

Meeting: Regional Transport Committee

Meeting Date: 9 February 2024

Tabled Documents and Presentations

Agenda Item 2 Public Forum - Mike Williams

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Tabled Document 2 - State Highway 2 map from Katikati showing proposed roundabout and wire rope barrier locations 3

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TABLED DOCUMENT 1 - traffic volumes coming out the side roads between Katikati and Omokoroa which do not have roundabouts or proposed roundabouts

			TRAFFIC SH2				
Road Name	ADT	Right turn	Left Turn	Average km	daily extra km	weekly	annually
Aongatete Road	67	1.8km	1.2km	3	201	1407	73365
Francis Road	185	0.4km	1.6km	2	370	2590	135050
Hot Springs Road	725	0.9km	1.1km	2	1450	10150	529250
Lund Road	580	2.7km	0.5km	3.2	1856	12992	677440
Sargent drive	60	1.7km	2.2km	3.9	234	1638	85410
Thompsons Track	301	1.8km	1.4km	3.2	963.2	6742.4	351568
Turner Road	232	3.4km	0.6km	3	696	4872	254040
Wainui South Road	415	0.6km	3.4km	3	1245	8715	454425
Walker Road East	533	2.2km	1.3km	3.5	1865.5	13058.5	680907.5
Walker Road West	115	1.3km	2.2km	3.5	402.5	2817.5	146912.5
Wesbank Drive	63	0.5km	2.9km	3.4	214.2	1499.4	78183
Wharawhara Road	989	1.2km	1.0km	2.2	2175.8	15230.6	794167
Work Road	625	3.3km	0.7km	4	2500	17500	912500
Wright Road	852	1.8km	1.2km	3	2556	17892	932940
Dawson Road	168	0.7km	2.4km	3.1	520.8	3645.6	190092
					17250	120750	6296250



