in stock truck effluent disposal facilities in the region. Provision for this to be provided for in the RLTP

Staff Recommendation: Reject

Rationale: Stock truck effluent management and funding is being reviewed at a national level by NZTA. A national stock effluent disposal programme is being put forward to the NLTP under the low-cost low-risk programme. The national programme includes a new stock effluent site on SH2 in Rangiora, scheduled to be installed in 2031/32. As this is still several RLTPs away, budget inclusion in the current RLTP period is not necessary.

Submitter 78: RLTP2024-0078

Submission Point: 78.1

Section: Prioritised Projects

Submission Summary: The Tumu Kaituna 14 Trust has 240ha of land in the Papamoa East Te Tumu Growth Management Area and have been actively involved with the SmartGrowth Partners with regard to the urbanisation of Te Tumu. The Trust supports in part Significant Improvement Activity Project #33 (p77) in Table 5.12 Prioritised significant activities

Decision Sought: That:

- i. Project #33 is moved in the top 20 of the prioritised Significant Improvement Activity table list based on the capacity of Te Tumu to deliver 6,000+ dwellings.
- ii. The Phase(s) column has SSBC added, as the Single Stage Business Case for this project is largely completed.
- iii. The Primary RLTP Objective column has Enabling Housing Supply added in addition to Inclusive Access as this is a key outcome for Te Tumu.
- iv. The Activity Class column has Public Transport Services added in addition to Local Road Improvements to recognise that this is a key outcome of the Te Tumu Single Stage Business Case, which is currently being completed and has dedicated bus lanes in the northern collect road – The Boulevard.

Staff Recommendation: i. Reject
ii. iii. & iv. Accept in part

Rationale: In response to the above four points, it is noted that:

- i. At the Deliberations Meeting on 7 May, the RTC did not endorse changing the priority of this activity.
- ii. Noted, this will be amended once status is confirmed with TCC.
- iii. While it is agreed that the activity will contribute to Enabling Housing, its primary objective link is Inclusive Access.
- iv. All activities are funded from various 'Activity Classes' as directed by the Government Policy Statement on Land Transport (GPS). This specific activity would be funded from the Local Road Improvements Activity Class and cannot be changed.

Submitter 79: RLTP2024-0079

Submission Point: 79.1

Section: Prioritised Projects

Submission Summary: Ford Land Holdings have 243ha of land in the Papamoa East Te Tumu Growth Management Area and have been actively involved with the SmartGrowth Partners with regard to the urbanisation of Te Tumu. The submitter supports in part Significant Improvement Activity Project #33 (p77) in Table 5.12 Prioritised significant activities

Decision Sought:	That: i. Project #33 is moved in the top 20 of the prioritised Significant Improvement Activity table list based on the capacity of Te Tumu to deliver 6,000+ dwellings. ii. The Phase(s) column has SSBC added, as the Single Stage Business Case for this project is largely completed. iii. The Primary RLTP Objective column has Enabling Housing Supply added in addition to Inclusive Access as this is a key outcome for Te Tumu. iv. The Activity Class column has Public Transport Services added in addition to Local Road Improvements to recognise that this is a key outcome of the Te Tumu Single Stage Business Case, which is currently being completed and has dedicated bus lanes in the northern collect road – The Boulevard.
Staff Recommendation:	i. Reject ii. iii. & iv. Accept in part
Rationale:	In response to the above four points, it is noted that: i. At the Deliberations Meeting on 7 May, the RTC did not endorse changing the priority of this activity. ii. Noted, this will be amended once status is confirmed with TCC. iii. While it is agreed that the activity will contribute to Enabling Housing, its primary objective link is Inclusive Access. iv. All activities are funded from various ‘Activity Classes’ as directed by the Government Policy Statement on Land Transport (GPS). This specific activity would be funded from the Local Road Improvements Activity Class and cannot be changed.

Submission Point:	79.2
Section:	Prioritised Projects
Submission Summary:	Inclusion of the Kaituna Link as a significant and prioritised activity
Decision Sought:	The Kaituna Link investigations, planning and designation be included in the RLTP within Table 5.12 [Significant Activities]
Staff Recommendation:	Reject
Rationale:	The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme, an Approved Organisation must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. The submitter will need to put this project forward to the appropriate AOs for inclusion in a future RLTP.

Submitter 80: RLTP2024-0080

Submission Point: 80.1

Section:	Editorial amendments
Submission Summary:	
Decision Sought:	Seek amendment in the document to correct the use of the Northern and Western Growth corridors in relation to projects on SH2 and SH29.
Staff Recommendation:	Accept
Rationale:	Staff will make the necessary changes to reflect appropriate geographical context.

Submission Point:	80.2
Section:	Prioritised Projects
Submission Summary:	Requests further details to be included in table 5.12.
Decision Sought:	That all information be completed in the prioritisation table (5.12) i.e., Phase(s), Organisation, Primary RLTP Objective, Timing, Cost NLTP 2024-27, Indicative Total Cost, and Activity Class, for the following activities: i. Takitimu North Link Stage 2 (NZUP/RONS) ii. Katikati Bypass Business Case iii. Lund Road resilience project iv. Te Puke to Rangiuru Business Park shared path v. Katikati Urban vi. Athenree Crossing
Staff Recommendation:	Accept in part
Rationale:	In response to the six above requests, the following is noted: i. Takitimu North Link Stage 2 (NZUP/RONS): With the release of the State Highway Investment Proposal (SHIP), the details requested, can be added to the draft RLTP. ii. Katikati Bypass Business Case: As noted in the draft RLTP, this activity was requested to be included by the RTC. At this stage, the activity has no financial responsible owner, and therefore, the table cannot be updated as per the request. iii. Lund Road resilience project: The only item missing from the table is the timing, this should be provided by Western Bay of Plenty District Council as the financial responsible owner. iv. Te Puke to Rangiuru Business Park shared path: As above. v. Katikati Urban: As noted in the draft RLTP, this activity was requested to be included by the RTC. At this stage, the activity has no financial responsible owner, and therefore, the table cannot be updated as per the request. vi. Athenree Crossing: As noted in the draft RLTP, this activity was requested to be included by the RTC. Western Bay of Plenty District Council as the financial responsible owner, need to provide missing details.

Submission Point:	80.3
Section:	GPS

Submission Summary:	Notes that the RLTP does not fully align with the strategic priorities of the new draft GPS.
Decision Sought:	Seeks greater clarity on how these can better align and consultation on any proposed changes that may impact projects in the Western Bay of Plenty currently listed in the Plan.
Staff Recommendation:	Comments noted
Rationale:	The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be <i>consistent</i> with the GPS. With regard to the projects in the prioritised activity list, these have been prioritised based on the regional transport objectives set by the RTC. These in turn reflect the strategic direction in the MoT's Transport Outcomes Framework which still endures.

Submitter 81: RLTP2024-0081

Submission Point:	81.1
Section:	Other
Submission Summary:	Submitter has a specific focus on reducing barriers to education access and offers transport assistance as an enabling service. Submitter maintains ongoing dialogue with NZTA and the Ministry of Transport, and advocates for greater co-operation between Public Transport Authorities and the Ministry's School Transport Group. Submission identifies that there is opportunity for meaningful collaboration to co-operatively.
Decision Sought:	The Ministry recommends that the Ministry is considered a stakeholder and is informed if new public transport services are put in areas where students are serviced. The Ministry will engage with the council when Ministry-funded networks are reviewed.
Staff Recommendation:	Refer to BOPRC Transport team
Rationale:	The provision of public transport service, including some of the Tauranga school services is undertaken by regional council.

Submitter 82: RLTP2024-0082

Submission Point:	82.1
Section:	Prioritised Projects

Submission Summary:	Overall, RLC supports the objectives, policy and measures in the RLTP. Supportive of all activities to enable more people to live within existing urban areas and address the key transport challenges. Agree with the inclusion in the RLTP of SH30A/Amohau St corridor revitalisation project and improvements to Malfoy/Old Taupō SH5 intersection. However, they identify 5 key projects missing from the prioritised activity list.
Decision Sought:	Request the inclusion of the following projects in the prioritised list in this order of priority: 1. SH5/SH30 Intersection improvement. The two major developments that relate to this project are the Peka Trust and Red Stag Timberland developments. These developments will access the road network via SH5 and/or SH30." 2. Improvements to Sala Street Corridor ie. between the Hemo Road Roundabout and the Sala Street intersection with SH30A/ Te Ngae Road. The corridor needs to be upgraded to accommodate additional traffic, particularly in the context of the revocation of SH30A. 3. SH5 Corridor 4-laning from Fairy Springs to the Ngongotahā roundabout. 4. New State Highway 30 intersection with the Rotorua Airport and Eastgate Business Park. 5. Inner city revitalisation and improved accessibility, including 5 key intersections/crossings.
Staff Recommendation:	Accept
Rationale:	The RLTP prioritises projects that have been put forward by Approved Organisations (AOs) and NZTA. All significant activities put forward to the RLTP through the RAG and the RTC have been scored against their contribution to the region's transport priorities and included in the prioritised list. Only two significant projects from Rotorua were put forward for inclusion. Staff recommend that the additional activities be included as unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise them retrospectively. SH30A/Amohau St corridor revitalisation project is the only activity included in the State Highways Investment Programme. RLC and partners will need to advocate for the other activities to be funded through the NLTP or other funding mechanism.

Submission Point:	82.2
Section:	Inequitable funding
Submission Summary:	RLC does not support the low share of overall projects and funding outlined in the RLTP. Identify that Rotorua has 3.5% of the funding.
Decision Sought:	
Staff Recommendation:	Comments noted

Rationale:	The regional programme is compiled from a list of projects proposed by Approved Organisations (AOs) eg. city and district councils throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes: - activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO - activities requested for inclusion by the RTC (for which no cost information is yet available) There are many reasons why some parts of the region may have more significant projects than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members.
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Submitter 83: RLTP2024-0083

Submission Point:	83.1
Section:	Transport Priorities
Submission Summary:	Submitter supplies urban bus services in Tauranga, as well as urban, school and charter services in the Bay of Plenty in and surrounding Rotorua, Te Puke and Whakatāne. The submitter has 250 buses, operating from six depots, employing 300+ people. Submitter supports sustainable regional growth, investing in transport infrastructure and wish to promote the importance of investment in on-road priority infrastructure for punctual and reliable urban bus services. Submitter supports car parking supply management and charging in Tauranga and Rotorua to support mode shift to manage demand and promote mode choice. The submitter acknowledges the RLTP's priority to convert the region's bus fleet to zero emission. The submitter notes they have over 200 electric buses operating in NZ, including five in Tauranga. By the end of 2024, they note they will have nearly 300. Submitter notes some concern at the priority to progress proposal for the introduction of inter-regional passenger rail.
Decision Sought:	Consider widening the scope of inter-regional travel to include coach style services, that run frequently, and consider inter-regional bus and coach services.

Staff Recommendation:	Comments noted
Rationale:	There is already some alignment with the submitter's comments. Priority Investment Areas (p.17 of RLTP) include 'More frequent inter-regional bus services between Tauranga, Rotorua, and Whakatāne', 'Inter-regional public transport services between Bay of Plenty and Waikato' and 'Comprehensive on-road priority infrastructure to enable punctual and reliable urban services.' The Regional Public Transport Plan includes an action to prepare and implement a regional bus services strategy. However, BOPRC is not proposing to implement this action in the current transport work programme. Given the need to find efficiencies, this activity has not been proposed, nor has resourcing been allocated, in the BOPRC Long Term Plan.

Submitter 84: RLTP2024-0084

Submission Point:	84.1
Section:	Strategic Framework
Submission Summary:	KiwiRail services freight customers on the multi-modal Golden Triangle between Auckland, Waikato and Tauranga. Kiwirail appreciates the focus on rail as a key component of the strategic transport network, supporting the 30-year vision and RLTP policies and they endorse where KiwiRail have been identified as having a role in the delivery. Submitter strongly supports policies 4.2, 4.4 and 4.6 that protect the function of existing key strategic corridors. Submitter states it is important to address the constraints on the East Coast Main Trunk Rail Network, but notes that there are constraints to the Auckland – Tauranga freight journey in Auckland (see point 84.2 below). Submitter notes the intention in the RLTP to investigate the feasibility of a passenger rail connection between Hamilton and Tauranga and a potential expansion. They support public transport options that offer value for money and consider that councils should establish whether there is demand for this service. They can assist by offering factual information about operational and network costs to inform this analysis but are not funded to lead this activity directly.
Decision Sought:	Kiwirail requests that they are included in the delivery of Policy 5.1 (with City and District councils, BOPRC and NZTA), as resilience is a focus of their Rail Network Investment Program.
Staff Recommendation:	Accept
Rationale:	
Submission Point:	84.2
Section:	Inter-regionally Significant Activities

Submission Summary: Submitter recommends that the RLTP supports projects that address rail network constraints for Tauranga – Auckland and for constraints in Auckland especially given future aspirations for inter-regional passenger rail services.

Decision Sought: As above

Staff Recommendation: Accept in part

Rationale: Staff recommend including these projects under 'rail' in the 'Regional transport system' section (p.40).

