

**Meeting:** Regional Transport Committee

**Meeting Date:** 7 May 2024

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## **Presentation and Tabled Documents**

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### **Agenda Item 4.1      Regional Land Transport Plan 2024-34 Deliberations Report**

<b>Presentation: Draft 2024-2034 Regional Land Transport Plan Deliberations</b>	<b>2</b>
<b>Tabled Document 1 - Toi EDA - late submission to the draft 2024- 2034 Regional Land Transport Plan</b>	<b>30</b>
<b>Tabled Document 2 - Draft staff recommendations/ response to late Toi EDA submission</b>	<b>34</b>



# Bay of Plenty Regional Land Transport Plan

Presentation to Regional Transport Committee  
Deliberations

Tuesday 7 May 2024



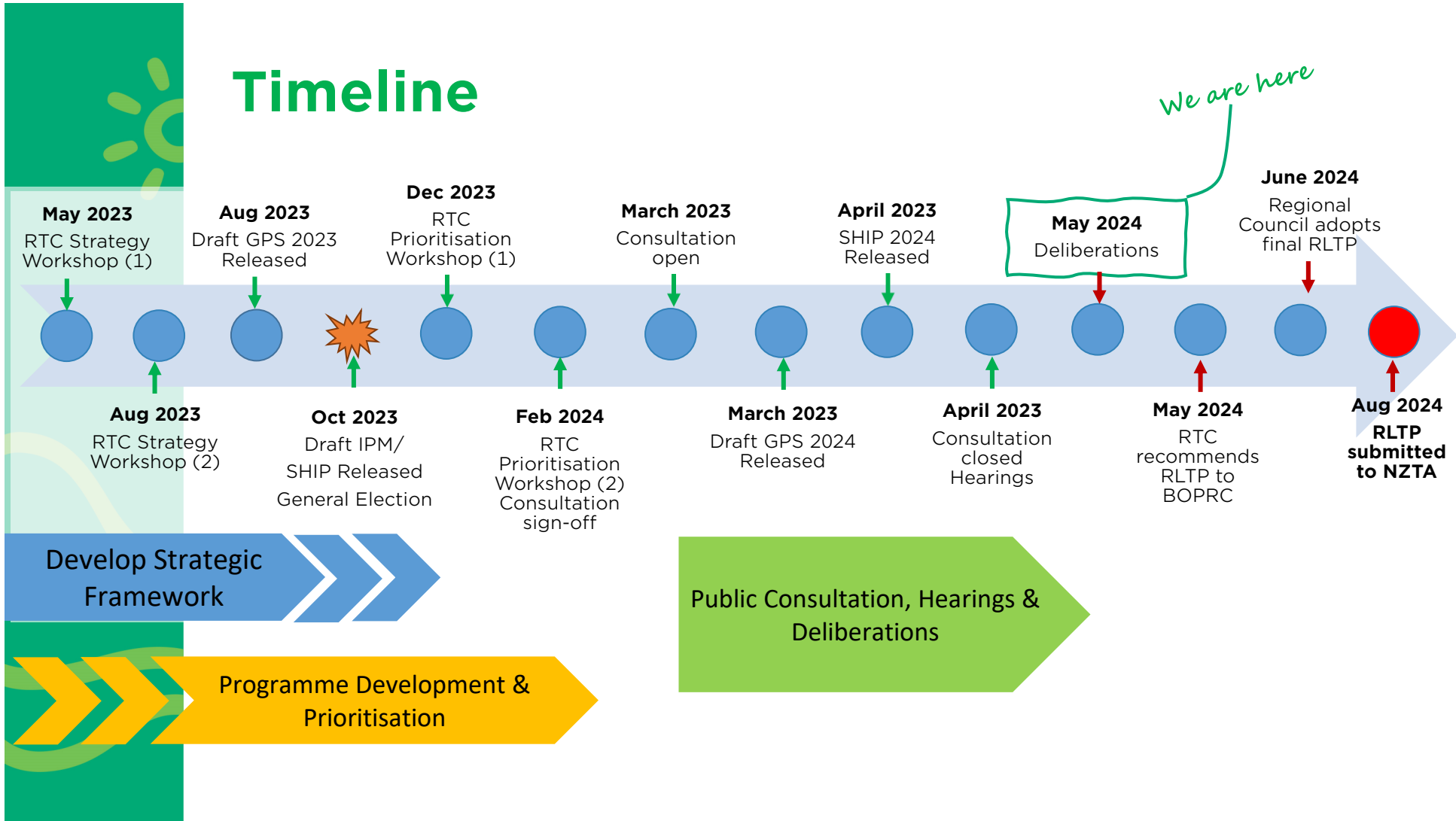


## Recommendations

That the RTC:

1. Receives the report, Regional Land Transport Plan 2024-2034 Deliberations
2. Endorses proposed changes to the draft Regional Land Transport Plan 2024-2034 document as outlined in the tracked changes in the draft attached as Appendix 1 and the recommendations made by staff in the 'Response to Submitters Report', attached as Appendix 2
3. Delegates to the Manager, Transport Planning the authority to make any further minor alterations or corrections to the draft Regional Land Transport Plan 2024-2034 during finalisation of the document, including revision of financial tables as a result of changes to Territorial Authorities' Long Term Plans, and to the State Highway Investment Proposal
4. Recommends consideration of the draft final document for endorsement at the Regional Transport Committee meeting on 22 May 2024

Item 4.1, Presentation: Draft 2024-2034 Regional Land Transport Plan Deliberations





## RLTP Landscape

1. Changes to key national policy documents that impact on the RLTP:
  - i. **Draft Government Policy Statement on land transport (GPS 2024).** In summary it:
    - prioritises economic growth and productivity, increased maintenance and resilience, safety, and value for money from transport expenditure
    - reintroduces RONSRLTP has been updated to better reflect draft GPS 2024 (see Appendix 1)
  - ii. **State Highway Investment Proposal 2024-34 (SHIP 2024).** Includes the following changes:
    - updated significant activity costs and phasing
    - some new significant activities, especially resilience-focused projectsRLTP has been updated to reflect some of these changes (see Appendix 1), but decision required on inclusion of activities in prioritised list
2. Long Term Plans of TAs are at different stages of development. Until TAs' transport programmes and budgets are confirmed, the financial details in the RLTP cannot be finalised



## Submission Process

- Public consultation using the LGA (s.83) Special Consultative Procedure was carried out from 23 Feb - 24 March 2024
- A total of 134 submissions were received. 22 submitters presented to the Committee at regional hearings on 10 - 12 April 2024
- Analysis of submitter details showed that:
  - 50% of submissions were received from the Western Bay of Plenty sub-region, with half of those being from community members and organisations in Tauranga
  - 74% of total submissions were from individuals
  - The issues raised in submissions related to the draft RLTP and a range of general transport issues
- Today's deliberations process considers the submissions received and the recommendations made by officers in response

# Response to Submitters Report

Submitter 17: RLTP2024-0017	
Submission Point:	17.1
Section:	Other
Submission Summary:	"The biggest impact on road safety would be a much more comprehensive driver training program."
Decision Sought:	As above
Staff Recommendation:	Refer to TLAs as RCAs
Rationale:	Most TLAs are funded to deliver road safety education programmes that target the road safety issues prevalent in their districts. Nationally the responsibility of providing driver training sits with NZTA under the Land Transport Driver Licencing Rule 1999.

Submitter 21: RLTP2024-0021	
Submission Point:	21.1
Section:	Challenges
Submission Summary:	"Buses should run at night." (Rotorua).
Decision Sought:	As above
Staff Recommendation:	Reject
Rationale:	A Rotorua network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to optimise existing routes. This may include slight changes to operating hours but at this stage does not include the operation of night buses.

Submitter 28: RLTP2024-0028	
Submission Point:	28.1
Section:	Objectives
Submission Summary:	Submission in favour of better PT options, including interregional rail.
Decision Sought:	"MORE public transport and bus lanes on all major routes into and around the city. ideally trains need to be set up ASAP."
Staff Recommendation:	Comments noted
Rationale:	Staff consider that RLTP Objective 3: Inclusive access covers this concern.  Increased level of service is a component of the PT S&I activity which is already included in the prioritised list of activities.  Inter-regional rail is included in draft RLTP under '10-year transport priorities' and 'inter-regionally significant activities' sections and the prioritised project list includes a business case to investigate potential for passenger rail between Hamilton and Tauranga. It is likely that this business case would also consider the opportunity to serve local markets along the route.

