

1

Ngā wero | Challenges p.2

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know

Please tell us about any challenges you think we have missed:

Pātai | Question

2

Ngā whāinga | Objectives p.4

How much do you agree or disagree with the transport objectives?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know

Please explain your answer:

Social Economic & Cultural well
Being Health & Safety

Pātai | Question

3

Ngā whakaarotau ā-rohe | Regional priorities Pg 5

A full prioritised list of projects is available on page 75 of the draft RLTP at participate.boprc.govt.nz/rltp

How much do you agree or disagree with the proposed list of priority projects?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know

Are there any other specific projects/activities not included here that should be prioritised?

Buses, HKK — TGA Weekends!
Wairi Beh — HKK Earlier
AM later PM more days
Extra Services

Pātai | Question

4

Kōrero mai | Comments

Do you have any other comments/feedback on the draft Regional Land Transport Plan?

Pātai | Question

Ramp Growth / 2 much Red not enough Yellow
Green & Blue (Pg 3) Enough Roads already Get
Transport efficiencies by getting cars off
Road space. Allowing urbanity 2 sprawl
and building roads is not encouraging a
Mode shift in movement habits. Civil work
won't be benefited either. 4 S&C
B&S objectives (Pg 4) Integrate & intensify
urbanity don't squander biodiversity & quality
soils. Fuel tax. Pedestrianise. Congestion charge
Parking charge Investigate social
housing and better ecological education

If you require more space, please feel free to attach extra pages.

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



RLTP2024-012

How to have your say on the draft Te Mahere tūnuku ā-papa ā-rohe Regional Land Transport Plan 2024-2034



You can have your say by providing a submission in any of the ways outlined below.

Consultation closes 4pm on Sunday, 24 March 2024.

A Complete a submission online at participate.boprc.govt.nz/rltp

Draft document available
23 February 2024

B Complete this submission form and post it to us at:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Have your say
23 February to
24 March 2024

C Scan and email this form to rltp2024@boprc.govt.nz

Hearings
10-12 April 2024

D Visit any of our offices across the Bay of Plenty:

- 5 Quay Street, Whakatāne
- 1 Elizabeth St, Tauranga
- 1118 Fenton Street, Rotorua

Deliberations
7-8 May 2024

Plan adopted
5 June 2024

Puka Whakauru Submission Form



Your details

First name: Jan
Last name: Wingate

Are you submitting as an individual, or on behalf of an organisation?

☒ Individual ☐ Organisation (if applicable):

Phone number:

Email address:

Postal address:

I wish to keep my contact details confidential ☐ Yes ☐ No

Submissions contain personal information within the meaning of the Privacy Act 2020. By taking part in this public submission process, submitters agree to any personal information (including names and contact details) in their submission being made available to the public and published on our website, and for the information collected and held in accordance with our Privacy Statement available at www.boprc.govt.nz

Your gender:

☐ Male / Tāne
☒ Female / Wahine
☐ Another gender / He ira kē anō
☐ Prefer not to say

Your ethnicity:

☒ NZ European (Pākehā) ☐ Chinese
☐ Māori ☐ Indian
☐ Samoan ☐ Prefer not to say
☐ Cook Islander ☐ Other - e.g. Dutch, Japanese, Tokelauan etc.
☐ Tongan
☐ Niuean

Year of birth:

☐ Prefer not to say

Submitting in person?

All submitters have the opportunity to present their views and feedback to council during the hearing process 10 to 12 April. Do you wish to be heard?

☐ Yes ☒ No

I will speak in: ☐ English ☐ Te Reo Māori ☐ Sign language

I wish to speak in the location of ☐ Whakatāne ☐ Rotorua ☐ Tauranga ☐ Online

1

Ngā wero | Challenges p.2

How much do you agree or disagree that these are the transport challenges the region is facing?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Please tell us about any challenges you think we have missed:

People need to be encouraged to embrace alternative ways of travelling/living eg. using public transport / higher intensity housing

3

Ngā whakaarotau ā-rohe | Regional priorities p.6

A full prioritised list of projects is available on page 75 of the draft RLTP at participate.boprc.govt.nz/rltp

How much do you agree or disagree with the proposed list of priority projects?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Are there any other specific projects/activities not included here that should be prioritised?

4

Kōrero mai | Comments

Do you have any other comments/feedback on the draft Regional Land Transport Plan?

A main objective must surely be Environmental Sustainability, but it appears your Transport Activities/projects focus mainly on building more roads. The funding for these ^{far} outstrips any other eg. public transport services and active mode connections.

More buses - eg. Katikati - Tgā on weekends & later on weekdays.

Pātai | Question

Pātai | Question

Pātai | Question

2

Ngā whāinga | Objectives p.4

How much do you agree or disagree with the transport objectives?

Strongly Agree Agree Neutral Disagree Strongly Disagree I don't know



Please explain your answer:

Though lofty, its difficult to disagree with the objectives when viewed in the light of your vision for the region.

If you require more space, please feel free to attach extra pages.

You can also make a submission online at participate.boprc.govt.nz/rltp

Once completed please send this form to:
Freepost Number 122076
RLTP Submissions
Bay of Plenty Regional Council
PO Box 364, Whakatāne 3158

Submissions close 4pm
on Sunday, 24 March 2024.



RLTP2024-0125 - Late submission

RLTP SUBMISSIONS

FREPOST 122076

BAY OF PLenty REGIONAL COUNCIL

P.O. Box 364

WHAKATANE 3158.

21 MAR 24 IZP1

RECEIVED

25 MAR 2024

BOP Regional Council

RLTP Submissions
Freepost 122076
Bay of Plenty Regional Council
PO Box 364
Whakatāne 3158

SUBJECT: Recommended improvements to the Tauranga Road system

I have decided not to respond to your on-line questionnaire, as it is full of distracting topics and issues that skirt around the key issue relevant to the traffic problems in and around Tauranga.

We need to bear in mind primarily that Tauranga forms a key part of the economic triangle that includes Hamilton and Auckland. It is acknowledged that Tauranga is New Zealand's largest port, which is needing as we speak to be expanded to cater for the country's growing population. Goods and services need to flow smoothly between Tauranga and other centres. Bulk goods are easily catered for by rail, but break-bulk goods have to be moved by commercial vehicles, which need an efficient road network to be able to do their job.

In many cases, traffic skirts around the city in what passes for a rudimentary ring road system. Tauranga at present is characterised by a road network that is clearly inadequate for the needs of our population.

A city is like a living organism. It needs wider arteries to carry the majority of traffic, which then narrows down as the extremities are reached. Tauranga suffers from narrow arteries which need to be remediated.

Our public transport is a joke, mainly because it cannot serve properly the sprawling suburbs that we have created. To remediate this, the city needs to create hubs to which people can travel, park and then catch a bus to the city centre.

Furthermore, the bus system does not serve those commuters who work in the industrial areas. Many of those who work in the industrial areas must start work early in the morning, sometimes as early as 5am. Too early for any bus service that only starts about 6am.

Specific Issues are:

1. SH29A road needs to be doubled up from BayPark clear through to Tauriko, meaning that:
 - A The Mataphihi bridge needs to be widened to a double lane each way.
 - B The stretch of road between the Welcome Bay roundabout to Oropi Road needs to be widened to a double lane.
 - C The stretch of road from Oropi Road to Cameron Road to be widened to a double lane.
 - D The stretch of road from Barkes Corner to Tauriko to be widened to two lanes. This may also require a viaduct over the valley, or major in-fill to straighten out this section.

- 2 Turret Road to be widened to double lanes. NOT the proposed three-laning concept. This three-laning idea is a half-assed stopgap measure which will not work in the long run. Do this job once and do it properly the first time round. And also:

A At the same time, widen the stupid section of single lane of 15th Avenue that runs past the school grounds. It is illogical for two lanes to have to merge into one for this short section, before widening again to three lanes at the traffic lights.

- 3 A bus terminus should be built at the BayPark grounds, and a Park and Ride facility to be organised there so that commuters from the Papamoa area and surrounds can more easily commute to the city centre.

Other Park and Ride facilities could be established at, say Omokoroa and The Lakes.

- 4 The new access from Papamoa to the SH2 currently being built needs to be connected to Bell Road so that people have easier access to Te Puke from Papamoa. This will also assist in providing a Tsunami escape route from Papamoa towards Papamoa Hills.

The only other route to Papamoa Hills is via Tara Road, which would be hopeless in event of a Tsunami event.

- 5 The elephant in the room is an adequate means of crossing the Kaimais. The only logical method of doing so is to provide a tunnel through the hills, which of course would have to be tolled.

A tunnel route would provide better road conditions to commercial traffic which currently struggle to make this crossing, especially in foggy or wet conditions.

The route to the north via the Karangahape Gorge is not a viable one. Firstly, it is liable to flood and erosion when the river comes down in flood, and secondly it is not possible to widen it unless the pristine beauty of the road and the area through which it runs is to be destroyed.

Tauranga is a growing city, with a major port for New Zealand. It is nonsensical that traffic, especially commercial traffic, has to struggle to get around the city and also connect to our other major cities, namely Auckland and Hamilton.

I trust the above will assist in getting a sensible solution to the traffic issues presently facing Tauranga.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'C. A. R.' followed by a long horizontal stroke.