Submission Point: 84.3

Section: GPS

Submission Summary: *"Our initial review of the draft GPS 2024 suggests that you have a sound base document but some change in emphasis would be required. We are keen to engage with this process through our role on the RTC."*

Decision Sought: As above

Staff Recommendation: Comments noted

Rationale: The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be *consistent* with the GPS.

Submitter 85: RLTP2024-0085

Submission Point: 85.1

Section: Prioritised Projects

Submission Summary: Submitter owns rural land located on the outskirts of Ōpōtiki, which has been identified as the preferred location for a marina and marine industry precinct to support the Ōpōtiki Harbour development and marine farm.

The activities anticipated at the site will increase traffic accessing it via SH2. NZTA has identified the need to upgrade the intersection of the access road with SH2 to provide for increased traffic, particularly trucks. The exact design of the upgrade has yet to be confirmed but the construction of a roundabout is the current preferred solution. These improvements, estimated at \$2.5-3mill, are not funded through the government's Opotiki Investment package.

Decision Sought: Request that the SSBC for the Ōpōtiki Urban Growth and Resilient Access Improvements project at the SH2/Woodlands Rd intersection, as already included in the prioritised list, be widened to consider the western SH2 approach to Ōpōtiki more

broadly by including access improvements at the Harbour Industrial Zone access road/SH2 intersection.

The wording change requested is to the project description (in bold):

“Intersection improvements at the **western approach to Opotiki, including:**

a. SH2 and Woodlands Rd intersection to enable housing supply in the Hukutaia Growth Area, improving Safety, access, and resilience for the community; **and**

b. SH2 and Harbour Industrial Zone access intersection to support economic prosperity and safety”.

Staff
Recommendation:

Refer to NZTA and Ōpōtiki DC

Rationale:

This proposed change to the SSBC scope would need to be supported by Ōpōtiki DC and endorsed by NZTA as a state highway asset. If acceptable to both, then description can be expanded in the prioritised activity list (Note this is an unfunded activity not included in the State Highway Investment Proposal. The SSBC is currently unfunded in the prioritised list.

Submitter 86: RLTP2024-0086

Submission Point: 86.1

Section: Prioritised Projects

Submission Summary: Submitter owns land at junction of SH5/SH30, zoned heavy industrial; in the process of developing an industrial park. Through a series of workshops, including NZTA and RLC, a preferred access arrangement has been identified, to provide safe access for heavy vehicles onto the state highway. (NB. The content of this submission is supported by submissions from Rotorua Lakes Council, Rotorua Chamber of Commerce and Rotorua NZ.

Decision Sought: Submitter would like this state highway access project to be included in the prioritised activity list in the RLTP.

Staff
Recommendation:

Accept

Rationale:

Staff recommend that this activity be included as unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise it retrospectively. This activity is not included in the State Highways Investment Programme. RLC and partners will need to advocate for it to be funded through the NLTP or other funding mechanism.

Submitter 87: RLTP2024-0087

Submission Point: 87.1

Section: Prioritised Projects

Submission Summary:	Submitter is working to develop a (light industrial) business park just off SH30 at the Rotorua Airport. They identify that a new intersection will be needed with the state highway, the Airport and Eastgate Industrial Park. (NB. The content of this submission is supported by submission from Rotorua Lakes Council, Rotorua Chamber of Commerce and Rotorua NZ. (NB. The content of this submission is supported by submissions from Rotorua Lakes Council, Rotorua Chamber of Commerce and Rotorua NZ).
Decision Sought:	Submitter would like this state highway intersection to be included in the prioritised activity list in the RLTP.
Staff Recommendation:	Accept
Rationale:	Staff recommend that this activity be included as unfunded at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise it retrospectively. This activity is not included in the State Highways Investment Programme. RLC and partners will need to advocate for it to be funded through the NLTP or other funding mechanism.

Submitter 88: RLTP2024-0088

Submission Point:	88.1
Section:	GPS
Submission Summary:	Submitter represents range of stakeholders advocating for investment in and prioritisation of infrastructure projects.
Decision Sought:	Given the RLTP was produced under different policy settings and government direction, the RLTP should be reissued with appropriate changes.
Staff Recommendation:	Comments noted
Rationale:	The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be <i>consistent</i> with the GPS.
Submission Point:	88.2
Section:	Challenges
Submission Summary:	Submitter represents range of stakeholders advocating for investment in and prioritisation of infrastructure projects. They agree with the listed challenges but suggests that the underlying cause of some of these challenges is also articulated to drive change.
Decision Sought:	Plan could cover:

- ability for existing funding / financing schemes to meet the needs of a fast-growing region
- ability for local and central government to effectively deliver transport projects in a timely manner
- the effect of changes in policy direction on execution at a local level.

Staff Recommendation:	Accept
Rationale:	The funding gap is articulated in the RLTP. However, this will be emphasised further alongside the challenge of deliverability and short-term funding cycles. This will better align the RLTP with the draft GPS in which 'value for money' is a priority and emphasis is placed on funding constraints. The draft GPS also proposes a 10-year investment timeframe for transport projects.

Submission Point:	88.3
Section:	Objectives
Submission Summary:	Submitter agrees with most of the listed objectives and makes some suggestions for improvements.
Decision Sought:	Suggests: i. Emphasis should be on economic prosperity and housing, in line with GPS direction and needs of the region. ii. Headline targets seem overly ambitious and not aligned to actions. iii. Transport system would improve productivity for businesses during peak times as well as without. iv. Underlying causes of issues are not addressed in objectives.
Staff Recommendation:	i. ii. & iii - Reject iv. - Accept in part
Rationale:	i. Staff do not recommend changing the existing emphasis on the objectives in the draft RLTP. Economic prosperity and housing are both well-covered in the RLTP and by the objectives identified by the RTC and form the basis of the strategic process. ii. Staff consider that the headline targets provide a balance of both ambition and achievability and that they are well-balanced. iii. Staff do not recommend changing the economic prosperity target as this is a TSP KPI agreed for the Tauranga transport system, and port traffic. iv. As for 88.2, the funding gap, challenge of deliverability and short-term funding cycles will be emphasised further.

Submission Point:	88.4
Section:	Prioritised Projects
Submission Summary:	Submitter is largely supportive of the prioritised project list and emphasises the importance of enabling housing and capacity/productivity for freight.
Decision Sought:	i. Submitter supports speedy delivery of SH29 Tauriko, but RLTP could be stronger in its support for this project.

- i. Connecting Mount Maunganui needs to be progressed with some urgency and the RLTP could be stronger in its support for this project.

Staff Recommendation:	Comments noted
Rationale:	Staff consider Tauriko to be strongly represented in the RLTP, through a case study and its inclusion as the top priority activity in the prioritised list of significant activities. The Connecting Mount Maunganui projects are also well-highlighted with their inclusion as the 3rd and 4th priorities in the prioritised list.

Submission Point:	88.5
Section:	Funding
Submission Summary:	More emphasis needs to be placed on efficiency of the transport system and consideration of alternative funding and financing tools.
Decision Sought:	As above
Staff Recommendation:	Accept
Rationale:	The need for alternative funding and financing tools and mechanisms for achieving efficiencies will be emphasised further.

Submitter 89: RLTP2024-0089

Submission Point:	89.1
Section:	Disability
Submission Summary:	Submitter advocates on behalf of disabled people. They agree with the RLTP vision and objectives, especially healthy and safe people, environmental sustainability and inclusive access. Emphasise the impact that climate change-related events have on disabled people and the need for accessible and inclusive transport.
Decision Sought:	Recommend that BOPRC engages in further dialogue with the region's disabled communities around the RLTP.
Staff Recommendation:	Refer to Approved Organisations
Rationale:	At the strategic level at which the RLTP is aimed, staff consider there is sufficient discussion of inclusive access and travel choice. Inclusive access is identified in the MoT Transport Outcomes Framework as being 'accessible to all people in NZ including those with disabilities.' The RLTP includes a corresponding objective 3 'Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs'. Staff have already made 2 changes to the RLTP to better-accommodate disability in the Strategic Context chapter:

“Around 60% of the population is currently of working age, and there is also a higher-than-average proportion of both younger and older people. **Statistics New Zealand’s 2013 Disability Survey identifies the BOP as having the third equal highest disability population rate in the country, with 27% identifying as disabled people. Applied to a population of 354,000, this means there are at least 95,580 disabled people in the region**”. If current trip rates per person continue, this could result in more demand for travel choice, to access jobs, education, services and leisure opportunities.

“The region’s bus network provides a mix of urban, inter-regional and local services which provide essential services for people who do not have access to a private car, or are unable to drive, and transport choice for those that do. **The majority of urban buses are ‘kneeling’ buses which facilitate boarding by the elderly or people with disabilities**”.

The delivery mechanisms by which the needs of the disabled community are considered and met are the responsibility of the AOs to whom this submission will be referred.

Submission Point: 89.2

Section:	Targets
Submission Summary:	Submitter states that the existing RLTP targets do not measure the impact that the inaccessibility of transport infrastructure has on disabled people.
Decision Sought:	Recommend that BOPRC, in partnership with disabled and transport disadvantaged groups, develops targets for measuring improvements in transport accessibility for disabled people eg. counting the number of bus trips undertaken by disabled people.
Staff Recommendation:	Comments noted Refer to TAs
Rationale:	BOPRC currently measures and report on PT usage by disabled persons. In each network, the number of boardings by type is reported, showing the number of people using an accessibility concession. Additionally in this report is information on uptake in total mobility services. See: https://atlas.boprc.govt.nz/api/v1/edms/document/A4487689/content The Household Disability Survey was undertaken last year and included a number of questions relating to access to transport. When the results are released, staff will consider if the information enables a dedicated disability KPI to be developed for future RLTPs. TAs and NZTAs deliver infrastructure which should follow design guidelines/ principles to accommodate the needs of all users. Setting targets and collecting data relating to use/non-use of these facilities by disabled people is a TA activity.

Submission Point: 89.3

Section:	Inequitable funding
Submission Summary:	Submitter raises the substantially differing levels of investment in the RLTP proposed by the RCAs when it comes to making transport networks and infrastructure more accessible eg. Rotorua vs Tauranga.
Decision Sought:	i. Rotorua Lakes Council needs to invest more in creating accessible transport infrastructure across their district.

	ii. BOPRC to encourage greater collaboration between RCAs to improve accessibility of public transport by developing a transport accessibility action plan as a collaboration between disabled people and transport stakeholders.
Staff Recommendation:	i. Refer to RLC ii. Refer to BOPRC Transport team
Rationale:	i. Investment in accessible transport infrastructure relates to RLC investment. ii. Regional transport accessibility action plan is a potential transport planning activity.
Submission Point:	89.4
Section:	Total Mobility
Submission Summary:	Submitter highlights the NZTA review of the Total Mobility scheme and the need for interim support for potential passenger service operators until a viable funding model for mobility vehicle conversions is agreed.
Decision Sought:	Recommend that BOPRC maximise its contribution (over and above the Waka Kotahi contribution) to the cost of fitting out all new mobility service passenger vehicles through increased funding for this purpose.
Staff Recommendation:	Refer to BOPRC Total Mobility team
Rationale:	Relates to potential investment for the TM programme.
Submission Point:	89.5
Section:	Bus fares and level of service
Submission Summary:	i. Submitter expresses concern about deprioritised support of public transport and the requirement for greater farebox recovery in the GPS and the removal of free transport for children and young people. ii. Submitter also identifies a lack of accessible interregional transport options for disabled people eg. Intercity, which creates a barrier, especially for disabled people living in small rural communities.
Decision Sought:	i. Recommends that BOPRC invest in keeping urban fares as low as possible. ii. Recommends that BOPRC investigate the development of interregional and alternative accessible transport services that would be inclusive of everyone, including disabled people.
Staff Recommendation:	Refer to BOPRC Transport team
Rationale:	Planning for and provision of public transport is a regional council function. A review of regional wide fares is due to commence shortly and will consider the costs of fares for all public transport services. Cost and 'fare box recovery' is a significant element of this work.
Submission Point:	89.6
Section:	Rail
Submission Summary:	Submitter supports the RLTP discussion of increasing the use of rail to move freight, but also identifies the need for passenger rail services to be given equal consideration.
Decision Sought:	Recommends that BOPRC (alongside other interested parties) fund a feasibility study into passenger rail services.

Staff Recommendation:	Comments noted
Rationale:	RLTP already includes in the prioritised activity list a business case to investigate potential for passenger rail between Hamilton and Tauranga.

Submission Point: 89.7

Section:	Active modes
Submission Summary:	Submitter supports the RLTP support of active modes, but expresses concern that the GPS gives lesser priority to the development of walking, cycling and micromobility options.
Decision Sought:	Recommends that BOPRC (alongside other local authorities) continue investing in safe, accessible and inclusive walking, cycling and micromobility options.
Staff Recommendation:	Refer to TAs
Rationale:	Investment in transport infrastructure for walking, cycling and micromobility relates to TA investment.