134 submissions. Staff responded to 238 individual points

# Submission Recommendations

Recommendation	No of responses
Comments noted	131
Accept/Accept in part	28
Reject	51
Refer to BOPRC Transport Team	43
Refer to TCC	26
Refer to NZTA	19
Refer to RLC	16
Refer to WBPDC	6
Refer to ODC	4
Refer to KDC	1
Refer to all TAs/AOs	5
Refer to SmartGrowth	1





# Submission Response Themes

- Challenges (Consultation Q)
- Objectives (Consultation Q)
- Regional Priorities (Consultation Q)
- Targets (17)
- Improved bus service (18)
- Rail (31)
- Ferries (7)
- Park and Ride/On-Demand (8)
- Other mass transit options (3)
- Resilience/Adaptation (5)
- Climate Change (5)
- Inequitable funding (6)
- Affordability/Value for Money (7)
- Alternate Modes (8)
- RLTP Process (2)
- GPS (10)



## Challenges

- The challenges and problem statements in the RLTP were developed by the RTC and stakeholders in workshops in early 2023
- Consultation question asked was: *“How much do you agree or disagree that these are the transport challenges the region is facing? Please tell us about any challenges you think we have missed”*
- 82% of respondents either strongly agreed or agreed with the transport challenges identified, with 8% of respondents either strongly disagreeing or disagreeing
- **Is the RTC comfortable with the recommendations relating to the challenges as suggested in the Deliberations paper?**



## Objectives

- The objectives in the RLTP were developed by the RTC, based on the Ministry of Transport Outcomes Framework
- Consultation question asked was: *“How much do you agree or disagree with the transport objectives? Please explain”*
- 72% of respondents either strongly agreed or agreed with the transport objectives identified for the region, with 14% of respondents either strongly disagreeing or disagreeing
- **Is the RTC comfortable with the recommendations relating to the objectives as suggested in the Deliberations paper?**



## Regional Priorities

- The list of prioritised activities in the RLTP is the output of the prioritisation process (see next slides). This process was recommended by the RAG (Technical Regional Advisory Group) and approved by the RTC in August 2023
- Consultation question asked was: *“How much do you agree or disagree with the proposed list of priority projects? Are there any other specific projects/activities not included here that should be prioritised?”*
- The highest level of disagreement reflected in the consultation responses related to the prioritised activities. 56% of respondents either strongly agreed or agreed with prioritised activities for the region, with 23% of respondents either strongly disagreeing or disagreeing



## Approved Organisation Responsibility

- In the transport context, AOs are organisations approved under the LTMA that invest jointly with NZTA in transport activities (TAs, NZTA, BOPRC, DoC)
- TAs/BOPRC decide which transport activities to fund, including finding local share in their LTPs
- NZTA's state highway programme is directed by the SHIP. TAs can lobby for state highway projects but ultimately NZTA decide where to invest
- AOs' proposed activities are submitted in NZTA's TIO system
  - continuous programmes/low-cost low-risk
  - significant activities
- **Proposed significant activities are scored/moderated by RAG technical officers from all AOs for prioritisation in the regional programme**
- Resulting proposed prioritised activity list considered by RTC. Opportunity for Elected Members from each AO to advocate for 'their' activities



## Prioritisation Process

On 31 August 2023, the RTC approved the RLTP Strategic Framework, and the Prioritisation Process as recommended by the RAG, ie:

1. RAG members provided a list of their organization's proposed significant activities for inclusion in the RLTP, with every activity scored between 1-5 against each of the transport investment priorities
2. As coordinators of the RLTP process, BOPRC technical staff compiled these into a single regional list. Sorting this list by the raw scores resulted in a raw prioritised list
3. This raw list was taken to a 1/2-day moderation workshop attended by all RAG members. The workshop enabled the region's technical staff to find the right balance across all the activities proposed and to remove bias. The workshop culminated in RAG level consensus on a draft prioritised list, with a resolution to take it to the RTC
4. The RTC considered and refined the draft prioritised list, then adopted it for inclusion in the draft RLTP for consultation



## State Highways Investment Proposal

- The majority of NZTA activities prioritised in the RLTP significant activity list are in the SHIP 2024. Of note:
- Additional significant activities:
  - BOP Share RONS Project Development
  - BOP Share RONS Property
  - EOL SH36 Hauraki Stream Culvert
  - SH2 BOP Ōpōtiki to Napier High Resilience Risk Sites
  - SH2 Waioeka Gorge
  - SH35 BOP Ōpōtiki to Gisborne Priority 1
  - Weigh Right Tauranga Port
- Updated SHIP activities' costs and phasing. Includes costs for Takitimu Stage 2 as a RONS project
- Tauriko West Network Connections Stage 4 is not included in the SHIP as its proposed delivery falls outside NZTA's forecast (ie. 2040+)