Chris Pattison

RLTP2024-0126 - Late submission

From: Matt Cowley <mattc@tauranga.org.nz>
Sent: Monday, 25 March 2024 11:23 am
To: RLTP 2024
Cc: Web Info Requests
Subject: RLTP Submission - Tauranga Business Chamber
Attachments: Tauranga Chamber submission to BOPRC RLTP 2024.docx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi,
Please accept this late submission on the draft Regional Land Transport Plan. I would like to speak to it if there is space at the Tauranga hearing.
Feel free to ask me any questions.
Regards,

Matt Cowley
Chief Executive



Tauranga Business Chamber
Shared Tauranga, Suite 3B, 65 Chapel Street, Tauranga
M: 027 6989 548
W: www.tauranga.org.nz

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Tauranga Business Chamber

Submission to BOPRC: Regional Land Transport Plan 2024

25 March 2024

Contact: Matt Cowley

Email: ceo@tauranga.org.nz

Phone: 0276989548

Background

Tauranga Business Chamber ('the Chamber') exists to support and champion people in business by connecting and enabling our local business community, and speaking the voice of business where it matters. The Chamber engages with more than 200 businesses each month on average. This includes through our various events, one-on-one meetings and business support contracts. We also survey our 7000 database, as well as encouraging businesses to share their feedback through email and other digital channels. Chamber representatives also engage with our stakeholders through various external forums, such as other business associations, industry/sector groups and the NZ Chambers of Commerce network.

1 Objectives & Targets

The Chamber supports the objectives and targets as it provides clarity and simplicity of monitoring. However, there are no productivity or efficiency targets. It is also unclear whether the objectives and targets are in a prioritised order. Ultimately, transport is about moving people and freight. Doing it safely and minimising environmental impacts needs to be balanced with the economic and social impacts of enabling a free-flowing transport system.

Issue 1 - Decision sought:

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

2 Priorities

Chamber acknowledges the Auckland Council survey findings: *Perceptions of public transport, cycling and walking among Auckland drivers* (<https://www.knowledgeauckland.org.nz/publications/perceptions-of-public-transport-cycling-and-walking-among-auckland-drivers>). Ultimately, it appears that this draft RLTP is trying to frustrate users out of their private vehicles. Additionally, the Chamber is also against:

- Public services which compete against established private services. For example, creating a public *inter-regional public transport service between Bay of Plenty and Waikato* where private providers have established services. If certain people qualify for a subsidized service, councils/government should consider subsidizing the user to access the private service.
- *Progression of proposals for introduction of inter-regional passenger rail services* – funding should not be prioritised to inter-regional passenger rail. The opportunity cost of improving the tunnel to allow people to travel through without aspirator masks will likely be at the expense of prioritised inter-regional roading routes. The Kaimai tunnel line must be prioritised for freight.
- *Progression of road pricing proposals in Tauranga* – if this is primarily about environmental benefits, the proposal business case will be killed before it is started. It is already a very unpopular proposal with the wider public. It primarily needs to support improving travel time predictability.
- *Re-allocation of road space in urban areas to provide more priority protection for active transport modes* – Given the feedback that the Chamber has received about the Cameron Road project, and that Rotorua Lakes Council has recently reverted its bike lanes outside of commercial buildings back into carparks, this needs to be de-prioritised.

Issue 2 - Decision Sought:

Do not prioritise the following:

- Establishing inter-regional public bus services that compete with established private services.
- Time and funds to investigate inter-regional passenger rail services.
- Road pricing proposals in Tauranga for the primary benefit of environmental impacts.
- Re-allocation of road space in urban areas to provide more priority protection for active transport modes.

3 Transport Investment

Issue 3 - Decision Sought:

Align the transport investment programme (page 19) with the draft GPS.

4 Efficiency of Local Government

The Chamber understands a huge amount of staff time and consultant funding goes into the development of this RLTP process over a number of years and a change of Government policies. An extraordinary amount of resources also go into the local transport plans, such as the Tauranga Systems Plan (TSP). To ensure alignment by the different entities, and to ensure a more efficient use of local government resources, we would like to support the regional council is lobbying the Ministry of Transport and NZTA

to allow for a more streamlined approach to future reviews of the RLTP. Given transport is a high priority for all councils in the region, it would appear that most mayors and the regional chair would be able to decide on most of the regional priorities in a short period of time, with staff aggregating the local transport plans into a RLTP. There is very little reason for each RLTP across the country to require the amount of staff and consultant resources, given what is spent at a national and local city/district level.

Issue 4 - Decision Sought:

Lobby Ministry of Transport and NZTA to improve the efficiency of future reviews of RLTPs.

RLTP2024-0127 - Late submission

From: [Carole Gordon](#)
To: [RLTP 2024](#)
Subject: Submission to BOP RLTP
Date: Monday, 25 March 2024 1:12:03 pm
Attachments: [BOPRLTP Submission 2024.docx](#)

Please find attached my submission

I wish to speak to the submission please.

Carole Gordon

CGConsulting

specialist services in social and political gerontology.

Carole Gordon MNZM

m.

e.

www.framinglongevity.com

www.undecadeofhealthyageingtauranga.com

Submission to

BAY OF PLENTY REGIONAL COUNCIL
LAND TRANSPORT PLAN 2024-2034

CGConsulting
specialist services in social and political gerontology.
Carole Gordon MNZM
m. 027 5716422
e. caroleceg@gmail.com
www.framinglongevity.com
www.undecadeofhealthyageingtauranga.com

THE FUTURE WILL NOT BE LIKE THE PAST



There is no doubt that we live in a special place, in a special country, and in a world of turmoil and uncertainty. Our region is experiencing challenges, but this plan must maximise opportunity. We have lessons to learn and much to build on to shape a resilient and sustainable new reality. This plan is an opportunity to shape together environments that equitably enable our people to thrive while conserving our natural resources for future generations.

Does this plan provide for a changing world?

Does it do anything “transport” differently to enable more people to optimise their wellbeing?

The Bay of Plenty region is unique given the considerable impact of the Port of Tauranga and transportation 'roading' demands that impact our regional planning.

However, this plan is strongly premised on assumed sub-regional 'housing' growth that is not congruent with population trends, current building demand data, or reflective of regional locality sustainability. It has become outdated! The plan needs a reality check?

- There is no evidence that transport planning leads to affordable homes. Quite the opposite. NZ history shows that poverty is created in the urban fringe.
- Mobility equity is a major social and economic issue that must be addressed across the region especially for the East. The cost of not meeting this need is too great.
- Longevity mobility is a social and economic issue for the whole region. Bay of Plenty communities are ageing rapidly – many, with more Elders than children, some in decline. It is vital that cross sector systems respond to maximise the longevity dividend.

More than ever before, an austerity economic climate and unprecedented rapid population ageing demands greater attention to social impact and mobility options.

More than ever we face big issues that demand our attention to principles and core values that bind us together for today and tomorrow securing a future wellbeing for all.

What would the plan look like if we seriously discussed – shifting roading resource to mobility resource?

Even a share??

More liveable hyperlocal communities means less emissions, and more potential for intensification. Therefor less major roading greenfield and infrastructure demand.

Pedestrianised environments, seats, shady walkways, drinking fountains, toilets, rest places, pocket parks, permeable surfaces, rain gardens, water fountains, more trees, smaller buses that go places, more communities linked to health services equals happy people and economic activity.

The Bay of Plenty Regional Transport Plan makes too many assumptions e.g.

- Transport corridors do not give access to communities or strengthen neighbourhoods.
- Growth is not sustainability.
- Modal shift cannot occur without MORE - better infrastructure investment

The Plan is not inspiring. Some communities deserve more public transport investment.

RLTP2024-0128 - Late submission

From: Heidi Hughes <heidi@wednesdaychallenge.co.nz>
Sent: Thursday, 28 March 2024 9:32 am
To: RLTP 2024
Cc: Matthew Kilpatrick
Subject: Wednesday Challenge Submission for the RLTP
Attachments: Wednesday Challenge Submission Regional Land Transport Plan 2024.pdf

Hi RLTP team,

Please see attached our submission for the RLTP.

We would like an opportunity to speak to it.

Kind regards

Heidi Hughes

The Wednesday Challenge

Director

M / 021 671 584

W / <https://www.wednesdaychallenge.co.nz/>





SUBMISSION

RLTP



Submission

This submission is in two parts. Part One, is our submission to include The **Wednesday Challenge** programme in the RLTP.

Part Two is a general submission from The Wednesday Challenge on The RLTP document.

Part One

Include The Wednesday Challenge Schools Programme in the Travel Demand Management budget. Budget Item **62** in the RLTP document.

Introduction

The Wednesday Challenge Schools Programme aims to make mode shift a “thing we do” for kids getting to school in New Zealand, a little like the “Be a Tidy Kiwi” campaign did for keeping our streets clean many years ago. It’s a long game to change the cultural habit of going everywhere by car, but with positive messaging, collaboration, and great incentives, we are seeing results.

We have now been in Tauranga for three years, and the programme is embedded into the school culture. We are now starting to take the programme to cities and towns across New Zealand.

We propose that Bay Of Plenty Council fund the licensing fee of **\$35,000** per year for three years for the Wednesday Challenge Schools Module for Tauranga, **or** consider extending the programme and fund the whole Bay of Plenty Region license fee of **\$65,000** per year, which enables any school in the Bay of Plenty region (including Tauranga) to participate.

We are also seeking a partnership in our new Carbondrop! rewards programme of **\$5,000** per year worth of Bee card top ups, as part of a suite of rewards offered for individuals meeting Wednesday Challenge milestones. (See below for information)

The license fee covers: The Schools programme, statistics access, webapp, upgrades, support, resources, school prizes (through our Mercury Energy sponsorship agreement).

Tauranga City Council has agreed to fund the license for the **Wednesday Challenge Business** programme in their Long-Term Plan. Undertaken together, the schools programme and business programme complement and enhance the outcomes for each.

