

# Regional Transport Committee Agenda

NOTICE IS GIVEN that the next meeting of the Regional Transport Committee will be held in Council Chambers, Regional House, 1 Elizabeth Street, Tauranga on:

Wednesday 22 May 2024 COMMENCING AT 9.30 am

**This meeting will be livestreamed and recorded.**

The Public section of this meeting will be livestreamed and recorded and uploaded to Bay of Plenty Regional Council's website. Further details on this can be found after the Terms of Reference within the Agenda. [Bay of Plenty Regional Council - YouTube](#)

# Regional Transport Committee

## Membership

<b>Chairperson (BOPRC)</b>	Cr Lyall Thurston
<b>Deputy Chairperson (BOPRC)</b>	Cr Ken Shirley <i>Cr Andrew von Dadelszen (Alternate)</i>
<b>Members</b>	
Kawerau District Council	Mayor Faylene Tunui <i>Cr Berice Julian (Alternate)</i>
Ōpōtiki District Council	Mayor David Moore <i>Cr Tom Brooks (Alternate)</i>
Rotorua Lakes Council	Mayor Tania Tapsell <i>Cr Conan O'Brien (Alternate)</i>
Tauranga City Council	Commissioner Anne Tolley <i>Commissioner Stephen Selwood (Alternate)</i>
Western Bay of Plenty District Council	Mayor James Denyer <i>Deputy Mayor John Scrimgeour (Alternate)</i>
Whakatāne District Council	Mayor Victor Luca <i>Deputy Mayor Lesley Immink (alternate)</i>
<b>External Members</b>	
New Zealand Transport Agency Alternate member to be nominated by NZTA appointed member	David Speirs <i>Jessica Andrew (Alternate)</i>
<b>External Members (non-voting)</b>	
KiwiRail	Angus Hodgson <i>Vacant (Alternate)</i>
<b>External Advisors (non-voting)</b>	
Environmental Sustainability Advisor	Glen Crowther
Freight Advisor	Greg Pert
Road Safety Advisor	Inspector Logan Marsh – District Road Police Manager
Port Advisor	Dan Kneebone – Property and Infrastructure Manager
New Zealand Automobile Association	Stacey Spall

<b>Quorum</b>	Five members, consisting of more than half the number of members
<b>Frequency</b>	Quarterly

## Purpose

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region.

## Role

- Prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- Approve any non-significant variation to the regional land transport plan.
- Adopt a policy that determines significance in respect of:
  - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003; and
  - the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
- Monitor implementation of the regional land transport plan.
- Make recommendations in support of land transport activities that are eligible for national funding and align with the regional land transport plan.
- Consolidate individual road controlling, authority (RCA) speed management plans and prepare the regional speed management plan in accordance with the Land Transport Rule: Setting of Speed Limits 2022.
- Co-ordinate, integrate and adopt regional transport and land-use strategies and plans.
- Provide advocacy on strategic regional and inter-regional transport matters to Central Government and other key stakeholders as appropriate.
- Provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
- Approve submissions to Central Government, local authorities and other agencies on Regional Transport Committee matters.
- Monitor and provide advocacy on regional road safety matters.

## Committee Procedures

- Membership consists of two representatives of the Bay of Plenty Regional Council, the Mayor of each territorial authority in the region and a representative of the New Zealand Transport Agency.

- In the case of an equality of votes, the chair, or any other person presiding the meeting does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- The Regional Transport Committee may appoint external advisors to assist it in the exercise of its specific responsibilities and delegated authority. For the purposes of clarity, external advisors may be given full speaking rights at the discretion of the committee, but are not entitled to vote on committee matters.
- Under the Local Government Act 2002, the Regional Transport Committee is not defined as a joint committee however, the provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Regional Transport Committee.

## **Power to Act**

To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

## **Power to Recommend**

The Regional Transport Committee recommends and reports to the Regional Council.

## Recording of Meetings

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Opinions expressed or statements made by individual persons during a meeting are not the opinions or statements of the Bay of Plenty Regional Council. Council accepts no liability for any opinions or statements made during a meeting.

Recommendations in reports are not to be construed as Council policy until adopted by Council.

# Agenda

## 1. Apologies

## 2. Public Forum:

- Mike Williams – Work Road/State Highway 2 intersection.

## 3. Items not on the Agenda

## 4. Order of Business

## 5. Declaration of Conflicts of Interest

## 6. Minutes

### Minutes to be Confirmed

#### 6.1 Regional Transport Committee Minutes (Regional Land Transport Plan 2024-34 Deliberations) – 7 May 2024

To be distributed under separate cover.

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- 8. Verbal Update Opportunity for Committee Members and Advisors**
- 9. Consideration of Items not on the Agenda**
- 10. Acknowledgements from the Chair**



**Report To:** Regional Transport Committee

**Meeting Date:** 22 May 2024

**Report Authoriser:** Andrew Williams – Acting Manager, Transport Planning

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## NZ Transport Agency Waka Kotahi Quarterly Update

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### Recommendations

**That the Regional Transport Committee:**

- 1 Receives the report, NZ Transport Agency Waka Kotahi Quarterly Update.**

### Attachments

Attachment 1 - NZ Transport Agency Waka Kotahi Quarterly Report [↓](#)



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# NZ Transport Agency Waka Kotahi Quarterly Report to Bay of Plenty Regional Transport Committee – May 2024

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## NATIONAL UPDATES

### 2024-27 National Land Transport Programme (NLTP)

- Feedback on the draft Government Policy Statement on land transport 2024 (GPS) closed end of April; the Ministry of Transport Te Manatū Waka is working through the submissions and drafting the final GPS.
- Moderation of continuous programmes has been completed – indicative allocations are expected to be released late May. Identifying what the GPS will mean for specific activities will be determined when funding bids for the 2024-27 NLTP are considered and the NZTA Board adopts the 2024-27 NLTP late August 2024 for an early September publication.
- Both the revised Investment Prioritisation Method (IPM) and State Highway Investment Proposal (SHIP) have been released.
- Feedback on the IPM closed on Monday 13 May.

### State Highway Investment Proposal (SHIP)

- The SHIP responds to the draft GPS by putting forward a proposed work programme that aligns with the GPS priorities.
- The SHIP includes the Roads of National Significance (RoNS). These large projects will provide commuters with more choice and help to reduce travel times, congestion and emissions.
- This SHIP signals a 10-year pipeline of work, giving the sector confidence to plan long-term, and make the necessary investments to be able to deliver on this proposal.
- It also outlines the cyclone repair work needed across many regions of the North Island.

### National Land Transport Fund (NLTF)

- We're continuing to make funding decisions from the NLTF for the next phase of activities on a case-by-case basis.
- Timing is critical to keep work progressing and prepare for next summer's construction season.
- The Director of Regional Relationships will help draw attention to projects that need a funding decision prior to adoption of the NLTP.
- Activities funded now for delivery beyond 30 June 2024, must give effect to the GPS 2024 transport investment priorities and sufficient funding must remain for competing sector demands in the 2024-27 NLTP.
- For next phase activity extending into the 2024-27 NLTP period, we'll need to assess the priority under both the 2021-24 IPM and the draft 2024-27 IPM.

### Consultation on NZTA's emergency works policies

- We've recently reviewed our emergency works policies and funding assistance rates (FARs) and are now seeking feedback from councils and stakeholders on proposed changes.
- These policies and FARs support councils to undertake emergency works related to sudden events that damage transport infrastructure.



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- In recent years, more frequent and intense weather-related events have put pressure on the NLTF to fund emergency works response and recovery.
- Substantial Crown funding has been required for severe nationally significant weather events, such as Cyclone Gabrielle in the upper North Island in February 2023.
- We've reviewed our current policies and FARs because we want to make sure the NLTF can sustainably fund these emergency works in 2024-27 and into the future and ensure there is improved certainty of funding for councils.
- Some of the changes we're proposing are designed to make our policies clearer and easier to interpret, and better aligned with legislative requirements. These changes are proposed to take effect on 1 July 2024.
- The proposed FAR changes would take effect on 1 July 2025 to allow councils time to adapt to any changes.
- You can read about the proposed changes on [our webpage](#).