Bay of Plenty Regional Transport Committee

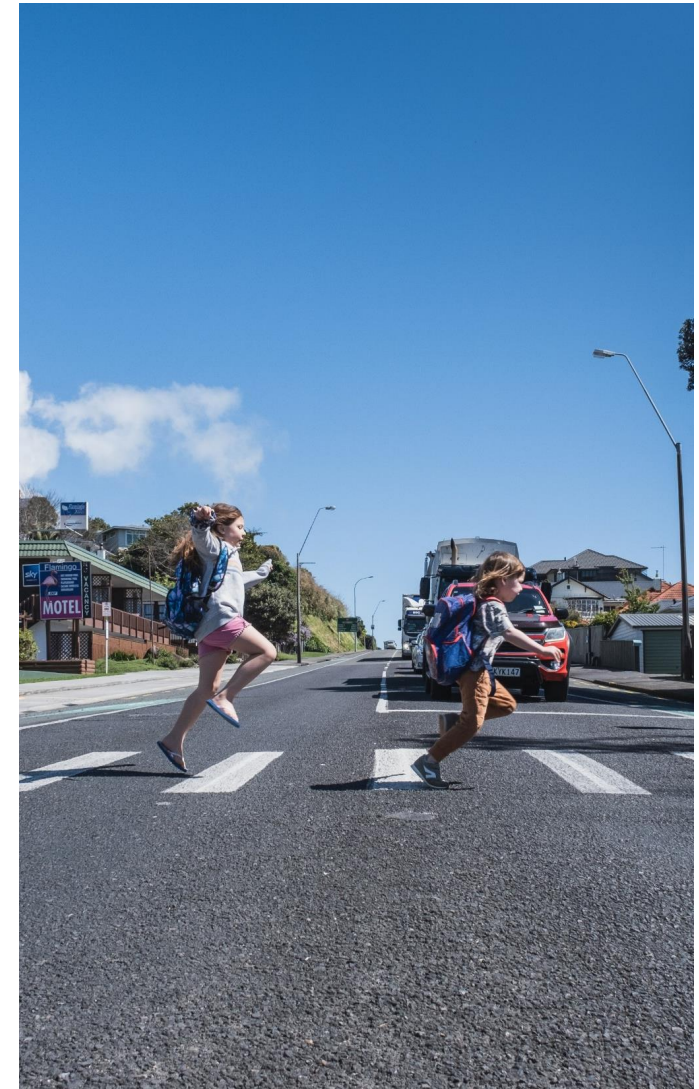
9 February 2024



Item 7.1, Presentation: NZ Transport Agency
Waka Kotahi Quarterly Update

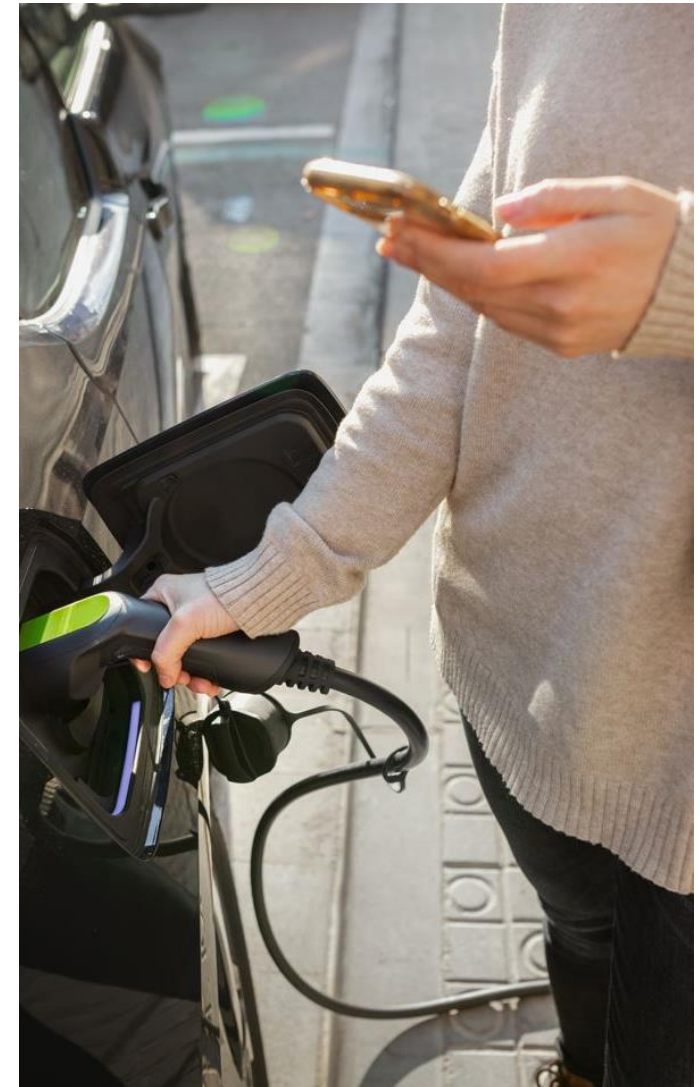
2024-27 NLTP development update

- The government has the development of the GPS as part of its 100-day plan.
- The Ministry of Transport is supporting the Minister in development of the 2024 Government Policy Statement (GPS).
- Once the GPS has been approved and released, we'll revise the draft Investment Prioritisation Method (IPM) and State Highway Investment Proposal (SHIP) as needed to align with the GPS.
- In the meantime, keep developing your RLTPs.
- We'll share updates as soon as we can.



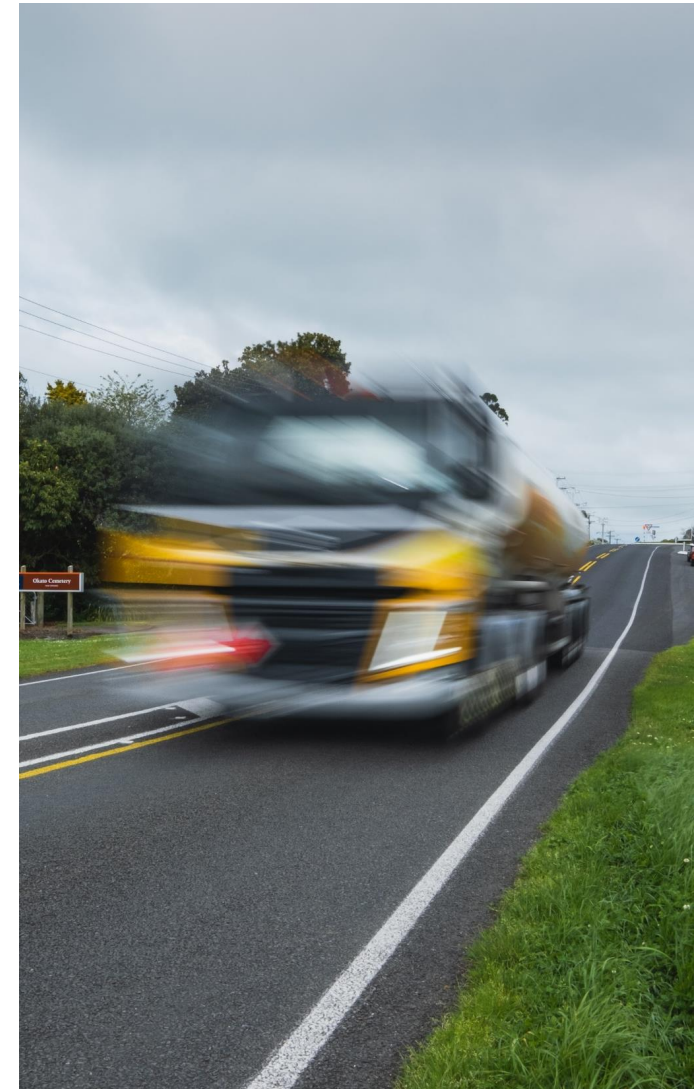
EVs subject to RUC from 1 April

- Electric vehicles (EVs) including plug-in hybrid vehicles (PHEVs) will be subject to road user charges (RUC) from 1 April 2024.
- The RUC rate for light EVs will be \$76 per 1000km and for PHEVs it will be \$53 per 1000km (recognising that they also pay tax in the price of their petrol).
- EV owners will have until 31 May to buy their licence without risk of penalty.
- NZTA is contacting EV owners in January to give them a heads-up about the change. We'll contact them again in March with information about how they can buy their RUC licence and when they need to do it.



State highway speed management activity

- The Minister of Transport announced changes to the Setting of Speed Limits Rule in December 2023, and confirmed that work is underway to develop a new Rule.
- We are working through what this means for state highway speed management activity.
- We will continue to set speed limits to maintain the state highway network. For example, where there is a specific operational need, such as for infrastructure projects, temporary speed limits expiring or new roads opening.