# Inclusion of Additional SHIP Activities

**Recommendation:** Add BOP Share RONS Project Development & Property activities into the prioritised activities list as part of the Tauriko Package (#1)

Rank	Significant Improvement Activity (>\$2M)
1	<b><u>SH29/29A Package of Works</u></b> SH29A Tauriko Stage 3 Improvements - SHIP (RON)
1	SH29 Tauriko Stage 2 Omanawa Bridge - SHIP (RON)
1	SH29 Tauriko Stage 1 Route Protection - SHIP (RON)
1	Western Corridor Ring Route (SH29-SH36 & Keenan Urban Growth Area) - TCC
1	Tauriko West Network Connections Stage 4 - NZTA (unfunded)
1	<b>BOP Share RONS Project Development - SHIP (RON)</b>
1	<b>BOP Share RONS Property - SHIP (RON)</b>
2	Takitimu North Link Stage 2 - SHIP (RON)
3	Connecting Mount Maunganui - Hewletts Road sub-area accessibility improvements - TCC
4	Connecting Mount Maunganui - SH2 - NZTA
5	Cameron Rd Multi-Modal Stage 2 - 17th Ave to Barks Corner - TCC



# Inclusion of Additional SHIP Activities

**Recommendation:** Add activities to the bottom of the prioritised activities list as funded, but unprioritised, as they have not been through the region’s prioritisation and consultation process (approach taken in previous RLTPs)

Rank	Significant Improvement Activity (>\$2M)
69	Grey Street Cycle Provision
70	Elizabeth Street Business Case
71	Truman Lane Reconstruction
Unprioritised Activities	
	EOL SH36 Hauraki Stream Culvert
	SH2 BOP Ōpōtiki to Napier High Resilience Risk Sites
	SH2 Waioeka Gorge
	SH35 BOP Ōpōtiki to Gisborne Priority 1
	Weigh Right Tauranga Port

# Inclusion of Additional Rotorua Activities

**Recommendation:** Add activities to the bottom of the prioritised activities list as unfunded and unprioritised (approach taken in previous RLTP)

Rank	Significant Improvement Activity (>\$2M)
70	Elizabeth Street Business Case
Unprioritised Activities	
	EOL SH36 Hauraki Stream Culvert
	SH2 BOP Ōpōtiki to Napier High Resilience Risk Sites
	SH2 Waioeka Gorge
	SH35 BOP Ōpōtiki to Gisborne Priority 1
	Weigh Right Tauranga Port
Unprioritised and Unfunded Activities	
	SH5/SH30 Intersection Improvements
	Sala St Corridor Improvements
	SH5 Corridor 4-laning - Fairy Springs - Ngongotahā
	SH30/Rotorua Airport Intersection
	Inner City Revitalisation and Improved Accessibility



# Changes to Prioritised Activities Requested

Significant Improvement Activity (>\$2M)	RLTP rank	Request	Recommend
Te Puke to Rangiuru Business Park shared path	#39	Higher position	Reject. Refer to RTC
Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastructure	#33	Top 20 activities	Reject. Refer to RTC



## Prioritised Project Recommendations

**Is the RTC comfortable with the recommendations relating to the prioritised activities, as suggested in the Deliberations paper?**



## Other Responses

- Targets
- Improved bus service
- Rail
- Ferries
- Park and Ride/On-Demand
- Other mass transit options
- Resilience/Adaptation
- Climate Change
- Inequitable funding
- Affordability/Value for Money
- Alternate Modes
- RLTP Process
- **GPS**



## Draft GPS 2024

- Prioritises:
  - economic growth and productivity
  - increased maintenance and resilience
  - safety
  - value for money from transport expenditure
- Reintroduces the Roads of National Significance (RONS) programme
- Proposes raising NLTP revenue through increased motor vehicle registration charges and fuel excise duties and funding major projects through additional Crown funding and public private partnerships
- Final GPS 2024 expected in July 2024