All local delivery costs will be sourced by The Wednesday Challenge HQ through sponsorship and funding.

Background

2022

TWC pilot programme focused on mass participation, strategies for working in community were piloted and reviewed, collaborative partnerships were built, and the webapp developed.



2023

A more targeted programme was designed out of the learnings from 2022, concentrating on key areas of opportunity for the most change in Tauranga. There are now two modules, the Business Module and the Schools Module.

Nineteen schools and **63** of Tauranga's largest organisations and businesses took part, **12,276** participants recorded **199,229** Wednesday journeys.

Waka Kotahi Innovation grant funding enabled the schools programme to scale to Tairāwhiti, and to develop the technology ready to be scaled and adopted across New Zealand. Through this process, continuing improvements in the APP functionality, statistics, programme design and national relationships have continued.

2024

School programme sponsor, Mercury Energy, has come on board to support the schools programme with substantial cash prizes, marketing and rewards for participating Tauranga and Tairāwhiti schools.

Partnership with The Ministry of Education Carbon Emissions Reduction Pilot Programme.

This Ministry of Education programme has created curriculum resources to support mode shift, and will be piloting in participating schools from May 2024. The Wednesday Challenge will be offered as part of this programme in TWC licensed areas. Tauranga schools are included in the MoE pilot, and we are working with The Ministry to bring as many of our other schools into the pilot as possible.

This is an opportunity for the Bay of Plenty to foster a generation who understand the "Why" of mode shift, and for The Wednesday Challenge to enhance our programme through the alignment of curriculum resources and teacher release time being provided through the Ministry of Education.

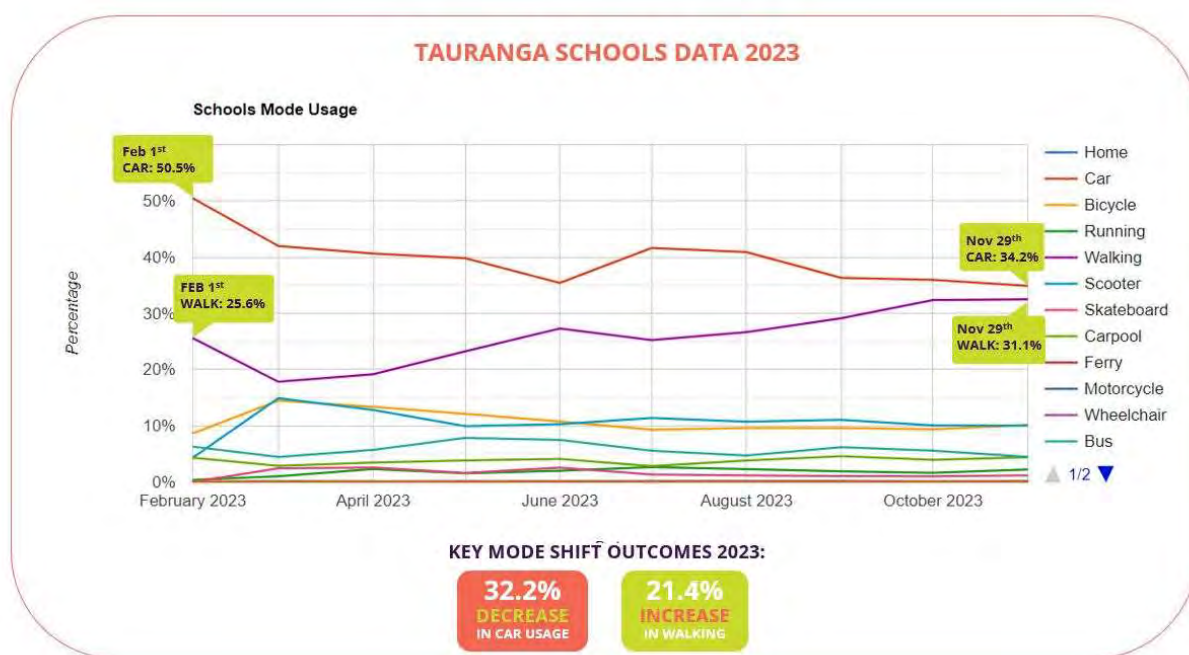
Please see below for a summary of stats and outcomes of The Wednesday Challenge Tauranga 2023.

SCHOOLS SECTOR

Key outcomes for the year

- **19 Schools participating**
- **32.2% decrease in single occupancy vehicle use**
- **21.4% increase in walking**





"The changes since the Wednesday challenge was first initiated have been extremely positive. We are seeing more and more students choosing different modes of transport to get to kura. We have also seen whānau who live a significant distance to kura - parking further away and students then using their bikes, scooters, skateboards etc to head into school. Our Road Patroller Leaders have really enjoyed meeting our students in the morning on the entrances and it has created positive discussions around helmet use and road safety.

I think the app that has been designed is a beautiful medium for our leaders to gather data surrounding our kura. It is encouraging our teachers to first and foremost have the discussions with their kids and learn about their morning. Our leaders feel a sense of responsibility and the app allows them to be as least disruptive as possible to all the classrooms around the school." **Deputy Principal - Te Ākau ki Pāpāmoa**

Wednesday Challenge Rewards Programme

The Wednesday Challenge will be launching a rewards programme this year, integrated into our webapp system. Rewards will be linked to personal journeys logged weekly on Wednesdays. People get badges for reaching milestones.

We would like the opportunity to launch this in the Bay of Plenty alongside Bay of Plenty Regional Council. Bus rewards would feature alongside 3 other reward options in the region, such as energy credits and micro mobility credits.

Each partner contributes \$5,000 in kind rewards each year, for Regional Council this would be an opportunity to build bus patronage, to reward those who are regularly using the bus system, and to ensure that the bus system is being promoted and celebrated.



The reward will activate though reaching badge milestones in The Challenge, for example: \$5 top ups for the first three Wednesdays, and \$15 for ten Wednesdays in a row, with a maximum of \$5,000 total worth of rewards per year.

Recommendation

Bay of Plenty Regional Council pay the licensing fee for the continuation of The Wednesday Challenge Schools Programme and consider opening the opportunity up to all Bay of Plenty Schools.

Tauranga Schools programme annual license - \$35,000.

Or

Bay of Plenty Wide license - \$65,000 - Includes any schools in region (including Tauranga), access available to all 163 schools. We already have much interest from schools across the region who would like to participate.

Rewards Programme inclusion - \$5,000 of Bee card credits per year.

Part 2

As a general statement to apply to all budget prioritisation decisions, we support the prioritisation of all initiatives that support a transition away from single occupancy vehicle dependency. These include subsidised public transport, low speed zones, cycling, walking, rapid transit prioritisation, a focus on safety, raised crossings, bus hubs.

Wednesday Challenge does 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.

Below are three priorities for specific individual projects which we wish to highlight, that Wednesday Challenge participants have shown continued support for.

- 1. 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.**

This is a quick win project for The Regional Land Transport Plan that would see an immediate alternative mode presented to the public.

The ferry offers the city some resilience, in a transport network which is currently very exposed to bottlenecks and roadworks that not only effect car traffic but also impact the bus service when they happen.

As outlined by the Hauraki Express, Key aspects of the proposed initiative include:



- A fleet of 4 ferries with 24 passenger capacity
- Connecting cycleways around the city and region
- Using existing infrastructure
- Operating between boat ramps (and wharves where available)
- Reducing road traffic by 4 million km per year
- Reducing carbon emissions by 500 tons per year
- Facilitating a healthy lifestyle for 1,000 Western Bay residents per day

The service would be targeted at commuters, day trippers, tourists, school and university students and would facilitate mode-shift by reducing car usage, congestion, and emissions.

Key feedback from our Wednesday Challenge ferry trial was that there needed to be more room for bikes/scooters (as our Wednesday ferry could only hold three), so that the service enables people to ride to their destination at each end, greatly reducing the requirement for parking.

Wednesday Challenge furthermore recommend that the service has a tourist price that is more than the regular Bee card holders price, so that some farebox recovery from the many summer cruise ship passengers is possible.

Also, that a regular adult fare is investigated as an option for gold card holders rather than free of charge, as the ferry will have a substantial recreational aspect aside from being a transport mode. This will help to keep the fare affordable for those people using it as an alternative to car transport.

2. 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).

Once the full ferry service is operational, Integrate the ferry solution with an On Demand mini-bus service that can connect local and regional bus service, and the ferry service, along with local facilities.

The Wednesday recommends adding a budget line in the priority list to enable an Omokoroa On Demand service for 2026.

The Wednesday Challenge Wednesday Ferry trial had overwhelming support, (see responses below):

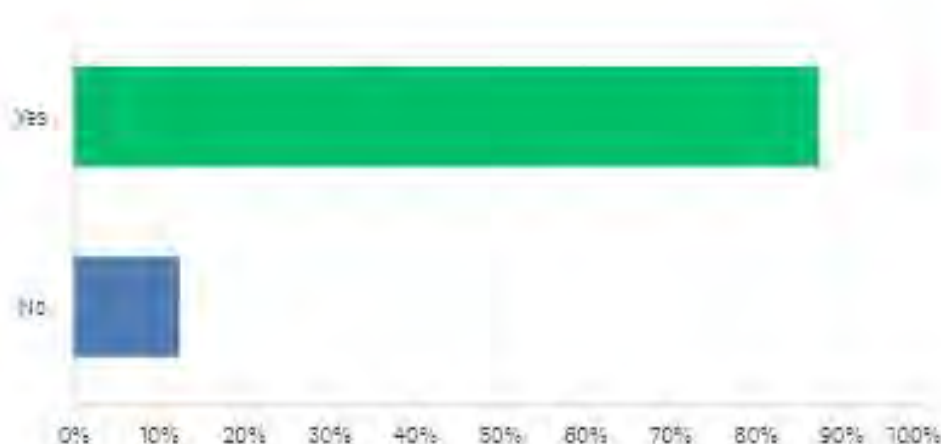


Q10



Last year Wednesday Challenge ran a pilot Ferry service between The Mount, Omokoroa and Tauranga City. We are advocating for a full ferry service. Would you like to see Bay of Plenty Regional Council and Tauranga City Council fast track plans for a regular commuter ferry service in the upcoming long-term plan?