Bay of Plenty updates

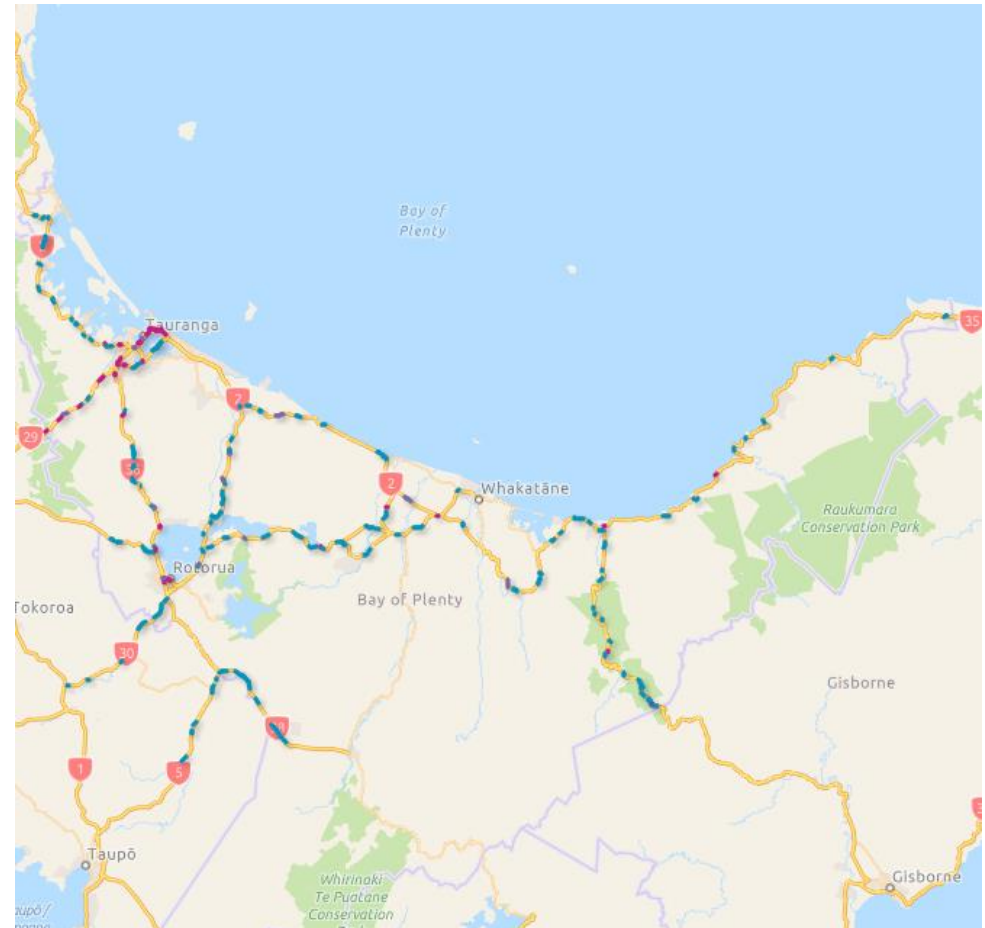


 WAKA KOTAHI

Maintenance and Operations

2023/24 Season

- Approximately 95 lane kilometres delivered prior to Christmas across the BOP region.
- Region has delivered in line with national averages (approximately 40% of programme complete).
- Significant volume of road rebuilding completed in first months of programme.
- Still significant works to complete over coming months, further disruption expected.
- Strong focus on communications (radio, social, digital) and co-ordination with other work programmes and Councils.



Maintenance and Operations

2023/24 Season

- Taking a different approach for SH29 Kaimai Range this season.
- Working with key stakeholders, Port of Tauranga, freight industry we have agreed to carry out regular night time closures to improve safety and efficiency.
- This method allows us to proactively maintain the corridor.
- Initial dates (subject to weather):

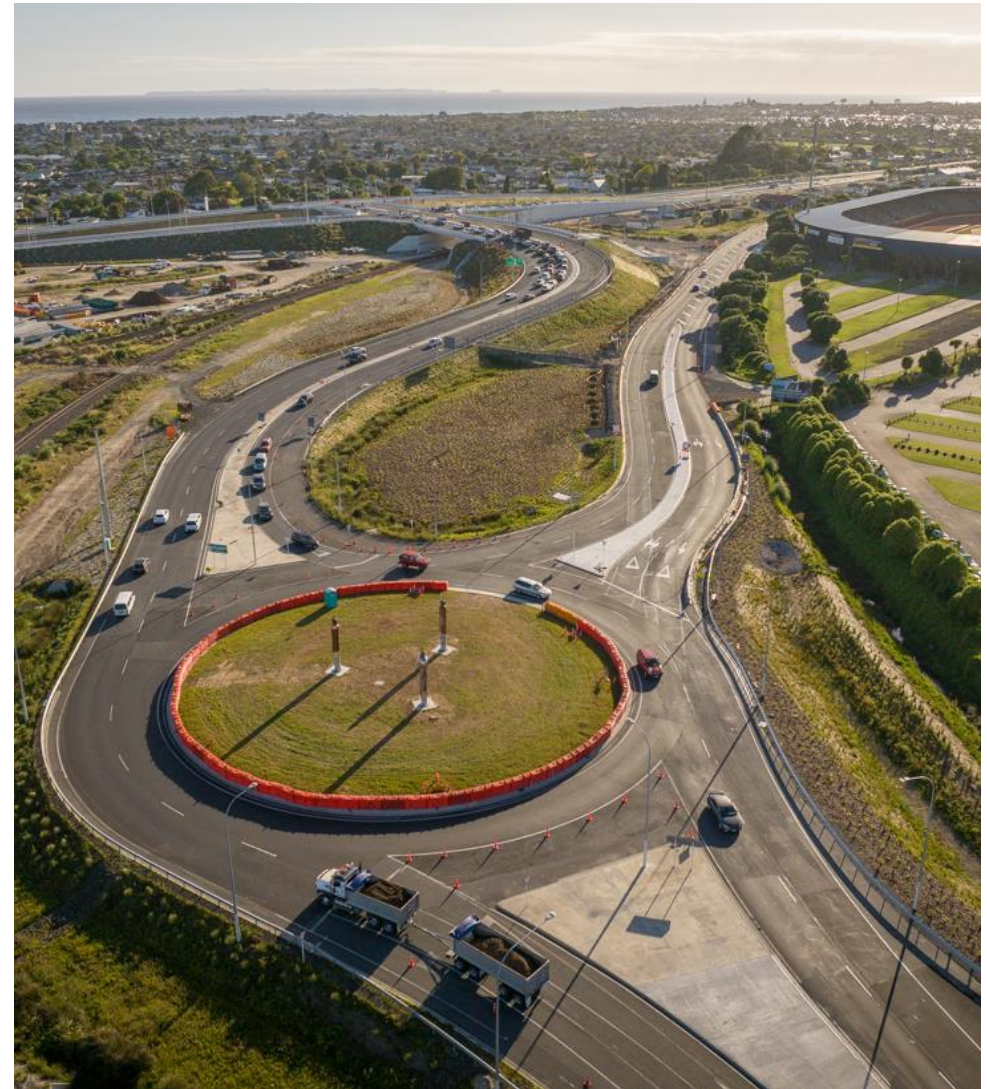
Month	Dates	Time
February	Sunday 25 – Thursday 29 (5 nights)	8pm – 4:30am
March	Sunday 17 – Thursday 21 (5 nights)	8pm – 3:30am
May	Sunday 19 – Wednesday 22 (4 nights)	8pm – 3:30am
July	Sunday 14 – Wednesday 17 (4 nights)	8pm – 3:30am



