



# Regional Transport Committee Informal Workshop Pack

DATE: FRIDAY 9 FEBRUARY 2024

COMMENCING AT TIME: 9.30 AM

VENUE: Council Chambers, Regional House, 1 Elizabeth  
Street, Tauranga

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## Informal Workshop Paper



**To:** Regional Transport Committee Workshop  
9 February 2024

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### Prioritisation of draft RLTP 2024-34 Significant Activities

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#### 1. Workshop Purpose

This workshop provides the Regional Transport Committee (RTC) with an opportunity to review the draft programme for inclusion in the Regional Land Transport Plan (RLTP) 2024-34 and provide guidance on the prioritised list of significant transport activities.

The previous prioritisation workshop held on 15 December 2023 did not endorse the prioritised list of activities for inclusion in the draft RLTP. This 9 February 2024 workshop will revisit the prioritisation process with elected members.

**To meet the timeframes set for public consultation, adoption of the final RLTP and its submission to NZTA by mid-June, it is paramount that the prioritised list is agreed in this forum.** On that note, officers respectfully request that members ensure they are well-briefed on the priority activities for their district.

By way of an update on the new GPS for land transport, officers have yet to receive confirmation of priorities from the Ministry of Transport. However, this delay in confirmation should not detract from the Committee's confirmation of a prioritised activity list for the region. The Committee undertook a rigorous process to identify transport priorities for the Bay of Plenty and it is this enduring framework that is being used to score activities.

#### 2. Guidance sought from Members

That the RTC considers and provides guidance on the draft prioritised list of significant activities for inclusion in the draft RLTP 2024-34.

#### 3. Background

Section 16(3)(d) of the Land Transport Management Act 2003 (LTMA) requires significant activities to be ranked by order of priority in the RLTP.

At the 31 August 2023 meeting, the RTC considered a paper on the strategic framework and prioritisation process for the draft RLTP 2024-34, as recommended by the Regional Advisory Group (RAG) - see **Attachment 1**. The paper proposed the following parameters for the prioritisation of significant activities:

- applies to improvement activities of more than \$2 million.
- requires projects and activities to show alignment with the draft RLTP 2024-34 problem and benefit statements and priorities.
- does not include continuous programmes, low-cost low-risk activities, or activities with signed contracts or allocated funding to be prioritised.
- allows business cases (programme, indicative or detailed) to be prioritised, if necessary to demonstrate their importance.
- requires RAG consensus on projects' and activities' contribution to transport investment priorities.

The paper further proposed that the activities would be ranked and moderated against the transport investment priorities by RAG members.

Ultimately, the RTC made the following resolution:

*"Approves the overall prioritisation process and approach for the Regional Land Transport Plan 2024 as outlined in the report".*

The process subsequently undertaken by the RAG to prioritise significant activities is covered by section 4.2.1 below.

#### 4. **Regional Land Transport Plan Programme**

A RLTP includes transport activities submitted by Approved Organisations (AO) i.e., local authorities, Waka Kotahi NZ Transport Agency (NZTA) and the Department of Conservation (if appropriate). The activity owner submits information into the Waka Kotahi Transport Investment Online (TIO) database ready for extraction into the RLTP<sup>1</sup>.

The regional programme needs to include the following activities:

- Committed activities
- Proposed activities looking for NLTF funding, i.e.
  - Prioritised regionally significant activities
  - Non-prioritised activities
- Significant activities to be funded from sources other than the NLTF
- Activities of inter-regional significance, and
- Significant activities not yet developed enough to be part of the RLTP but which may come to fruition within the period of the plan.

Sections 4.1 - 4.6 of this paper outline each of the above parts of the programme. The most critical is section 4.2 which outlines the proposed list of significant activities endorsed by the RAG and is the primary consideration of this Workshop Paper.

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<sup>1</sup> The LTMA s.16(4) states that "An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity." Without an 'owner' the activity will not be accepted by Waka Kotahi.

## 4.1 Committed activities

The RLTP is required under section 16(6)(c) of the LTMA to include a list of activities that have previously had funding committed through the NLTF. These projects may be in the implementation phase or may be in the process of an extensive pre-implementation phase. The final list of activities will be reconfirmed with the TAs for inclusion in the final draft RLTP released for consultation:

Activity	Org	Phase	Description
Rangiorua Business Park Multi-Modal Transport Improvements	WBOPDC	SSBC	Sustainable development of the Business Park through multi-modal transport improvements, infrastructure and services, including upgrade of existing internal road network.
Ōmokoroa Transport Improvements	WBOPDC	SSBC	Urbanisation upgrading of local roads to support planned land use changes in Ōmokoroa.
Papamoa East Interchange (PEI) - Eastern Corridor Growth (HIF)	TCC	Pre-implementation, Construction	Infrastructure to support residential growth in the Eastern Corridor (Housing Infrastructure Fund)
Western Corridor Growth Management – Tauriko West Connections	TCC	Property Pre-Implementation Implementation	Long term solution for the Tauriko area to support freight movement along SH29, safety of the network, and multi-modal options to enable transport choice.
Maunganui Road Walking and Cycling improvements	TCC	Implementation	Development of a long-term plan to improve access to Port of Tauranga and Mt Maunganui and make it safer to move through and around this part of town
Regional Consortium Ticketing Solution	BOPRC	Implementation	Implementation of interim ticketing solution across Regional Consortium Councils as part of the National Ticketing Programme

## 4.2 Proposed activities – prioritised regionally significant

Proposed activities are those being submitted for funding support from the NLTF for the 6-year period 2024/25 – 2029/30. ‘Significant’ activities, i.e., those improvement activities anticipated to cost more than \$2 million, are required to be ranked by order of priority in the RLTP.

The proposed complete list of prioritised significant activities, included as **Attachment 2**, was finalised by the RAG following the process in 4.2.1 below and has the RAG’s collective endorsement. The score for each project is a consolidated total of its scoring against each of the transport investment priorities. Of note is the number of projects with the same total score – the 28 projects rated as the most significant score between 18 and 22.

The workshop provides an opportunity for the RTC to consider the prioritised list and to propose adding, removing or changing the priority of activities, especially in the light of similar scores. Following this workshop, all RTC feedback will be incorporated into the next evolution of draft RLTP 2024-34 to support public consultation.