## Speed Management

- In March 2024, the Minister of Transport confirmed that a new Land Transport Rule for setting speed limits will be released for public consultation in the coming months and signed by the end of the year.
- Key aspects the Minister has indicated will be part of the new Rule include:
  - considering economic impacts (such as travel times) and the views of road users and local communities, alongside safety, when speed limits are set,
  - setting variable speed limits around schools during pick-up and drop-off times,
  - reinstating speed limits reduced under previous Setting of Speed Limits Rules by the end of 2025, except on main roads in town centres, around schools during pick-up and drop-off times, or in targeted areas where there is strong evidence to support a lower speed limit, and
  - enabling 110km/h speed limits on new and existing Roads of National Significance.
- We are considering how the new Rule may apply, where we have already received information on the proposed direction. As we receive further details on the new Rule, we will work through what it means for our current and future speed management activity.
- Until the new Rule comes into force, we will continue to set and review speed limits as required under the current Setting of Speed Limits 2022 Rule, such as for changes to infrastructure, temporary speed limits expiring or new roads opening. This includes increases to speed limits on existing Roads of National Significance, where it is safe to do so.
- In anticipation of the new Rule, we have paused work on our speed management plans. As we receive more information on the Rule, we will work through what it means for our speed management activity, including the proposals within the Interim State Highway Speed Management Plan. We will provide updates later this year, after decisions are made.
- Regarding requests that communities have petitioned for over several years, we share all feedback, including requests for speed limit reviews, with the relevant regional team for future consideration.

## Safety Cameras

- NZTA is working to identify priority sites across Aotearoa New Zealand for expanding our safety camera network.
- Site selection prioritisation aims to ensure that safety cameras are located where they can deliver most safety benefits alongside other measures, including safety infrastructure and speed limit reductions.
- While historically sites have been chosen based on crash history, we are aiming to take a proactive approach in defining high risk locations. This includes consideration of average speeds, the function of the road, the volumes on the road and the crash trends to verify speed camera locations.



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- Sites are prioritised based on a balance of the above criteria. We're partnering with councils, iwi and NZ Police to understand regional/local priorities and how safety cameras can support wider road safety projects, such as speed limit changes and infrastructure improvements.
- To date, NZTA has:
  - partnered with Auckland Transport and NZ Police to install 9 static speed safety cameras across local roads in Tāmaki Makaurau Auckland,
  - installed groundworks for 12 average speed safety cameras across 6 stretches of road in Auckland,
  - installed a static speed safety camera on SH1 in Te Tai Tokerau Northland (not yet enforcing), and
  - installed groundworks for a pair of average speed cameras on SH2 between Pōkeno and Mangatāwhiri in the Waikato.
- Any further expansion of the safety camera network will be dependent on the priorities for road safety set by the Government and the availability of funding.

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## BAY OF PLENTY UPDATES

### SH2 TAKITIMU NORTH LINK

#### Stage 1 Tauranga to Te Puna

- The 2023/24 earthworks season was the most productive season since work began on the project in December 2021, with the target of 700,000 cubic metres achieved. In total more than 1,200,000m<sup>3</sup> earthworks has been achieved (of total 3,000,000m<sup>3</sup>).
- There has been significant progress on 3 local road bridges, with the bridge at Cambridge Road now finished and open, and Wairoa Road and Minden Road near completion.
- Piling is underway on the SH29/Takitimu Drive Toll Road flyover, and construction of the 25m bridge at Smiths Farm in progress. Work continues at Wairoa River Bridge, and Minden Gully interchange. At SH2 Loop Road vegetation clearance, service relocations and installing environmental controls are in progress.
- We continue to monitor costs and provide continual advice to Ministers on the impacts of these cost pressures. Known impacts on the project are escalation variance (continues to be volatile and subject to change), property acquisition and COVID-19, project design refinements for stormwater and drainage construction requirements, and delays to land access. We anticipate a revised cost and an estimated project completion date will be provided mid-2024.
- At its peak, it's expected 350–400 people will work on Takitimu North Link Stage 1, with about 4500 people involved during its construction period. About 200 people are working on the project presently.

#### Revocation

- Revocation of existing SH2: Programme Business Case (PBC) underway and key stakeholders involved.
- The emerging preferred programmes (for the tolled and untolled scenarios) are supported by the project partners and were endorsed by the Project Steering Committee (PSC) in December 2023.
- The project team is now finalising the strategic and economic cases, and commencing work on the management, commercial and financial cases.
- The community will have the opportunity to learn more and provide feedback on this work in 2024.

#### Tolling

- All new roads must be assessed to determine whether they should be tolled.
- Tolling feasibility assessment for Takitimu North Link is underway with decision on next steps expected mid-2024.
- If the Minister approves, we will be moving to public consultation later in 2024.

#### Stage 2 – Te Puna to Ōmokoroa

- We are protecting the route for Takitimu North Link Stage 2 between Te Puna and Ōmokoroa.
- This project has been identified in the draft GPS 2024 as a Road of National Significance.
- Lodgement is on hold awaiting further clarity on consenting pathway and alignment with GPS.



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- The lodgement of a Notice of Requirement for a designation triggers the ability for affected landowners to request NZTA purchase their property under the conditions set out in Section 185 of the RMA.
- This will give Council, landowners and the community certainty of the route and ensure NZTA is best placed to move forward when funding for construction becomes available.

## MAINTENANCE AND OPERATIONS PROGRAMME

- The draft GPS 2024 increases road maintenance funding by \$640 million. The State Highway Pothole Prevention and Local Road Pothole Prevention activity classes will ensure that maintenance funds are prioritised and ringfenced, with clear outcomes that must be achieved by both central and local government. Funding from these activity classes will only be available for the following activities: road resealing, road rehabilitation and drainage maintenance.

### 2023/24 season

- We are winding up our significant M&O programme and are on track to complete renewals on 207 lane kilometres across the region.
- A number of emergency works projects were completed in the Bay of Plenty including the SH5 Waimangu (underslip), south of Rotorua.
- SH29 Kaimai Range (resurfacing, drainage work, signage repairs) and SH2 Hewletts Road (resurfacing) work will continue through May.
- As we move into the winter maintenance period, our contractor crews will focus on completing reactive repairs to maintain the integrity and safety of the state highway network, before more permanent repairs can be completed in the warmer months.

## SYSTEM DESIGN AND TRANSPORT PLANNING

### Connecting Mount Maunganui (SH2/Hewletts Road sub-area)

- NZTA, mana whenua, Tauranga City Council and Bay of Plenty Regional Council continue working together towards solutions to boost public transport use, improve safety and travel time reliability and improve environmental outcomes for the Mount Maunganui transport system including SH2/Hewletts Road, Tōtara Street and Maunganui Road.
- The project continues to work alongside Tauranga City Council's industrial and residential spatial plans for the area to help achieve the desired outcomes.
- The draft Indicative Business Case (IBC) provides a recommended package of improvements. The project team is undertaking further work to ensure the project delivers value for money and is well aligned with the GPS.

### Tauriko Network Connections (SH29)

Tauriko Enabling Works



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- The SH29 Tauriko Enabling Works are being delivered by NZTA together with Tauranga City Council. Downer was awarded the construction contract for the project.
- Works got underway at the SH29/Redwood Lane intersection in March 2024, with SH29/Cambridge Road and Tauriko Village works to start later in 2024.
- Managing traffic delays and impacts on the community through the site is a critical part of developing the construction programme. To limit these impacts, construction is being done in stages.
- Construction is expected to take approximately 3 years and the total project cost is estimated at \$264 million.
- The SH29 Tauriko Enabling Works will improve safety at the key intersections of SH29, enable development within Tauriko West, support expansion of Tauriko Business Estate, protect the freight route to the Port, improve journey reliability and access to public transport, walking and cycling.