SH2 Baypark to Bayfair Link

Road and safety improvements

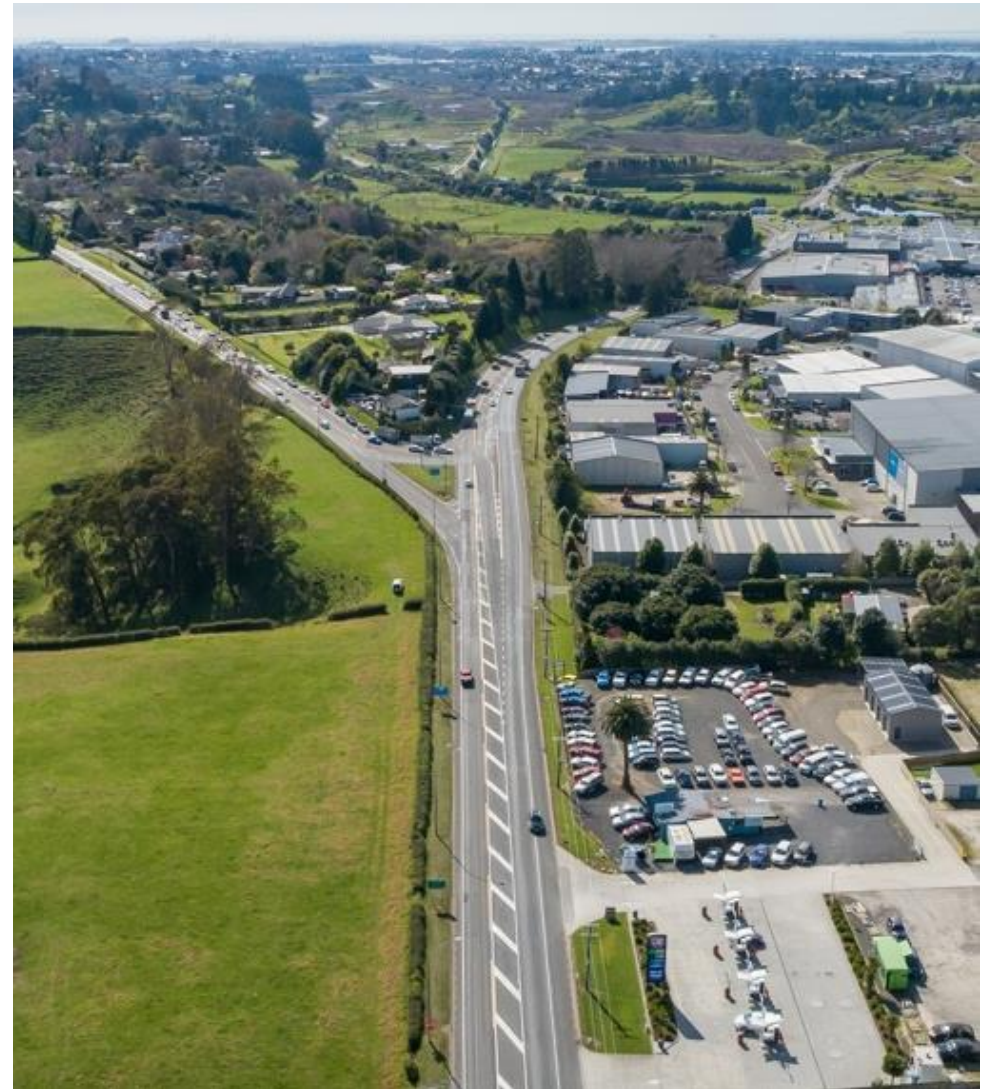
- All major infrastructure elements completed and since late 2023 the general public is driving, walking and cycling the permanent road layout.
- Remaining works include the final road surfacing, installation of large directional signage, handrails and further cultural artworks. The site will remain under temporary traffic management until the final surfacing is finished, with the majority of road closures required at night only.
- Project completion is expected in late March 2024 (weather dependent).



SH29 Tauriko Enabling Works

Road and safety improvements

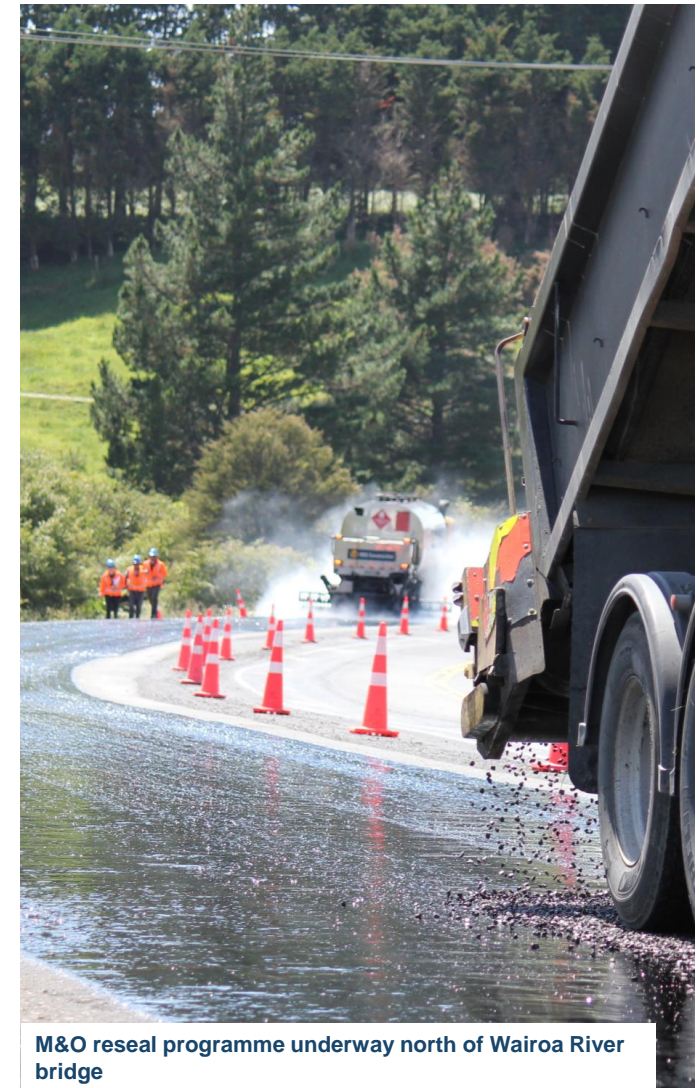
- The tender process and land acquisition is underway.
- Development of the construction programme underway, with works starting at the Redwood Lane end of the project.
- The goal is to move into the construction phase in March 2024 (dependent on tender award).
- Detailed staging plans have been prepared to minimise the risk of significant disruption.