Submitter 90: RLTP2024-0090

Submission Point: 90.1

Section:	Prioritised Projects
Submission Summary:	Submitter presented concept for a Tauranga Harbour ferry service for passengers and bikes ie. a fleet of small, frequent ferries that use existing marine infrastructure. Submitter to fund fleet; Council to fund operating costs offset by fare recovery. (Connected to submission RLTP2024-0118)
Decision Sought:	Seeks: i. inclusion of 'ferry transport' as part of the Regional Transport System section in the RLTP. ii. inclusion of 'Development of a ferry service on Tauranga Harbour' under 'Transitioning towards a more sustainable transport system to minimise environmental impacts' in the 10-year transport priorities section in the RLTP.
Staff Recommendation:	Reject
Rationale:	Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion'.

Submitter 91: RLTP2024-0091**Submission Point: 91.1**

Section: Process

Submission Summary: Submitter identifies the prioritisation process as a 'mystery' and expresses concerns about the inputs used in the process. They submit that the project is an appropriate fit with national objectives rather than regional objectives and that the only likely way for the project to progress. Also, that the cost of the project has been underestimated in the RLTP. Submitter further supports project being included in WBoP DC's cycle network planning to support government funding.

Decision Sought: Estimate of cost for this project in the RLTP should be around \$4 million.

Staff Recommendation: Refer to WBoP DC for confirmation of cost to be included in RLTP.

Rationale: Submission refers to WBoP DC's cycle network planning.

Submitter 92: RLTP2024-0092**Submission Point: 92.1**

Section: Prioritised Projects

Submission Summary: Submission relates to protection of a small breeding colony of white fronted terns on the beams of the old Turret Road Bridge, adjacent to the current Turret Road Bridge on which resilience work is planned as part of the RLTP. These birds nest between Sept to Feb.

Decision Sought: Requests that when the 'Turret Road Bridge resilience' work is undertaken, that it be done in such a way or at a time that avoids disturbance to the nesting birds. Dept of Conservation and/or Forest & Bird will be able to assist to help achieve this outcome.

Staff Recommendation: Refer to TCC

Rationale: This activity is part of the TCC resilience works programme.

Submitter 93: RLTP2024-0093**Submission Point: 93.1**

Section: Challenges

Submission Summary: Submitter advocates on behalf of businesses in the BoP, with the aim of making local businesses 'more successful'.
They agree with most of the listed challenges but suggests that the underlying causes of some of these challenges also be articulated to drive change.

Decision Sought: Plan should also address cause/s of challenges, eg.

	- ability of funding systems to meet needs - capability and capacity of to deliver in timely manner effect of changes in national policy on local delivery and continuity
Staff Recommendation:	Accept
Rationale:	The funding gap is articulated in the RLTP. However, this will be emphasised further alongside the challenge of deliverability and short-term funding/policy cycles. This will better align the RLTP with the draft GPS in which 'value for money' is a priority and emphasis is placed on funding constraints. The draft GPS also proposes a 10-year investment timeframe for transport projects.
Submission Point:	93.2
Section:	Objectives
Submission Summary:	Submitter agrees with most of the listed objectives, with makes some suggestions for improvements.
Decision Sought:	Suggests: i. Emphasis placed on economic prosperity and housing, in line with GPS direction and needs of the region. ii. Headline targets seem overly ambitious and not fully aligned to the objectives. iii. Transport system should focus on timeliness for freight movements across all hours. iv. Underlying causes of main challenges are not addressed in objectives.
Staff Recommendation:	i. ii. & iii. - Reject iv. - Accept
Rationale:	i. Staff do not recommend changing the existing emphasis on the objectives in the draft RLTP. Economic prosperity and housing are both well-covered in the RLTP and by the objectives identified by the RTC and form the basis of the strategic process. ii. Staff consider that the headline targets provide a balance of both ambition and achievability and that they are well-balanced. iii. Staff do not recommend changing the economic prosperity target as this is a TSP KPI agreed for the Tauranga transport system, and port traffic. iv. As for 93.1, the funding gap, challenge of deliverability and short-term funding cycles will be emphasised further
Submission Point:	93.3
Section:	Prioritised Projects
Submission Summary:	Submitter agrees with the prioritised project list and emphasises that those projects which enable housing and freight should be accelerated.
Decision Sought:	i. SH29A package of works could be emphasised more in the RLTP.

	ii. The Connecting Mount Maunganui project needs to be progressed with urgency and could be highlighted more clearly in the RLTP. ii. More emphasis needs to be placed on efficiency of the transport system and consideration of alternative funding and financing tools.
Staff Recommendation:	Comments noted
Rationale:	Staff consider Tauriko to be strongly represented in the RLTP, through a case study and its inclusion as the top priority activity in the prioritised list of significant activities. The Connecting Mount Maunganui projects are also well-highlighted with their inclusion as the third and fourth priorities in the prioritised list.
Submission Point:	93.4
Section:	GPS
Decision Sought:	The RLTP must align with the new GPS to ensure the best chance for success.
Staff Recommendation:	Comments noted
Rationale:	The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be <i>consistent</i> with the GPS.
Submission Point:	93.5
Section:	Funding
Decision Sought:	More emphasis needs to be placed on: i. tools and mechanisms to improve efficiencies within the transport system ii. exploring current and new funding and financing tools, eg. user pays models and tolling, congestion/time of use charging, enablement of overseas investments.
Staff Recommendation:	Accept
Rationale:	The need for alternative funding and financing tools and mechanisms for achieving efficiencies will be emphasised further.

Submitter 94: RLTP2024-0094

Submission Point: 94.1

Section: GPS

Submission Summary: This submission is made on behalf of the Port of Tauranga, a primary strategic asset with a key role in achieving economic prosperity for the region.

Decision Sought: Given the RLTP was produced under different policy settings and government direction, the RLTP should be reissued with appropriate changes.

Staff Recommendation: Comments noted

Rationale: The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be *consistent* with the GPS.

Submission Point: 94.2

Section: Challenges

Submission Summary: Submitter agrees with the listed challenges but suggests that the underlying causes of some of these challenges also be articulated to drive change.

Decision Sought: Consider including cause/s of challenges, eg.
- ability of funding to meet needs
- ability to deliver in timely manner
- effect of changes in policy on local execution

Staff Recommendation: Accept

Rationale: The funding gap is articulated in the RLTP. However, this will be emphasised further alongside the challenge of deliverability and short-term funding cycles. This will better align the RLTP with the draft GPS in which 'value for money' is a priority and emphasis is placed on funding constraints. The draft GPS also proposes a 10-year investment timeframe for transport projects.

Submission Point: 94.3

Section: Objectives

Submission Summary: Submitter agrees with the listed objectives and makes some suggestions for improvements.

Decision Sought: Suggests:
i. Headline targets seem ambitious and not fully enabled by the supporting policies.
ii. Transport system should improve travel time predictability and resilience for freight movement during peak times, as well as interpeak.

	iii. Underlying causes of main challenges are not addressed in objectives or supporting policies.
Staff Recommendation:	i. & ii. - Reject iii. - Accept
Rationale:	i. Staff consider that the headline targets provide a balance of both ambition and achievability and that they are well-balanced. ii. Staff do not recommend changing the economic prosperity target as this is a TSP KPI agreed for the Tauranga transport system, and port traffic. iii. As for 94.2, the funding gap, challenge of deliverability and short-term funding cycles will be emphasised further
Submission Point:	94.4
Section:	Prioritised Projects
Submission Summary:	Submitter agrees with the priority projects in the context of emphasising the importance of enabling productivity for freight movements to and from the Port. In particular this includes the prioritised significant activities: – Tauriko 29/29A – Tauranga SH2 Western Growth Corridor – SH2 and Hewletts Road sub-area – Tauranga SH2 Eastern Growth Corridor
Decision Sought:	Submitter emphasises that the speedy delivery of these priority projects is of critical importance to the Port and the region and where possible, the timing of these projects should be brought forward in recognition of the economic benefits that they will create.
Staff Recommendation:	Comments noted
Rationale:	Staff consider that these projects are well-highlighted with their inclusion as priorities in the prioritised list for delivery within the RLTP period. In particular, SH29 Tauriko is included as the top priority activity in the prioritised list of significant activities and recognised as a Road of National Significance, with Stage 2 now scheduled for delivery in 2024-2027.

Submitter 95: RLTP2024-0095

Submission Point:	95.1
Section:	GPS
Submission Summary:	Submitter is a national membership organisation representing the road freight transport industry. They note that the RLTP strategic policy framework was developed under a previous policy environment, referring to p.23 and p.44-45 of the draft document.
Decision Sought:	Submitter requests that the formal consultation process be extended or paused, to allow for the draft RLTP to be substantially updated, to reflect the new draft GPS in the RLTP's '10-year transport priorities' and prioritised investment programme.

Staff Recommendation:	Comments noted
Rationale:	Consultation on the draft GPS is already complete. The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document). Staff note that section 14(a)(ii) of the LTMA states that RLTPs must be <i>consistent</i> with the GPS.
Submission Point:	95.2
Section:	Challenges
Submission Summary:	Submitter broadly agrees with the transport challenges in the RLTP and identifies an additional challenge.
Decision Sought:	Given the significant forecast growth in the region's high freight volumes, ensuring safe and efficient freight movement should be identified as a challenge. Failure to adequately address this challenge will have a negative impact on congestion, journey times and safety, and hinder economic growth and productivity.
Staff Recommendation:	Reject
Rationale:	Staff consider the safety and efficiency of the transport system are already identified through the following challenges: - Reducing deaths and serious injuries on our roads, so that everyone comes home safe each day. - Tackling traffic congestion, so that people and goods can get where they need to go without delays. - Making transport routes more resilient to the effects of higher demand for travel, and the impact of severe weather events.
Submission Point:	95.3
Section:	Objectives
Submission Summary:	Submitter broadly agrees with the listed objectives and makes some suggestions for improvements.
Decision Sought:	Suggests: - As a minimum, economic prosperity headline target should be amended to 'Improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm).' However, this target could be more ambitiously amended to 'reduce travel times.' - Economic prosperity objective could refer to ensuring 'more efficient supply chains for freight' as seen in the GPS2024 outcomes.
Staff Recommendation:	Reject

Rationale:

- i. Staff do not recommend changing the economic prosperity target as this is a TSP KPI agreed for the Tauranga transport system, and port traffic.
- ii. Staff consider that efficient movement of freight is already covered by Objective 4, ie. 'The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.'

Submission Point: 95.4

Section: Prioritised Projects

Submission Summary: Submitter supports the proposed list of prioritised projects, especially those in the State Highway and Local Road Improvements activity classes.

Decision Sought:

Staff Recommendation: Comments noted

Rationale:

Submitter 96: RLTP2024-0096

Submission Point: 96.1

Section: Challenges

Submission Summary: Submitter is a small community group that advocates for speedier, more substantial development, including the promotion of strategic shared paths that improve connectivity and offer real mode choice for commuting and recreation. They promote the importance of Projects #11 – Rangioru Business Park Multi-Modal Transport Improvements and #39 – Te Puke to Rangioru Business Park Shared Pathway to providing mode choice for commuters in the Te Puke area. They strongly agree with the challenges and describe these in the context of Te Puke.

Decision Sought: The submitter highlighting all the transport challenges raised for the Bay of Plenty in the RLTP in the context of Te Puke, suggesting they are looking for some focus to be placed on Te Puke in the Plan. Specific requests are:

- *The UFTI report highlighted the need for a future direct link from Te Puke to the TEL via the Papamoa East Interchange. This was proposed to incorporate a shared pathway and Public Transport bus route and **will be vital to futureproof Te Puke's growth challenge.***
- *While the BOPRC PT bus service in and out of Te Puke to the West has improved considerably over recent years, **consideration will need to turn to expanding the service to the East once RBP becomes a functional entity.***
- ***Transportation improvements in Te Puke, including walkways and cycleways, must be implemented as soon as possible** to contribute to the 'Live, Work, Learn and Play' philosophy, and the new paradigm of 'Being able to access local social and economic opportunities within a 15-minute*

walk or bike ride, and sub-regional social and economic opportunities within 30–45 minutes.

- Calls for resilient tsunami escape routes inland from Papamoa East further **reinforces the need for a direct connection from the Papamoa East Interchange to Te Puke, for the benefit of Papamoa East residents.**
- The demographic of residents in these (Kainga Ora and community housing trust) properties further **supports the need for better PT and shared pathway options.**

Reducing vehicle numbers on our roads through mode shift will assist in reducing these (DSI) statistics. Separated shared pathways are a given to reduce accidents and injuries to cyclists. There are currently no safe cycling routes in and out of Te Puke in any direction

Staff
Recommendation:

Accept in part

Rationale:

There is little mention of Te Puke in the RLTP over and above the inclusion of the Rangiuru Business Park projects in the prioritised list. Staff consider it would add value to provide short case studies of the issues faced by Te Puke Ōpōtiki, Kawerau, and Katikati.