### 4.2.1 Prioritisation process

The first step of the prioritisation process was for all the significant activities submitted by each AO to be scored by them through an internal process against a scoring range of 1 (low) to 5 (high), for their contribution to each of the six transport investment priorities. These investment priorities were previously agreed in the RTC at its 31 August 2023 Workshop and include:

1. Reducing road deaths and serious injuries.
2. Transitioning towards a more sustainable transport system to minimise environmental impacts.
3. Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services.

4. An integrated freight system that optimises the efficient and effective movement of goods.
5. Building resilience into the region's transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans.
6. Supporting sustainable regional growth through planning and investing in transport infrastructure and services that lift economic prosperity and enable housing.

Following the initial scoring, a half-day prioritisation workshop was held with all RAG members on 17 November 2023. At the workshop, activity owners presented their proposed activities and the rationale for their scoring. Members then collectively reviewed each AO's scoring and undertook a moderation process to ensure consistency of approach across the whole proposed programme.

After assessment and moderation of the activities, the initial priority list was updated to reflect the RAG discussions and recirculated to the RAG for finalisation.

An initial prioritisation workshop was held with the RTC on 15 December 2023 but did not endorse the prioritised list of activities, thus this workshop.

#### 4.3 **Proposed activities - non-prioritised**

Improvement activities below the \$2 million threshold and those deemed 'business as usual' are excluded from the prioritisation process. A list of such activities will be confirmed with each TA for inclusion in the final draft RLTP released for consultation.

- Investment management transport planning activities - prepare the ground for future RLTPs and longer-term investment, through development of modelling, appraisal and business case capability.
- Continuous programme activities - ongoing 'business as usual' activities relating to state highway and local road maintenance, public transport services, road safety promotion and road policing. Approved Organisations apply for continuous programme funding on a 3-year cycle aligned with respective AO Long Term Plans and their local share contributions.
- Low-cost low-risk (LCLR) activities - an LCLR activity has an individual total cost, from design through to implementation, within the LCLR threshold of \$2M. Approved Organisations apply for LCLR funding on a 3-year cycle aligned with the LTP.

#### 4.4 **Significant activities funded from other sources**

There are land transport activities in the region which make a significant contribution to the objectives of the RLTP that are not eligible for NLTF funding or are funded from other sources. The majority of these are being delivered by KiwiRail or Tauranga City. For example, KiwiRail funds its improvements through Crown funds and operating profits. Tauranga city requires significant investment in the local road network. Much of the work required to increase existing capacity and provide new roads and access is funded by TCC through developer contributions and local rates. While the non-NLTF activities are funded from other sources, they do still form an important part of investment in the Bay of Plenty's transport system.

A list of such activities will be confirmed with each TA for inclusion in the final draft RLTP released for consultation.

#### 4.5 Activities of inter-regional significance

A potential list of significant inter-regional activities has been obtained from Te Kaunihera a Rohe o Waikato (Waikato Regional Council) and Te Kaunihera o Te Tairāwhiti (Gisborne District Council).

##### Bay of Plenty - Waikato

Activity <sup>a</sup>	Description <sup>a</sup>
East Coast Main Trunk Rail Network <sup>a</sup>	Provide safe and reliable journeys for people and freight and support urban development within this nationally strategic corridor. Investments in electrification, signalling, linespeed improvements and passing loops will support capacity and maintenance requirements across the network. There is the potential to support re-introduction of inter-regional passenger rail services between Tauranga, Hamilton and Auckland. <sup>a</sup>
SH1 Cambridge - Piarere <sup>a</sup>	Offline extension of the Waikato Expressway to improve safety and reliability. ¶  Safety improvements to existing section of SH1, include replacing SH1/SH29 T-intersection with roundabout (NZUP). This latter project has commenced construction. <sup>a</sup>
Tauriko Network Plan <sup>a</sup>	Transport solutions to support housing and employment development in the Tauriko West area. To include upgrades to SH29, 29A and 36 to provide travel choice and protect strategic freight routes to / from the Port. <sup>a</sup>
Takitimu North Link (NZUP) Stage 1 <sup>a</sup>	Project to provide transport choice and protect strategic freight routes to / from the Port. Includes a new four-lane expressway; separated shared active travel path; Omanawa bridge replacement; public transport priority improvements; and revocation of existing SH2 through Bethlehem to local road. Currently under construction. <sup>a</sup>
Tauranga - Te Puna (alternative to SH2) <sup>a</sup>	Package of work focused on improving road safety, providing more reliable journey times, and supporting growth along one of New Zealand's fastest-growing travel routes. <sup>a</sup>
SH2 Paeroa to Waihi <sup>a</sup>	Extension of Waihi bus service to connect to Paeroa. <sup>a</sup>
SH2 Paeroa to Waihi <sup>a</sup>	Road safety improvements through the Karangahake Gorge. <sup>a</sup>
SH30 Rotorua Eastern Corridor - Stage 2 <sup>a</sup>	Safety and connectivity improvements that accommodate future growth and provide people with better travel choices. <sup>a</sup>

**Bay of Plenty - Gisborne**

Activity	Proposed Solution
SH 2 <u>Wairoeka</u> Gorge (Gisborne to Ōpōtiki)	Inter-regional improvements. Includes bridge strengthening to enable full HPMV capability between Gisborne and Ōpōtiki.
SH35 Resilience Programme Ōpōtiki to Gisborne	Replacement of damaged / destroyed infrastructure and resilience improvements to withstand future events.
SH38 Resilience Programme Wairoa to <u>Murupara</u>	Business case for minor resilience enhancements, focus on retaining access between Wairoa and <u>Waikaremoana</u> .

**4.6 Significant activities not yet developed enough for inclusion**

These activities are not yet developed enough to be part of the RLTP or were not proposed due to an AO’s own prioritisation process, but may come to fruition within the period of the Plan. A list of such activities will be confirmed with each TA for inclusion in the final draft RLTP released for consultation.

Example activities are:

- On Demand Permanent Service - Tauranga South
- Tauranga Harbour PT - Ferries
- Hydrogen Bus Trial

**5. Next Steps**

Once RTC members have considered the draft prioritised list of significant activities, staff will incorporate all the feedback received.