SH2 Waihi to Tauranga

Update

- During February / March will see increased activity on SH2 including increased traffic management, speed restrictions and day/night works.
- Takitimu North Link Stage One – earthworks season progressing well, moved more material between Sep-Dec 23 than the entire last season.
- SH2 Revocation – progressing with emerging preferred programmes.
- Takitimu North Link Stage Two – lodgment of designation and resource consents in 2024.
- Waihi to Ōmokoroa safety improvements – 4 of 6 roundabouts near complete.
- Te Puna to Ōmokoroa safety improvements – reseals, linemarking changes and removal of passing lanes.



M&O reseal programme underway north of Wairoa River bridge

SH2 Waihi to Ōmokoroa

Safety improvements

- Completed the first 3 of 6 roundabouts at SH2/Rea/Tetley roads, SH2/Morton Road, and SH2 Lockington/Matahui roads.
- Sharp Road in construction - following completion median barrier will be installed between these four roundabouts - estimated mid 2024.
- Remaining roundabouts at Apata Station Road and Pahoia / Esdaile roads to commence 2024. Completion of project 2026.



Takitimu North Link

Cambridge Road Overbridge

- Construction tie-in work to complete the new Cambridge Road Overbridge, progressing well.
- 90-day closure of Moffat/Cambridge road started on 8 January. Traffic is being monitored but the full impact is expected when schools resume – increased traffic volumes on local roads are prompting enquiries.
- This is one of three bridges nearing completion on the project, along with Wairoa Road and Minden Road bridges.
- Strong communications focus on the impacts of this work and working alongside TCC.



Takitimu North Link: Cambridge Road Overbridge flyover



WAKA KOTAHI

SH2 Wainui Road to Ōpōtiki

Safety improvements

- We have completed the section from Te Ahiaua Reserve Campsite to Paerata Ridge Road, and from Waiotahe Drifts Boulevard to the Kukumoa Cutting.
- We have installed more than 4.1km of side barriers consisting of 1.4km of flexible safety barriers and 2.7km of “W-section barriers” (commonly referred to as guardrails).
- The project has been divided into 3 sections. Section 1 is for mid-block works consisting of shoulder widening and the installation of edge line barriers. This will be complete early-2024.
- The remaining 2 sections are awaiting funding.



Rotorua's Stage Two Eastern Corridor

Corridor improvements

- Work on the Phase One of SH30 Eastern Corridor Stage Two is progressing well, with the second zone (Basley Road to Ōwhata Road) well underway.
- Phase One received \$35 million from the Government's Crown Infrastructure Partners (CIP) funding for construction to support growth and development in eastern Rotorua – with a focus on the Wharenui Road area.
- Phase One completion mid-2024.



Hei konā mai



New Zealand Government

Draft Regional Land Transport Plan 2024-34 and Statement of Proposal



*Regional Transport Committee Meeting
9 February 2024*



Item 8.2, Presentation: Draft Regional Land Transport
Plan 2024-34 and Statement of Proposal



Draft RLTP 2024

- Document mostly complete. Placeholders for prioritised 'significant' regional transport activities and other financial tables (to be confirmed with AOs)
- Previous feedback from members incorporated
- Graphics input underway

Recommendations:

Approve the draft RLTP document for public consultation

Authorise staff to make necessary changes to RLTP and SoP prior to release



RLTP Consultation

- Special Consultative Procedure (SCP) considered more robust than consultation under s82 of the LGA
- Comms & Engagement Plan prepared – **Attachment 2**
- Includes working in with LTP consultation events, where feasible

Recommendation: Authorise undertaking of SCP to consult on RLTP



Statement of Proposal

- To meet requirements of SCP we must prepare and adopt a Statement of Proposal
- Draft SoP included as **Attachment 1**. Also tabled is latest version of SoP
- Minor edits required plus updated graphic to show prioritised activities
- Includes submission form with 4 submission questions



Consultation questions

1. How much do you agree that these are the transport challenges the region is facing? (Please tell us about any challenges you think we have missed)
2. How much do you agree with the transport objectives? (Please explain your answer)
3. How much do you agree with the proposed list of priority projects? (Please explain your answer)
4. Do you have any other comments/feedback on the draft RLTP?

Recommendation: Approve the draft SoP, including the consultation questions



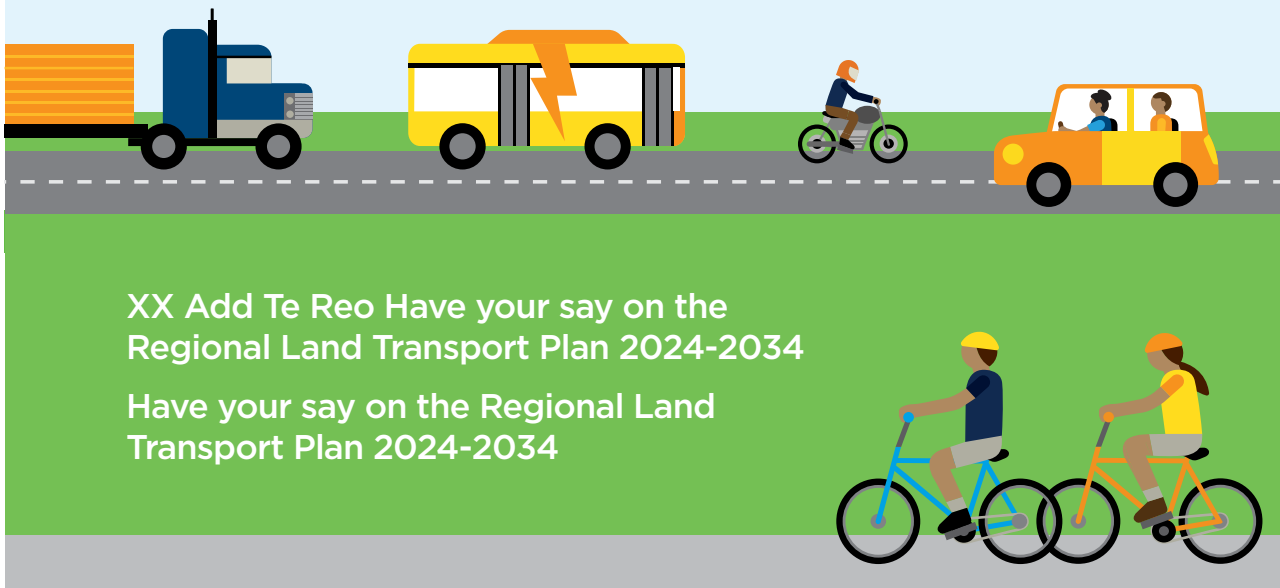
Hearings and Deliberations Sub-Committee