Submission Point:

96.2

Section:

Prioritised Projects

Decision Sought:

- Submitter believes Project #39 Te Puke to Rangiuru Business Park Shared Pathway should be elevated to a higher position in the prioritised list, given its contribution to the RLTP objectives.
- The new transport connection from Te Puke direct to the Papamoa East Interchange, as identified in the *UFTI Key Messages Final Report*, should be initiated as a project, and included in the RLTP Prioritised List.

Staff
Recommendation:

- Reject
- Refer to WBoPDC

Rationale:

- At the Deliberations Meeting on 7 May, the RTC did not endorse changing the priority of this activity
- The SmartGrowth partnership sets the strategic vision and direction for the growth and development of the Western Bay sub-region. WBOPDC will need to put this project forward to a future RLTP.

Submitter 97: RLTP2024-0097

Submission Point:

97.1

Section:

Prioritised Projects

Submission Summary:

The project prioritisation and proposed funding allocations are inequitable. Almost all the high-ranking projects are in or near Tauranga. For areas outside Tauranga, the funding allocation doesn't match the proportion of population.

We do not support public transport projects being de-prioritised. This goes against the stated objectives of UFTI.

Decision Sought:

Staff

Recommendation:

Rationale:

Comments noted

The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations.

The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:

- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO.
- activities requested for inclusion by the RTC (for which no cost information is yet available).

There are many reasons why some parts of the region may have more significant projects than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members. Only two significant projects from Rotorua were put forward for inclusion.

Public transport projects have not been de-prioritised in the prioritised list of regionally significant activities. For example, five projects in the top 10 - 1,4,5, 7 and 10) all include significant public transport components.

Submission Point:

97.2

Section:

10-year financial forecast

Submission Summary:

Tauranga needs a step-change in its approach to public transport.

The Draft RLTP and the BOP Regional Public Transport Plan both require significant public transport mode share increases to meet their goals. We do not think the project priorities in this plan go anywhere near far enough to address that issue.

Decision Sought:

To deliver a PT system that is attractive enough to get people out of cars and onto buses in significant numbers, you need to invest more.

Staff

Recommendation:

Accept in part

Rationale: The current draft RLTP forecasts a funding allocation of \$903M to public transport services and infrastructure over the next ten-year period.

There is a strong argument for investing more in public transport (both infrastructure and services) in the region to support mode share goals. However, this must be balanced with capacity to fund the necessary improvements.

The level of public transport funding that is available is established in the Long Term Plans of the respective Approved Organisations, and via the GPS and the NLTP in terms of the national share of public transport funding. The funding allocation in the RLTP reflects the amount of funding that is realistically available in the current operating environment.

Submission Point: **97.3**

Section: Headline targets

Submission Summary: There is still a misalignment between the Objectives, Headline Targets, Sub-targets, Prioritised Projects and Proposed Funding allocation in this Plan.

In some cases, the sub-targets will not add up to reach the headline target and/or the prioritised projects will not deliver on the sub-targets, let alone the headline targets.

Regarding public transport patronage, we submit that the targets are inadequate. The appropriate aspirational-yet-evidence-based goal should be a six-fold increase in urban PT patronage between 2024-34.

Decision Sought: In terms of how to resolve any conflicts between the different plans, we submit that:

a) The RLTP (and NZ) target of 41% reduction in emissions 2035 should be overarching. The current Coalition government has committed to this target.

b) UFTI-TSP should add targets to reduce transport emissions in Tauranga-WBOP (as the largest urban area in our region) by more than that amount - say 50% - and come up with a plan to support that target. We note the TSP had/has a goal to reduce transport emissions by about 23% by 2030 (seemingly updated to "up to 50% reduction in tailpipe emissions"), along with a target to increase peak AM PT mode share to > 5% by 2030.

c) The RPTP mode share targets should be re-aligned to match the RLTP targets.

Staff Recommendation: Accept in part
Refer to BOPRC Transport Team

Rationale: The headline targets are intended to provide a high-level measure of progress towards achieving the longer-term objectives of the Plan.

In all cases, there are critical factors outside the scope of the RLTP that will impact on the degree to which each target is achieved. Consequently, no detailed assessment has been

undertaken on the extent to which the proposals in the plan on their own will impact on achieving the headline targets.

There will be technical review of the Regional Public Transport Plan commencing in the 2024/25 financial year and current mode share targets are likely to be considered within in the scope of this review.

Submission Point:	97.4
Section:	Other
Submission Summary:	In broad terms, we still support most of the points in Vision 2032, a plan outlined in the Wednesday Challenge submission to the 2022 Public Transport Plan, aiming to see a step-change in public transport patronage.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale:	Refers to a submission on a previous plan (Bay of Plenty Regional Public Transport Plan 2022). The submission was considered and responded to as part of that process.
Submission Point:	97.5
Section:	Buses and community transport
Submission Summary:	We urge BOP Regional Council to fast-track better intra-regional bus services between Tauranga, Rotorua and Whakatane, as the current offerings are completely inadequate.
Decision Sought:	
Staff Recommendation:	Reject
Rationale:	Priority Investment Areas (p.17 of RLTP) include 'More frequent inter-regional bus services between Tauranga, Rotorua, and Whakatāne'. The Regional Public Transport Plan includes an action to prepare and implement a regional bus services strategy. However, BOPRC is not proposing to implement this action in the current transport work programme, nor has resourcing been allocated in the draft BOPRC Long Term Plan.
Submission Point:	97.6
Section:	Fares
Submission Summary:	The public transport fare structure is a vitally important issue that STILL needs to be addressed.
Decision Sought:	The long-awaited fare review needs to deliver an integrated, evidenced-based fare structure that drives up patronage. In Other, we still support fare free travel for: • Seniors • Children • People with disabilities + 1 Ideally also discounted fares for Community Services Card holders and youth.

Staff Recommendation:	We do not support free or discounted adult fares. However, we do see lots of opportunities for more attractive adult fare pricing in the form of weekly and/or monthly 'passes'. Accept in part Refer to BOPRC Transport team
Rationale:	Planning for and provision of public transport is a regional council function. The regional fare review is due to commence shortly. The points raised in the submission will be considered as part of the review.
Submission Point:	97.7
Section:	Buses and community transport
Submission Summary:	We support the calls from local communities in Katikati and Waihi Beach for better public transport services. It is completely inadequate for there to only be about half a dozen daily bus trips between Katikati and Tauranga.
Decision Sought:	We urge the RTC to push for more funding for more frequent services and for BOPRC to do the same in its LTP.
Staff Recommendation:	Comments noted
Rationale:	Service frequencies in the Tauranga northern corridor will be reviewed subject to funding being approved for a network refresh.
Submission Point:	97.8
Section:	Prioritised Projects
Submission Summary:	We support the submission from Te Ara Kahikatea Pathway Society. We see some great opportunities to fast-track vitally important transport projects in the wider Te Puke area. Te Puke is currently experiencing population and development as a result of its relatively affordable housing (compared to other areas in the district), employment opportunities, and community facilities. This is forecast to continue. However, traffic congestion and poor accessibility options are likely to worsen unless a proactive approach is taken.
Decision Sought:	We support fast-tracking the proposed UFTI multi-modal connections linking Te Puke, Rangiuru, Paengaroa, Wairakei-The Sands and Papamoa-Tauranga. In particular, we support the creation of a new road, with cycleway alongside, between Te Puke and the PEI. This road should be built now. So should the project currently ranked #39: Te Puke to Rangiuru Business Park Shared Pathway.
Staff Recommendation:	Refer to WBOPDC
Rationale:	Submission requests additional local road, walking and cycling improvements, and will be referred to the local road controlling authority Western Bay of Plenty District Council for consideration.

Submitter 98: RLTP2024-0098

Submission Point: 98.1

Section: Challenges
Objectives

Submission Summary: *"Stop making changes which increase travel times. The number 1 goal is to get from a to b in the most efficient way. Prioritise roading for cars, trucks and buses over cycling."*

Decision Sought:

Staff Recommendation: Comments noted

Rationale: Comment is addressed through Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region.

Submitter 99: RLTP2024-0099

Submission Point: 99.1

Section: Other

Submission Summary: *"Get rid of rumble strips. They are a hazard to cyclists."*
"Much better cycle lanes."

Decision Sought: As above

Staff Recommendation: Refer to RLC and NZTA

Rationale: Cycling and speed management infrastructure is the responsibility of RCAs.

Submitter 100: RLTP2024-0100

Submission Point: 100.1

Section: Prioritised Projects

Submission Summary: Need to create connection and safety between Mount Maunganui and Port activities. 100.1. *"Any form of cycleway needs to be safe and well considered for connectivity. We have a history here of putting in cycleways that don't support the ease or efficiency for commuters."*

"More frequent, regular buses, and considered bus routes between main suburbs."

"On Demand bus to grow to include other areas."

Decision Sought: Consider how we can separate Port traffic from commuters/cyclists.

Staff Recommendation: Comments noted

Rationale: Shared path infrastructure is already in place on Totara Street. Connecting Mount Maunganui – Hewletts Road sub-area

accessibility improvements project is to improve access to the Port and Mt Maunganui and make it safer to move through and around this part of town.

Submission Point: 100.2

Section: Other

Submission Summary: *i. "Cycleways need to be safe and well-connected"*
ii. "More frequent, regular buses and considered bus routes"
iii. "On-Demand bus to grow to include other areas"

Decision Sought: As above

Staff Recommendation: *i. Refer to TCC and NZTA*
ii. and iii. Comments noted

Rationale: *i. Cycling infrastructure is the responsibility of RCAs.*
ii. Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities. Network reviews are planned for main urban centres over the next RLTP period.
iii. The Regional Public Transport Plan 2022 Action Plan includes an action to "Develop and implement the on demand public transport trial for Tauranga South and explore the further provision of on demand public transport services." The On-Demand pilot will be monitored and data collected to inform any future decision making round additional service areas.

Submitter 101: RLTP2024-0101

Submission Point: 101.1

Section: Prioritised Projects

Submission Summary: Expresses strong support for inter-regional rail

Decision Sought:

Staff Recommendation: Comments noted

Rationale: Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 102: RLTP2024-0102

Submission Point: 102.1

Section: Objectives

Submission Summary: *"Public transport should be a top priority, and transport that is not just buses."*

Decision Sought:

Staff

Recommendation:

Comments noted

Rationale:

Comment directly relates to Objective 3: Inclusive access of a range travel choices.

Staff note that the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 103: RLTP2024-0103

Submission Point: 103.1

Section: Challenges

Submission Summary: Strongly agrees with challenges and suggests another - *"People living far away from their place of work e.g. Te Puke and working in Tauranga CBD and the toll the travel time takes on their wellbeing and work life balance."*

Decision Sought:

Staff

Recommendation:

Reject inclusion of additional challenge

Rationale:

Staff consider this challenge is sufficiently covered by 'Providing better travel choices, so that everyone can participate and thrive in society.'

Submission Point: 103.2

Section: Prioritised Projects

Submission Summary: Prioritise *"Local Tauranga Bus route review, still a lot of areas the bus doesn't reach."*

Decision Sought: As above

Staff

Recommendation:

Comments noted

Rationale:

Provision of bus service is BAU/continuous programme. Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities. Network reviews are planned for main urban centres over the next RLTP period.

Submitter 104: RLTP2024-0104

Submission Point: 104.1

Section: Prioritised Projects

Submission Summary: Prioritise a park and ride for Tauriko.

Decision Sought: As above

Staff Recommendation:	Comments noted
Rationale:	A park and ride trial for Pāpāmoa is currently included in the RLTP prioritised significant improvement activities. Strategic locations for other park and ride locations in the sub-region are also being explored through the PT S&I business case, also prioritised in the prioritised project list.

Submitter 105: RLTP2024-0105

Submission Point:	105.1
Section:	Challenges
Submission Summary:	Suggests additional challenge of “ <i>Poorer health outcomes relating to high proportion of un-active private transport (eg. sitting in cars in traffic as opposed to walking short distance to bus, or cycling).</i> ”
Decision Sought:	As above
Staff Recommendation:	Reject inclusion of additional challenge
Rationale:	Staff consider this challenge is sufficiently covered by ‘Providing better travel choices, so that everyone can participate and thrive in society.’

Submitter 106: RLTP2024-0106

Submission Point:	106.1
Section:	Challenges
Submission Summary:	Strong support of better interconnectedness of PT services, including interregional passenger rail.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale:	Inter-regional rail is included in draft RLTP under ‘10-year transport priorities’ and ‘inter-regionally significant activities’ and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 107: RLTP2024-0107

Submission Point:	107.1
Section:	Prioritised Projects
Submission Summary:	Submitter feels more emphasis should be put into improving the public transport network, including utilising the rail for

	passenger trains. Providing a passenger train from Tauranga to Auckland would reduce dependency on cars and flying. Ferries would also help reduce congestion around Tauranga.
Decision Sought:	Suggestions as above.
Staff Recommendation:	Comments noted
Rationale:	Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion'.

Submitter 108: RLTP2024-0108

Submission Point: 108.1

Section:	Challenges Objectives
Submission Summary:	Submitter strongly agrees with the challenges and objectives. They would like to add the challenge of emphasis on a mixed model transport approach. There needs to be a focus on giving the public reliable, affordable transport options.
Decision Sought:	As above
Staff Recommendation:	Reject inclusion of additional challenge
Rationale:	Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.'