Answered: 268 Skipped: 31



ANSWER CHOICES

RESPONSES

Yes

87.73%

235

No

12.64%

34

Total Respondents: 268

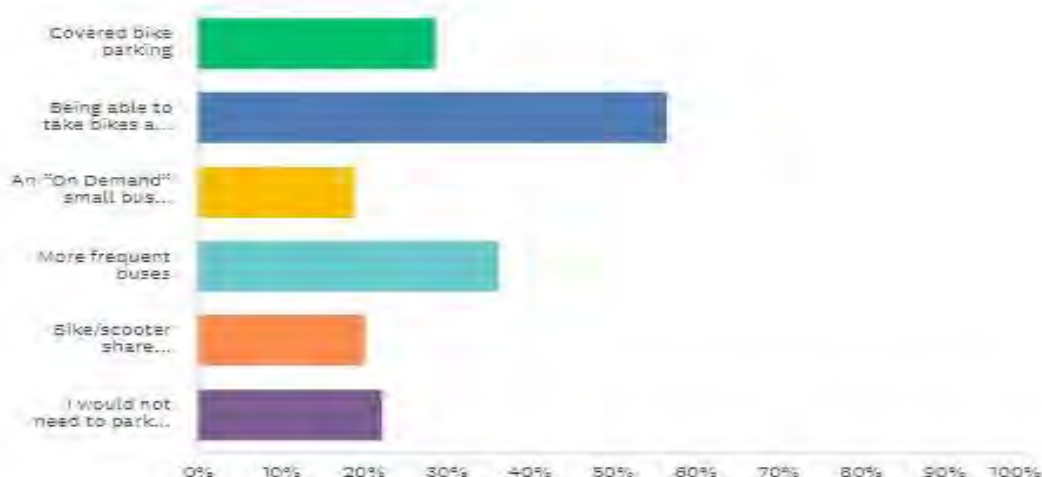


Q13



What would enable you to use the ferry service without needing to park a car at the wharf? (select all that apply)

Answered: 233 Skipped: 87



ANSWER CHOICES

RESPONSES

Covered bike parking	26.76%	61
Being able to take bikes and scooters on the ferry easily	36.65%	132
An "On Demand" small bus service	18.88%	44
More frequent buses	36.48%	85
Bike/scooter share facilities at the wharf	20.17%	47
I would not need to park a car	22.32%	52

Total Respondents: 233

Comments (37)

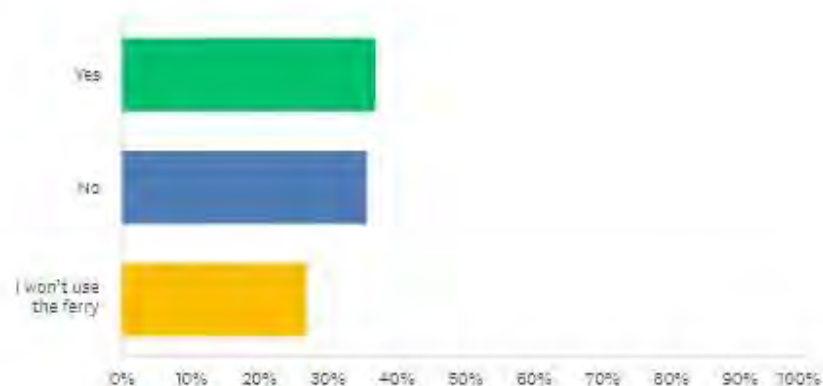


Q12



Carparking at the wharves has been cited as an issue for the ferry service, would you need to park your car at the wharf when using it?

Answered: 273 Skipped: 47



ANSWER CHOICES	RESPONSES	
Yes	37.00%	101
No	35.90%	98
I won't use the ferry	27.11%	74
TOTAL		273

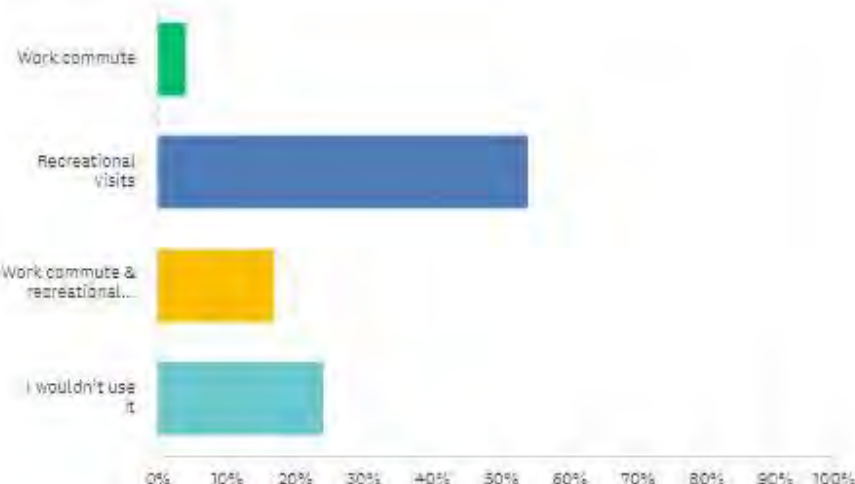


Q11



If there was a regular Ferry service, what would you use it for?

Answered: 275 Skipped: 45



ANSWER CHOICES	RESPONSES	
Work commute	4.36%	12
Recreational visits	54.18%	149
Work commute & recreational visits	17.09%	47
I wouldn't use it	24.36%	67
TOTAL		275

3. We support the business case for passenger rail.

Item 35 of the budget. We wholeheartedly support the regional passenger rail business case. The opportunity for people to live, work and travel without having to own a car is essential to a Tauranga becoming a resilient modern city. Intercity rail would enable Tauranga to be deeply connected to Hamilton and Auckland and strengthen our economic and social bonds between families, business, events and activities.

The Hamilton to Auckland service, Te Huia, is continuing to gather momentum. Once the Auckland rail loop opens, the service will link seamlessly to the entire rail network in Auckland. Tauranga is the next step, and a business case is the first stage to making it a reality.



4. Investigate the future of Tauranga City Airport, as an additional piece of work, to inform the rail business case and future transport plans.

The airport has not had any attention in this RLTP, and yet it forms an integral piece of transport infrastructure.

In order to have a fully informed decision on rail, it is our view that a study into the future of the airport should be undertaken.

There are currently 9 return flights per day to Auckland from Tauranga airport. Tauranga business people routinely fly to Auckland and back for work, and the public routinely use the service to connect with domestic and international flights.

The carbon emissions, time and cost from flying this short leg are extremely high and unsustainable. The trend internationally is to phase out short flights, and this will continue as the cost of fuel and emissions for councils and governments kicks in.

Planning towards removing or relocating the airport to a regional airport location, as part of the transition to rapid passenger rail, could unlock potential for a reassessment of the whole Mount Maunganui area. The opportunity includes: Opening transport corridor options; an increase in housing density that is currently constrained by being in the flight path; community amenities, wetland and harbour restoration.

It could also open the opportunity for Whareroa Marae to engage with what a resilient future for their community would look like on their whenua.



RLTP2024-0129 - Late submission

From: Lani Kereopa
Sent: Thursday, 28 March 2024 3:00 pm
To: RLTP 2024
Cc: Haimona Te Nahu
Subject: TUoK Submission to the BOP RLTP
Attachments: 2024.03.28 BOP Land Transport Plan 2024 Submission - TUoK.pdf

Tēnā koutou,

With inland flooding due to rising lake levels posing a serious risk to our transport systems within the Te Arawa rohe; and 44 percent of energy-related emissions coming from transport in Aotearoa, *Te Urunga o Kea: Te Arawa Climate Change Working Group* has drafted a submission on the *BOP Regional Land Transport Plan 2024 - 2034*.

Please find attached to this email, responses to questions posed by *BOP Regional Council* in relation to the plan.

Te Urunga o Kea is a collective of whānau, hapū, iwi and post-Treaty settlement entity representatives who work together to action [Te Ara ki Kopu: Te Arawa Climate Change Strategy](#). We would like the opportunity to speak to this submission.

Feel free to contact me if you have any questions or require further information.

Ngā mihi,



Lani Kereopa

Ngāti Whakaue, Ngāti Tarāwhai, Ngāti Wāhiao, Tūhourangi

Te Urunga o Kea - Climate Change Coordinator

m:

e: | w: tearawa.iwi.nz

a: 1161-1163 Pukuatua St,
Rotorua, Aotearoa 3010



From: RLTP 2024 <RLTP2024@boprc.govt.nz>
Sent: Friday, 22 March 2024 3:14 pm
To: Lani Kereopa <lani@tearawa.iwi.nz>
Cc: RLTP 2024 <RLTP2024@boprc.govt.nz>
Subject: RE: TUoK Submission to the BOP RLTP

Tēnā koe Lani,

We look forward to receiving the collective submission from Te Urunga o Kea, I can confirm that that latest that we will be able to receive a submission is next Thursday, 28th of March.