#### Tauriko Network Connections Transport Programme

- The endorsement of the Detailed Business Case enables funding to be sought via the 2024-27 NLTP prioritisation process for the next stages. An outcome is expected in September 2024.
- As part of both Tauriko projects, we are working closely with Tauranga City Council on their Keenan Road structure planning and transport business case projects and with Kāinga Ora.

## INFRASTRUCTURE DELIVERY

### Baypark to Bayfair Link (SH2 and SH29A)

- With the Bay Link site in its permanent layout since Christmas 2023, we are continuing to tick off the project's final elements.
- Final surfacing is completed across the project's new infrastructure, including the SH2/SH29A Te Maunga interchange, SH2 Bayfair flyover, both Bayfair and SH29A roundabouts, Mataphihi Road and Owens Place.
- As part of the finishing touches, works continue to install overhead signage and cultural artworks, complete final works on the underpass and at the Truman Lane stairs, and to apply final road linemarking.
- Much of the work remaining on Bay Link happens at night, when traffic volumes are lowest and road closures are less disruptive to road users.
- People travelling through the area will continue to see several road and lane closures.

### Rotorua Eastern Corridor: SH30/Te Ngae Road

- Stage Two of the SH30 Eastern Corridor project – addressing connectivity and safety, while accommodating for future growth and providing for more travel choices – is progressing.
- Phase One is being completed in 3 zones, with zone 1 complete apart from off-road culvert work. Zone 2 is in the final stages with 3 weeks of night works taking place in April and May, followed by final resurfacing.
- Consents have been lodged to support the signalling of the SH30/Wharenui Road intersection in zone 3. Work is expected to take place from July and take 3 months. The community and stakeholders will be updated before then.
- Key work completed to date includes:



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- Signalised intersection at Basley Road.
- 4-laning of SH30 between Iles Road and Basley Road, and between Brent Road and Ōwhata Road.
- Raised safety platforms at Tennyson Drive, Tumene Drive and Brent Road.
- Undergrounding of powerlines and replacement of watermains from Iles Road to Ōwhata Road.
- New 3-metre-wide shared path from Basley Road to Ōwhata Road.
- New on-road cycling lanes from Iles Road to Ōwhata Road.
- New pedestrian crossings and refuges, bus stops and safety improvements.
- Removal of left turn slip lanes onto local roads to improve safety for pedestrians and cyclists.
- Moving a signalised pedestrian crossing from near Tennyson Drive to Puketāwhero Park.
- Phases Two and Three of Stage Two are currently unfunded and will be constructed as growth and development demands.

## BAY OF PLENTY SAFETY IMPROVEMENTS

- The draft GPS sets out that over the next 3 years we will roll out lower cost, value for money safety improvements on the state highway network.
- The focus will be on signs and markings, audio tactile pavement markings, intersection speed zones and shoulder widening at high-risk locations to improve safety.
- MoT intend to replace Road to Zero with an objectives document that sets out the Government's road safety priorities focusing on safer roads, safer drivers and safer vehicles. Road to Zero remains in place until the Government has released the new objectives document due later in the year.
- Safety improvements projects awaiting funding decisions include:
  - SH2 Wainui Road to Ōpōtiki
    - Funding for the Waiotaha Valley Back Road and Ōhiwa Beach Road intersections.
  - SH30 Awakeri to Whakatāne

## Te Ngae Junction to Paengaroa safety improvements (SH33)

- The Te Ngae Junction to Paengaroa safety improvement project is in the final stage with work underway on the last section – the southern side of the Sun Valley Curves.
- This project is now expected to be finished mid-2024.

## Old Coach Road junction improvements (SH2 Ōtamarākau)

- Installation of the median barrier for a section of SH2 at the Old Coach Road intersection in Ōtamarākau will begin mid-May.
- The proposed flexible median barrier will be about 400 metres long and will extend from Old Coach Road to near the Waitahanui Lane.
- The barrier will be built in 2 sections, with a gap between to enable vehicles turning right in and out of the access road to the Ōtamarākau Marae. Right turns into and out of Waitahanui Lane will remain available.

## Waihī to Ōmokoroa safety improvements (SH2)

- People using SH2 near Katikati, Aongatete and Apata will see flexible median barrier being installed starting late May.



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- Following the completion of the roundabout at SH2 / Sharp Road and a 3.8km section of median barrier in Athenree Gorge, installation of median barrier between Rea/Tetley roads and Morton Road (5.5 kilometres) will get underway.
- Once in, this will be a substantial change for many people, and the community has been vocal on the installation of the median barrier.
- Installing median barrier will save lives as crashes at intersections and cross-centreline on this section of SH2 are the main cause of deaths and serious injuries.
- Once all improvements are completed, the safety rating of the state highway will be significantly improved and is expected to reduce road-related trauma by 75 percent; this equates to around 60 deaths and serious injuries prevented over 10 years. That means fewer crashes and road closures for all road users, which in turn will increase the efficiency and reliability of journeys for everyone.
- The remaining roundabouts at Apata Station Road, and Esdaile Road/Pahoia Road are estimated to be completed in 2025. Following this, the remaining section of median barrier will be installed between them.
- The project is currently programmed to complete 2026.
- Roadside barriers have been struck 47 times since being installed in 2020.
- Once the safety improvements are completed on SH2, there will be an opportunity to reassess the safe and appropriate speed limits.

## Ōmokoroa to Te Puna Safety Improvements (SH2)

- Safety and accessibility upgrades for SH2 between Te Puna and Ōmokoroa are 70% complete and being delivered as part of our maintenance programme. This includes line-marking changes to install wide centrelines.
- The removal of 2 passing lanes between Ōmokoroa and Te Puna will significantly improve road user safety, reducing the risk for right turning traffic from Barrett Road and Ainsworth Roads, and improving traffic flow of SH2 by removing the merge which contributes to congestion.
- The area between Snodgrass Road and Te Puna (including the passing lane at Ainsworth Road) has one of the highest crash rates in the Bay of Plenty.
- Wider lanes and centrelines in these sections of the road will reduce the likelihood of head on and overtaking crashes.
- Takitimu North Link Stage 1 will be using the passing lane (consuming the slow lane) as part of its traffic management plan for the western tie-in work at SH2.

## SH38 Nature's Road

- NZTA is working with Ngāi Tūhoe Iwi and Whakatāne District Council to treat 20km of SH38 (Nature's Road) between Wairoa and Murupara with Tall Oil Pitch, an alternative to bitumen derived from pine resin. The project also includes safety improvements to the remote highway.
- Work got underway in June 2023 and is on track to be completed by December 2024. To date, 2,616m of safety barrier has been installed across three sites and 9km of road has been treated with the unique, environmentally sustainable material sourced from Mt Maunganui.
- The project aims to improve accessibility, safety, and the long-term durability of SH38 Nature's Road, which is vulnerable to severe weather events. It will protect the roto (lake) and people's health by reducing dust contamination from the unsealed road and by avoiding the use of petroleum-based seals, the impact on the environment will be reduced.
- This work builds on earlier successful trials of Tall Oil Pitch on small sections of SH38 in 2018. The newly treated sites will be monitored for technical performance with a view to treating the entire Nature's Road with the product in the future.
- SH38 Nature's Road travels through Te Urewera who has legal personhood.