Submission Point: 108.2

Section:	Prioritised Projects
Submission Summary:	<i>"Tauranga and its surrounding centres have a unique opportunity to leverage existing rail infrastructure into a viable public transport network.</i> <i>The existing lines run through central Tauranga, out to Mt Maunganui via Bay Oval and Bayview Mall, then along Papamoa and out to Te Puke.</i>

With the advance in battery technology there is no longer the considerable cost of building overhead wires or a third rail solution to power trams running on those existing lines."

Decision Sought: Prioritise battery operated trams running on existing rail lines.

Staff Recommendation: Refer to BOPRC Transport team

Rationale: Planning for and provision of public transport is a regional council function.

Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 109: RLTP2024-0109

Submission Point: 109.1

Section: Prioritised Projects

Submission Summary: Submitter strongly agrees with the challenges, objectives and prioritised projects.

Decision Sought: *"A business case for Intercity rail, Auckland, Hamilton, Tauranga, should be prioritised."*

Staff Recommendation: Comments noted

Rationale: Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 110: RLTP2024-0110

Submission Point: 110.1

Section: Challenges
Objectives

Submission Summary: The submitter feels the Plan is too roads-focused. Needs to include the challenge of rural accessibility by public / shared transport. Does not agree with housing supply as an objective but would rather see 'creating sustainable communities.'

Decision Sought:

- i. Challenge missing - rural accessibility by public / shared transport.
- ii. Enabling housing supply should not be an objective.

Staff Recommendation:

- i. Reject inclusion of additional challenge
- ii. Reject

- Rationale:
- i. Staff consider this is covered by ‘A mix of population concentrated in a small number of urban areas of varying sizes, coupled with vast rural areas with a highly dispersed settlement pattern... This makes provision of transport infrastructure and public transport services very resource-intensive, having to serve very concentrated and dispersed travel demand.’
 - ii. The economic prosperity (housing supply) objective is about enabling community connectivity and supporting sustainable and accessible development.

Submission Point: **110.2**

Section: Prioritised Projects

Decision Sought: *“Community and shared transport in the Eastern Bay of Plenty must be supported, as the fixed route network cannot cater for all needs which leaves people in isolation and poverty”.*

Staff Recommendation: Comments noted

Rationale: An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.

Submission Point: **110.3**

Section: Other

Decision Sought: *“Very keen to see inter regional rail between Tauranga, Hamilton and Auckland.”*

Staff Recommendation: Comments noted

Rationale: Inter-regional rail is included in draft RLTP under ‘10-year transport priorities’ and ‘inter-regionally significant activities’ and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 111: RLTP2024-0111

Submission Point: **111.1.**

Section: Challenges

Submission Summary: Submitter agrees with transport challenges and objectives. They highlight the challenge of alternative options for inter-regional travel and state that more use of rail would improve road safety and congestion.

Decision Sought: Challenge missing - shortage of alternative options for intercity/inter-regional travel, eg trains.

Staff Recommendation: Reject inclusion of additional challenge

Rationale: Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.'

Submission Point: **111.2**

Section: Prioritised Projects

Submission Summary: *"Public transport, especially local and inter-regional rail should be prioritised."*

Decision Sought: Suggestions as above.

Staff Recommendation: Comments noted

Rationale: Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 112: RLTP2024-0112

Submission Point: **112.1.**

Section: Objectives

Submission Summary: Submitter seeks inclusion of wider and more detailed climate change considerations, especially adaptation planning. Also strong links to regional spatial plan work and future development strategies at TA level.

Decision Sought: Suggestions as above.

Staff Recommendation: Comments noted

Rationale: Network resilience is one of the five RLTP objectives.

Detailed climate maps and models exist as part of other planning work (district plans, spatial plans, hazard maps, regional and local risk assessments etc); not required to be included at that level for the RLTP.

Submitter 113: RLTP2024-0113

Submission Point: **113.1**

Section: Prioritised Projects

Submission Summary: Submitter strongly disagrees with the prioritised projects and states that instead of spending more money on roads, passenger rail services should be reinstated between the regions, eg. extending Te Huia to Tauranga. Should also set up park and ride schemes along SH2 heading south into Tauranga.

Decision Sought:	Suggestions as above.
Staff Recommendation:	Comments noted
Rationale:	Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP. A park and ride trial for Pāpāmoa is currently included in the RLTP prioritised significant improvement activities. Strategic locations for other park and ride locations in the sub-region are also being explored through the PT S&I business case, also prioritised in the prioritised project list.

Submitter 114: RLTP2024-0114

Submission Point: 114.1

Section:	Challenges Objectives
Submission Summary:	Submitter is neutral regarding the transport challenges and objectives. They submit that the challenge of a high cost of private motorised transportation is missing from the challenges and suggest using 2019 as a base year for road crashes.
Decision Sought:	i. Missing challenge - high cost of private motorised transportation. ii. Consider 2019 as a more representative base year for road crashes.
Staff Recommendation:	Reject
Rationale:	i. Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.' ii. Staff recommend leaving the baseline as 2019 for now, to keep consistency with RLTP 2021. Will be revisited in line with new national road safety strategy once available.

Submission Point: 114.2

Section:	Prioritised Projects
Submission Summary:	<i>"Large bendy bus trial for congested peak hour Tauranga bus routes."</i> <i>"Consider peak-hour operation traffic lights at the crash prone roundabout, drivers take risks when there are a reduced number of safe breaks in the traffic flow."</i>
Decision Sought:	As above

Staff Recommendation:	i. Refer to BOPRC Transport team ii. Refer to TCC/WBOPDC
Rationale:	i. Planning for and provision of public transport is a regional council function. At this stage, a trial of articulated buses is not included in the RLTP programme. ii. Refer to TCC and WBOPDC as RCAs.

Submission Point:	114.3
Section:	Other
Submission Summary:	Submitter suggests consideration should be given to double tracking rail between Omokoroa and Te Puke to reduce heavy truck movements across the Harbour Bridge and introducing local public rail at some stage after that. There needs to be strategic long-term planning of the use of rail by Bay of Plenty and Waikato councils. Could also consider a Tauriko industrial area park and ride to Tauranga CBD.
Decision Sought:	Suggestions as above.
Staff Recommendation:	Comments noted
Rationale:	Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP. A park and ride trial for Pāpāmoa is currently included in the RLTP prioritised significant improvement activities. Strategic locations for other park and ride locations in the sub-region are also being explored through the PT S&I business case, also prioritised in the prioritised project list.

Submitter 115: RLTP2024-0115 - No Comments

Submitter 116: RLTP2024-0116

Submission Point:	116.1
Section:	Challenges Objectives
Submission Summary:	Submitter agrees with transport challenges and objectives. They add the challenge of providing affordable accessibility for people in smaller towns and rural areas who do not have access to a car, adding that the fixed public transport network cannot cater for the needs of these people. While they agree with the inclusive access objective, they would like to see a target to improve access opportunities for people in rural areas. Submitter supports the On-Demand trial but questions why

	resources have not been made available to meet needs in areas of the region which do not have any fixed route services.
Decision Sought:	i. Challenge missing – providing affordable access for people in rural areas/smaller towns. ii. Should be clear target to improve access to services and life opportunities for people in rural areas/ smaller townships who do not have access to a private car.
Staff Recommendation:	i. Reject inclusion of additional challenge ii. Comments noted. Refer to BOPRC Transport team
Rationale:	i. Staff consider this challenge is already covered by challenges identified in the Strategic Context section, ie. ‘Increasing levels of deprivation and social isolation’ and ‘Resource intensive provision of transport infrastructure and public transport services - both having to serve very concentrated and very dispersed travel demand.’ This is also covered in the Regional Public Transport Plan Challenge 2: Meeting the access needs of smaller urban centres and rural communities. ii. Next review of RPTP could consider a rural public transport accessibility target. An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.
Submission Point:	116.2
Section:	Prioritised Projects
Decision Sought:	<i>“For the Eastern Bay and other rural areas, there should be priority project around developing a community transport policy and funding framework.”</i>
Staff Recommendation:	Comments noted
Rationale:	Whilst this is not a project to be included in the list of prioritised significant projects, staff note that it is an action already identified in the Regional Public Transport Plan.

Submitter 117: RLTP2024-0117

Submission Point:	117.1
Section:	Other
Submission Summary:	Submitter is supportive of more active modes and public transport, especially to help reduce emissions. They suggest ride-sharing services and apps to help reduce congestion and more use of rail to move freight and reduce the impact of heavy trucks on our roads.
Decision Sought:	<i>“I strongly believe that investing in more public and active transport systems is a key to a more environmentally sustainable future.”</i>

"Also more education for the general public about the many benefits of active and public modes of transport would be good."

Staff Recommendation:	Comments noted
Rationale:	Submitter supports RLTP objectives.

Submitter 118: RLTP2024-0118

Submission Point: 118.1

Section: Prioritised Projects

Submission Summary: *"Ferry service on Tauranga Harbour, funded by private sector."*(Connected to submission RLTP2024-0090)

Decision Sought: As above

Staff Recommendation:	Reject
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Rationale: Staff do not recommend the inclusion of this project (currently a concept) in the prioritised list of activities. Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. Note - a ferry service is mentioned in the draft RLTP under 'Activities not yet developed enough for inclusion'.

Submitter 119: RLTP2024-0119

Submission Point: 119.1

Section: Challenges
Objectives

Submission Summary: Submitter strongly agrees with challenges and objectives, stating particular support for the environmental sustainability and inclusive access objectives. They suggest the challenge missing is 'developing local rail links and cycleways and connecting them to an inter-regional network'. Agree with the RLTP objectives as increased housing results in increased cars and traffic.

Decision Sought: Challenge missing - 'developing local rail links and cycleways and connecting them to an inter-regional network.'

Staff Recommendation:	Reject inclusion of additional challenge
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Rationale: Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible,

affordable, and efficient travel choices for people, goods and services.'

Submission Point: **119.2**

Section: Prioritised Projects

Decision Sought: Support of expanding interregional passenger rail. *"Prioritise passenger rail and walking/cycling connections."*

Staff Recommendation: Comments noted

Rationale: There are a number of prioritised walking/cycling projects already in the prioritised list.

Inter-regional rail is included in draft RLTP under '10-year transport priorities' and inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 120: RLTP2024-0120

Submission Point: **120.1**

Section: Other

Submission Summary:

Decision Sought: *i. "Ensure that there are more cycle paths." (Tauranga)*
ii. "Develop passenger rail links on the existing railway lines to Hamilton & Auckland."

Staff Recommendation: *i. Refer to TCC*
ii. Comments noted

Rationale: *i. Cycling infrastructure is the responsibility of RCAs.*
ii. Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. However, at this stage, there is no local share funding allocated to pursuing this activity in the RLTP.

Submitter 121: RLTP2024-0121

Submission Point: **121.1**

Section: Challenges

Submission Summary: Submitter strongly agrees with the challenges and objectives. They also identify the challenge that bus services are not frequent enough, which affects patronage. In terms of meeting the objectives, the submitter states that more public transport options would mean a reduced number of cars on the road, so less pollution, fewer accidents, and less congestion.

Decision Sought: Challenge missing - bus services are not frequent enough.

Staff Recommendation:	Reject inclusion of additional challenge
Rationale:	Staff consider this point is already covered in the RLTP problem statements developed by the RTC in response to the transport challenges, ie. 'Access and mobility: Lack of accessible, affordable, and efficient travel choices for people, goods and services.'

Submission Point:	121.2
Section:	Other
Decision Sought:	Would like to see Te Huia link Tauranga to Hamilton and Auckland.
Staff Recommendation:	Comments noted
Rationale:	Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

Submitter 122: RLTP2024-0122

Submission Point:	122.1
Section:	Challenges
Submission Summary:	Submitter identifies that funding and community affordability continue to be an ongoing challenge. Further information is required to better understand the financial impacts of RLTP capex on our region's communities.
Decision Sought:	Challenge missing – funding.
Staff Recommendation:	Accept in part
Rationale:	The funding gap is articulated in the RLTP. However, this will be emphasised further alongside the challenge of deliverability and short-term funding cycles. This will better align the RLTP with the draft GPS in which 'value for money' is a priority and emphasis is placed on funding constraints. The draft GPS also proposes a 10-year investment timeframe for transport projects.

Submitter 123: RLTP2024-0123

Submission Point:	123.1
Section:	Prioritised Projects
Submission Summary:	Submitter advises that there are enough roads and to get transport efficiencies by reducing cars. They highlight that

	encouraging urban sprawl and building roads is not encouraging mode shift – need to integrate and intensify.
	Submitter agrees with fuel tax, congestion charges, parking charges.
Decision Sought:	Buses from Katikati to Tauranga on weekends. Waihi Beach to Katikati service needs to be earlier in the morning and later in the evening, and there need to be extra services.
Staff Recommendation:	Comments noted
Rationale:	Service frequencies in the Tauranga northern corridor will be reviewed subject to funding being approved for a network refresh.