I hope you have a lovely weekend!

Ngā Mihi,

Tapuwaerenga (Daina) Hall

Transport Planner

Toi Moana Bay of Plenty Regional Council

Taraketi o Te Pūkenga Here Tikanga Mahi | Public Service Association (PSA) Delegate

Sector māngai, Kāwanatanga ā-rohe | Local Government Representative for Te Rūnanga o Ngā Toa Āwhina



From: Lani Kereopa <> **Sent:** Friday, March

22, 2024 3:10 PM **To:** RLTP 2024

<RLTP2024@boprc.govt.nz> **Subject:**

TUoK Submission to the BOP RLTP

Tēnā koutou,

As discussed via telephone this afternoon, I will have a collective submission by Te Urunga o Kea: Te Arawa Climate Change Working Group to the BOP Regional Land Transport Plan signed off and submitted to you via email by close of business next Thursday 28 April.

Thanks very much for your patience and understanding.

Ngā mihi,



Lani Kereopa

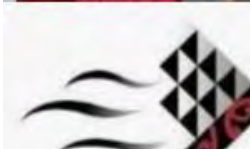
Ngāti Whakauae, Ngāti Tarāwhai, Ngāti Wāhiao, Tūhourangi

Te Urunga o Kea - Climate Change Coordinator

m:

e: | **w:** tearawa.iwi.nz

a: 1161-1163 Pukuatua St,
Rotorua, Aotearoa 3010



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Te Urunga o Kea: Te Arawa Climate Change Working Group

Input & Feedback to Bay of Plenty Regional Council re
Draft Regional Land Transport Plan 2024 - 2034

1. CHALLENGES: How much do you agree or disagree that these are the transport challenges the region is facing?

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 Tauki Raru - Problem Statement*' within the *BOP Regional Land Transport Plan*, with appropriate weightings assigned to it.

...

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 *Bay of Plenty Regional Land Transport Plan*.

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 and demand to meet obsolete measures of progress and misleading measures of wellbeing such as those highlighted within the *Smart Trip* study and generally in relation to GDP.

Regional Plans must support degrowth and challenge the production of unnecessary or harmful goods, advocating instead for goods and services that genuinely contribute to well-being.

Local production reduces the need for extensive supply chains, reducing transportation emissions, and strengthening local economies.

...

We also believe the focus should not be on accommodating forecast population increases that are likely to escalate demand for travel, particularly by private car. Instead, the emphasis should be on sustainably supporting existing residential

communities while prioritizing the preservation of our natural environment. These principles align more closely with our values and aspirations as tangata whenua, hapū and iwi.

...

Another concern is the multiple references within the BOP Regional Land Transport Plan to "*support public transport connections to affordable housing.*"

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.

If the plan's objective is to ensure that 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,*" then it must prioritize equity. By solely focusing on supporting public transport in areas with affordable housing, there is a concern that individuals with limited financial means may face restrictions on where they can reside.

2. OBJECTIVES: How much do you agree or disagree with the transport objectives?

We support the 30 Year Vision that the transport system should "*meet the needs of our diverse communities, our environment and our economy*".

However, 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.

To Te Urunga o Kea: Te Arawa Climate Change Working Group, 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.

It includes comfortable, affordable and efficient public transportation, including electric buses and rail, linking Rotorua with all major towns and cities throughout the country.

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 to mitigate

the fact that heavy trucking is responsible for up to 90 percent of road maintenance and re-builds.

...

We support a majority of the **Objectives**, Headline Targets and associated Policies however overall; they need to do more to get people out of cars and into public transport or undertaking physically active travel.

We have concerns that none of the Transport Objectives sufficiently align with the MOT Transport Outcome goal of “*making physically active travel an attractive option.*”

Weightings within the *BOP Regional Land Transport Plan* do not favour a balanced program of investment that addresses public and community transport services, active travel, and transportation infrastructure that maintains or improves our natural environment.

As a result, less than one sixth of the Proposed Transport Investment funding has been allocated towards supporting active travel.

There is also nothing within the Objectives that supports green transport infrastructure to enhance or protect water quality in the Rotorua region.

And the Objectives are missing strategies and focused resourcing for adaptation and resilience-building in response to climate change impacts including incorporation of Rotorua regional-specific impacts of rising lake levels into the planning framework.

Specifically:

Objective 2

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*”.

Water quality is of particular importance to hapū, iwi and communities within the Rotorua lakes district. Yet Rotorua central city and residential roads do not reflect this.

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.

BOP Regional Council, Territorial Authorities and partners such as NZTA and KiwiRail all have shared obligations to maintain or improve biodiversity, water quality and air quality across Aotearoa. And policies must be included within the BOP Land Transport Plan 2024 that require these and indeed all stakeholders to play their part in ensuring these obligations are met.

...

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.

...

Given the significant greenhouse gas emissions stemming from land transport modes, with 44% of energy-related emissions in Aotearoa attributed to transport due to a prevalent reliance on motor vehicles, a *Transport Priority* must be to reduce private car usage.

A critical gap within the *Environmental Sustainability Policies* is the failure to incentivise or require any reduction to everyday motor vehicle dependency within the Bay of Plenty.

Objective 3:

While we endorse the *Headline Target* for Objective 3 to “*double the mode share for public transport and active modes combined in the region's main urban areas by 2030,*” its feasibility is questionable due to the lack of emphasis in policies on reducing car dependency.

The current policies overlook the absence of a cycling or walking culture in Rotorua, exacerbated by urban roads that do not provide safe infrastructure for cycling or walking.

Public transport remains unappealing and unfriendly to users, raising the question of where incentives such as permanent free public transport that can accommodate bikes and scooters are, to encourage sustainable modes of commuting.

Policy 4.4 of the Economic Prosperity Policies, which focuses on “Ensuring urban and transport planning reduces the need for single occupancy vehicle trips and supports mode shifts to public transport, walking and cycling,”

and

Policy 6.3 of the Resilience and Security Policies, which focuses on “Ensuring district plans support housing and business development to minimise dependence on private vehicles,”

both fall short of acknowledging and seeking to address cultural, safety and convenience factors relating to private car dependency.

Objective 5:

We strongly support Objective 5 and associated *Enabling Housing Policies 5.1 to 5.3*.

However, we are concerned there does not appear to be any focused funding within the *Proposed Transport Investment* to action these policies.

Notably absent within the *BOP Regional Land Transport Plan* is the incorporation of the impacts of rising lake and river levels on roading into the planning framework.

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.

3. REGIONAL PRIORITIES: How much do you agree or disagree with the proposed list of priority projects?

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.

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 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.

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

...

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

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.

...

We support a majority of the *10-Year Transport Priorities, Priority Investment & Implementation Areas* but make the following submissions:

Supporting Sustainable Regional Growth

Recognising that Rotorua is a central hub for tourism, sports, cultural events and conferences, Taupo and Gisborne must be added alongside the Waikato for inter-regional public transport services to and from Rotorua to support accessible, affordable and efficient tourist/leisure/work travel.

Transitioning to a Sustainable Transport System

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.

...

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.

Enhancing availability of Travel Choices

A crucial *Transport Priority* that needs to be emphasized is ‘getting people out of cars.’

The *BOP Regional Land Transport Plan* outlines the following realities within the Bay of Plenty:

1. Levels of walking and cycling for both work and school journeys in the region are almost always lower than the New Zealand average.
2. Data shows bus travel for journeys to work in Tauranga and Rotorua is very low.
3. Since 2015/16 there has been an 18% decline in the total number of bus journeys in the region.

Despite these challenges, 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*.

To effectively address greenhouse gas emissions from transportation, which contribute to climate change and impact air quality and public health, a more balanced investment strategy is essential.

Reallocating resources to prioritise public transport, cycling infrastructure and walking paths is crucial for encouraging sustainable modes of transportation and reducing the climate, environmental and health impacts of the region's transport sector.

Funding to support *Public Transport Services, Public Transport Infrastructure, and Walking & Cycling Improvements* needs to make up at least a quarter of the *Proposed Transport Investment Programme* for the 2024-27 period.

This needs to increase to at least half of the proposed investment for the 2024-2034 period.

...

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.

For example, bus services between Rotorua, Auckland and Wellington are uncomfortable and expensive.

Services between Rotorua and Gisborne are non-user friendly.

Building Resilience into the Transport System

Where is the significant risk of inland flooding within the Rotorua lakes region considered within the *BOP Regional Land Transport Plan*?

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.

We consider this omission irresponsible, especially in light of the substantial flooding of roads and landslides that occurred around Lakes Rotomā and Rotoehu in 2023, and the potential for similar events to impact other lakes in the region.

4. COMMENTS: Do you have any other comments/ feedback on the draft Regional Land Transport Plan?

GDP is not the primary indicator of health and wellbeing for hapū and iwi.

In this time of climate breakdown, our Te Urunga o Kea collective of whānau, hapū and iwi representatives believe communities in Aotearoa need to be supported towards ‘degrowth’ and establishing sustainable circular localised economies.

Therefore, we submit that future growth must not be the focus of regional plans.

Climate Change urgently needs to be identified and developed (with weightings) as a fifth Ngā Taukī Raru - Problem Statement within the BOP Regional Land Transport Plan and Transport Objectives.

And Regional Priorities must then be adjusted accordingly.

Overall, our submission is that the BOP Land Transport Plan 2024 must focus on providing for the basic transport needs of communities over business in light of potential multiple existential threats, and it needs to prioritise supporting the shift to public transport and active modes.

...

We would like to speak to our submission.