# RLTP vs GPS

Regional Transport Priorities RLTP		Draft GPS 2024 Strategic Priorities
Transport infrastructure & services that lift economic prosperity and enable housing	→	Economic Growth & Productivity
Integrated freight system that optimises efficient & effective movement of goods	→	
Transitioning towards more sustainable transport system to minimise environmental impacts		No GPS equivalent (Govt has signalled 2 <sup>nd</sup> Emissions Reduction Plan)
Enhancing availability of accessible, affordable & efficient travel choices for people, goods & services		No GPS equivalent PT focus is for rapid transit in AKL and WELL. Investment in walking & cycling only where clear benefit for increasing economic growth/for improving safety & demonstrated volumes of pedestrians and cyclists already exist
Building resilience into transport system by strengthening essential connections, improving access to alternative routes & delivering robust maintenance plans	→	Increased Maintenance & Resilience
Reducing road deaths & serious injuries	→	Safety
'Value for money' and 'funding constraints' to be emphasised further in RLTP	←	Value for Money



## Draft GPS 2024

**Is the RTC comfortable with how staff propose to reflect the draft GPS in the RLTP?**





## Other Themes

- Targets
- Improved bus service
- Rail
- Ferries
- Park and Ride/On-Demand
- Other mass transit options
- Resilience/Adaptation
- Climate Change
- Inequitable funding
- Affordability/Value for Money
- Alternate Modes
- RLTP Process

**Is the RTC comfortable with the recommendations relating to ‘other themes’ as suggested in the Deliberations paper?**



## Next Steps

- *Deliberations Meeting considers submissions and endorses recommended amendments to draft RLTP*
- Amendments made to RLTP and circulated to RTC
- RTC endorses final RLTP and recommends to Regional Council (22 May)
- Adoption of RLTP by Regional Council (17 June)
- Submission of document to NZTA (1 August)
- Publication of National Land Transport Plan (September)
- Update and deliver the RTC and RLTP work programme (ongoing)
- Start preparing for the next RLTP ..

END OF SLIDE DECK



# State Highways Investment Proposal

- It appears the majority of the cost indicated for Tauriko Stage 1 Route Protection in the draft RLTP is now in the activity BOP Share RONS Property

Activity	Cost NLTP 24-27 Draft RLTP	Cost NLTP 24-27 TIO	Indicative total cost Draft RLTP	Indicative total cost TIO
<u>Tauriko</u> Stage 3	53,410,000	71,940,000	1,078,010,000	1,096,540,000
<u>Tauriko</u> Stage 2	66,490,000	184,319,000	120,990,000	184,319,000
<u>Tauriko</u> Stage 1 (RP)	123,250,000	6,540,000	123,686,000	7,630,000
<u>BoP</u> Share RONS Project Development		686,700		1,602,300
<u>BoP</u> Share RONS Property		203,520,000		285,139,999
<u>Takitimu</u> Stage 2		92,976,999		929,769,999
TOTAL		559,982,699	803,132,699	2,505,001,298

# State Highways Investment Proposal

## New Activities

Activity	Phase	Total cost	Timing
BOP Share RONS Project Development	DBC	1,602,300	2024-2030
BOP Share RONS Property	Property	285,139,999	2024-2034
EOL SH36 Hauraki Stream Culvert	Implementation	3,815,000	2024-2026
SH2 BOP Ōpōtiki to Napier High Resilience Risk Sites	SSBC Pre-Implementation Property Implementation	343,923,332	2024-2034
SH2 Waioeka Gorge	SSBC Pre-Implementation Property Implementation	189,480,000	2024-2029
SH35 BOP Ōpōtiki to Gisborne Priority 1	Pre-Implementation Property Implementation	201,312,000	2029-2034
Weigh Right Tauranga Port	Property Implementation	11,519,500	2024-2026

05 April 2024

Bay of Plenty Regional Council

P.O. Box 364 Whakatāne, 3158, NZ

## **Re: Submission on Bay of Plenty Regional Council Regional Long Term Plan and Land Transport Plan**

It's a pleasure to provide feedback on the proposed Bay of Plenty Regional Council Long-Term Plan (LTP) as this covers a range of topics incredibly relevant to the region and its people. Toi EDA, as the economic development agency for the Eastern Bay of Plenty has the privilege of engaging with numerous industries and organisations that rely heavily on land transport for their daily operations and to support economic activity as well as growth within our region.

The Eastern Bay of Plenty's landscape requires comprehensive transportation across various rural areas, many of these at risk of extreme weather events or climate impact. Encompassing the aquaculture, horticulture, and forestry, among many others our region is home to a range of industries that depend on efficient transport networks. Additionally, many individuals working in remote rural areas travel extensive distances, reinforcing the vital role of transportation in both work, but also raising a family and engaging in recreational activity.