<b>Report To:</b>	Regional Transport Committee
<b>Meeting Date:</b>	22 May 2024
<b>Report Writer:</b>	Dale Clarke, Senior Transport Planner
<b>Report Authoriser:</b>	Andrew Williams, Team Leader, Transport Planning
<b>Purpose:</b>	Highlight changes to Regional Speed Management Plan development

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## Changes to Regional Speed Management

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### Executive Summary

In March 2023, the Regional Transport Committee (RTC) endorsed a vision, objectives, principles, and measures for development of a Regional Speed Management Plan (RSMP). At the time an RSMP was a mandatory requirement for RTCs under the Land Transport Rule: Setting of Speed Limits 2022.

In December 2023, the coalition government amended the rule, making developing a regional speed management plan optional.

This report provides a status update on speed management planning across the region and summarises implications that the amended rule has on the RTCs development of an RSMP.

Staff recommend that the RTC cease work on the development of an RSMP while awaiting direction from the Minister of Transport.

### Recommendations

#### That the Regional Transport Committee:

- 1 Receives the report, Changes to Regional Speed Management;**
- 2 Agrees to discontinue the development of a Regional Speed Management Plan;**
- 3 Notes that the future of Regional Speed Management Plans are subject to direction from the Minister of Transport.**

## 1. Background

The “Road to Zero” road safety strategy, developed under the previous Labour government, set a target to reduce deaths and serious injuries by 40%, by 2030. To achieve this, it set out an approach based on the safe system.

To work towards safer speeds, the speed limit setting process was overhauled, culminating in the adoption of the Land Transport Rule: Setting of Speed Limits 2022 (The Rule), in April 2022. Among many requirements of The Rule, were the following:

- ‘...each regional transport committee must prepare a speed management plan...’
- ‘Each regional council must assist with the preparation of a speed management plan...’

With these new legislative requirements, regional council staff, with the support of the Regional Advisory Group (RAG) developed a vision, objectives, principles, and measures for a Regional Speed Management Plan (RSMP). These were workshopped with and endorsed by the RTC at its March 2023 meeting. This enabled the development of the Bay of Plenty’s RSMP.

Under the Rule, the intended role of Regional Councils and the RTC in the development of RSMPs was to support consistency between Road Controlling Authorities (RCA) (which is the Territorial Local Authorities (TLAs)) across the region, while collating individual RCA Speed Management Plans (SMP) into a single RSMP. Speed limits are ultimately set by each RCA; and RTCs or Regional Councils do not have an operational role in the delivery of speed management.

In December 2023, as a part of the coalition governments 100-day plan, the Minister of Transport wrote to all RCAs and RTCs informing them of the imminent amendment to The Rule. Subsequently, The Land Transport Rule: Setting of Speed Limits Amendment 2023 (The Amendment) came into effect on the 11<sup>th</sup> of December 2023 which made any mandatory requirements of The Rule, optional.

## 2. Progress on Speed Management Plans

Table 1 below details the status of each RCA in respect to developing individual SMPs.

RCA	SMP Status (at 13 May 2024)
Tauranga City Council	Released a draft SMP for consultation on the 5 <sup>th</sup> of April. The scope focusses on schools, marae, city centre and some urban fringe sites. Consultation closed 3 <sup>rd</sup> of May
Western Bay of Plenty District Council	Adopted an SMP at their Council meeting on the 4 <sup>th</sup> of April. The scope focusses on schools, community identified areas, marae, and town centres.
Rotorua Lakes Council	On hold
Kawerau District Council	On hold

Whakatāne District Council	Progressing subject to further Council workshop
Ōpōtiki District Council	On hold
New Zealand Transport Agency	State Highway SMP on hold

*Table 1: RCA progress on SMPs (current at 13 April 2024)*

### 3. **Status of Regional Speed Management Plan**

Since the March 2023 RTC meeting, as noted above, of the RCAs/TLAs only Western Bay of Plenty District Council has adopted an SMP, and therefore no further work has progressed on an full RSMP.

The primary purpose of an RSMP is to combine all individual RCA/TLA SMPs into one, and support consistency across RCA boundaries. Given there is no consistency across all RCAs in respect to development of SMPs, the purpose of the RSMP cannot be fulfilled as was envisioned by The Rule, when it was originally adopted under the previous government.

Previously, The Rule required all RCAs to meet the same deadline and take a whole of network approach to their SMPs. However, under The Amendment, there are no longer any deadlines or requirements to develop an SMP, ultimately meaning that development of an RSMP would not add value to the overall process.

### 4. **Considerations**

#### 4.1 **Risks and Mitigations**

##### 4.1.1 **A Replacement Setting of Speed Limits Rule**

The Minister has advised that a new Setting of Speed Limits Rule will be developed, and there is a risk that once this is released, there may be new requirements of the RTC. Staff will review and provide feedback on the new rule when it is released for consultation.

##### 4.1.2 **Unsafe speeds left unaddressed**

There is a risk that by not developing an RSMP, unsafe speed limits may remain on the regional road network, however, this risk lies with individual RCAs/TLAs as they are ultimately responsible for setting speed limits, not the RTC.

#### 4.2 **Climate Change**

The matters addressed in this report are of a procedural nature and there is no need to consider climate change impacts.

#### 4.3 **Implications for Māori**

Engagement with Māori remains a requirement of developing an SMP, and this remains the responsibility of RCAs who choose to continue with SMP development.

#### 4.4 **Community Engagement**



**INFORM**  
Whakamōhio

To provide affected communities with balanced and objective information to assist them in understanding the problems, alternatives and/or solutions.

#### 4.5 **Alignment with Strategic Framework**

Speed management aligns closely with the Safe and Healthy People transport priority set out in the 2021-31 Regional Land Transport Plan (RLTP). This encompasses the safety specific target of reducing Death and Serious Injuries (DSI) by 40% by 2030, including reducing DSIs with speed as a contributing factor below 2020 levels on a five-year rolling average. Progress towards this objective will continue under RCA speed management plans and other road safety activities.

#### 4.6 **Financial Implications**

The decision sought in this report will not have financial implications.

#### 5. **Next Steps**

Assuming the RTC adopts the recommended resolution to this report, then staff will inform relevant partners - largely via the RAG - that work will cease on the development of an RSMP.

The Minister has signalled that a new rule will be released for consultation in the coming months. When released, any new requirements of the RTC or member councils will be considered, and communicated with the RTC.



<b>Report To:</b>	Regional Transport Committee
<b>Meeting Date:</b>	22 May 2024
<b>Report Writer:</b>	Niki Carling, Senior Transport Planner
<b>Report Authoriser:</b>	Andrew Williams, Team Leader, Transport Planning
<b>Purpose:</b>	This paper presents the final draft RLTP, updated with changes from the Deliberations Meeting, and requests the final draft be endorsed and recommended to Regional Council for adoption.

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## Endorsement of the 2024 - 2034 Regional Land Transport Plan

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### Executive Summary

The purpose of this report is to present the changes to the draft Regional Land Transport Plan 2024 - 2034 (draft RLTP 2024) arising from deliberations discussions, and to support the Regional Transport Committee endorsing the draft RLTP 2024 for adoption by Regional Council on 17 June 2024.

## Recommendations

### That the Regional Transport Committee:

- 1 **Receives the report, Endorsement of the 2024 - 2034 Regional Land Transport Plan;**
- 2 **Endorses the changes to the Regional Land Transport Plan 2024-2034 sent under separate cover (Attachment 1);**
- 3 **Delegates to the Manager, Transport Planning the authority to make any numerical and minor editorial or presentational amendments to the Regional Land Transport Plan 2024-2034 during finalisation of the document;**
- 4 **Recommends consideration of the draft final Regional Land Transport Plan 2024-2034 document to Bay of Plenty Regional Council for adoption.**

## 1. Background

Public consultation on the draft Regional Land Transport Plan 2024-2034 (draft RLTP 2024) was carried out between 23 February and 24 March 2024. A total of 134

submissions were received. 22 submitters presented to the Regional Transport Committee (RTC) at regional hearings on 10-12 April 2024.