RLTP2024-0130 - Late submission

From: Oliver Haycock
Sent: Thursday, 28 March 2024 3:14 pm
To: RLTP 2024; Niki Carling; Andrew Williams; Tapuwaerenga Daina Hall
Subject: FW: Bay of Plenty RLTP: NZTA Waka Kotahi Submission
Attachments: 20240327 - Draft Regional Land Transport Plan Submission-Bay of Plenty.pdf

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

Ngā mihi,

Ollie

Oliver Haycock

Manager, Transport Planning

Bay of Plenty Regional Council Toi Moana

P: 0800 884 880 **DD:** 0800 884 881 Ext: 8159 **M:** 027 245 3853

E: Oliver.Haycock@boprc.govt.nz

W: www.boprc.govt.nz

A: PO Box 364, Whakatāne 3158, New Zealand

Thriving together – mō te taiao, mō ngā tāngata

From: David Speirs <david.speirs@nzta.govt.nz>

Sent: Thursday, March 28, 2024 3:05 PM

To: Michael Seabourne <Michael.Seabourne@boprc.govt.nz>; Oliver Haycock <Oliver.Haycock@boprc.govt.nz>

Subject: Bay of Plenty RLTP: NZTA Waka Kotahi Submission

Importance: High

Kia ora,

Please see attached RLTP submission for bay of Plenty.

Ngā mihi,

David Speirs (he/him)

Director, Regional Relationships – Waikato/Bay of Plenty

Engagement & Partnerships

Email: david.speirs@nzta.govt.nz

Phone: +64 7 981 2324

Mobile: +64 27 839 6334

Waka Kotahi NZ Transport Agency

Hamilton, Level 1, Deloitte Building, 24 Anzac Parade

PO Box 973, Waikato Mail Centre, Hamilton 3240, New Zealand

From: Oliver Haycock <Oliver.Haycock@boprc.govt.nz>
Sent: Monday, March 18, 2024 2:25 PM
To: Sarah Roberts <Sarah.Roberts@nzta.govt.nz>; Jess Andrew <Jessica.Andrew@nzta.govt.nz>
Cc: Michael Seabourne <Michael.Seabourne@boprc.govt.nz>
Subject: Bay of Plenty RLTP: NZTA Waka Kotahi Submission
Importance: High

Kia ora Sarah & Jess,

You will be aware that like most other regions across New Zealand, the draft of the Bay of Plenty's Regional Land Transport Plan is currently open for consultation.

Now that the draft 2024 GPS is in circulation and the date for the release of SHIP has been confirmed, I am writing to seek clarification as to whether NZTA Waka Kotahi intends to make a formal submission to the Bay of Plenty's Regional Land Transport Plan process?

Whilst we appreciate that it may not be possible for NZTA Waka Kotahi's submission to reference specific SH projects or make detailed comments relating to the alignment of our proposed plan with the draft GPS, a submission could formally signal the release of the updated SHIP. This could help mitigate against the risk of a new SHIP triggering the significant change threshold for the RLTP, which could potentially require us to re-consult on the plan.

While the official closing date for our consultation period is 24 March, we are amenable to offering NZTA Waka Kotahi a short extension, should you intend to submit to our process.

We have raised this with other colleagues at NZTA Waka Kotahi, who have been unable to confirm your organisation's current position on this matter. To this end, I am escalating this to you both.

Ngā mihi,

Ollie

Oliver Haycock

Manager, Transport Planning

Bay of Plenty Regional Council Toi Moana

P: 0800 884 880 **DD:** 0800 884 881 Ext: 8159 **M:** 027 245 3853

E: Oliver.Haycock@boprc.govt.nz

W: www.boprc.govt.nz

A: PO Box 364, Whakatāne 3158, New Zealand

Thriving together – mō te taiao, mō ngā tāngata

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27 March 2024

Sent via email:

Kia ora Michael Seabourne,

Draft Regional Land Transport Plan

The New Zealand Transport Agency (NZTA) welcomes the opportunity to provide feedback on the Draft Regional Land Transport Plan.

The State Highway Investment Proposal is NZTA's bid for funding improvement activities on the State Highway network in response to the GPS 2024. These activities primarily relate to the State Highway network.

The State Highway Investment Proposal included in your Regional Land Transport Plan was developed in August 2023. The State Highway Investment Proposal is currently being revised in response to new Government direction and the Board is expected to sign out an updated State Highway Investment Proposal 2024 by early April.

We request the opportunity to address any changes in the updated State Highway Investment Proposal 2024 at the upcoming hearings. This will be an opportunity for NZTA staff to speak to any changes in the State Highway Investment Proposal 2024 for your Region. We will also seek inclusion, in the Regional Land Transport Plan, of any new activities identified in the updated State Highway Investment Proposal 2024.

We recommend that a NZTA representative be provided the opportunity to speak to the updated State Highway Investment Proposal 2024 as it better reflects the NZTA response to the 2024 Government Policy Statement on Land Transport (GPS 2024).

We also request that the Regional Transport Committee resolve to delegate to staff the ability to make changes to the final Regional Land Transport Plan to reflect the updated State Highway Investment Proposal up until the date the Regional Land Transport Plan is approved by the Regional Council, subject to these changes being circulated to all Regional Transport Committee members and agreed to by the Chair.

It is important that NZTA be provided an opportunity to advise on the changes to the State Highway Investment Proposal 2024 that are relevant to the Regional Land Transport Plan. This will enable the Regional Transport Committee to be aware of the totality of land transport bids in its Region.

We thank you in advance for this opportunity to speak.

Ngā mihi
David Speirs

A handwritten signature in blue ink, appearing to be 'DS', is located below the printed name David Speirs.

RLTP2024-0131 - Late submission

From: Andrew Williams
Sent: Thursday, 28 March 2024 3:16 pm
To: Tapuwaerenga Daina Hall; Niki Carling
Cc: Ann-Elise Reynolds; Oliver Haycock
Subject: FW: RLTP submission from Victor Luca
Attachments: Luca - Submission to Regional Land Transport Plan RLTP 2024.docx

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Victor Luca <Victor.Luca@whakatane.govt.nz>
Sent: Thursday, March 28, 2024 2:27 PM
To: Andrew Williams <Andrew.Williams@boprc.govt.nz>
Subject: RLTP submission from Victor Luca

Hi Andrew,

Please find my personal submission to the draft RLTP attached.

Regards

Victor Luca

Dr Victor Luca

Mayor
KOROMATUA

WHAKATĀNE DISTRICT COUNCIL
P +64 27 749 8888
E Victor.Luca@whakatane.govt.nz W whakatane.govt.nz
Commerce Street, Private Bag 1002, Whakatāne 3158, New Zealand



Submission to Regional Land Transport Plan 2024-2034

Dr Victor Luca

28-Mar-24

Although I am the Mayor of the District of Whakatāne - and as such have contributed to the drafting of this RLTP - this submission is a personal one.

Whilst I have participated in the drafting of the RLTP there are various aspects that I feel are somewhat deficient or require attention. Here I will focus only on those.

Transport and Growth

The RLTP seeks to solve a number of problems and ends up not solving all of them satisfactorily.

In the BOP region financial resources are heavily slanted toward the more populous centers of Tauranga City and Western Bay of Plenty. This is understandable given that these are areas with the highest growth rates in the country.

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.

It is fairly obvious that growth rates cannot exceed the rate at which infrastructure is built else you end up with a deficit, which is exactly what has been happening for forty years.

Therefore 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.

Addressing the Need to Reduce Emissions

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.

Aside from having an objective of reduced emissions, and especially transport emissions (Objective 2), the problem to solve is how to reduce them.

We have known for almost 200 years that CO₂ is a heat trapping gas and therefore the more of it we put into the atmosphere the more heat gets trapped and the warmer the Earth becomes. CO₂ concentrations in the atmosphere have now exceeded 420 ppm. The scientific consensus (99.9%) is that if this continues organized human life on planet Earth is under threat.

Human-induced emissions have been increasing exponentially since the preindustrial era. The burning of fossil fuels has powered modern civilization and especially road transport. How do we reduce those emissions?

NZ has made international commitments to reduce net CO₂ emissions and biogenic methane (another green-house gas) emissions by up to 50% by 2050. In my view we are very unlikely to achieve those targets. Whilst agriculture accounts for about 50% of NZ's emissions, transportation accounts for about 20%. In the BOP transport emissions are even higher. Transportation is what I would call the low hanging fruit because it is technically feasible to significantly reduce transport-related emissions given that the technology to do it is now available. That technology is the EV.

Other methods of reducing emissions would include to reduce dependency on the motor vehicle by getting people to car pool, use bikes and walk more and of course use more public transport.

NZ is a relatively sparsely populated nation. In terms of population density we rank 40th in the world. Yet we have one of the highest rates of car ownership in the world (number 3). We are car crazy. The average New Zealander would rather divorce their partners than their cars.

Due to the lack of efficient public transport options we use our cars a lot. For public transport to be a viable alternative services need to penetrate into all areas, and be frequent and affordable. This can, in principle, happen in large cities but it is difficult in centers with low populations.

Due to the lack of public transport options we use our cars a lot. For public transport to be a viable alternative services need to penetrate into all areas, be frequent and affordable. This can happen in large cities but is difficult in centers with low populations. To be affordable will probably require central or local government subsidies.

Urban sprawl does little or nothing to make these modes of transport viable and the RLTP does relatively little to encourage public transport. One way to improve transport system and reduce dependency on passenger vehicles is through better, more efficient urban planning. The RLTP is relatively silent on this!