- SCP requires that submitters can present their views in person
- Submissions can be heard by full RTC or smaller sub-committee.
- Officers recommend **sub-committee with members from each of sub-regions**
- Hearings scheduled for 10-12 April 2024
- Deliberations scheduled 7-8 May 2024

Recommendation: Appoint a sub-committee to undertake hearings/ deliberations

XX Add Te Reo We're reviewing the future of land transport in the Bay

We're reviewing the future of land transport in the Bay of Plenty



XX Add Te Reo Have your say on the
Regional Land Transport Plan 2024-2034

Have your say on the Regional Land
Transport Plan 2024-2034

Read the draft Regional Land Transport Plan
and make your submission online at:
participate.boprc.govt.nz/rltp





The draft Bay of Plenty Regional Land Transport Plan (RLTP) explains how we propose to address the region’s transport issues.

This document summarises the main messages from our draft RLTP and asks questions about the key components. We welcome your feedback.

XX Add Te Reo XX Add Te Reo Land transport in the Bay of Plenty

The Bay of Plenty is a region of contrasts, from fast-growing urban centres to small rural townships.

An extensive land transport system has enabled strong economic growth over the last 20 years, supporting manufacturing, construction, freight and primary industries. A growing population relies on transport to access jobs, education, services and leisure opportunities.

Ngā wero Challenges

Growth has come with a number of transport challenges:

.....
A shortage of affordable housing with access by public transport and active travel modes.
.....

.....
Congested and deteriorating transport infrastructure that is struggling to cope with demand.
.....

.....
High levels of greenhouse gas emissions from land transport modes as a result of high motor vehicle dependency.
.....

.....
Vulnerability to both severe weather events and longer-term climate change-related events.
.....

.....
Increasing levels of deprivation and social isolation in smaller townships and areas of Tauranga, Rotorua, and Eastern Bay.
.....

.....
High numbers of deaths and serious injuries on the roads.
.....



He aha kei te rautaki

About this plan

The RLTP sets the strategic direction for the region’s land transport network.

It includes:

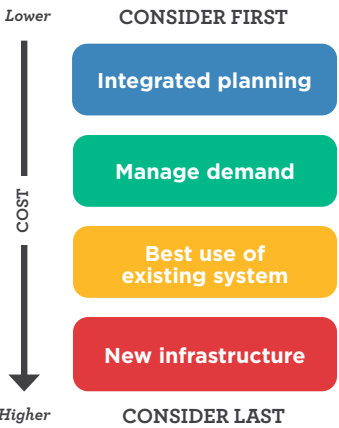
- » Objectives and measurable targets to deliver on our transport vision.
- » A 10-year strategy based on transport priorities – safety, environmental sustainability, inclusive access, economic prosperity, resilience and enabling housing.
- » A prioritised investment programme seeking funding, especially from the National Land Transport Fund (NLTF).
- » A framework for monitoring progress towards achieving targets.

Regional councils are required to prepare an RLTP every three years that includes transport activities that will be undertaken by approved organisations in their region¹, and those proposed by the New Zealand Transport Agency – Waka Kotahi (NZTA) for the state highways.

To attract subsidised transport funding from central government, the RLTP must be consistent with central government’s investment priorities for land transport. Funding is administered by NZTA on a 3-yearly cycle. Councils also need to make provision for their share of the investment in their respective Long Term Plans.

There is a limit to central government funding for transport and not all projects included in the RLTP will be funded completely. The prioritisation of projects proposed in each region’s RLTP helps ensure that key projects have the highest chance of being funded. NZTA makes the final decision about which projects across the country are funded.

RLTPs can include activities to improve road safety, walking and cycling, public transport, local roads and state highways. The RLTP follows NZTA’s approach to investment (right).



Waka Kotahi investment hierarchy

¹ Under the Land Transport Management Act 2003, an Approved Organisation is a regional council, a territorial authority (a district or city council), or an approved public organisation under Section 23.

Te pikitea nui

The big picture

Our vision for the region is:

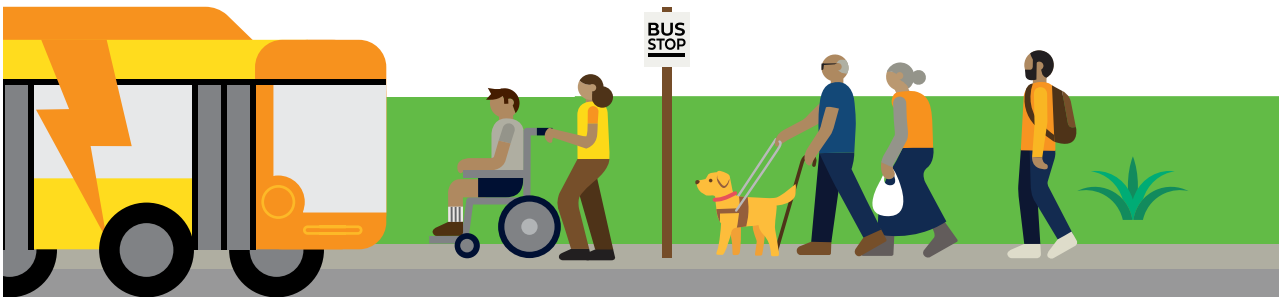
“Whakaritea e mātou ana te pūnaha kawe, kia rite ki ngā hiahia o mātou hāpori whānui, me te taiao, me te ōhanga.”