Submitter 124: RLTP2024-0124

Submission Point:	124.1
Section:	Challenges Objectives
Submission Summary:	Submitter agrees with the challenges and objectives. They comment that environmental sustainability should be a main objective, but the majority of funding is going towards building more roads.
Decision Sought:	More buses – eg. Katikati to Tauranga at weekends and later on weekdays.
Staff Recommendation:	Comments noted
Rationale:	Staff note that the objectives in the RLTP are given equal weighting. The prioritised projects have been scored against their contribution to the region's objectives, with those prioritised at the top of the list scoring highly against all the objectives and reflecting the draft GPS focus on economic growth and productivity. Bus service frequencies in the Tauranga northern corridor will be reviewed subject to funding being approved for a network refresh.

Submitter 125: RLTP2024-0125

Submission Point:	125.1
Section:	Challenges
Submission Summary:	Submitter states <i>“Tauranga at present is characterised by a road network that is clearly inadequate for the needs of our population”</i> , highlighting that the public transport system is inadequate for sprawling suburbs and does not serve industrial areas.

Decision Sought:	Submitter suggests a focus and inclusion of these specific issues: i. SH29A needs to be doubled up from BayPark through to Tauriko, including widening and double laning. ii. Turret Road need to be double-laned rather than three-laned. iii. A bus terminus built around Bay Park grounds and a park and ride facility. With other park and rides at Ōmokoroa and The Lakes. iv. New access from Pāpāmoa to SH2 needs to be connected to Bell Road so people have access to Te Puke from Pāpāmoa assisting in an escape route in case of Tsunami. v. Inadequate means of crossing the Kaimais. Requests a tunnel through the hills.
Staff Recommendation:	i. and v. refer to NZTA ii. Reject iii. Comments noted iv. Refer to TCC
Rationale:	i. SH29A is a State Highway activity, managed by NZTA. Staff are unsure of the details of changes at this part of SH29A – refer to NZTA. ii. This is a project - specific request, RLTP lists prioritised project #6 – Connecting Welcome Bay. This includes building three-lane bridge in the medium-term for Turret Road. There are additional costs for a four-lane option, which relate to the need to purchase property and build a new bridge. The three-lane option is a short to medium term option to make use of the existing bridge for its remaining life, improve transport choices along the corridor and reduce congestion. There will be opportunity for further community engagement before any physical works begin. iii. A park and ride trial for Pāpāmoa is currently included in the RLTP prioritised significant improvement activities. Strategic locations for other park and ride locations in the sub-region are also being explored through the PT S&I business case, also prioritised in the prioritised project list. Provision of a bus service to Bay Park service is BAU/continuous programme. Services and infrastructure are a component of the PT S&I activity which is already included in the prioritised list of activities. iv. New access from Pāpāmoa to SH2 would be a local roads project, thus referred to TCC. v. This would be a state highway project thus refer to NZTA.

Submitter 126: RLTP2024-0126

Submission Point: 126.1

Section: Objectives

Submission Summary: Submitter exists to support and champion people in business by connecting, enabling and advocating for the local business community.

They support the objectives and targets as they provide clarity and simplicity of monitoring. However, they identify that there are no productivity or efficiency targets and it is also unclear whether the objectives and targets are in a prioritised order.

Decision Sought: Ensure productivity and efficiency objectives and targets are prioritised, similar to the current draft GPS.

Staff Recommendation: Reject

Rationale: Staff consider that productivity and efficiency of the transport system are covered by Objective 4: 'The transport system enables people and goods to move efficiently and reliably to, from and throughout the region'. The headline target relating to this is: 'Maintain or improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm).'

The economic prosperity and efficiency objectives and priorities form a key part of the strategic framework in the RLTP; the RLTP balances these alongside a number of other objectives and priorities in a manner that is consistent with the draft GPS.

Submission Point: 126.2

Section: 10-Year Transport Priorities

Submission Summary: Submitter disagrees with the inclusion of the following in the 10-Year Transport Priorities:

- Creating a public *inter-regional public transport service between Bay of Plenty and Waikato* that is in competition with private providers with established services.
- Progression of proposals for introduction of inter-regional passenger rail services* – funding would likely be at the expense of inter-regional roading routes.
- Progression of road pricing proposals in Tauranga* – this proposal is already very unpopular with the wider public. It would need to result in improved travel time predictability rather than environmental benefits.
- Re-allocation of road space in urban areas to provide more priority protection for active transport modes* –based on feedback received on the Cameron Road project and RLC's move to revert bike lanes into carparks.

Decision Sought: Do not prioritise the following:

- Establishing inter-regional public bus services that compete with established private services.

	ii. Time and funds to investigate inter-regional passenger rail services. iii. Road pricing proposals in Tauranga for the primary benefit of environmental impacts. iv. Re-allocation of road space in urban areas to provide more priority protection for active transport modes.
Staff Recommendation:	Reject
Rationale:	i. Connections within the Golden Triangle are essential to support both freight and passenger movements in the North Island. Routes between Bay of Plenty and Waikato are supported by a private bus company, but connections are very limited. Although the provision of better inter-regional passenger transport links is considered important, there is no funding requested for progressing this activity in this RLTP period. ii. The phase of the passenger rail project to link Hamilton and Tauranga included in the prioritised activity list is an Indicative Business Case (IBC), IBCs are used to seek approval of the shortlisted options or preferred option to progress to detailed planning. At this stage, there is no local share funding allocated to pursuing this activity in the RLTP. iii. Road pricing is a demand management tool. Whilst there may be environmental benefits resulting from it, the main driver to considering such tools is the need to make more efficient and effective use of existing infrastructure and to provide an additional funding stream towards the timely delivery of the regional transport programme. iv. The RTC identified inclusive access as an important objective in the delivery of the Bay's transport system, ie. enabling communities to have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices. This includes enabling the provision of public transport and active transport modes.
Submission Point:	126.3
Section:	GPS
Decision Sought:	Align the transport investment programme (page 19) with the draft GPS.
Staff Recommendation:	Accept
Rationale:	Staff are updating mention of the activity classes throughout the RLTP to match the draft GPS activity classes.
Submission Point:	126.4
Section:	Process
Submission Summary:	Submitter comments on the large amount of resource required to develop the RLTP, TSP, etc and would like to see BOPRC lobbying for a more streamlined approach in future.
Decision Sought:	Lobby Ministry of Transport and NZTA to improve the efficiency of future reviews of RLTPs.

Staff Recommendation:	Comments noted
Rationale:	Staff participate in the Transport Special Interest Group discussions on RLTPs at a national level. This Group actively communicates with and lobbies to government on the RLTP process and has been especially vocal about the issues all regional councils have faced with the change in government policy part-way through the RLTP development process.

Submitter 127: RLTP2024-0127

Submission Point:	127.1
Section:	Mobility/ Accessibility
Submission Summary:	Submitter questions the RLTP's premise on assumed sub-regional housing growth that is not congruent with population trends or building demand data and does not reflect regional locality sustainability. They ask how we might plan transport differently to optimise the wellbeing of people and what the Plan would look like if serious consideration was given to shifting even some of the roading resource to mobility resource.
Decision Sought:	The theme of the submission appears to be the need for the RLTP to provide greater attention to and investment in the provision of equitable mobility options.

Staff Recommendation:	Comments noted
Rationale:	Staff note that the submitter has made no specific recommendations. However, 'lack of accessible, affordable, and efficient travel choices for people, goods and services' was identified as one of the four key RLTP problem statements developed by the RTC in partnership with stakeholders. Addressing these problems gives rise to the 10-year regional transport priorities that form the basis of the region's RLTP investment programme. However, the relative allocation of funding to activities in the investment programme will reflect the direction set by the GPS.

Submitter 128: RLTP2024-0128

Submission Point:	128.1
Section:	TDM Funding
Submission Summary:	Submitter manages the Wednesday Challenge mode shift programme. They are seeking funding for the Wednesday Challenge Schools licensing fee and/or support of the associated rewards programme.
Decision Sought:	i. Propose that BOPRC funds a license fee of \$35k p/a for 3 years for the Wednesday Challenge School Module for

	Tauranga, or funds the whole BoP license fee of \$65k p/a (funding to come from TDM line item in prioritised list). ii. Propose a partnership with BOPRC for the provision of \$5k p/a of Bee card top-ups as rewards for reaching Wednesday Challenge milestones.
Staff Recommendation:	i. Refer to TCC ii. Refer to BOPRC Transport team
Rationale:	i. The submitter requests that the Wednesday Challenge be included in the budget for TDM in the prioritised activity list, and then appears to confuse this TDM project as being a BOPRC activity. Staff will refer this submission item to TCC. ii. The request for Bee card sponsorship will need to be considered by BOPRC in the context of their bus promotion or community support activities.
Submission Point:	128.2
Section:	Prioritised Projects
Submission Summary:	Submitter states support of the prioritisation of all initiatives that support a transition away from single occupancy vehicle dependency. They do not support the prioritisation of roading projects that open up areas of land that cannot achieve compact urban design due to topography and policy settings that enable the continuation of city fringe, low density, car dependent suburbs.
Decision Sought:	i. Add the funding of a ferry service on to the budget list of projects, to launch in late 2024 in time for summer, as per the submission made by Amy and Peter Bourke of The Hauraki Express. ii. Extend the On Demand minibus pilot for Omokoroa in 2026 to align with the full ferry service (As proposed by Hauraki Express in their submission). iii. We support the business case for passenger rail. iv. Investigate the future of Tauranga City Airport, as an additional piece of work, to inform the rail business case and future transport plans.
Staff Recommendation:	i. Reject ii. Comments noted iii. Comments noted iv. Refer to SmartGrowth
Rationale:	i. Staff do not recommend the inclusion of this project (currently a concept) in the prioritised list of activities. Tauranga/Western Bay Feasibility Study concluded that there are significant cost barriers to ferries and insufficient forecast demand to make it a feasible option at this time. However, the option for a future ferry service should be preserved, including identifying and protecting locations for new or upgraded existing landside ferry infrastructure, and a service should be reconsidered at a future date. ii. and iii. The On-Demand pilot will be monitored and data collected to inform any future decision making round additional service areas.

- iv. The SmartGrowth partnership sets the strategic vision and direction for the growth and development of the Western Bay sub-region.
-

Submitter 129: RLTP2024-0129

Submission Point: 129.1

Section: Problem statements

Submission Summary: We do not agree with the underlying assumption that constraints on economic growth are the primary drivers of transport challenges in our region.

Nor do we agree that “supporting regional growth to lift economic prosperity and enable housing” should be the main determining factor in the design and resource allocation of the RLTP.

The impending catastrophic impacts of climate breakdown on our communities, natural environments and associated ecosystems requires a focus on ‘degrowth’ rather than continued unsustainable growth.

Decision Sought: While overall we generally endorse the transport challenges highlighted for the Bay of Plenty region, we strongly advocate for the urgent inclusion and development of Climate Change as a fifth ‘Ngā Taukī Raru - Problem Statement’ within the RLTP, with appropriate weightings assigned to it.

Staff Recommendation: Accept in part

Revise wording in ‘major regional challenges’ to replace a stronger emphasis on the need to reduce transport emissions to mitigate the impacts of climate change.

Rationale Climate change is implicit in the problem statements:

‘Unsustainable urban form and transport patterns are increasing emissions and impeding the movement of people and goods’; and

‘Poor resilience of the transport network is negatively impacting its functionality and efficiency’.

Together these two problem statements have a collective weighting of 65%, meaning the climate change and its effects are well represented in RLTP problem identification.

The section on major regional challenges highlights the resilience impacts of climate change, but the need to reduce transport emissions to mitigate the impacts of climate change is relatively underplayed.

Submission Point: 129.2

Section: Other

Submission Summary: A concern is the multiple references within the RLTP to ‘support public transport connections to affordable housing.’

By solely focusing on supporting public transport in areas with affordable housing, there is a concern that individuals with

Decision Sought:	limited financial means may face restrictions on where they can reside.
Staff Recommendation:	While we agree with the prioritization of this effort, it is crucial for the plan to guarantee that public transport connections are accessible to all housing types.
Rationale	Comments noted
	The intent of the statement in the RLTP is not to exclude public transport access to all other housing types. Instead it is to emphasise the need for more affordable housing in the region, and that it must be supported by strong public transport connections in order to reverse the current high levels of car dependency.
Submission Point:	129.3
Section:	Strategic Framework
Submission Summary:	We support the 30 Year Vision. The 30 Year Vision being realised looks like Rotorua city and communities designed for walking and cycling; connected by electric buses, trolleys and rail systems in urban areas, accommodating e-bikes, e-scooters and cargo e-bikes.
Decision Sought:	To achieve this, an emphasis on 'localisation' is needed to save money by NOT building more roads, and by moving freight off trucks and onto rail wherever possible. The Objectives, Regional Priorities, associated policies and funding allocations all need to better align with the elements within the vision, giving equal weight and resourcing to: - Meeting the needs of diverse communities - Meeting the needs of the environment - Meeting the needs of the economy or economies.
Staff Recommendation:	Comments noted
Rationale	To contribute to achieving the vision, this RLTP proposes investment in the whole transport system. This inevitably means making trade-offs when allocating scarce resources to activities. For example, while the RLTP supports moving as much freight onto rail as possible, the operational rail network only serves some parts of the region. It is important to note that the Government Policy Statement on Land Transport (GPS) determines how much national funding is potentially available for different modes. The current GPS allocates significant funding to state highway improvements, which places limitations on the funding that is available for other modes.
Submission Point:	129.4
Section:	Objectives
Submission Summary:	We are concerned Objective 2 does not correspond with the MOT Transport Outcome aimed at transitioning the region's

transport system to “maintain or improve biodiversity, water quality and air quality”.