In providing our feedback, we aim to highlight key considerations that are essential for ensuring the economy remains stable, but also has capacity for sustainable growth, and resilience in the Eastern Bay of Plenty.

### **1. Resource distribution across the region is not adequately proportioned**

The allocation of resources across the region, as outlined in the consultation document, is concerning due to its disproportionate nature. The immense contrast in funding between Tauranga/Western BOP and other areas, particularly the Eastern Bay of Plenty (EBOP), raises questions about the fairness of resource distribution.

With Tauranga/Western BOP receiving a vast majority of the funding at \$1.22 billion, while Rotorua receives \$46.2 million and the EBOP only \$6.3 million, the difference is huge. This unequal distribution is further outlined by the fact that out of 71 prioritized regionally significant activities, a significant majority (61) are focused on Tauranga or the WBOP, leaving only six for the EBOP

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

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

This skewed allocation undermines claims of balance and fairness in the Regional Land Transport Plan (RLTP), as although the RLTP claims to be "...an ambitious but balanced programme of investment in both transport infrastructure and maintenance and improvements" (page 32) it clearly prioritises Tauranga-centric projects. This neglects the infrastructure and development needs of other regions, their economic growth and supports socio-economic disparities. A thorough

reevaluation of the RLTP would help to ensure equitable resource distribution that addresses the diverse needs of all regions within the Bay of Plenty.

## **2. Access to transport is essential to the growth and business continuity within the region.**

Access to transport in the Eastern Bay of Plenty isn't merely a convenience; it's an indispensable element for regional growth and business continuity. As the Eastern Bay of Plenty (EBOP) continues to make progress, accommodating an increasing population and industry development requires robust transportation infrastructure.

The region's economic significance cannot be overlooked. Generating a substantial \$1.9 billion in GDP (*Eastern Bay of Plenty Regional Development Project, Stakeholder Strategies 2019*), the area stands as a strong contributor to the wider Bay of Plenty (BOP) economy. This growth isn't static; projections from the McCagney Eastern Bay of Plenty Housing and Business Needs Research (2023) paint a picture of substantial population increases by 2055 across Whakatāne, Kawerau, and Ōpōtiki.

With population expansion comes increased demand for transportation, both within communities and for industrial logistics. Neglecting to support and increase in accessible public transport options in the EBOP not only impedes social inclusion but also restricts economic productivity. Addressing these transportation needs aligns with the goals outlined in the Regional Land Transport Plan (RLTP), emphasizing the importance of "providing diverse travel options and fortifying transport routes against heightened demand and weather-related disruptions" (*page 2, RLTP*).

The post-COVID-19 climate has also seen a surge in visitors to the EBOP, reinforcing the necessity for adequate public transportation infrastructure as well as safe roads for those who may be travelling in a private vehicle. The substantial increase in international visitor spending in Whakatāne alone underscores the economic potential awaiting harnessing through improved transport services. Between November 2023 to January 2024 International visitor spend in the Whakatāne region totalled \$4,460,401. This is up +53.4% on the previous year and has potential to grow with the support of services such as adequate public transport (*Whakatāne iSite Tourism Update February 2024*).

Ensuring robust and accessible transportation in the EBOP isn't merely about meeting immediate needs; it's about investing in the region's sustainable growth, supporting economic resilience, and facilitating inclusive prosperity for all stakeholders.

## **3. The Importance of Resilient Roothing for Key Industries and Infrastructure Projects**

The importance of resilient roading infrastructure for key industries and vital infrastructure projects cannot be overstated, particularly in the Eastern Bay of Plenty. Despite the draft RLTP emphasizing economic prosperity as a central objective, the current plan falls short in recognizing and addressing the critical transportation needs of key industries in the region.

Key industries in the Eastern Bay of Plenty that rely heavily on transport include horticulture, forestry and aquaculture, alongside the also vital agriculture and construction industries. Although a number of key routes have been identified as vital for “connecting marginalised communities” (SH2 Whakatāne to Ōpōtiki) and “Rural access and safety for isolated communities” (SH35 East of Ōpōtiki), the importance of these routes also needs to be recognised for their contribution to the wider economy as well as vulnerability as roading is the primary (and often only) means to transport these products to locations such as Mills (Kawerau and Whakatāne) or to the Port of Tauranga .

In the Prioritised Regionally Significant Activities (*page 74 RLTP*), only 6 of 71 projects are Eastern Bay of Plenty centric despite their immense contribution to the wider regional as well as national economy.