“Our transport system meets the needs of our diverse communities, our environment and our economy”.

To deliver on the vision and address the region’s transport problems, the draft RLTP sets out transport objectives, an integrated set of policies that explain how the objectives will be achieved and targets that will measure progress towards delivery.

Focus Area	Objective	Headline Target
Healthy and safe people	Deaths and serious injuries are minimised on the region’s transport system	40% reduction in deaths and serious injuries, from 2020 levels, by 2030, on the region’s road network
Environmental sustainability	The environmental effects, including emissions, arising from the use of the transport system are minimised	Reduce carbon emissions from road transport by 41% between 2019 and 2035, on the path to net carbon zero by 2050
Inclusive access	Communities have access to an inclusive, equitable and reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs	Increase mode share for public transport and active modes in the region’s main urban areas to 20% by 2032
Economic prosperity	The transport system enables people and goods to move efficiently and reliably to, from and throughout the region	Maintain or improve travel time predictability for freight movements on the primary freight network (road and rail) interpeak (between 9am and 4pm)
Resilience and security	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	Reduce the number of unplanned closures on the region’s state highway network by 20% between 2018 and 2030
Enabling housing supply	The transport system enables connectivity between places where people live, work, learn and play	Increase the percentage of new dwelling units that are enabled within 500m of primary routes in urban areas

The policies that describe how partners will achieve the transport objectives can be found in the draft RLTP online at participate.boprc.govt.nz/rltp





Ngā aronga matua rohe Our regional transport priorities

The region has identified six key transport investment priorities which align with the RLTP objectives and are necessary to progress towards the RLTP vision.



Supporting sustainable regional growth through planning and investing in transport infrastructure and services that lift economic prosperity and enable housing.



An integrated freight system that optimises the efficient and effective movement of goods.



Transitioning towards a more sustainable transport system to minimise environmental impacts.



Enhancing the availability of accessible, affordable, and efficient travel choices for people, goods, and services.



Building resilience into the transport system by strengthening essential connections, improving access to alternative routes, and delivering robust maintenance plans.



Reducing road deaths and serious injuries.

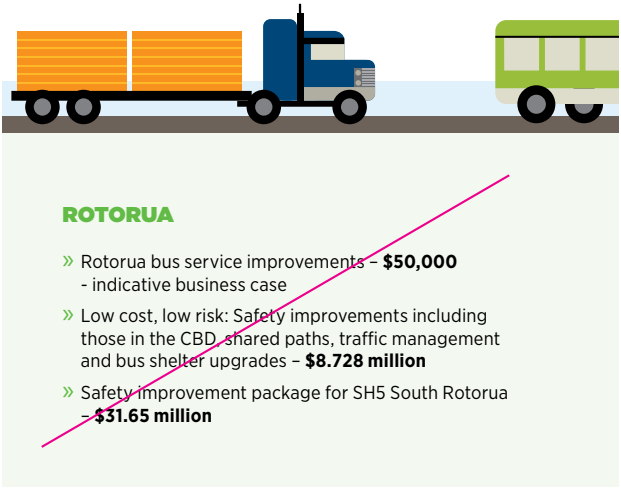
These priorities provide the framework for the development of the RLTP investment programme which is submitted to NZTA for funding.