Given the recent change in Government, it is likely that there will be a new GPS released in 2024. Any significant changes will mean the project list priorities may need to be reviewed and possibly amended so that the programme demonstrates consistency with the national priorities.

The next key milestone in the process will be the release of a draft RLTP for public consultation.



**RLTP timeframes**

<b>Date</b>	<b>Milestone/ Task</b>	<b>Requirements</b>
18 Dec 23- 29 Jan 24	Complete draft RLTP 2024 front- end	Review of initial feedback on draft RLTP 2024 from RTC workshop and elected members Completion of draft RLTP 2024 document front-end and statement of proposal (consultation document)
29 Jan onwards	Graphics document production	Design and production of draft document
9 Feb 2024	RTC meeting	Sign off of statement of proposal, including public consultation questions and engagement approach Appointment of hearings' sub-committee Sign off of draft RLTP 2024 front-end for public consultation
9 Feb 2024	RTC workshop	Final prioritised activity list endorsed by RTC
9 Feb - 22 Feb 24	Graphics document completion & printing	Final preparations for consultation
23 Feb - 24 Mar 2024	Draft RLTP 2024 consultation period	Draft RLTP 2024 and statement of proposal issued Consultation and feedback process clearly communicated (to include some combined consultation with LTP)
10 - 12 Apr	Hearings	Review of public consultation feedback received Production of presentations/supporting documents for hearings
7 - 8 May	Deliberations	Details of public consultation feedback and hearings and recommendations for proposed Plan changes
9 - 17 May	Final RLTP	Production and issuing of final document
22 May	RTC meeting	Adoption of final RLTP document and programme and recommendation to Regional Council
5 June	Regional Council adopts RLTP	Report summarising investment story and prioritised programme
14 Jun	<b>Final RLTP submitted to Waka Kotahi</b>	
31 Aug	<b>Government adopts 2024/27 NLTP</b>	
Early Sep	Waka Kotahi releases 2024/27 NLTP Final RLTP published	Comms around prioritised activities and funding

**Attachments**Attachment 1 - List of RTC resolutions on draft RLTP 2024 development [↓](#)Attachment 2 - Proposed Complete List of Prioritised Significant Activities [↓](#)

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## History of the Regional Transport Committee's workshop direction and meeting resolutions supporting the development of the draft Regional Land Transport Plan 2024-34

### Meeting: Thursday, 9 March 2023

That the Regional Transport Committee:

1. Receives the report, Regional Land Transport Plan 2024-34 Development: Endorsement of the high-level strategic approach;
2. Endorses the high-level strategic approach within the Briefing Paper - Bay of Plenty Regional Land Transport Plan 2024-34 Development - Policy & Strategy Introduction - as provided to the Committee for the Regional Land Transport Plan 2024-34 Development - Initial Briefing held on 3 February 2023, and as outlined in Section 2;
3. Notes the development of the Investment Logic Map as a working draft and the next steps in the development of the Regional Land Transport Plan 2024-34;
4. Agrees that a workshop takes place to address issues associated with the Investment Logic Map (ILM).

### Workshop: Friday, 5 May 2023

The Regional Transport Committee provided direction to:

1. [Include] a sub-regional breakdown of submissions received [this] would be useful [for] members following the public consultation process;
2. After discussion around introducing the term 'fair' with regard to emissions reduction, it was suggested that 'equitable' was a more fitting term to include, although some members considered this may sit better under objectives;
3. The Objectives: A robust discussion was held with alternative objectives considered, and the Committee provided the following direction:
  - Objective One: no change recommended
  - Objective Two: the word '*reduced*' to replace '*minimised*'
  - Objective Three: no change recommended
  - Objective Four: the word '*reduced*' to replace '*minimised*'

BOPRC ID: A45459291

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- Objective Five: amend to “Communities have access to an inclusive, *equitable* and reliable transport system that...”
  - Objective Six: further work was required on this objective to address integration with spatial planning and having transport networks that support this (potentially an additional specific objective would be a better option).
  - Objective Seven: amend to ‘*Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to...*’.
4. Headline Targets:
- *Healthy and Safe People*: no change
  - *Environmental Sustainability*: required more thought and a more generalised/ high level target should be considered, along with the various alignments discussed
  - *Inclusive Access*: Combine active modes and public transport
  - *Economic Prosperity*: Suggested removing ‘predictability’ and use travel time and congestion with road and rail freight volume. Another view was that predictability was both useful and measurable – suggested including travel time and travel time predictability as a target
  - *Resilience and Security*: further work to be undertaken on this target – reflecting shipping and air, and the rail system and closures following recent weather events
  - Check for internal consistency across the targets.
5. Policies: The Committee were comfortable with the recommended approach of staff reviewing the policies with support from the Regional Advisory Group (RAG), before being provided to a Committee meeting for consideration.
6. Advancing the Investment Logic Map (ILM): Members and Advisors’ Comments / Direction Provided:
- Investing in capacity needed to occur to progress the transport system and this was not adequately covered in the initial ILM, nor was congestion affecting the quality of life in the region’s cities
  - Define what was meant by ‘unsustainable urban form’ within the ILM
  - Supported the wording changes suggested by Tauranga City Council in the presentation
  - Suggested ‘sub-optimal urban form’ replace ‘unsustainable urban form’
  - The logic behind not including the capacity constraints was that there could be a higher rating in the benefit statement for environmental outcomes – the

BOPRC ID: A45459292

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trade-off was that although growth and capacity led to worse environmental outcomes, it could also lead to improved community wellbeing

- In the ILM workshop, 'unsustainable' was considered literal in that it could not be sustained economically, socially or environmentally over a period of time - defining what needed to happen differently in communities was key
- Contradicting government policies and initiatives was a significant challenge. Transport issues were also driven by urban and rural form
- Priority investment must be across the entire region and consider regional decentralisation of industrial and commercial hubs. It was important that capacity constraints and congestion did not impact long term investment into regional connections to maximise sustainable growth.