As identified in the Priority investment areas (*RLTP page 66*) Priority implantation actions include: “Implementation of natural resilience solutions to protect transport assets from “downstream” impacts of severe weather” and “Higher levels of investment in proactive roading maintenance, operations and renewals to improve overall condition of assets” however the ex

Key strategic projects that are fundamental to the Eastern Bay of Plenty’s future economic prosperity have not even been considered as part of this plan. These projects require significant land transport, and we are very concerned about the non-consideration of these projects given the region’s economic and social challenges.

1. Putauaki Industrial Zone and Container Terminal which is expected to create a number of jobs within the region as well as supporting economic activity in the region. The project has also received funding from Kānoa through the Provincial Growth Fund. With no other container terminal or similarly suited sites in the Kawerau Region, this is a critical piece of infrastructure, recognising that it relies heavily on roading and rail infrastructure.
2. Ōpōtiki Harbour Development, nearing completion, this critical piece of infrastructure providing access for larger boats and increased production from offshore marine farms which will create significantly more employment and business growth. As a flow on, this will also increase demand for safe and reliable travel for people travelling to work and transporting goods to/from the harbour, often through roading that is the most vulnerable and prone to the impact of severe weather
3. Offshore Mussel Farms and Mussel Spat Hatchery, also located in the Ōpōtiki region have a direct positive impact on the local economy, as in the Ōpōtiki Harbour Benefits Realisation study (2019, Ōpōtiki District Council); “the total economic value created by the sea farms was estimated at \$132 million” with a direct reliance on the harbour and reliable transport as well as the ability for employees to travel to work on safe and reliable routes.

It’s incredibly concerning that none of these significant projects are mentioned in the RLTP, compared to the multiple in Tauranga and Rotorua, some of which are supported by case studies.



**Summary:**

The Regional Land Transport Plan (RLTP) presents a concerning lack of focus on the Eastern Bay of Plenty, as well as other regions beyond the Western Bay of Plenty. The disproportionate attention given to the Western Bay is evident throughout the document, leaving uncertainty regarding the value for other areas.

In Section 2: “Our Region,” the disparity is incredibly apparent. While six pages are dedicated to detailing the Western Bay of Plenty and Tauranga, Rotorua receives just over a page, and the Eastern Bay of Plenty is summarized in three paragraphs. This imbalance suggests that the 10-year plan primarily caters to the needs of a single city, without considering the diverse requirements of other regions.

While acknowledging the complexity of transportation planning and the necessity for long-term strategic thinking, it's crucial for the Regional Council to recognise the immediate opportunities available in the Eastern Bay of Plenty. Key projects in this region require support for continued development and economic growth which will benefit the entire region and country.

We urge the Regional Council to consider this feedback seriously and adopt a more equitable approach to resource allocation and focus across the entire Bay of Plenty region.

Submitter 134: RLTP2024-0134	
Submission Point:	134.1
Section:	Inequitable Funding
Submission Summary:	<p>Summit notes the contrast in funding between Western Bay and other areas, particularly the Eastern Bay of Plenty (EBOP). Highlighting the RLTP prioritises and funds Tauranga-centric projects but neglects the infrastructure and development needs of other regions.</p> <p>The submitter highlights the total funding allocated across all major projects is \$1.33b consisting of</p> <ul style="list-style-type: none"><li>• Tauranga: 92%</li><li>• Rotorua: 3.5%</li><li>• EBOP: 0.5%</li></ul>
Decision Sought:	Revaluation of the RLTP to ensure equitable resource distribution.
Staff Recommendation:	Comments Noted
Rationale	<p>The regional programme in the RLTP does not allocate project funding or priorities on the basis of district populations or GDP generation.</p> <p>The regional programme is compiled from a list of projects proposed by Approved Organisations (e.g. city and district councils) throughout the region. For a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways. Staff note that the prioritised list in this RLTP also includes:</p> <ul style="list-style-type: none"><li>- activities for which local shared funding has not been allocated, but which are considered a priority by the respective AO</li><li>- activities requested for inclusion by the RTC (for which no cost information is yet available)</li></ul> <p>There are many reasons why some parts of the region may have more significant projects and funding than others, not least, the scale of the problem or issue that needs to be addressed, and the ability or appetite of the Approved Organisation to rate for the local share of the proposed project. It is also a reflection of the number of projects that have been put forward by technical staff and advocated for by Elected Members.</p> <p>The State Highways Investment Proposal (SHIP) includes three additional (resilience) projects for Ōpōtiki and its adjoining Councils. These will be included in the final RLTP:</p> <ul style="list-style-type: none"><li>• SH2 GIS Opotiki to Napier - Highest Resilience Risk Sites,</li><li>• SH35 Mangahauini Gorge and surrounds immediate works, and</li><li>• SH35 GIS Opotiki to Gisborne Priority 1.</li></ul>
Submission Point:	134.2
Section:	Challenges
Submission Summary:	<p>Access to transport is an indispensable element for regional growth and business continuity in EBOP. Noting that EBOP generates \$1.9 billion in GDP, standing as a strong contributor to the wider Bay of Plenty (BOP) economy. Highlighting substantial population increases by 2055 across Whakatāne, Kawerau and Ōpōtiki as well as increased international visitor spending.</p>