Another way to reduce transport emissions is through the widespread adoption of electric vehicles (EVs). EVs driven on NZ roads have life cycle CO₂ emissions that are 70% lower than Internal Combustion Engine Vehicles (ICE). This is helped by the fact that our electricity grid is largely from renewable sources (>80%). Yet, EVs currently represent a mere 1.7% of cars on NZ roads.

EVs have tended to be more expensive than comparable ICE vehicles although the gap has narrowed considerably in recent years. The previous government incentivized the adoption of EVs through a clean car rebate (ca. \$7000), the removal of which will slow EV uptake rather than encourage it. Indeed there is evidence that the transition is slowing.

The present government is about to apply Road User Charges (RUC) to EVs. This further reduces the economic advantage of driving an EV and so I expect that EV penetration will stall if it hasn't already.

If the problem we are trying to solve is to reduce transport emissions and EVs are clearly part of the solution then it would seem that removal of the rebate and the imposition of RUC are backward steps.

An ICE vehicle emits CO₂ and other GHG emissions at the tail-pipe during the use phase and that does not seem to be taken into account. EVs may damage roads but ICE vehicles damage roads and the atmosphere and are therefore a contributor to global warming which is a global existential threat.

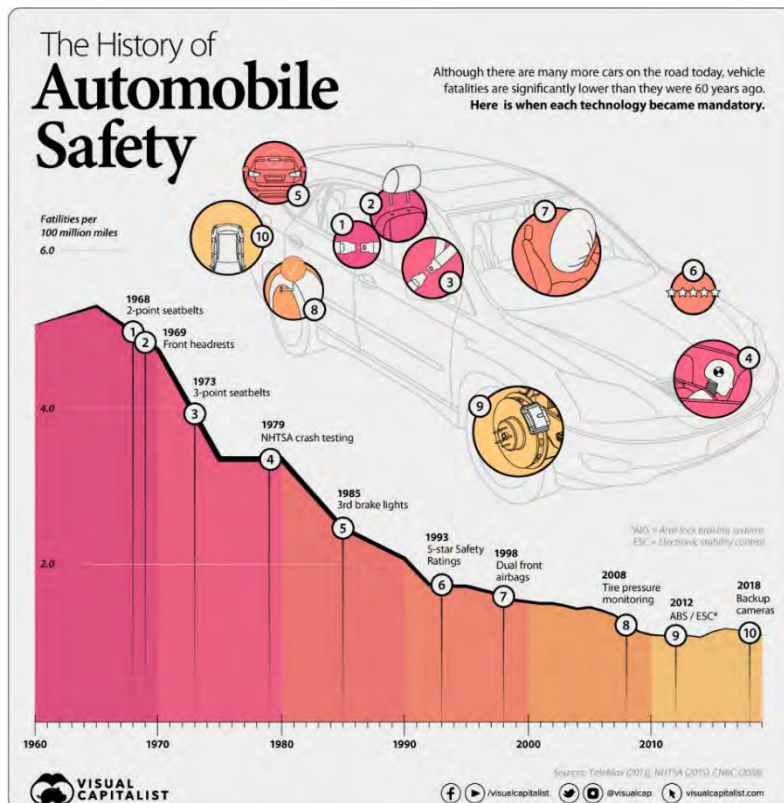
If we apply a polluter pays principle then drivers of ICE vehicles should pay to pollute. Pollution from ICE vehicles also has consequences for public health since tail-pipe emissions contribute to air pollution. This is hardly compatible with Objective 1.

There should be a pollution tax applied to ICE vehicles. That would then improve the incentives to drive EVs which are a major tool in achieving emissions reductions.

It seems to me that the RLTP places little emphasis on how to boost EV use because it is mostly about how to maintain the status quo.

The Road to Zero

In the 1920s and 30s there were about 1,600 road deaths per million cars. Today the number of road deaths per million vehicles has decreased exponentially to about 100. The reason for this exponential decrease is the improvement in vehicle safety features. Modern vehicles have many active and passive safety features. Active safety features include ABS, Yaw Stability Control (YSC) Systems, Traction Control Systems, Roll Stability System and Collision Avoidance Systems. Collision avoidance systems include Radar, LIDAR, lane warning systems and AI.



Source: <https://www.weforum.org/agenda/2021/12/how-safety-improved-over-60-years/>

These systems are being rapidly developed and deployed and in all likelihood the cars of the future will be virtually impossible to crash. According to a Monash University study (see [here](#)) a driver of the worst rated vehicle is over 8x more likely to be killed or seriously injured in the same crash than the same driver in the safest vehicle. Unfortunately, in NZ we are 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 of course problems in addressing this.

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.

Academic research in Australia has shown that inattention accounts for at least 31% of fatalities.

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.

RLTP2024-0132 - Late submission

From: Craig Dunlop
Sent: Tuesday, 2 April 2024 12:07 pm
To: RLTP 2024
Cc: Andrew Williams; Niki Carling
Subject: TCC Submission to the 'Draft' RLTP
Attachments: TCC draft RLTP submission to BOPRC.pdf

Follow Up Flag: Follow up
Flag Status: Flagged

Kia ora Andrew/Niki,

Please find attached TCC's submission to the Draft RLTP document. As you can see there remains a level of uncertainty until our revised LTP and the draft GPS are fully adopted however as long as this is noted in the document as mentioned in our submission then we feel this should be sufficient.

Nic has reviewed and approved this submission for release, however there may (or may not) be a couple of slight additions to come before the end of day today but will let you know if this is the case.

Any questions please let me know.

Ngā mihi
Craig

Craig Dunlop | Principal Investment Advisor – Transport Development
Tauranga City Council | 027 260 4798 | www.tauranga.govt.nz

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TaurangaCity

TCC Submission to the draft RLTP 2024 - 2034

Purpose

The purpose of this document is to provide feedback from Tauranga City Council (TCC) on the Draft RLTP document developed by Bay of Plenty Regional Council (BOPRC).

TCC Submission:

- **Impact of the new draft GPS on RLP prioritisation and narrative:**
 - Priorities identified in the draft RLTP need to be adjusted after the release of the draft GPS. The prioritisation and narrative contained in the draft RLTP document will need to be updated to reflect this. For example, the mention of programmes such as 'Road to zero' will need to be updated to reflect the new direction as well as any mention of Vehicle Kilometres Travelled (VKT) or 'Behaviour change' through Travel Demand Management (TDM).
 - Funding implications of the draft GPS need to be considered especially in relation to investment in active modes and public transport infrastructure and services. While the extent of this impact will not be clear until the NLTP is adopted, the draft GPS has given a clear indication of where the focus will pivot to and the impact this will have on the split of investment across activity classes. This will impact charts such as the one of page 5. of the document (Transport investment by activity class) and the linked table on page 19 which also details the transport investment by activity class.
 - It needs to be ensured that we are not referencing documents that have been superseded or at least giving indication that focus will likely change once the GPS is fully adopted.
 - The inclusion of Smart Trip Variable Road pricing within the document is noted. This aligns to the (draft) GPS which highlights the need for new funding mechanisms to be explored.
 - Noting all the above in the context of the consistent strategic direction set out in the five outcomes identified in the Transport Outcomes Framework (ToF). This essentially means the draft GPS rebalances investment while still maintaining the existing strategic direction.
 - Also noting that the following disclaimer has been included in the draft document that identifies changes are likely however does this need to be emphasised in a stronger way throughout the document:
 - *"Any changes to GPS strategic priorities and funding for activity classes, which have been strongly signalled by the new government elected in October 2023, may result in significant revisions to this RLTP document by the time of submission in June 2024."*
- **TCC Revised Long Term Plan (LTP) Impact on RLTP prioritisation and project budgets**
 - Tauranga City Council (TCC) are in the process of adopting a revised LTP. The LTP, once adopted, will result in changes to the budget figures documented in the original RLTP submission and subsequently included in the draft RLTP.
 - 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.
 - The numbers documented in the draft RLTP therefore 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

Recognition of the T5 Major projects

- From a TCC perspective there should be more emphasis within the RLTP put on the T5 Major Projects (identified below). These are the cornerstone projects that will provide a significant contribution to achieving the RLTP objectives. They have been prioritised accordingly in the draft RLTP, however the profile of these projects could be raised further with an additional section to highlight their significance to the Region.
 - Cameron Road Multi-Modal Stage 2
 - Connecting Mount Maunganui (Hewlett's Road)
 - Connecting the People (15th Ave to Welcome Bay)
 - Western Corridor Growth Management - Tauriko West Connections **(Committed)**
 - Papamoa East Interchange (PEI) Eastern Corridor Growth **(Committed)**

Additional project to add to 'Committed projects' list

- Bus Facility Improvements Tauranga Crossing (currently at #63 in the priority list)

63	TSP028 Bus facility imp Tga Crossing	Construction of PT hub at Tauranga Crossing (endorsed activity as part of Tauriko long term business case)
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- Legal requirement that this is delivered as determined by the judicial review.
- This project delivers benefits supporting growth, mode shift, congestion and safety which align to the priorities set out in the updated (draft) GPS and therefore initial prioritisation scoring was light.
- NZTA/WK are also party to the legal agreement.

Notes on specific data and tables contained within the draft RLTP document.

- 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.

Ngā Mihi



Craig Dunlop
Principal Investment Advisor: Transport Development
TCC Transport

3rd April 2024

Health New Zealand
Te Whatu Ora

Bay of Plenty Regional Council
PO Box 364
WHAKATĀNE
rltp2024@boprc.govt.nz

RLTP2024-0133 - Late submission

Kia ora,

Submission on Bay of Plenty Regional Land Transport Plan 2024–2034: Te Mahere tūnuku ā-papa ā-rohe

Introduction

Health New Zealand | Te Whatu Ora National Public Health Service Te Manawa Taki would like to thank the Bay of Plenty Regional Council for the opportunity to submit on the Bay of Plenty's draft Regional Land Transport Plan (RLTP).