The RTC met on 7 May 2024 to deliberate the submissions received and the recommendations made by Regional Council staff in response to decisions sought by the submitters. The Committee also considered the proposed changes to the draft RLTP 2024 used for consultation, which were made by staff to provide consistency with the State Highways Investment Proposal 2024-34 and the draft Government Policy Statement on land transport 2024, both of which were released after consultation on the draft RLTP 2024 had commenced.

In summary, the Committee endorsed the consistency changes, and recommendations, made by staff in response to submissions. The RTC also:

- Requested a few changes to the wording in the draft RLTP 2024, as discussed in Section 2.5; and
- Delegated to the Manager, Transport Planning, 'the authority to make further minor alterations or corrections to the draft RLTP during finalisation of the document, including revision of financial tables.'

## 2. Deliberations Recommendations

The endorsed recommendations have been incorporated into the draft RLTP 2024 - see Attachment 1.

### 2.1 Challenges

- The challenges and problem statements in the draft RLTP 2024-34 were developed by the RTC and stakeholders in workshops in early 2023.
- The 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.
- The RTC was comfortable with all the recommendations relating to the challenges as suggested in the Deliberations paper.

### 2.2 Objectives

- The objectives in the draft RLTP 2024 were developed by the RTC, based on the Ministry of Transport Outcomes Framework.
- The 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.
- The RTC was comfortable with the recommendations relating to the objectives and targets as suggested in the Deliberations paper. In addition,

staff were asked to progress an objective and headline target that better support an 'enabling housing' transport priority.

### 2.3 Prioritised activities

- The list of prioritised activities in the draft RLTP 2024 is the output of the prioritisation process recommended by the RAG (Technical Regional Advisory Group) and approved by the RTC in August 2023.
- The 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?"
- 56% of respondents either strongly agreed or agreed with prioritised activities for the region, with 23% of respondents either strongly disagreeing or disagreeing.
- The RTC was comfortable with the recommendations relating to the prioritised activities as suggested in the Deliberations paper. In addition, staff were asked to consolidate the SH29/29A package of works into a single line item at the top of the list of prioritised significant activities, with the full list of activities that make up the package provided at the bottom of the table.

In response to the two changes requested by submitters regarding elevating the positions of:

1. #39 Te Puke to Rangiuru Business Park shared path; and
2. #33 Tauranga Eastern Corridor Growth - Te Tumu Internal Infrastructure,

The RTC did not agree with the submitters' requests.

### 2.4 Other submission themes

- A number of other themes/issues were raised by submitters, including rail, improved bus service, inequitable funding, GPS, ferries and climate change.
- The RTC was comfortable with the staff recommendations, including the recommendations relating to the prioritised activities as suggested in the Deliberations paper.

### 2.5 Other changes requested by RTC

Members of the Committee also requested some specific changes to the wording in the draft RLTP 2024:

1. Add text to support alternative funding for infrastructure;
2. Amend the wording in the 'Supporting regional growth' priority in the 10-Year Transport Priorities Table to be further balanced, as it largely spoke to public transport;
3. Remove the dollar values in the infographic in the Executive Summary;
4. List the outcomes and objectives in the same order as those listed in the GPS; and



5. Replace 'gives effect to the GPS' with 'is consistent with the GPS' throughout to ensure consistency with the Land Transport Management Act (LTMA) 2001.

### 3. Considerations

#### 3.1 Risks and Mitigations

There are no significant risks associated with this matter/subject/project/initiative.

#### 3.2 Climate Change

The draft RLTP 2024 provides opportunities for both mitigation of the effects of climate change, through greenhouse gas reduction and adaptation of the transport system to the ongoing effects of climate change, specifically:

- The draft RLTP 2024 Challenges include 'Vulnerability to both severe weather events and longer-term climate change-related events.'
- Resilience is identified as a Problem Statement - 'Poor resilience of the transport network is negatively impacting its functionality and efficiency', which is addressed by the Transport Priority/Strategic Response - 'Building resilience into the transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans.'
- Objective 5 is '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.'
- The Prioritised Regionally Significant Activities include several activities identified as 'Resilience and Security' projects. Resilience activities are also included in RCAs' maintenance programmes.
- The Resilience & Security headline target is - 'Reduce the number of unplanned closures on the region's state highway network by 20% between 2018 and 2030.'

#### 3.3 Implications for Māori

The draft RLTP 2024-34 sets out the region's proposed land transport programme and seeks funding for activities included. Therefore, it has a range of potential impacts on Māori and Council partnerships with Māori. Some specific activities proposed in the draft RLTP 2024 have the potential to impact Māori Land and their development aspirations.

The RTC has been well-placed to receive submissions from Māori. Specific engagement has included use of the Komiti Māori e-panui. Submissions from several Māori organisations throughout the rohe have been received.

#### 3.4 Community Engagement

Consultation was carried out in accordance with s83 of the Local Government Act 2002.

### 3.5 Alignment with Strategic Framework

The LTMA requires every Regional Council to establish an RTC; and sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

The development of the draft RLTP 2024 directly contributes to the “Connected Communities” Community Outcome in the Council’s draft Long-Term Plan 2024-2034.

### 3.6 Financial Implications

The development of the draft RLTP 2024 is being undertaken within the current budget for the Transport Planning Activity in the Regional Council’s Long-Term Plan 2021-2031.

## 4. Next Steps

Adoption under the Land Transport Management Act 2003 is a two-step process:

1. RTC endorses the Regional Land Transport Plan 2024-2034 with the changes made to the document as a result of the deliberations process.
2. The Regional Council will meet to consider the Regional Land Transport Plan 2024-2034 for adoption on 17 June 2024.

A finalised, adopted Regional Land Transport Plan 2024-2034 will be sent to NZTA by 1 August 2024 for its consideration for funding and inclusion in the National Land Transport Programme.

## Attachments

Attachment 1 - Draft Regional Land Transport Plan 2024-2034 (to be distributed under separate cover) [↓](#)

Placeholder for Attachment 1

Item 7.3

Draft Regional Land Transport Plan 2024-2034 (to be distributed under separate cover)



**Report To:** Regional Transport Committee

**Meeting Date:** 22 May 2024

**Report Authoriser:** Andrew Williams – Acting Manager, Transport Planning

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## Sub-Regional Road Safety Educational and Promotion Update

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### Executive Summary

This report provides a strategic high-level update on road safety / sustainable transport education and promotion activities from each of the sub-regions. Report writers:

- Richard Hamer, Community Safety Advisor, Whakatane District Council
- Rachel Doelman, Transport Facilities Lead - Safe & Sustainable Journeys, Rotorua District Council
- Sonia Lynds, Travel Safe Team Leader, Tauranga City Council

## Recommendations

**That the Regional Transport Committee:**

- 1 Receives the report, Sub-Regional Road Safety Educational and Promotion Update.**

### 1. Introduction

Each sub-regional road safety cluster works with various road safety partners to deliver programmes targeting road safety issues as well as sustainable transport initiatives.

### 2. Sub-regional Updates

#### 2.1 Eastern Bay

Radio and social media campaigns each month have focused on Jan – Alcohol/Fatigue, Feb – Distractions/ Cycling, March – Speed/Restrictions, April-Young Drivers and Motorcycles.

The Aotearoa Bike Challenge was a success both regionally and nationally with an increase in participation by cyclists. Eastern Bay events, such as Go By Bike Day

and Wheels Days, were all well attended by young and old alike and received great feedback for promoting cycling. A lunchtime Bike Safety-focused workshop for Regional Council staff.

BikeReady – Cycle Skills training at Grade 1 level has been delivered to over 700 tamariki across nine Eastern Bay Kura.