Meeting: Thursday, 15 June 2023

That the Regional Transport Committee:

- 1 Receives the report, Draft Regional Land Transport Plan 2024 - Strategic Framework Development;
- 2 Endorses the Vision Statement for RLTP 2024:
  - a) Confirms the preferred Vision Statement as 'Our transport system meets the needs of our diverse communities, our environment and our economy';
- 3 Endorses the five Objective Themes proposed in the report for incorporation into the RLTP 2024;
- 4 Adds an additional Objective Theme Six of 'Enable Housing Supply' and a related Headline Target
- 5 Endorses the seven <sup>1</sup> Objectives as outlined in the report for incorporation into the RLTP 2024:
  - a) Confirms the substitution of "reduced" with "minimised" in Objective 2 and Objective 4;
- 6 Endorses the high-level direction of the headline targets developed by staff;
- 7 Adds an additional Headline Target to address congestion under the Economic Prosperity Objective Theme.

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<sup>1</sup> The objectives were later revised down to six and endorsed by the RTC on 31 August meeting 2023

BOPRC ID: A45459293

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Meeting: Thursday, 31 August 2023

That the Regional Transport Committee:

- 1 Receives the report, Draft Regional Land Transport Plan 2024-2034 - Strategic Framework and Prioritisation Process<sup>2</sup>;
- 2 Notes the revised vision, objectives, ten-year transport investment priorities, benefit and problem statements based on the guidance given during the workshop on 04 August 2023;
- 3 Notes the updated list of policies within the strategic framework;
- 4 Approves the overall prioritisation process and approach for the Regional Land Transport Plan 2024 as outlined in the report;
- 5 Notes the progress made on the Regional Land Transport Plan 2024-2034 document, which will be affected by the release of central government policy that may impact the timing of consultation on the draft plan.

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<sup>2</sup> Refer to the report "Draft Regional Land Transport Plan 2024-2034 – Strategic Framework and Prioritisation Process" for full details relating to resolutions 2-4