Policy 1.8 of the Healthy & Safe People Policies, which focuses on ‘proactively identifying and implementing road construction, renewal and maintenance techniques to minimise public health and environmental impacts’, falls short of achieving this goal.

There is nothing within the Environmental Sustainability Policies that support green transport infrastructure including permeable paths, biophilic bus stops, street tree corridors to reduce heat on roads and footpaths; or water sensitive roads and highways, to enhance or protect our nationally significant lakes and waterways.

Decision Sought:

Staff

Recommendation:

Rationale

Comments noted

The RLTP sets broad policy direction that covers a number of potential scenarios and contexts throughout the region, rather than defining the specific means or methods of achieving its stated policy goals. These are generally established on a case-by-case basis at the individual project level to taking into account local contextual factors.

Submission Point:

129.5

Section:

Targets

Submission Summary:

The Headline Target for Objective 2 of “reducing carbon emissions from road transport by 41% by 2035” is also insufficient. Expecting a 41% reduction in carbon emissions from road transport within 11 years, with the remaining 59% to be reduced in the following 15 years to achieve net carbon zero by 2050, is unrealistic.

Decision Sought:

Staff

Recommendation:

Rationale

Comments noted

The RLTP target is consistent with the stated target in the New Zealand Emissions Reduction Plan 2022.

It is important to note that most projections show a rapid uptake in new technologies once a certain critical mass is achieved, meaning momentum towards an emissions reduction goal should accelerate over time. Examples would include electric vehicles and renewable energy production.

Submission Point:

129.6

Section:

Targets

Submission Summary:

While we endorse the Headline Target for Objective 3 its feasibility is questionable due to the lack of emphasis in policies on reducing car dependency. Policies 4.6 and 6.3 fall short of reducing car dependency.

Decision Sought:

Staff Recommendation:	Comments noted
Rationale	The submission outlines general support for the headline target for Objective 3 with some reservations, but it is unclear what additional policy changes are being sought.
Point:	129.7
Section:	Resilience
Submission Summary:	We strongly support Objective 5 [Resilience] and associated policies 5.1 to 5.3. We are concerned there does not appear to be any focused funding within the Proposed Transport Investment to action these policies. The plan fails to recognize the issue of erosion of transport infrastructure in the Rotorua lakes region caused by elevated lake levels, the probability of exacerbation, or the imperative to identify at-risk zones, and develop strategies to mitigate or adapt the region's transportation network accordingly.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale	The RLTP signals investment in number of specific projects primarily focused on targeting risk and improving the resilience of the region's network. Resilience is also a key objective for local and state highway low cost/low risk and maintenance programmes. The RLTP sets broad policy direction that covers a number of potential scenarios and contexts throughout the region, rather than defining the specific means or methods of achieving its stated policy goals. These are generally established on a case-by-case basis at the individual project level to taking into account local contextual factors.
Submission Point:	129.8
Section:	Prioritised Projects
Submission Summary:	While there is overall support for the proposed list of priority projects planned for Rotorua, a critical aspect that is lacking is any focus on the unique needs for adaptation and resilience-building efforts in response to the impacts of climate change in the Rotorua lakes region. We note the prioritised list "does not include the ever-increasing cost of the day-to-day maintenance of our roads or sustaining the level of service of our buses." Why not? We also note evidence provided within the BOP Land Transport Plan, such as the potential economic impacts of housing shortage scenarios in 2032, is skewed to prioritise transport infrastructure that supports economic growth in and around Tauranga.
Decision Sought:	Major Regional Challenges outlined in the BOP Regional Land Transport Plan do not include any acknowledgment of the

recent or potential and anticipated road and transport infrastructure erosion occurring due to elevated lake and river levels. These concerns must be prioritised within the Rotorua Lakes district.

We submit that priority projects need to meet the needs of communities over business interests.

Staff
Recommendation:

Comments noted
Refer to RLC and NZTA

Rationale

Submission references erosion issues in the Rotorua district due to elevated lake and river levels, and has been referred RLC and NZTA as the relevant road controlling authorities for consideration.

Road maintenance programmes and the costs of maintaining current bus services are operational activities that do not need to be prioritised in RLTPs.

The RLTP highlights the need to provide affordable housing supported by appropriate transport infrastructure in response to growth challenges in being experienced in parts of the region. The lack of affordable housing is very much a challenge that has been highlighted by communities throughout the region.

Submission Point:

129.9

Section:

Inequitable funding

Submission Summary:

We also have concerns about disparities within the proposed funding allocation between Tauranga and Rotorua.

Decision Sought:

We submit that a balanced approach is required that allocates resources and attention equitably across the Bay of Plenty; and reflects the diverse needs of all communities.

Staff
Recommendation:

Comments noted

Rationale

The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations.

The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:

- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO
- activities requested for inclusion by the RTC (for which no cost information is yet available)

There are many reasons why some parts of the region may have more significant projects than others, not least, the scale of the problem or issue that needs to be addressed, and the

ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members. Only two significant projects from Rotorua were put forward for inclusion.

Submission Point:	129.10
Section:	Prioritised Projects
Submission Summary:	We endorse the proposal to reintroduce inter-regional passenger rail services linking Auckland, Hamilton and Tauranga as a means of providing a safer and more resilient alternative to cars as an initial measure. However, a subsequent phase should involve planning for the inclusion of Rotorua, Kawerau and Whakatane in the network.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale	
Submission Point:	129.11
Section:	10-year transport priorities
Submission Summary:	We do not support the development of a regional electric vehicle charging network, outside of what is necessary to support an electrified public transport system. We submit that this cannot, in good conscience, be a priority until sustainable, environmentally friendly and human rights friendly solutions are found to address the need to mine raw battery materials, and mitigate the greenhouse gases emitted in the mining, refining and manufacturing of those materials in the production of electric cars.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale	The activity has been noted in the RLTP as a potential longer-term implementation area, but is yet to be developed as a proposal and included in the regional programme.
Submission Point:	129.12
Section:	10-year financial forecast
Submission Summary:	A crucial Transport Priority that needs to be emphasized is 'getting people out of cars. The Proposed Transport Investment for 2024 – 2034 allocates only around one sixth of the funding to Public Transport Services, Public Transport Infrastructure, and Walking & Cycling Improvements.
Decision Sought:	Increase funding for Public Transport Services, Public Transport Infrastructure, and Walking & Cycling Improvements to at least a quarter for 2024-27 and a half for the 2024-2034 period.

Staff Recommendation:	Comments noted
Rationale	The Government Policy Statement on Land Transport (GPS) determines how much national funding is potentially available for different modes. The current GPS allocates significant funding to state highway improvements, which places limitations on the funding that is available for other modes.
Submission Point:	129.12
Section:	Transport priorities
Submission Summary:	We support higher frequency and wider coverage of smaller town and rural fixed services as a Priority Investment Area to address transport access for smaller and isolated communities struggling with increasing levels of deprivation and social isolation. However, we are concerned there are no Policies that actively address this, nor the lack of public transport affordability and access between towns and cities. Bus services Rotorua, Auckland and Wellington are uncomfortable and expensive; services between Rotorua and Gisborne are non-user friendly.
Decision Sought:	
Staff Recommendation:	Accept in part
Rationale	More detailed public transport policies are included in the Bay of Plenty Regional Public Transport Plan 2002 (RPTP). Inter-regional services are generally provided by commercial operators. As a general principle, the Regional Council does not intervene in the market where services are provided on a commercial basis.
Submission Point:	129.13
Section:	Resilience
Submission Summary:	Where is the significant risk of inland flooding within the Rotorua lakes region considered within the BOP Regional Land Transport Plan? We consider this omission irresponsible, especially in light of the substantial flooding of roads and landslides that occurred around Lakes Rotoma and Rotoehu in 2023, and the potential for similar events to impact other lakes in the region.
Decision Sought:	We are concerned by the omission of the following Priority Investment Areas from the proposed list of priority projects for the Rotorua Lakes region: 1. Progression of proposals to re-route transport assets away from locations which are vulnerable to climate change-related events. 2. Implementation of natural resilience solutions to protect transport assets from “downstream” impacts of severe weather.
Staff Recommendation:	Refer to RLC and NZTA

Rationale	Submission references resilience issues in the Rotorua Lakes district and has been referred to RLC and NZTA as the relevant road controlling authorities for consideration.
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Submitter 130: RLTP2024-0130

Submission Point: **130.1**

Section: Prioritised Projects

Submission Summary: Submitter identifies that the State Highways Improvement Proposal (SHIP) is being revised in response to government direction and that changes to the SHIP could impact the RLTP.

Decision Sought: Requests:

- i. opportunity to speak to changes in the SHIP through the Hearings
- ii. that the RTC delegate to staff the ability to make changes to the RLTP to reflect the updated SHIP up until the date the RLTP is approved by Regional Council, subject to these changes being circulated to all RTC members and agreed by the Chair.

Staff Recommendation: Accept

Rationale:

- i. This would have provided a good opportunity for NZTA to update the RTC on the new investment proposal. However, the SHIP was not confirmed in time for the Hearings.
- ii. Staff agree that it may be necessary for changes to be made to the specific details relating to SHIP projects as NZTA make these available over the next few weeks (eg. funding amounts, timing, etc.) and agree that such amendments could be delegated to staff.

Staff draw the RTC's attention to the absence from the SHIP of the Rotorua significant activities which have formed the basis of submissions from RLC and its key business partners. Staff recommend that these be included as unfunded activities at the bottom of the prioritised activities list in the RLTP and that no attempt is made to prioritise these retrospectively.

Submitter 131: RLTP2024-0131

Submission Point: **131.1**

Section: Major regional challenges

Submission Summary: The logic of the RLTP is rather circular in that it argues that we need to improve transport systems to stimulate growth which is deemed to be inherently good. Yet growth creates transport challenges and so we need more transport solutions which would then stimulate more growth. There is a sort of perverse cyclic illogic to all of this

Growth is the problem! If we had no growth then we wouldn't have any challenges. A y-o-y increase in population of 2% will

	cause a doubling of population in 35 years which is hardly financially or environmentally sustainable. A 2% growth rate will require a corresponding doubling of infrastructure/person, including transport infrastructure. If infrastructure development doesn't keep pace, then we end up with a deficit.
Decision Sought:	We need to control growth and that is a high order problem requiring judicious adjustment of migration settings since net migration is responsible for 75% of NZ population increase.
Staff Recommendation:	Comments noted
Rationale:	The submission requests a change to New Zealand migration settings which is outside the scope of matters that can be influenced by the Regional Land Transport Plan
Submission Point:	131.2
Section:	Objectives
Submission Summary:	The urgent need to reduce emissions mentioned and is a stated objective of the RLTP. However, it has been given relatively little weight in the Plan which is mostly focused on how to increase road transportation infrastructure. In other words, the RLTP is business as usual. The submission notes means of reducing transport emissions including EV technology, greater uptake of public transport, walking and cycling, and better urban planning. The Government removal of EV rebates and imposition of RUCs are backward steps.
Decision Sought:	
Staff Recommendation:	Comments noted
Rationale:	The RLTP seeks to reduce emissions by promoting investment in modes that support this objective (public transport, walking and cycling). These are matters that are within the scope of the Plan. As noted in the submission, the Government makes decisions on national policy settings for EV uptake. Urban planning policy is established in RMA planning frameworks including the Regional Policy Statement and District Plans, as well as broader spatial planning exercises. The RLTP does, however, encourage urban land use patterns that support the increased uptake of sustainable modes e.g. higher population densities and mixed uses.
Submission Point:	131.3
Section:	Road safety
Submission Summary:	"There has been an exponential decrease in roads deaths per million cars since the 1920/30s because of improvements in vehicle safety features.

	NZ is still importing two- and three-star safety rated cars. So if we are serious about significantly reducing road fatalities and serious injuries, this aspect needs attention. There are about 22 factors that contribute to road deaths and injuries. In New Zealand it appears that loss of control, excess speed, alcohol & drug use, failure to keep left and inattention are the five leading causes of fatal accidents. Road factors tend to rank relatively low.”
Decision Sought:	Given that cars will become safer and safer, there is a risk of an excessive expenditure of financial resources for few returns in terms of safety.
Staff Recommendation:	Comments noted
Rationale:	The RLTP supports a safe system approach to road safety. This is builds on the four principles of safer vehicles, safer roads and roadsides, safer speeds, and safer users. Through the Government Policy Statement on Land Transport (GPS), the current Government has signalled a greater emphasis on addressing unsafe road behaviours through road policing and enforcement. There will also be less funding available for road safety infrastructure. The GPS also discourages taking a blanket approach to reducing speed limits.