We have engaged in a contract with Toi EDA to deliver a pilot project with Ōpōtiki’s Riverlock Packhouse and their overseas workers who take on driving responsibility. An initial meeting was held with staff on 12 March where we agreed the pilot will include the development of a package of training resources and driver assessment activities to improve knowledge of New Zealand’s rode rules and driver expectations.

Three Rangatahi Road Safety events were held over three consecutive days to support the knowledge and understanding of safety issues, particularly for our young drivers. The Whakatāne event was held as a community event in the centre of town, whereas the Ōpōtiki and Kawerau events were held in the high schools.

A total of 463 took part over the three days and feedback was extremely positive. The events, which included a total of 10 complementary activities, were only possible due to the high level of support from our community partner organisations.

Nancy Anderson from Toi EDA was contracted by EB Road Safety to assist with the event delivery and undertake a review of the workshops so that we better understand the positive effects that have been achieved through this investment.



The Eastern Bay Road Safety Programme has taken over management of three billboards from Waka Kotahi which are located on Pohutukawa Avenue, Wainui Road and Thornton Road.

We are updating these three sites, alongside two other local sites with the “Stay wider than the rider” message borrowed from Rotorua Lakes Council.

This is a key message aimed at both improving driver and cyclist safety on these busy local roads.

We have connected with Age Concern Tauranga, who are delivering two older drive refresher courses for our senior community. The first was delivered at the Lyceum Club in Whakatāne – 30 April, followed by Ōpōtiki District Library on 1 May. These free-of-charge courses aim to refresh knowledge and understanding of current road rules and practical tips on staying safe while using the roading network.

We held a road code-themed stalls at a number of community based events including Toi Ohomai – Te Pūkenga orientation - week event, 2024 Heart to Heart Expo and Murupara Whānau Health Expo.

The events proved extremely positive engagement experience, whereby we shared information on the graduated driver licensing system while also discussing the dangers of driving when under-licenced.

Our team also held a stall at the 2024 Heart to Heart Expo held at the Whakatāne War Memorial Hall. With a focus question to participants on **“What can you and your whānau do to keep yourselves safe on our roads?”**, we received some rich feedback from whānau of all ages, which we shared through social media channels.

Our team presented at a National E-Bike Library Symposium in March in Wellington, sharing the benefits to our community that have arisen thus far. The library continues to flourish and aids the promotion of cycling as an active transport mode.

In conjunction with ACC, we have funded three Basic Motorcycle Maintenance Workshops. These free-of-charge workshops aim to improve motorcyclists’ knowledge of keeping their bikes in tip top riding condition, and also encourage them to sign up to Ride Forever Programmes. The last workshop was held at Underwood and Wilkins and specifically for a female audience. Feedback at the events has been awesome with a total of 21 participants.

### Rotorua

- Speed Management Plan: Public consultation finished on 18 August, with 1,718 submissions to the Plan submitted. The Infrastructure & Environmental Committee met on 1 November, at which it was decided that:
  - Council would take a ‘tailored approach’ as opposed to a ‘blanket approach’ and Council would work with schools to determine whether a variable or fixed speed limit would work best outside their school, and for what distance outside of their school gate (legal minimum requirement 300m from school gate)
  - A decision on speed reductions within the CBD be deferred to coincide with CBD refresh
- Speed Reduction: Pit-stop with Police ‘Drive to the conditions’ took place in August ‘Back to School’ radio campaigns have continued, transmitted over 8 stations throughout October.
- Alcohol and Impaired Driving: RSEP programme delivered to 18 participants in August and 25 participants in September, 26 in October and 20 in November. Subsidised printing of ball tickets for Rotorua Lakes High, with a road safety message in September.
- Restraints: Rotorua Car Seat Clinic, continued funding provided for clinics and home visits.
- Young Drivers: 17 young people attended Driver Directions in October..
- School Travel Planning: Crossing education was undertaken at four schools.



- Motorcycles: Funding provided for attendance at 2x bronze courses (August). Motorcycle Awareness Month 'Look twice for motorcyclists' back of bus advertising. Ran Rider's Event at Tui Ridge Park, Hamurana in October where 40 participants took part. 9x bronze, 4x silver, 5x gold - signed up for Ride Forever courses.
- Roads & Roadsides: 'STOP' intersection campaign - pit-stop with Police took place in September
- Older drivers: Driving On took place on one day in October, 14 participants
- Bike Ready Cycle Skills: Training continues for children in-school.
- Travel Demand Management: Continuation of marketing campaign to normalise active modes, with messaging "I bike because ..". RLC ran Ara kē Atu active travel challenge for staff for 3 weeks (finishing 17 November)

## 2.2 **Rotorua**

- Back to School radio advertising over various stations to remind people that school will be starting again shortly and to watch for kids
- Aotearoa Bike Challenge
- Rotorua Youth Road Safety Expo took place in March. Reached 788 year 11 students from 6 high schools and 15 parents/caregivers at the adult evening info session
- Fatigue pit-stop in partnership with Rotorua Police - 50 vehicles over a two hour period
- Restraints: Rotorua Car Seat Clinic, continued funding provided for home visits and clinics
- Young Drivers: 40 young people attended Driver Directions over two days in April
- Road Safety Education Programme - Delivered programme to 15 participants in March and 16 in April
- Continued delivery of Eke Haumarū Bike Ready programme in schools, including at Rotorua Specialist School
- Re-design of 'Either Way is 50kph' for school bus safety/speed billboards and back of bus for school buses



### 2.3 Western Bay

- Two Road Safety workshops were held in March one with Primary School teachers and one with secondary school student leaders. NZTA, MOE, Police, Tracksafe all formed part of the agendas.
- 2 Young Drivers Workshops held in April School Holidays. 39 attendees along with some of their parents.
- Helmet Competition media release about the importance of wearing a helmet. Link to online video here promoting helmet use, sharing paths and announcing the helmet comp winners. [2024 Design your own helmet competition winners - YouTube](#)
- Many schools still struggling with unsafe driver behaviour during drop off and pick up times. Travel Safe continues to work with the schools across Tauranga and Western Bay of Plenty, linking them with the teams and people that might be able to assist. Often observing the behaviours to provide feedback to others.
- Road Safety week has been promoted with schools
- 'Time to Cycle' and 'We all want to get home safely' campaigns have run for 3 months until the end of April.
- Be Bright Campaign currently happening on Wednesday evenings in different locations across Tauranga City.
- Travel Safe has been supporting Tracksafe and Spaces and Places with key safety messages near the new skate park about to open.
- Working with local providers to increase the number of car seat installation technicians.



### 3. **Regional Updates**

Toi Moana operates a road safety programme focussing on key issues that impact the whole region, while also providing support to select initiatives led by the sub-regional teams. The following outlines initiatives undertaken as well as work in progress:

- Regional road safety coordinator meeting booked for May
- Working with Eastern Bay and Gisborne District on improving safety response to Rhythm and Vines
- Working with Travel Safe and RLC on a school bus safety campaign
- General Road safety radio marketing ongoing



<b>Report To:</b>	Regional Transport Committee
<b>Meeting Date:</b>	22 May 2024
<b>Report Writer:</b>	Dale Clarke, Senior Transport Planner
<b>Report Authoriser:</b>	Andrew Williams, Team Leader, Transport Planning
<b>Purpose:</b>	Outline the results of the Regional Land Transport Plan's (2021-31) annual monitoring

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## Regional Land Transport Plan - Annual Monitoring

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### Executive Summary

The Regional Land Transport Plan (2021-31) includes a requirement to provide annual monitoring of trends, and measures progress towards achieving the objectives of the RLTP. Annual monitoring results will be reflected via the RLTP dashboard, accessed on the Regional Council website, and are consistent with results provided with this report.

Of the 27 Key Performance Indicators (KPI) that are monitored by the RLTP, 10 have been met, 1 has been partially met, 11 have not been met and 5 have insufficient data to present a result. This represents a reduction in performance on the previous year however some areas show improvements particularly under inclusive access, where all but one measure met targets.