BOPRC ID: A45459294

Bay of Plenty RLTP - Prioritised List of Significant Activities

Significant Improvement Activity (>\$2M)	Description	Activity Class	Phase(s)	Organisation	Primary RLTP Problem	Primary RLTP Objective	Indicative Start Year	Indicative NLTP Cost (2024/25 - 2026/27)	Indicative total cost	Total Score	Healthy and Safe People	Environmental Sustainability	Inclusive Access	Economic Prosperity	Resilience and Security	Enabling Housing Supply
Cameron Rd Multi-Modal Stage 2 - 17th Ave to Barkes Corner	Public transport, cycling, walking and public realm improvements to Cameron Rd between Tauranga Hospital and Barkes Corner to move people safely and support urban developments	Local Road Improvements	Pre-Implementation, Implementation	TCC	Emissions/Reduced Movement	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	2023/24	120,355,489	176,784,485	22.00	3.00	5.00	5.00	4.00	2.00	3.00
Connecting Mount Maunganui - Hewletts Road sub-area accessibility improvements	Development of a long-term plan to improve access to Port of Tauranga and Mt Maunganui and make it safer to move through and around this part of town	Local Road Improvements	DBC, Property, Pre-implementation, Implementation	TCC	Emissions/Reduced Movement	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	2024/25	12,551,496	250,000,000	22.00	4.00	4.00	3.00	4.00	3.00	4.00
SH29A Tauriko West Network Connections Stage 3 PT Corridor	Tauriko West Stage 3 PT Prioritisation Corridor and Improvements. Package of improvements to support access, freight, growth and safety along SH29 and surrounding areas. Early stages include route protection of long-term offline state highway, public transport and active modes package and replacement of an end of life bridge at the future offline location	State Highway Improvements	Pre-Implementation, Implementation	Waka Kotahi	Lack of Transport Choices/Access	Inclusive Access	2025/26	53,410,000	#####	22.00	2.00	5.00	5.00	3.00	2.00	5.00
PT S&I Transformation (UFTI)	The Hybrid PT Service Model (Tauranga) as provided for via the Public Transport Services and Infrastructure Business Case	Public Transport Services	Pre-Implementation, Implementation	BOPRC	Lack of Transport Choices/Access	Inclusive Access	2024/25	1,100,452	154,513,602	22.00	3.00	5.00	5.00	3.00	2.00	4.00
Connecting Mount Maunganui - SH2	Improvements to the transport network along SH2 and the broader Mount Maunganui area to enhance public transport and active modes, provide greater reliability for freight, and reduce the impact of transport on the environment	State Highway Improvements	Pre Imp, Property, Imp	Waka Kotahi	Emissions/Reduced Movement	Economic Prosperity	2025/26	42,714,000	454,568,000	22.00	4.00	4.00	3.00	4.00	3.00	4.00
Bay of Plenty Regional Transport Planning PBC	Programme to update Programme Business Case plans for the region's state highway network	Investment Management	PBC	Waka Kotahi	Emissions/Reduced Movement	Economic Prosperity	2024/25	2,398,000	2,398,000	21.00	3.00	3.00	3.00	5.00	4.00	3.00
Connecting the People - Fifteenth Ave to Welcome Bay Rd	Improvements to support multimodal access and improve safety for 15th Ave, Turret Rd and Welcome Bay Rd. Includes active mode connections to city centre and Te Papa peninsula (Tauranga South)	Public Transport Infrastructure	Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2023/24	22,845,669	165,000,000	21.00	3.00	4.00	4.00	4.00	3.00	3.00
Ōmokoroa Transport Improvements	Urbanisation upgrading of local roads to support the planned land use changes in Ōmokoroa Structure Plan 2 & draft Structure Plan 3, specifically Prole Road, Ōmokoroa Road (Prole Rd to Railway Line) and Ōmokoroa South Industrial Road	Local Road Improvements	Construction	WBOPDC	Lack of Transport Choices/Access	Economic Prosperity	2023/24	26,000,000	45,000,000	21.00	4.00	4.00	4.00	3.00	1.00	5.00
Rangiorua Business Park Interchange	Interchange to provide access to the RBP from the Tauranga Eastern Link	Local Road Improvements	Construction	WBOPDC	Lack of Transport Choices/Access	Economic Prosperity	2022/23	30,000,000	50,000,000	20.00	5.00	4.00	4.00	5.00	2.00	0.00
Spatial Plan - Additional River Crossing IBC / DBC	Design of more specific investments required for additional Whakatāne access to support growth components of the Spatial Plan and improve network resilience	Local Road Improvements	IBC or DBC	Whakatāne DC	Lack of Transport Choices/Access	Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services	2024/25	500,000	150,000,000	20.00	3.00	2.00	2.00	4.00	5.00	4.00
Spatial Plan - Transport System Programme	A transport programme and new investment pathways will be needed to support delivery of the Whakatāne spatial plan (linked to Spatial Plan - Urban Transport Modelling)	Investment Management	PBC	Whakatāne DC	Lack of Transport Choices/Access	Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services	2024/25	400,000	50,000,000	20.00	2.00	3.00	4.00	4.00	3.00	4.00
SIP Programme 2024-27 (BOP)	Bay of Plenty Speed and Infrastructure Programme. Target is to reduce deaths and serious injuries on our roads by 40% by 2030 (as per Road to Zero target), as part of a wider aspiration where no one is killed or seriously injured in road crashes by 2050	State Highway Improvements	Pre Imp, Property, Imp	Waka Kotahi	Unsafe	Healthy and Safe People	2024/25	42,714,000	454,568,000	20.00	5.00	3.00	4.00	4.00	4.00	0.00
Malfroy Road / Old Taupo Road (SH5) Intersection Upgrade	Intersection capacity upgrade and safety improvements due to housing growth projections	State Highway Improvements	SSBC	RLC	Poor resilience	Enabling housing supply	2024/25	150,000	5,000,000	19.00	4.00	3.00	3.00	3.00	2.00	4.00
Ōpōtiki town entrance intersection improvements	Intersection improvements approaching Ōpōtiki township to prepare for expected growth in the area	State Highway Improvements	SSBC	Ōpōtiki DC (unfunded)	Emissions/Reduced Movement	Enabling housing supply	2026/27	300,000	7,000,000	19.00	4.00	1.00	3.00	5.00	2.00	4.00
Whakatāne West integrated growth and resilience improvements	Improvements to form and function of Keepa Rd (SH30 to Kope Canal) to support strong residential and industrial growth on the back of substantial PGF investment, address safety deficiencies, ensure multi modal access, and improve resilience and route security from flooding / climate change	Local Road Improvements	Implementation	Whakatāne DC	Lack of Transport Choices/Access	Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services	2024/25	4,617,056	12,391,382	19.00	3.00	2.00	4.00	3.00	3.00	4.00