Health New Zealand | Te Whatu Ora (Health NZ) leads the day-to-day running of the health system across Aotearoa New Zealand, and either provides or commissions services at local, regional and national levels. Under the Pae Ora (Healthy Futures) Act 2022, one of the key objectives of Health NZ is "to promote health and prevent, reduce, and delay ill-health, including by collaborating with other agencies, organisations, and individuals to address the determinants of health."

The National Public Health Service (NPHS) is a division of Health NZ and leads the delivery of Health Protection, Health Promotion and Prevention services, as well as working with the Public Health Agency and Ministry of Health – Manatū Hauora on intelligence, population health and policy. As a Tiriti o Waitangi partner, NPHS advocates for equitable health outcomes, by striving to eliminate health differences, particularly for Māori, and build towards Pae Ora (healthy futures) for everyone.

Submission

Health NZ would like to see bold and progressive action across Bay of Plenty's transport system, in order to fundamentally change how we travel on a daily basis to the places where we live, learn, work, and play.

The RLTP provides an opportunity to develop and implement a plan that recognises the close connections between transport, land use planning, and public health outcomes. Health NZ would like to see some significant changes to the draft Bay of Plenty RLTP, in order to deliver a safer, more efficient, and better-designed transport system.

A transformed transport system offers gains in physical (Shaw et al., 2018) and mental health (Wild et al., 2021). Improving accessibility and availability to active and public transport modes will also help improve air quality and reduce carbon emissions (Shaw et al., 2018).

[TeWhatuOra.govt.nz](https://www.TeWhatuOra.govt.nz)

PO Box 2120, Tauranga, 3140
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Te Kāwanatanga o Aotearoa
New Zealand Government

Health NZ wants to see the following changes in Bay of Plenty's transport planning:

1. Ensure the transport system achieves equitable outcomes.
2. Integrate transport planning with land use planning, including a greater commitment to infill housing and densification rather than greenfields developments.
3. Better meet the transport needs and lived experiences of current residents, before any focus on future growth.

Ensure the transport system achieves equitable outcomes

Health NZ 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, **Health NZ recommends** 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.

Why we want an equitable transport system:

- 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 (Waka Kotahi NZ Transport Agency, 2019) and the proportion of households without a car increases with decreasing household income (StatsNZ, 2013).
- People living with disabilities are also more likely to live in a household without access to a private vehicle, compared to those without a disability (12.8% compared to 3.6%) (StatsNZ, 2020).
- Research highlights the negative impacts on economic and education opportunities arising from inaccessible or unaffordable transport (Wild et al., 2021). These impacts are greater for those on lower incomes (Wild et al., 2021).
- Transport also affects healthcare access. Transport-related barriers to accessing primary care are more common among Māori and Pacific populations, people living with disability, and people living in higher deprivation areas (Ministry of Health, 2023). People living in rural New Zealand also face significant transport-related challenges when accessing healthcare (Minister of Health, 2023).

Evidence supporting an equitable transport system:

New Zealand research supports active and public transport as ways to improve equity.

A 2022 modelling study shows potential for significant health gains, especially for Māori, from a transport system that prevents road injuries, reduces transport-associated air pollution, and promotes walking and cycling such that people achieve the recommended daily amount (Randal et al., 2022).

Free or low public transport fares are an effective means for improving transport accessibility and benefits. Christchurch research showed that half price public transport fares were associated with improved transport accessibility and affordability for people experiencing transport poverty. Increased accessibility and affordability improved access to essential services, increased social connection, and reduced financial stress (Curl et al., 2024).

In addition, there is evidence challenging decision makers to implement more equitable plans and policies by designing cities that an eight-year-old and an 80-year-old can navigate easily. The eight to 80 approach is age-friendly and improves public spaces for everyone (www.880cities.org).

Integrate transport planning with land use planning to improve population and environmental health

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 invests in transitioning road freight to rail and sea modes, in order to improve road safety, further reduce congestion and air emissions, while at the same time decreasing the subsidisation of the trucking industry.

Health NZ recommends the RLTP prioritises high-density, mixed land use developments, rather than developments that encourage urban growth and sprawl.

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.

Why we want to reduce single use private vehicle dependence:

- Transport and land use are important determinants of population and environmental health (Nieuwenhuijsen, 2018; Nieuwenhuijsen, 2020).
- 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 (Waka Kotahi NZ Transport Agency, 2019). High car dependence negatively impacts population health (Shaw et al., 2018) and contributes to health inequity for Māori (Randal et al., 2022).

Air quality and climate change:

- Air quality is an important issue across Aotearoa. Clean air is a human right and essential for achieving good health. For Māori, clean air is taonga. Air pollution lessens the mauri of this taonga and impacts the health of other living species (Waikato Regional Council, 2024). As kaitiaki, hapū of the region are connected to the natural world and the health of the environment, including but not limited to the air quality. This impacts the wellbeing of that population as its very core.

- 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). A study commissioned by Toi Te Ora demonstrated that poor air quality in Mount Maunganui, including around Whareroa Marae, is associated with increased morbidity and mortality, compared to neighbouring Otūmoetai (The Institute of Environmental Science and Research, 2023).
- 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. Over half were associated with nitrogen dioxide (NO₂) emissions, which are almost exclusively transport related. In 2016, air pollution contributed to over 13,100 hospital admissions for cardiac and respiratory illnesses, and over 13,200 childhood asthma cases. Air pollution-associated health effects had a social cost of \$15.6 billion (NZD). Sixty percent of this cost was due to pollution from NO₂. 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. Climate change negatively impacts population and environmental health (Intergovernmental Panel on Climate Change, 2022). These negative impacts are greater for Indigenous peoples and those experiencing social disadvantage (Jones, 2019). In 2019, transport accounted for 17% of Aotearoa's gross domestic emissions and 39% of domestic carbon dioxide emissions (Ministry for the Environment, 2022).

Evidence to support effective transport and land use planning:

- High density cities with high destination accessibility have greater potential for positive health and environmental health outcomes compared to cities that are sprawling and inaccessible (Nieuwenhuijsen, 2020).
- New Zealand research shows that urban greenspace (e.g., parks, fields, and beaches) is associated with a lower risk of poor mental health, higher levels of physical activity, and lower risk of cardiovascular disease (Richardson et al., 2013).
- International research indicates that effective urban and transport planning can reduce cardiovascular risk (the leading cause of mortality in Aotearoa (Institute for Health Metrics and Evaluation, 2024)) by increasing physical activity and access to green spaces and reducing heat island effects and air pollution (Nieuwenhuijsen, 2018).

Better meet the transport needs and lived experiences of current residents, before any focus on future growth

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.

Why we want to expand active and public transport to improve the transport and lived experiences of current residents:

- 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 for that network (Litman, 2024). Building more roads will not address congestion – it will make it worse.
- Induced demand generates traffic and congestion. Generated traffic is the extra traffic that results from road users electing to travel at peak times on the new network and from an overall increase in private motor vehicle use. Generated traffic limits the benefits expected from expanding the network, increases user (internal) and societal (external) costs, and further promotes car dependence (Litman, 2024). Prioritising road investment for car use will not achieve an efficient, safe, or equitable transport system.
- In the Bay of Plenty, very few people commute to work by active transport (5.3% in Rotorua, 5% in Tauranga, 3.1% in Western Bay of Plenty) (Bay of Plenty Regional Transport Committee, 2023). Therefore, 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. In 2022/23, less than half of New Zealand adults met physical activity guidelines and one-third of adults were obese (Ministry of Health, 2023).

Evidence supporting increased active and public transport modes:

- Wellington has the highest active and public transport use in Aotearoa. A modelling study indicated that if Tauranga (and other major centres) had the same active and public transport use as Wellington there would be substantial health and environmental benefits. Specifically, the researchers suggest that if Tauranga implemented policies and infrastructure around transport and land use that resulted in similar mode share as Wellington, there would be approximately fifty less premature deaths each year (Shaw et al., 2018).
- In Hastings and New Plymouth, comprehensive investment in cycling and walking infrastructure, including promoting these modes to the public, resulted in significant economic benefits. These benefits were largely due to improved health and reduced carbon emissions. Overall, the benefit to cost ratio of these investments was evaluated at approximately 11:1 (Chapman et al., 2018). A 2019 modelling study also demonstrated the cost-effectiveness of investing in active transport modes to improve population health (Mizdrak et al., 2019).
- Amsterdam and Copenhagen are examples of cities where cycling is an integrated part of daily life for people of all ages and communities. In these cities, the cycling modal share is 32% and 30%, respectively (European Cyclists' Federation, 2017). Local government policies to create efficient, well-connected, and safe cycling infrastructure have been instrumental in achieving these figures. Alongside effective cycling policies, local governments have integrated active transport with public transport modes, and implemented policies to restrict the movement of motorised vehicles through the cities (Pucher & Buehler, 2007).

Conclusion

Bay of Plenty's RLTP provides an opportunity to create equitable, sustainable, and liveable places where we live, learn, work and play. To achieve this, the transport plan needs to present a holistic strategy, one that combines expertise and experience across health, transport, and land use planning. Most importantly, the RLTP needs to present innovative and bold solutions to fundamentally change how the Bay of Plenty's communities live and move, rather than continuing to focus on roadbuilding and greenfields developments.

Ngā mihi



Dr Phil Shoemack

Medical Officer of Health

Te Manawa Taki Region | National Public Health Service

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