### Recommendations

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan - Annual Monitoring.**

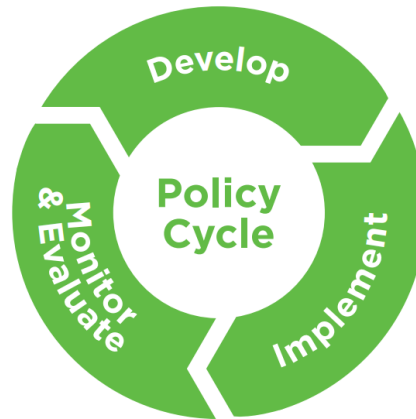
#### 1. Background

The Land Transport Management Act (LTMA) sets the form and content required to be included in a Regional Land Transport Plan (RLTP). The LTMA determines that an RLTP must include “the measures that will be used to monitor the performance of the activities”. To meet this requirement, the RLTP provides a set of 27 key performance indicators (KPI) and, of those, five are listed as “headline targets”. A

copy of all of the RLTPs KPIs are included at Attachment 1, and are also contained at Appendix 3 of the RLTP.

Monitoring is an important part of measuring progress in implementing a plan and assessing the effectiveness of the policies, KPIs, and activities it contains. Monitoring provides the information necessary to complete the policy cycle, illustrated by Figure 1.

**Figure 1:** The policy cycle



## 2. **RLTP monitoring results – 2022/23**

The RLTP monitoring results are displayed, by way of a dashboard, on the Regional Council's website [here](#). The dashboard is currently being finalised therefore results have been provided in a tabular format at Attachment 2. The table illustrates the progress against the 27 KPI within the RLTP 2021-31, and it illustrates that of the 27 RLTP KPIs:

- 10 have been met;
- 1 has been partially met;
- 11 have not been met; and
- 5 have insufficient data to provide a result.

Some of the high-level and key findings that can be taken from these results, include:

- Overall road safety DSI trends have not moved since the previous year, showing a 5 year average of 203 DSIs. DSIs involving drugs, alcohol and speed continue to increase, despite the overall DSI figures remaining steady.
- The social cost of all DSIs (KPI 4) showed a significant increase, which was due to the Ministry of Transport updating the cost value of life, which increased from around 5 million to 13 million. The new values were applied to the historic DSIs, which when updated gave an overall decrease in social cost from the 2020 baseline.
- Air quality results (nitrogen dioxide), measured by KPI 6, across Rotorua and Tauranga have seen good results. Rotorua met its target with a result of 13.78 against a target of <21.76. Tauranga's measure of 19.01 has met the target of <20.45 and is therefore below the 2020 baseline level.

- Vehicle Kilometres Travelled (VKT) on unsealed roads (KPI 7) increased this year, despite an overall reduction in the total length of unsealed roads. The largest increases were in the Eastern Bay. This may indicate increased activity on these roads, such as traffic from forestry harvesting.
- Mode share of public transport (PT) and active modes combined as a percentage of mode share, measured by KPI 15, has seen an increase from 8% to 12%. While this is a step towards the 2030 target of 28% (an increase of 20% on 2020), it is not on track linearly to meet it by. A breakdown of this measure is shown in table 1 below:

Modes measured within KPI 15	2022	2023	percentage point increase
Walking Mode Share	6.22%	8.57%	2.35%
Cycling Mode Share	1.39%	2.44%	1.05%
PT Mode Share	0.53%	1.21%	0.68%
<b>Total combined mode share</b>	<b>8.14%</b>	<b>12.22%</b>	<b>4.08%</b>

Table 1: Breakdown of mode share measure

- Distance cycled (KPI 17) and time spent walking (KPI 18) have increased for the population across the region and may reflect significant investment in active mode infrastructure and promotional behaviour change work over the past few years.
- Length of cycle paths in the region is still above 2020 levels but has shown a reduction from the previous year. This is largely due to some work by TCC, both in improving their database accuracy, and the conversion of some on road cycle lanes into off road pathways, which leads to a reduction in pathway asset length but not a reduction in point to point coverage.
- The region’s contribution to national GDP (KPI 22) has dipped slightly below 2020 baseline level of 5.84%.
- The cost to build local roads and state highways (cost per kilometre) has again increased, as illustrated by KPI 23b and 24b, which have not been met, illustrating a significant increase on the previous year. This is not a surprise considering recent contributing economic factors, notably inflationary pressures.
- Local road condition (KPI 23a) has shown an improvement, while state highway condition (KPI 24a) continues to worsen, with smooth travel exposure trending down from 94.37% to 93.27% across the 3 years measured.

The one KPI listed as being ‘partially met’ is described in that manner because some KPI (those listed with and ‘a’ and ‘b’ measure) are split across two variables. In this instance, KPI 23 which relates to local road maintenance, measures smooth travel exposure in the ‘a’ measure and cost per lane km of maintenance as the ‘b’ measure. For this year, 23a met the target but 23b did not.

A total of 5 KPI are listed as “N/D” (insufficient data) and the reason is because the Regional Council does not collect much of this data itself – it is instead reliant on external organisations to collect the data, as part of their own monitoring systems. This means that changes to other organisations’ data collection methods impacts on the ability to report on KPIs in the RLTP.

### 3. Considerations

#### 3.1 Risks and Mitigations

The RLTP 2021-31 includes a requirement to provide annual monitoring and measures progress towards achieving the objectives of the RLTP. Some data can be difficult to obtain to support this, however as noted, staff continue to work to fill these data gaps to provide improved monitoring of the RLTP.

#### 3.2 Climate Change

The RLTP monitoring framework includes KPIs that support the mitigation of, and adaptation to, climate change.

#### 3.3 Implications for Māori

The RLTP 2021 was developed in consultation with Māori.

#### 3.4 Community Engagement

Discussion of KPIs formed part of community engagement during RLTP development, and reporting on the KPIs via the online dashboard supports community interest in delivery of the RLTP.

#### 3.5 Alignment with Strategic Framework

This work aligns most closely with the Council’s Long Term Plan’s ‘A vibrant region’ outcome.

#### 3.6 Financial Implications

There are no material unbudgeted financial implications, and work fits within allocated an allocated budget.

### 4. Next Steps

The Committee will be provided with updates on monitoring and KPI progress, on an annual basis. Once finalised, the dashboard will be updated on the Regional Councils website to reflect the 2022/23 performance.

## Attachments

Attachment 1 - RLTP 2021-2031 KPIs [↓](#)

Attachment 2 - RLTP 2021-2031 Annual Monitoring 2022/2023 Results [↓](#)

## Appendix 3 – Key Performance Indicators / Ngā tohu paearu mahi

The following provides the full list of key performance indicators, including the five headline targets. These will be used to measure progress toward achieving the RLTPs objectives. While the key performance indicators have been arranged according to the primary objective they measure, many of them address more than one objective.

### Healthy and safe people

#### Key performance indicators

- 1 **Headline target:** 40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region's road network.
- 2 Reduce deaths and serious injuries with alcohol or drugs as contributing factor below 2020 levels (five year rolling average).
- 3 Reduce deaths and serious injuries with speed as a contributing factor below 2020 levels (five year rolling average).
- 4 Reduce the social cost of deaths and serious injuries on the region's road network below 2020 levels (five year rolling average).
- 5 Reduce deaths and serious injuries on the region's rail network below 2020 levels (five year rolling average).
- 6 Reduce nitrogen dioxide (NO2) concentrations at sites in Tauranga and Rotorua below 2020 levels.
- 7 Reduce vehicle kilometres travelled on unsealed roads in the region below 2020 levels.
- 8 Increase public transport network coverage from 2020 levels to make an ongoing difference to peoples' health.