SH29 Piarere to Tauranga	SH29 is the preferred route for road-based freight between Tauranga and Auckland. SH29 has a low safety record, poor resilience and a higher cost of travel due to the gradients over the Kaimai Range. The 2017 corridor business case included operational and capital improvements which were safety focused to improve DSIs and improve freight reliability on that route	Investment Management	PBC	Waka Kotahi	Unsafe	Healthy and Safe People	2024/25	2,725,000	2,725,000	19.00	5.00	1.00	2.00	5.00	5.00	1.00
SH29 Tauriko West Network Connections Stage 2 Omanawa Bridge	This bridge is on SH29 into Tauranga, and forms part of the crucial freight connections to and from the Port of Tauranga. It is coming towards the end of its life and must be replaced and is included within the alignment for the DBC. Additional costs have been included in the End of Life replacement programme should this funding not be available in a timely manner	State Highway Improvements	Pre-Implementation, Implementation	Waka Kotahi	Poor Resilience	Resilience and Security	2025/26	66,490,000	120,990,000	19.00	2.00	1.00	4.00	4.00	5.00	3.00
Western Bay of Plenty Managed Lanes	State highway contribution to a Western Bay of Plenty wide study on the potential to implement sub-regional managed lanes across the full network	State Highway Improvements	DBC, Property, Pre-imp, Imp	Waka Kotahi	Lack of Transport Choices/Access	Inclusive Access	2024/25	8,051,000	14,264,000	19.00	2.00	4.00	4.00	4.00	3.00	2.00
Lund Road resilience project	Road reinstatement and access treatment for slow moving slip	Local Road Improvements	Construction	WBOPDC (unfunded)	Unsafe	Resilience and Security	2024/25	200,000	2,500,000	18.00	4.00	3.00	5.00	1.00	5.00	0.00
Park and Ride Trial Pāpāmoa (IMP-12)	The provision of a direct route bus service to support the Park 'n' Ride Trial in Pāpāmoa	Public Transport Services	Implementation	BOPRC	Lack of Transport Choices/Access	Inclusive Access	2024/25	4,000,000	4,000,000	18.00	4.00	4.00	4.00	1.00	2.00	3.00
Rangiorua Business Park Multi Modal Transport Improvements	Sustainable development of the RBP through multi-modal transport improvements, infrastructure and services, over and above what is already identified in the RBP Structure Plan. To include upgrade of existing internal road network and development of new key corridors that provide for multiple modes	Public Transport Infrastructure	Construction	WBOPDC	Lack of Transport Choices/Access	Economic Prosperity	2024/25	5,000,000	15,000,000	18.00	4.00	4.00	4.00	5.00	1.00	0.00
SH30A Urban Revitalisation, Connect Rotorua	Indicative Business Case for urbanisation of SH30A including Amohau Street and consequential local road and SH corridor changes	State Highway Improvements	Pre-Implementation, Implementation	Waka Kotahi	Lack of Transport Choices/Access	Inclusive Access	2024/25	36,624,000	36,624,000	18.00	3.00	3.00	5.00	3.00	2.00	2.00
Takitimu North Link Stage 1 Revocation	Revocation of the existing State Highway 2 replaced by Takitimu North Link Stage 1	State Highway Improvements	Pre Imp, Property, Imp	Waka Kotahi	Emissions/Reduced Movement	Healthy and Safe People	2024/25	4,003,000	42,044,000	18.00	3.00	3.00	4.00	3.00	2.00	3.00
TNP SH29 Tauriko West Network Connection	TNP SH29 Freight and Tauriko West Access - A clear scope of investigation for DBC 1 delivers the SH29 freight and safety investment objectives whilst developing appropriate access to Tauriko West and the industrial estate. Appropriate access means it does not compromise the freight objective, and provides direct connectivity (without using the SH) between different parts of the local community. This DBC allows the inter-dependencies between Tauriko West structure planning and network planning to be progressed and aims to jointly notify changes to designations, District Plan and RPS	State Highway Improvements	Pre Imp, Property, Imp	Waka Kotahi	Lack of Transport Choices/Access	Inclusive Access	2024/25	123,250,000	123,686,000	18.00	3.00	1.00	4.00	4.00	2.00	4.00
Pāpāmoa East Park N Ride Trial sites	Parking areas connected with regular bus services to enable park and ride and slow the growth of traffic volumes. Operation depends on direct route PT	Public Transport Infrastructure	Pre-Implementation, Implementation	TCC	Emissions/Reduced Movement	Environmental sustainability	2024/25	3,200,000	3,200,000	18.00	4.00	4.00	4.00	1.00	2.00	3.00
National Ticketing Solution (NTS)	The National Ticketing Solution project aims to improve public transport through a standardised convenient, reliable and cost-effective solution to paying for public transport which will provide a common customer experience no matter where they are in the country. Existing ticketing services will need to be migrated to NTS	Public Transport Infrastructure	Implementation	BOPRC	Lack of Transport Choices/Access	Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services	2025/26	2,961,264	2,961,264	17.00	3.00	4.00	5.00	2.00	2.00	1.00
Cambridge Road - access to housing at Smiths Farm	Enabling development of an identified special housing area (SHA) approved for development alongside the Takitimu North Link. Access needs to be safe and suitable for all travel modes	Walking and Cycling Improvements	SSBC	TCC (unfunded)	Lack of Transport Choices/Access	Inclusive access	2024/25	2,000,000	285,000,000	17.00	3.00	3.00	3.00	3.00	2.00	3.00
Spatial Plan - Urban Transport Modelling	Development of network demand modelling tool(s) to assist with the Transport System Programme	Investment Management	Modelling	Whakatāne DC	Lack of Transport Choices/Access	Enhancing availability of accessible, affordable and efficient travel choices for people, goods and services	2024/25	250,000	Contributes to above Transport System	17.00	2.00	2.00	3.00	3.00	3.00	4.00
SH2 Awakeri to Ōpōtiki Resilience	Review of how to effectively provide resilient access in the Eastern Bay of Plenty between Awakeri and Ōpōtiki, which is very vulnerable to extreme weather events	State Highway Improvements	SSBC, Pre Imp, Property, Imp	Waka Kotahi	Poor Resilience	Resilience and Security	2026/27	654,000	72,316,000	17.00	3.00	1.00	3.00	5.00	5.00	0.00
New Transportation Model (TTM)	Transportation model capital spend according to approved business case. Joint project with NZTA, WBOPDC and BOPRC	Investment Management	PBC	TCC	Emissions/Reduced Movement	Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region	2023/24	2,556,800	12,000,000	17.00	2.00	2.00	3.00	3.00	3.00	4.00
Bus decarbonisation improvements (region-wide) (IMP-08)	Activities to develop and implement option for a new fleet of zero emission buses across the region	Public Transport Services	SSBC, Pre-imp, Implementation	BOPRC	Emissions/Reduced Movement	Environmental Sustainability	2024/25	53,898,000	53,898,000	16.00	4.00	5.00	1.00	1.00	2.00	3.00