Decision Sought:	Support and increase in accessible public transport options. Whakatāne has economic potential awaiting harnessing through improved transport services. International visitors spend is likely to grow with the support of increased services such as public transport.
Staff Recommendation:	Comments noted. Refer to BOPRC Transport team.
Rationale	An Eastern Bay of Plenty network refresh is currently on hold pending funding through the NLTP in September. If approved, the network refresh is looking to address network frequency and reach concerns.
<b>Submission Point:</b>	<b>134.3</b>
Section:	Objectives
Submission Summary:	The draft RLTP recognises economic prosperity as a central objective. The submitter states that the plan falls short in recognising and addressing the critical transportation needs. EBOP relies on heavy transport, supporting horticulture, forestry and agriculture. The plan highlights key routes vital for connecting marginalised communities (SH2 Whakatāne to Ōpōtiki) and rural access and safety for isolated communities (SH35 East of Ōpōtiki).
Decision Sought:	The importance of these routes recognised as a contribution to the wider economy as well as the vulnerability. The roading is the primary and often only, means to transport products to mills or to the Port of Tauranga.
Staff Recommendation:	Reject
Rationale	<p>The draft RLTP's narrative supports economic prosperity in a number of ways, including:</p> <ul style="list-style-type: none"> <li>• The two Economic Prosperity Objectives (2 &amp; 3), support economic activities and support the efficient movement of products – this includes rural production. Additionally, Objective 5 – Resilience – also supports rural inter-connectedness to ensure disruption to the network is reduced where possible.</li> <li>• The draft RLTP is explicit in its support for the primary sector, and states that it presents a strong case for both making better use of existing infrastructure and, in key locations, a step change in investment to keep the region's economy moving forward, thereby supporting key economic sectors such as manufacturing, construction, professional services, agriculture, forestry, and food processing.</li> <li>• The proposed Transport Programme (p.68-86) includes significant spend on maintaining and operating roading networks and advancing state highways with key connections to the Port of Tauranga to support the freight of both regional and national production.</li> <li>• Finally, the draft RLTP also considers access for rural populations via a variety of modes, including rural bus services from rural areas to urban centres.</li> </ul>
<b>Submission Point:</b>	<b>134.4</b>
Section:	Priority Projects
Submission Summary:	Key strategic priorities have not been considered for the EBOP. The activities mentioned below are not mentioned in the RLTP, compared to the multiple mentioned for Tauranga and Rotorua, which are supported by case studies.
Decision Sought:	<p>Consider and include the following projects in the RLTP;</p> <ol style="list-style-type: none"> <li>1. Pūtauaki Industrial Zone and Container terminal, Kawerau. This project is expected to create a number of jobs. There is no other container terminal or similarly suited sites in the Kawerau region.</li> </ol>

2. Ōpōtiki Harbour Development, Ōpōtiki. This is a critical piece of infrastructure providing access for boats.
3. Offshore Mussel Farms and Mussel Spat Hatchery, Ōpōtiki. Direct reliance on the harbour and reliable transport is needed for employees to work on safe and reliable routes.

Staff Recommendation:

Reject. Refer to RCA's and NZTA

Rationale

These projects are not transport specific. Any request for funding from the National Land Transport Fund (NLTF) must be supported by a business case. The case studies in the RLTP (p. 53 – 56) demonstrate the housing supply and quality of life challenges that exist.

Additionally, for a project to be included in the regional programme for consideration of funding from the NLTF, an AO must take financial responsibility for the local share of project funding (if a local authority project) or the total amount funding in the case of NZTA for state highways and put these forward for consideration for the RLTP transport programme.