### Environmental Sustainability

#### Key performance indicators

- 9 **Headline target:** Reduce carbon emissions from the transport sector by a minimum of 25% by 2030, from a 2020 base, on the path to net carbon zero by 2050.
- 10 Increase the number of person kilometres travelled in the region per litre of fuel purchased above 2020 levels.
- 11 Increase the proportion of freight that is moved by rail in the region above 2020 levels.
- 12 Double the number of electric vehicles registered in the region annually from 2020.
- 13 Reduce total person kilometres travelled cars and vans within the region below 2020 levels.
- 14 Reduce distance per capita travelled in single occupancy vehicles in major urban areas on weekdays below 2020 levels.

### Inclusive Access

#### Key performance indicators

- 15 **Headline target:** Increase mode share for public transport and active modes by 20% by 2030.
- 16 Increase annual trips per person on public transport above 2020 levels.
- 17 Increase the annual distance each person in the region cycles above 2020 levels.
- 18 Increase the annual time each person in the region spends walking above 2020 levels.
- 19 Increase cycle path kilometres within the region above 2020 levels.

**Economic Prosperity**

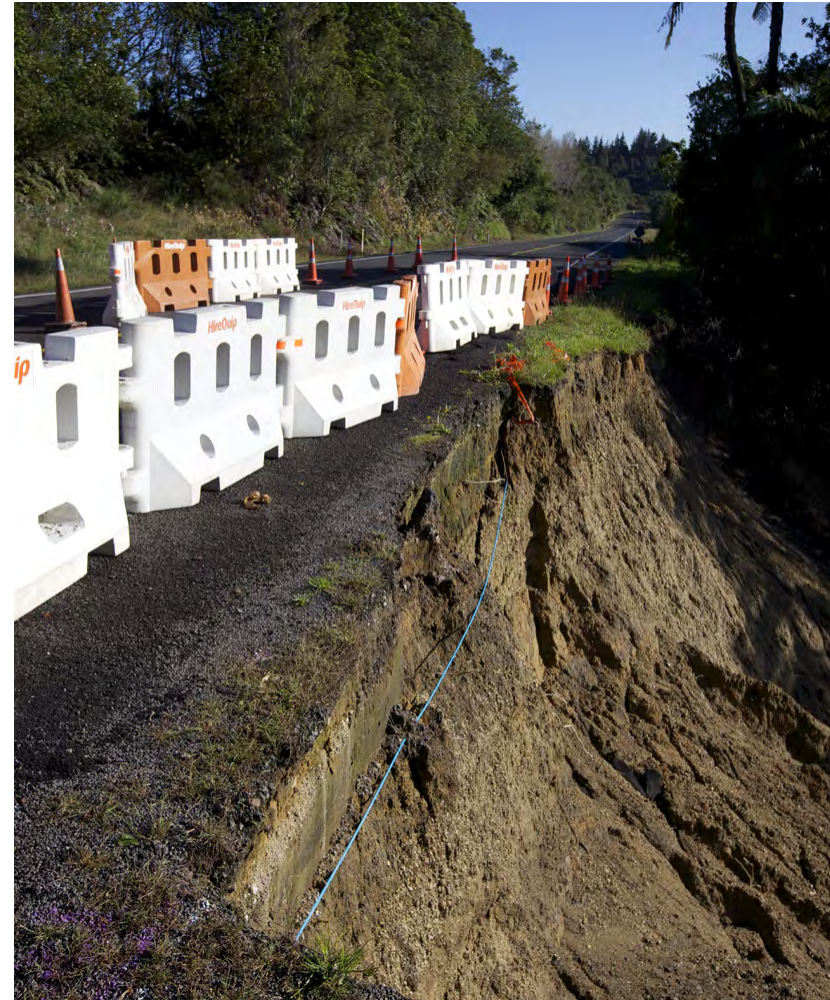
**Key performance indicators**

- 20 **Headline target:** Maintain or improve travel time predictability, from a 2020 baseline, for freight movements on the primary freight network (road and rail) inter-peak by 2030.
- 21 Increase the volume of freight on the East Coast Main Trunk line above 2020 levels.
- 22 Increase regional contribution to national Gross Domestic Product above 2020 levels.
- 23 No decline in local road network condition/cost indices from 2020 levels.
- 24 No decline in State Highway condition/cost indices from 2020 levels.
- 25 No adverse movement in the rail network Track Quality Index on National Strategic Routes from 2020 levels.
- 26 Increase the proportion of Port freight carried by rail above 2020 levels.

**Resilience and security**

**Key performance indicators**

- 27 **Headline target:** Reduce the average number of hours that sections of National or Regional strategic routes are closed on an annual basis to be less than 60 hours per year by 2030.





## 2021-2031 Regional Land Transport Plan – Annual Monitoring 2022/2023 Results

Objective Area	KPI no.	Measure	Target at 2022/23	2022/23 Value	Target met (Yes/No)
Healthy and Safe People	1	Road Trauma (Deaths and Serious Injuries)	188	203	No
	2a	Alcohol (Factor in Deaths and Serious Injuries)	< 79.8	88.2	No
	2b	Drugs (Factor in Deaths and Serious Injuries)	< 29	32.2	No
	3	Speed (Factor in Deaths and Serious Injuries)	< 56.4	59	No
	4	Social cost (deaths & serious injuries)	< 684.3	682.5	Yes
	5	Rail trauma (deaths & injuries)	< 4	3	Yes
	6a	Nitrogen dioxide (NO <sub>2</sub> micrograms/m <sup>3</sup> air – Tauranga)	< 20.45	19.01	Yes
	6b	Nitrogen dioxide (NO <sub>2</sub> micrograms/m <sup>3</sup> air – Rotorua)	< 21.76	13.78	Yes
Environmental Sustainability	7	Travel on unsealed roads (vehicle kms travelled/day)	< 37500	38178	No
	8	Public transport coverage (% of addresses within 500m of a bus stop)	> 71.99%	71%	No
	9	Transport emissions (kilotonnes of carbon dioxide equivalents)	< 904	ND	No Data
	10	Energy use (person kms/litre of fuel)	ND	ND	No Data
	11a	Rail mode share (Port of Tauranga container terminal – % gate in)	> 45.55%	44%	No
	11b	Rail mode share (Port of Tauranga container terminal – % gate out)	> 40.00%	34%	No
	12	Electric vehicles (double annually from 2020)	4512	2572	No
Inclusive Access	13	Person Kilometres travelled in cars and vans (kms/person/year)	< 4804	3221	Yes
	14	Single occupancy vehicles (kms/person/year) *	< 8682	5414	Yes
	15	Active modes and Public Transport (% of mode share) *	14%	12%	No
	16	Public transport (trips/person/year) *	> 7.3	14.3	Yes
	17	Distance cycled (kms/person/year) *	> 65	149	Yes
Economic Prosperity	18	Time walking (hours/person/year) *	> 17.4	25.2	Yes
	19	Cycle path kilometres (additional kilometres built)	> 376.8	380	Yes
	20a	Network reliability - Tauranga (mins delay/km)	ND	ND	No Data
	20b	Network reliability – Rotorua (mins delay/km)	ND	ND	No Data
	21	Rail freight (billion net tonne kms)	> 1.44	1.32	No
	22	Regional contribution to national GDP (%)	> 5.84	5.8	No
	23a	Local road condition (% smooth travel exposure)	≥ 93.21%	93%	Yes
	23b	Local road condition/cost (\$ lane km for routine maintenance)	≤ 241	1244	No
	24a	State Highway condition(% smooth travel exposure)	≥ 94.37%	93%	No
	24b	State Highway condition/cost (\$ lane km for routine maintenance)	≤ 1139	2307	No
Resilience and security	25	Rail track quality (track quality index)	≥ 30.91	33.32	Yes
	26	Port freight carried by rail (billion net tonne kms)	ND	ND	No Data
	27	Closure of strategic road routes (hrs/yr)	ND	ND	No Data

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