Significant Improvement Activity (>\$2M)	Description	Activity Class	Phase(s)	Organisation	Primary RLTP Problem	Primary RLTP Objective	Indicative Start Year	Indicative NLT Cost (2024/25 - 2026/27)	Indicative total cost	Total Score	Healthy and Safe People	Environmental Sustainability	Inclusive Access	Economic Prosperity	Resilience and Security	Enabling Housing Supply
Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastructure	Networks servicing growth areas along the eastern coastline need to be safer and make it easier for people to move within, and along, coastal suburbs. Roads, dedicated busway, bus stops, cycleways and footpaths to support urban development, new housing and employment in Te Tumu	Local Road Improvements	Property, Pre-Implementation, Implementation	TCC	Emissions/Reduced Movement	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	2027/28	5,646,309	100,000,000	16.00	2.00	2.00	3.00	3.00	1.00	5.00
Welcome Bay Road Improvements	Safety improvements, including minor realignment and seal widening	Local Road Improvements	Construction	WBOPDC	Unsafe	Healthy and Safe People	2024/25	4,000,000	7,000,000	16.00	5.00	3.00	4.00	1.00	3.00	0.00
Passenger Rail - Hamilton to Tauranga (IMP-10)	Business case to investigate potential for passenger rail between Hamilton and Tauranga	Public Transport Services	IBC	BOPRC	Lack of Transport Choices/Access	Inclusive Access	2024/25	350,000	350,000	15.00	2.00	4.00	3.00	2.00	2.00	2.00
Bethlehem to Otumoetai cycleway	Protected cycleway to complete route between Ōmokoroa cycleway and Otumoetai cycleway	Walking and Cycling Improvements	SSBC	TCC (unfunded)	Emissions/Reduced Movement	Environmental sustainability	2024/25	1,000,000	21,000,000	15.00	3.00	4.00	2.00	3.00	0.00	3.00
City Centre bus facility - CBD PT HUB SSBC (TSP)	A safe and accessible bus interchange in the Tauranga CBD, also connected to other travel facilities such as cycleways for bikes and scooters	Public Transport Infrastructure	Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2023/24	13,300,897	16,000,000	15.00	3.00	4.00	4.00	3.00	1.00	0.00
Domain Road upgrade (urbanisation of southern sections)	Upgrade of road including stormwater, lighting and facilities for active modes and bus users to support urban development	Local Road Improvements	SSBC	TCC (unfunded)	Lack of Transport Choices/Access	Inclusive access	2024/25	1,000,000	35,000,000	15.00	2.00	2.00	3.00	2.00	3.00	3.00
Marshall Ave Footpath upgrade	Improved walking/cycling connections on Marshall Avenue (within 10-year LTP timeframe). Council (and SmartGrowth partners) endorsed the Tauriko Network Connections DBC at a council meeting on 27 June. This is an NZTA led project, and is subject to a decision by their board in the next few months. This is a TCC element required to be completed as part of this project	Walking and Cycling Improvements	Construction	TCC	Lack of Transport Choices/Access	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	2026/27	555,543	12,336,609	15.00	3.00	4.00	4.00	1.00	2.00	1.00
Matua area pedestrian and cycle improvements	Facilities for active modes and bus users in Matua as defined in the Otumoetai Spatial Plan	Walking and Cycling Improvements	SSBC	TCC (unfunded)	Emissions/Reduced Movement	Environmental sustainability	2024/25	1,000,000	11,000,000	15.00	3.00	4.00	2.00	2.00	0.00	4.00
Pokairoa/Ngamotu - Rerewhakaite Resilience (SH5 Alternative)	Shortest viable alternative freight route to SH30 (SH30 is rated as a moderate resilience risk by Waka Kotahi, prone to closure at Rotomā Bluff). Sealing of Pokairoa and Ngamotu Roads will reduce maintenance burden and improve resilience of this alternate route	Local Road Improvements	SSBC	Whakatāne DC	Poor Resilience	An integrated freight system that optimises the efficient and effective movement of goods	2024/25	500,000	15,000,000	14.00	1.00	2.00	2.00	4.00	5.00	0.00
Te Puke to Rangiora Business Park shared path	Te Puke to Rangiora Business Park off-road walking and cycling shared path	Walking and Cycling Improvements	Construction	WBOPDC (unfunded)	Lack of Transport Choices/Access	Inclusive Access	2024/25	0	12,000,000	14.00	4.00	4.00	4.00	1.00	1.00	0.00
Thornton Road - Blueberry Curves - Safety Improvements	Identified as a priority safety project (speed management treatments) under the Road to Zero safe speeds and infrastructure programme	Local Road Improvements	Implementation	Whakatāne DC	Unsafe	Reducing road deaths and serious injuries	2027/28	0	6,500,000	14.00	5.00	1.00	0.00	3.00	3.00	2.00
Western Corridor Ring Route (SH29-SH36 & Keenan UGA)	New transport connections to support housing and commercial developments in Tauriko	Local Road Improvements	SSBC	TCC	Emissions/Reduced Movement	Objective 6: The transport system enables connectivity between places where people live, work, learn and play	2024/25	411,640	7,891,333	14.00	1.00	0.00	4.00	4.00	0.00	5.00
Network-wide Resilience - Whakatāne DC	A network improvement programme is needed to protect assets from failure caused by unplanned events, keep more of the network open when they happen and save on significant future road reinstatement costs.	Local Road Improvements	PBC	Whakatāne DC	Poor Resilience	Building resilience into the region's transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans	2024/25	500,000	10,000,000	14.00	2.00	2.00	2.00	3.00	5.00	0.00
Accessible Streets for Otumoetai (Area B)	Improved walking and cycling connections for the Otumoetai peninsula	Walking and Cycling Improvements	Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2023/24	30,564,086	105,000,000	13.00	3.00	4.00	3.00	2.00	1.00	0.00
Accessible Streets for Mount Maunganui (Area A)	Improved walking and cycling connections for the Mount Maunganui/Arataki area	Walking and Cycling Improvements	DBC, Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2023/24	10,080,998	52,000,000	13.00	3.00	4.00	3.00	2.00	1.00	0.00
Bethlehem bus facility	A safe location to access and change between buses in Bethlehem town centre	Public Transport Infrastructure	SSBC	TCC (unfunded)	Emissions/Reduced Movement	Environmental sustainability	2024/25	10,600,000	10,600,000	13.00	2.00	3.00	4.00	2.00	0.00	2.00
Chapel Street Bridge resilience works	Chapel Street Bridge resilience works	Local Road Improvements	SSBC	TCC	Lack of Transport Choices/Access	Objective 5: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards	2023/24	786,725	80,000,000	13.00	2.00	1.00	2.00	3.00	5.00	0.00
Matua Bridge Resilience	Project 713 in Resilience Projects. The Otumoetai rail overbridge is an essential structure and the only access in and out of the Matua Peninsula and is threatened from natural hazards. Project will provide alternative access in and out of Matua and/or bridge strengthening works	Local Road Improvements	SSBC	TCC	Lack of Transport Choices/Access	Objective 5: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards	2026/27	108,930	25,000,000	13.00	2.00	1.00	2.00	3.00	5.00	0.00
Shaw Road - Mill Road RAB Connection	The Mill Road/Shaw Road intersection has safety deficiencies which will be compounded by planned growth between Shaw Road and Huna Road	Local Road Improvements	SSBC	Whakatāne DC	Unsafe	Reducing road deaths and serious injuries	2025/26	500,000	7,500,000	13.00	2.00	1.00	1.00	2.00	2.00	5.00
Arataki area public transport facility	A safe location to access and change between buses in Arataki, connected to cycleways for bikes and scooters	Public Transport Infrastructure	Pre-Implementation, Implementation	TCC	Emissions/Reduced Movement	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	2025/26	6,390,504	10,000,000	13.00	2.00	3.00	4.00	3.00	1.00	0.00
Turret Road Bridge resilience	Project 753 in Resilience Projects. The Turret Road Bridge and causeway are susceptible to natural hazards and climate change - sea level rise, inundation and earthquakes. The project aims for the corridor to remain open and operational, and the resilience of this asset is assured for the long term by providing solutions to accommodate potential inundation, slope stability, liquefaction and lateral spread hazards	Local Road Improvements	SSBC, Pre-Implementation, Implementation	TCC	Poor Resilience	Objective 5: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards	2026/27	544,650	40,000,000	13.00	2.00	1.00	2.00	3.00	5.00	0.00
Waihi Road Bridge resilience	Project 739 in Resilience Projects. The Waihi Road Bridge is susceptible to natural hazards and climate change - sea level rise, inundation and earthquakes. The project aims for the corridor to remain open and operational, and the resilience of this asset is assured for the long term by raising the bridge deck and providing solutions to accommodate potential liquefaction and lateral spread hazards	Local Road Improvements	SSBC	TCC	Poor Resilience	Objective 5: Resilience issues in the transport system have been proactively identified and actioned so that the region can respond to, adapt, and rapidly recover from unplanned events and hazards	2026/27	108,930	40,000,000	13.00	2.00	1.00	2.00	3.00	5.00	0.00
Western Corridor Ring Route (SH29 to SH36)	Local road connection to improve resilience and reduce congestion and delay on the State Highway network	Local Road Improvements	SSBC	TCC (unfunded)	Poor Resilience	Resilience and security	2024/25	2,000,000	136,000,000	13.00	1.00	1.00	1.00	3.00	4.00	3.00
Tara Road Cycleway	Tauranga City Council is required to install a cycleway on the south side of Tara Road under ENV-2010-AKL-0042.	Walking and Cycling Improvements	SSBC, Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2029/30	0	5,259,876	12.00	3.00	4.00	4.00	1.00	0.00	0.00
TSP Programme Management	TSP Programme Management	Investment Management	Implementation	TCC	Emissions/Reduced Movement	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	2024/25	675,450	1,000,000	12.00	2.00	2.00	2.00	2.00	2.00	2.00
UFTI monitoring framework	UFTI Monitoring Framework 24/27	Investment Management	Implementation	TCC	Emissions/Reduced Movement	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	2024/25	150,000	150,000	12.00	2.00	2.00	2.00	2.00	2.00	2.00
Arataki to Pāpāmoa East Multimodal Stage 2	To make it easier and safer to move along, and within, the eastern coastal suburbs (Domain to Given)	Walking and Cycling Improvements	SSBC	TCC	Emissions/Reduced Movement	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	2023/24	843,500	1,043,500	11.00	3.00	3.00	4.00	0.00	0.00	1.00
Brookfield Road network improvements to support OSP outcomes	Road network improvements in Brookfield supports connected neighbourhood outcome and particularly seeks to improve access to shops and open space (and through movement for buses and cycles) as well as improve the intersection for all modes.	Local Road Improvements	SSBC, Pre-Implementation, Implementation	TCC	Unsafe	Objective 1: Deaths and serious injuries are minimised on the region's transport system	2026/27	286,228	22,177,708	11.00	3.00	1.00	3.00	1.00	2.00	1.00