Submitter 132: RLTP2024-0132

Submission Point: **132.1**

Section: Financials

Submission Summary: As an RCA, the submitter is in the process of finalising its transport budgets through its LTP process. Most of these changes relate to the phasing of projects and will result in movements in the budgets both within the RLTP period 2024-2027 and the total budget within the 10-year period 2024-2034

Decision Sought: Once the LTP is adopted, any changes relevant to the Plan will need to be included in the draft RLTP.

The numbers documented in the draft RLTP need to be noted as ‘subject to change on adoption of revised TCC LTP’. It is likely that once the GPS is finalised there will be further revision required as investment is rebalanced to align with the direction of the new GPS.

Staff Recommendation: Accept

Rationale: Staff note that costs and phasing will likely need to change before the final RLTP is released.

Submission Point: **132.2**

Section: GPS

Submission Summary:

Decision Sought: The draft GPS impacts on the RLTP direction and narrative and the Plan will need to be updated to reflect this.

Staff Recommendation: Comments noted

Rationale: The draft RLTP used for consultation took into account the early indications from government of increased importance being placed on economic growth and productivity. Since the release of the draft GPS, staff have made changes to further reflect the language, direction and emphasis in the RLTP (see RLTP tracked changes document).

With regard to the projects in the prioritised activity list, these have been prioritised based on the regional transport objectives set by the RTC. These in turn reflect the strategic direction in the MoT's Transport Outcomes Framework which still endures.

Submission Point: 132.3

Section: Prioritised Projects

Submission Summary: Submitter feels that more emphasis should be placed on the T5 Major Projects in the RLTP, ie:

- Cameron Road Multi-Modal Stage 2
- Connecting Mount Maunganui (Hewletts Road)
- Connecting the People (15th Ave to Welcome Bay)
- Western Corridor Growth Management – Tauriko West Connections (committed)
- Papamoa East Interchange Eastern Corridor Growth

Decision Sought: The T5 Major Projects have been prioritised accordingly in the prioritised list. However, their profile could be raised further with an additional section to highlight their significance to the region.

Staff Recommendation: Reject

Rationale: Staff consider these projects to be strongly represented in the RLTP, through their high prioritisation in the prioritised list of significant activities. It is important to remember that the narrative in this Plan needs to reflect the aspirations and activities of the region.

Submission Point: 132.4

Section: Committed Projects

Decision Sought: Project #63 in the priority list - Bus Facility Improvements Tauranga Crossing (TSP028 Bus facility imp Tga Crossing) needs to move to the list of 'Committed Projects'.

Staff Recommendation: Accept

Rationale: Project mislocated in the draft RLTP.

Submission Point: 132.5

Section: Editorial Amendment

Submission Summary: Submitter provided notes on specific data and tables in the RLTP that need to be amended/updated.

Decision Sought:

- Page 15, target 6, we presume this is focussed on Public Transport primary routes. It would be good to note this is related to Primary Public Transport Routes
- Table 2.2 seems outdated (2022), need to ensure we are using the most up to date data (throughout the document)
- Table 2.4. In the first sentence 'how direction is addressed by RLTP'. Mention of other growth areas such as Keenan Road UGA would be appropriate. Also worth noting, the 'Public Transport Services and Infrastructure Business Case' is being progressed which will inform PT service requirements including within growth areas.
- Consistent naming conventions are important across the document.

Staff Recommendation: Accept

Rationale: Improvements to the readability, accuracy and relevance of the RLTP.

Submitter 133: RLTP2024-0133

Submission Point: 133.1

Section: Other

Submission Summary: Improving access to a range of transport options is important for addressing equity within the Bay of Plenty.

Vehicle ownership costs and maintenance have greater impacts on lower income families; people living with disabilities are also more likely to live in a household without access to a private vehicle; research highlights the negative impacts on economic and education opportunities arising from inaccessible or unaffordable transport; transport also affects healthcare access.

Decision Sought: Submitter recommends the RLTP utilises and expands active and public transport modes to achieve equity. Active collaboration with communities and government agencies within the Bay of Plenty will help ensure the transport system is inclusive and equitable.

Furthermore, they recommend that the RLTP expands public and multi-use transport networks across all communities in the Bay of Plenty, rather than only to affordable housing developments.

Staff Recommendation: Comments noted

Rationale: The intent of statements in the RLTP supporting access to affordable housing are not intended to exclude public transport access to all other housing types. Instead they emphasise the need for more affordable housing in the region, and that it must be supported by strong public transport connections in order to reverse the current high levels of car dependency.

Submission Point: 133.2

Section:	Other
Submission Summary:	Bay of Plenty's current transport system facilitates high car dependence, with 84% of Tauranga's total trip legs from 2014 to 2018, made by car. High car dependence negatively impacts population health and contributes to health inequity for Māori.
Decision Sought:	Health NZ recommends the RLTP integrates transport planning with effective land use, to create environments that promote health and empower people to live well-connected lives without depending on private vehicle use. Health NZ recommends the RLTP prioritises high-density, mixed land use developments, rather than developments that encourage urban growth and sprawl.
Staff Recommendation:	Comments noted
Rationale	The RLTP seeks to reduce car dependency by promoting investment in modes that support this objective (public transport, walking and cycling). These are matters that are within the scope of the Plan. Urban planning policy is established in RMA planning frameworks including the Regional Policy Statement and District Plans, as well as broader spatial planning exercises. The RLTP does, however, encourage urban land use patterns that support the increased uptake of sustainable modes e.g. higher population densities and mixed uses.

Submission Point: 133.3

Section:	Other
Submission Summary:	Health NZ recommends the RLTP invests in transitioning road freight to rail and sea modes, to improve road safety, further reduce congestion and air emissions, while at the same time decreasing the subsidisation of the trucking industry.
Decision Sought:	As above
Staff Recommendation:	Comments noted
Rationale	The RLTP proposes investment in the whole transport system. This inevitably means making trade-offs when allocating scarce resources to activities. While the RLTP supports moving as much freight onto rail as possible, the operational rail network only serves some parts of the region. It is important to note that the GPS determines how much national funding is potentially available for different modes. The current GPS allocates significant funding to state highway improvements, which places limitations on the funding that is available for other modes.

Submission Point: 133.4

Section:	Policies
Submission Summary:	Mount Maunganui and Rotorua airsheds have significant problems with air quality. At times, these airsheds have failed

	to meet national and international air quality standards (Bay of Plenty Regional Council, 2024). The Health and Air Pollution in New Zealand 2016 study (HAPiNZ 3.0) estimates that air pollution contributes over 3,300 premature adult deaths annually, equating to about one in ten of all deaths. In the Bay of Plenty, over 65% of health costs were due to air pollution from motor vehicles (Kuschel et al., 2022). Transport is also a major contributor to Aotearoa's greenhouse gas emissions and, therefore, climate change.
Decision Sought:	Health NZ recommends the RLTP includes active steps to significantly reduce transport-related air emissions in, and adjacent to, the two designated airsheds in the region.
Staff Recommendation:	Comments noted
Rationale	The RLTP includes general policies supporting the minimisation of harmful emissions arising from the use of the transport system. It also encourages investment in lower emission modes including rail, public transport, walking and cycling. Specific policies and actions designed to reduce emissions in the region's two designated airshed's are within the remit of RMA planning documents.
Submission Point:	133.5
Section:	10-year financial forecast
Submission Summary:	The RLTP's proposed investments in road and car infrastructure far exceed the proposed investments in active and public transport infrastructure. Expanding road networks induces demand and generates traffic and congestion. In the Bay of Plenty, very few people commute to work by active transport. The RLTP's target to double active and public transport use is inadequate and unambitious considering the low number of trips currently undertaken by these modes. Physical inactivity is prevalent among Aotearoa's population and population weight gain is increasing.
Decision Sought:	Health NZ recommends the RLTP focuses on improving transport quality and lived experiences for current residents by expanding active and public transport options. To achieve this Health NZ recommends a significant increase in active and public transport investments.
Staff Recommendation:	Comments noted
Rationale	The GPS determines how much national funding is potentially available for different modes. The current GPS allocates significant funding to state highway improvements, which places limitations on the funding that is available for other modes. The Regional Transport Committee has adopted the below target, at this stage. All targets could be increasingly ambitious;

however, a balance of both ambition and achievability has set and staff consider that the draft target is well-balanced.

Referred target: Inclusive Access Headline Target - Double mode share for public transport and active modes combined in the region's main urban areas by 2030.

Submitter 134: RLTP2024-0134

Submission Point: 134.1

Section: Inequitable Funding

Submission Summary: Summit notes the contrast in funding between Western Bay and other areas, particularly the Eastern Bay of Plenty (EBOP). Highlighting the RLTP prioritises and funds Tauranga-centric projects but neglects the infrastructure and development needs of other regions.

The submitter highlights the total funding allocated across all major projects is \$1.33b consisting of

- Tauranga: 92%
- Rotorua: 3.5%
- EBOP: 0.5%

Decision Sought: Revaluation of the RLTP to ensure equitable resource distribution.

Staff Recommendation: Comments Noted

Rationale

The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations or GDP generation.

The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:

- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO
- activities requested for inclusion by the RTC (for which no cost information is yet available)

There are many reasons why some parts of the region may have more significant projects and funding than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members.

The State Highways Investment Proposal (SHIP) includes three additional (resilience) projects for Ōpōtiki and its adjoining Councils. These will be included in the final RLTP:

- SH2 GIS Opotiki to Napier - Highest Resilience Risk Sites,
- SH35 Mangahauini Gorge and surrounds immediate works, and
- SH35 GIS Opotiki to Gisborne Priority 1.

Submission Point:	134.2
Section:	Challenges
Submission Summary:	Access to transport is an indispensable element for regional growth and business continuity in EBOP. Noting that EBOP generates \$1.9 billion in GDP, standing as a strong contributor to the wider Bay of Plenty (BOP) economy. Highlighting substantial population increases by 2055 across Whakatāne, Kawerau and Ōpōtiki as well as increased international visitor spending.
Decision Sought:	Support and increase in accessible public transport options. Whakatāne has economic potential awaiting harnessing through improved transport services. International visitors spend is likely to grow with the support of increased services such as public transport.
Staff Recommendation:	Comments noted. Refer to BOPRC Transport team.
Rationale	An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.
Submission Point:	134.3
Section:	Objectives
Submission Summary:	The draft RLTP recognises economic prosperity as a central objective. The submitter states that the plan falls short in recognising and addressing the critical transportation needs. EBOP relies on heavy transport, supporting horticulture, forestry and agriculture. The plan highlights key routes vital for connecting marginalised communities (SH2 Whakatāne to Ōpōtiki) and rural access and safety for isolated communities (SH35 East of Ōpōtiki).
Decision Sought:	The importance of these routes recognised as a contribution to the wider economy as well as the vulnerability. The roading is the primary and often only, means to transport products to mills or to the Port of Tauranga.
Staff Recommendation:	Reject
Rationale	The draft RLTP's narrative supports economic prosperity in a number of ways, including: • The two Economic Prosperity Objectives (2 & 3), support economic activities and support the efficient movement of products – this includes rural production. Additionally, Objective 5 – Resilience – also supports rural inter-

connectedness to ensure disruption to the network is reduced where possible.

- The draft RLTP is explicit in its support for the primary sector, and states that it presents a strong case for both making better use of existing infrastructure and, in key locations, a step change in investment to keep the region's economy moving forward, thereby supporting key economic sectors such as manufacturing, construction, professional services, agriculture, forestry, and food processing.
- The proposed Transport Programme (p.68-86) includes significant spend on maintaining and operating roading networks and advancing state highways with key connections to the Port of Tauranga to support the freight of both regional and national production.
- Finally, the draft RLTP also considers access for rural populations via a variety of modes, including rural bus services from rural areas to urban centres.

Submission Point:	134.4
Section:	Priority Projects
Submission Summary:	Key strategic priorities have not been considered for the EBOP. The activities mentioned below are not mentioned in the RLTP, compared to the multiple mentioned for Tauranga and Rotorua, which are supported by case studies.
Decision Sought:	Consider and include the following projects in the RLTP; 1. Pūtauaki Industrial Zone and Container terminal, Kawerau. This project is expected to create a number of jobs. There is no other container terminal or similarly suited sites in the Kawerau region. 2. Ōpōtiki Harbour Development, Ōpōtiki. This is a critical piece of infrastructure providing access for boats. 3. Offshore Mussel Farms and Mussel Spat Hatchery, Ōpōtiki. Direct reliance on the harbour and reliable transport is needed for employees to work on safe and reliable routes.
Staff Recommendation:	Reject. Refer to RCA's and NZTA
Rationale	These projects are not transport specific. Any request for funding from the National Land Transport Fund (NLTF) must be supported by a business case. The case studies in the RLTP (pg 53 – 56) demonstrate the housing supply and quality of life challenges that exist. Additionally, for a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways and put these forward for consideration for the RLTP transport programme.