Significant Improvement Activity (>\$2M)	Description	Activity Class	Phase(s)	Organisation	Primary RLTP Problem	Primary RLTP Objective	Indicative Start Year	Indicative NLTP Cost (2024/25 - 2026/27)	Indicative total cost	Total Score	Healthy and Safe People	Environmental Sustainability	Inclusive Access	Economic Prosperity	Resilience and Security	Enabling Housing Supply
Cambridge Road - access to housing at Smiths Farm	Enabling development of an identified special housing area (SHA) approved for development alongside the Takitimu North Link. Access needs to be safe and suitable for all travel modes	Local Road Improvements	Implementation	TCC	Emissions/Reduced Movement	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	2026/27	8,888,318	8,888,318	11.00	0.00	0.00	2.00	3.00	1.00	5.00
End of Trip Facilities and Bike Parking in the City Centre	Provision of high-quality end-of-trip facilities in the city centre for cyclists	Walking and Cycling Improvements	Implementation - likely to be moved to LCLR but still TBC	TCC	Lack of Transport Choices/Access	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	2024/25	2,753,834	13,069,689	11.00	2.00	4.00	4.00	1.00	0.00	0.00
Existing Te Okuroa Drive Bus / HOV lanes (Parton Road east)	Completion of road lanes to add priority for buses or high occupancy vehicles on Te Okuroa Drive, Pāpāmoa	Public Transport Infrastructure	Design	TCC (unfunded)	Emissions/Reduced Movement	Environmental sustainability	2024/25	5,000,000	5,000,000	11.00	1.00	2.00	3.00	3.00	1.00	1.00
Mount Maunganui Bus Facility	A safe location to access and change between buses in the Mt Maunganui area, making it easier to reach the shopping centre. Needed for PT service model	Public Transport Infrastructure	SSBC, Pre-Implementation, Implementation	TCC	Lack of Transport Choices/Access	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	2028/29	0	5,767,517	11.00	2.00	4.00	4.00	0.00	1.00	0.00
Travel demand management (TDM) and behaviour change	Implementation of measures to reduce the need to travel by private car and support alternative modes	Walking and Cycling Improvements	Implementation	TCC	Lack of Transport Choices/Access	Objective 2: The environmental effects, including emissions, arising from the use of the transport system are minimised	2024/25	3,589,921	20,000,000	11.00	3.00	4.00	3.00	1.00	0.00	0.00
TSP028 Bus facility imp Tga Crossing	Construction of PT hub at Tauranga Crossing (endorsed activity as part of Tauriko long term business case)	Public Transport Infrastructure	Implementation	TCC	Emissions/Reduced Movement	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	2026/27	5,189,000	10,000,000	11.00	2.00	4.00	4.00	0.00	1.00	0.00
Willow Street Cycle Connection	Providing cycle connection on Willow Street as part of the city centre movement framework	Walking and Cycling Improvements	SSBC, pre-imp, implementation	TCC	Lack of Transport Choices/Access	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	2025/26	6,000,000	4,600,000	10.00	3.00	4.00	3.00	0.00	0.00	0.00
Arterial Route Review and Implementation	Arterial Route Review and Implementation	Local Road Improvements	SSBC, Pre-Implementation, Implementation	TCC	Emissions/Reduced Movement	Objective 4: The transport system enables people and goods to move efficiently and reliably to, from and throughout the region	2027/28	0	23,947,500	10.00	0.00	1.00	2.00	5.00	2.00	0.00
Brookfield Public Transport Improvements	A safe location to access and change between buses in Brookfield. Bus hub is required in Brookfield to service the forthcoming PT service model	Public Transport Infrastructure	Pre-Implementation, Implementation - check with Simon where the planning for this comes from	TCC	Lack of Transport Choices/Access	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	2028/29	0	3,438,000	10.00	2.00	3.00	3.00	0.00	1.00	1.00
Grenada Street Cycleway	Grenada Street Cycleway	Walking and Cycling Improvements	Implementation	TCC	Lack of Transport Choices/Access	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	2024/25	9,290,680	9,290,680	10.00	3.00	4.00	3.00	0.00	0.00	0.00
Grey Street Cycle Provision	Providing cycle provision down Grey Street as part of the city centre movement framework	Walking and Cycling Improvements	SSBC, pre-imp, implementation	TCC	Lack of Transport Choices/Access	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	2024/25	1,730,000	2,730,000	10.00	3.00	4.00	3.00	0.00	0.00	0.00
Truman Lane Reconstruction	Resurfacing and improvements on Truman Lane	Local Road Improvements	SSBC, pre-imp, implementation	TCC	Poor Resilience	Objective 1: Deaths and serious injuries are minimised on the region's transport system	2024/25	7,880,463	9,000,000	9.00	1.00	2.00	3.00	2.00	1.00	0.00