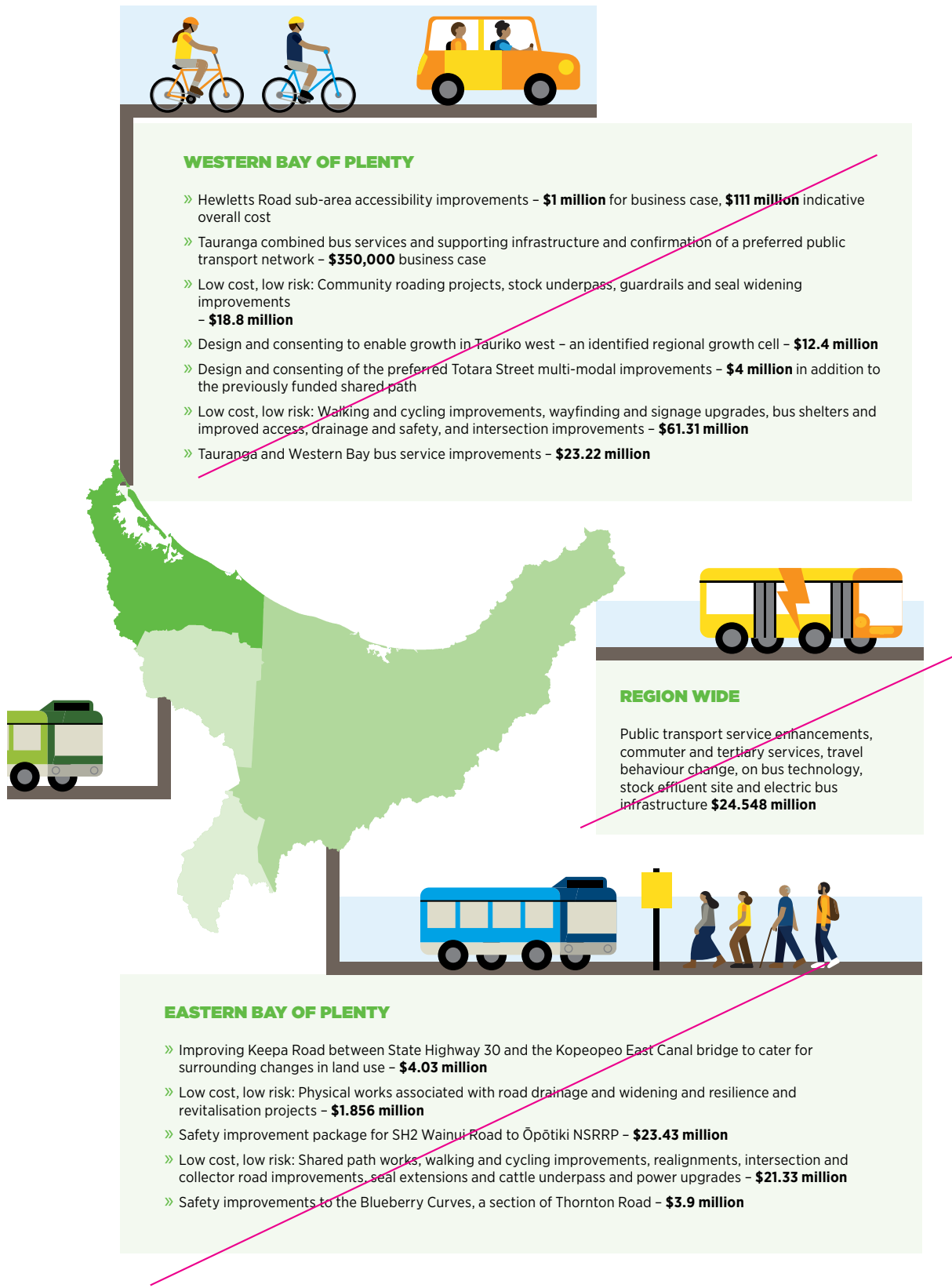


XX Add Te Reo XX Add Te Reo What transport activities are proposed for the region?

The draft RLTP outlines an annual average \$XXX of activities. For a full list of committed and proposed transport activities for the next three years, refer to the draft RLTP online at participate.boprc.govt.nz/rltp

The figure below highlights some of the key proposed activities by sub-region ordered by their priority. (Note that some activities are not on the list because they already have funding committed).





Tukua tō kōrero

Have your say

The draft RLTP is available online at: participate.boprc.govt.nz/rltp or a hard copy is available at all Bay of Plenty Regional Council offices.

You are welcome to submit on any aspect of the draft Plan. However, we are particularly interested in your views on the subjects raised in this summary document.

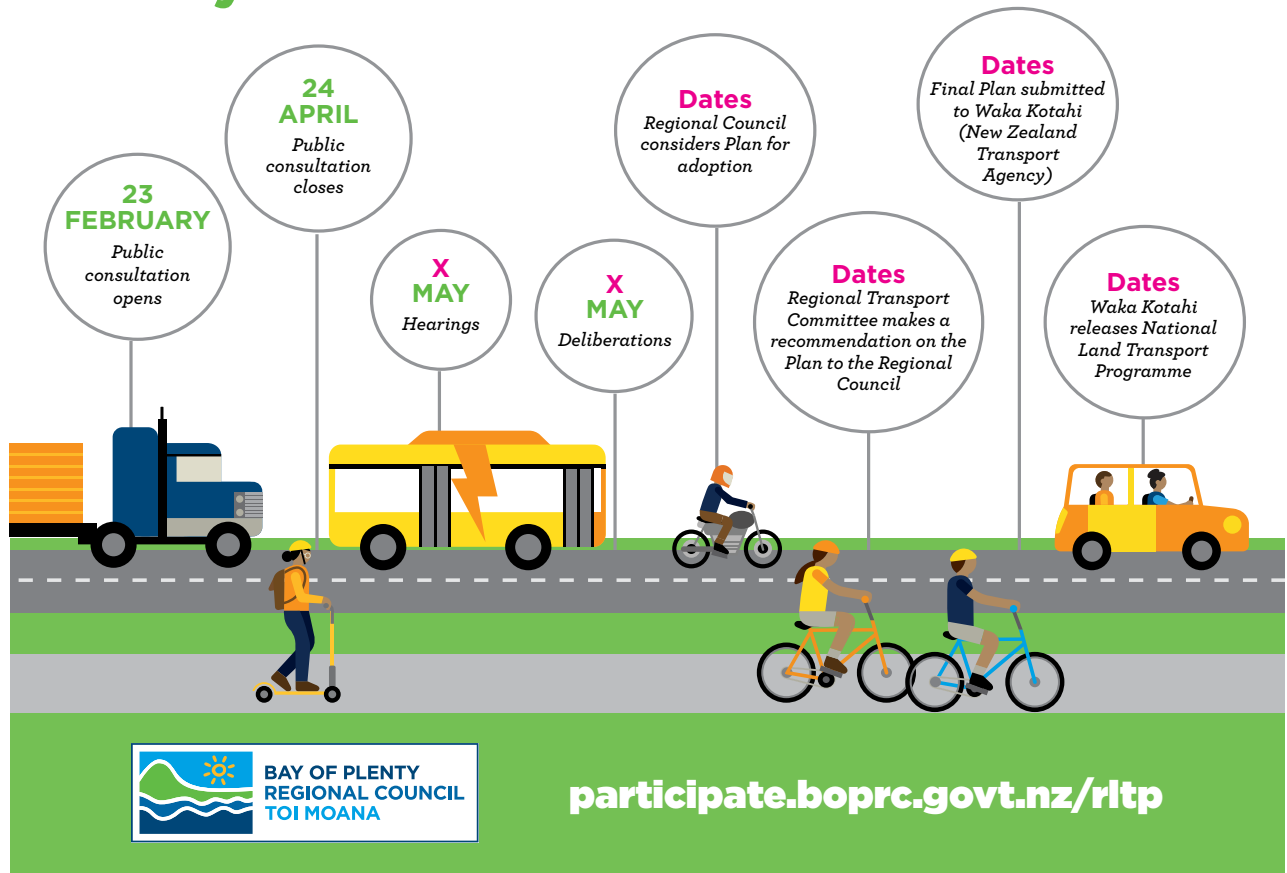
Submissions can be made:

- » online at participate.boprc.govt.nz/rltp
- » emailing to rltp2024@boprc.govt.nz
- » calling us on **0800 884 880**, or
- » by using the enclosed submission form and either posting it to or dropping it off at Bay of Plenty Regional Council offices.

Submission form
enclosed!

Ngā rā hirahira

Key dates



9 February 2024

Bay of Plenty Regional Transport Committee

Update from New Zealand Police

Inspector Logan MARSH





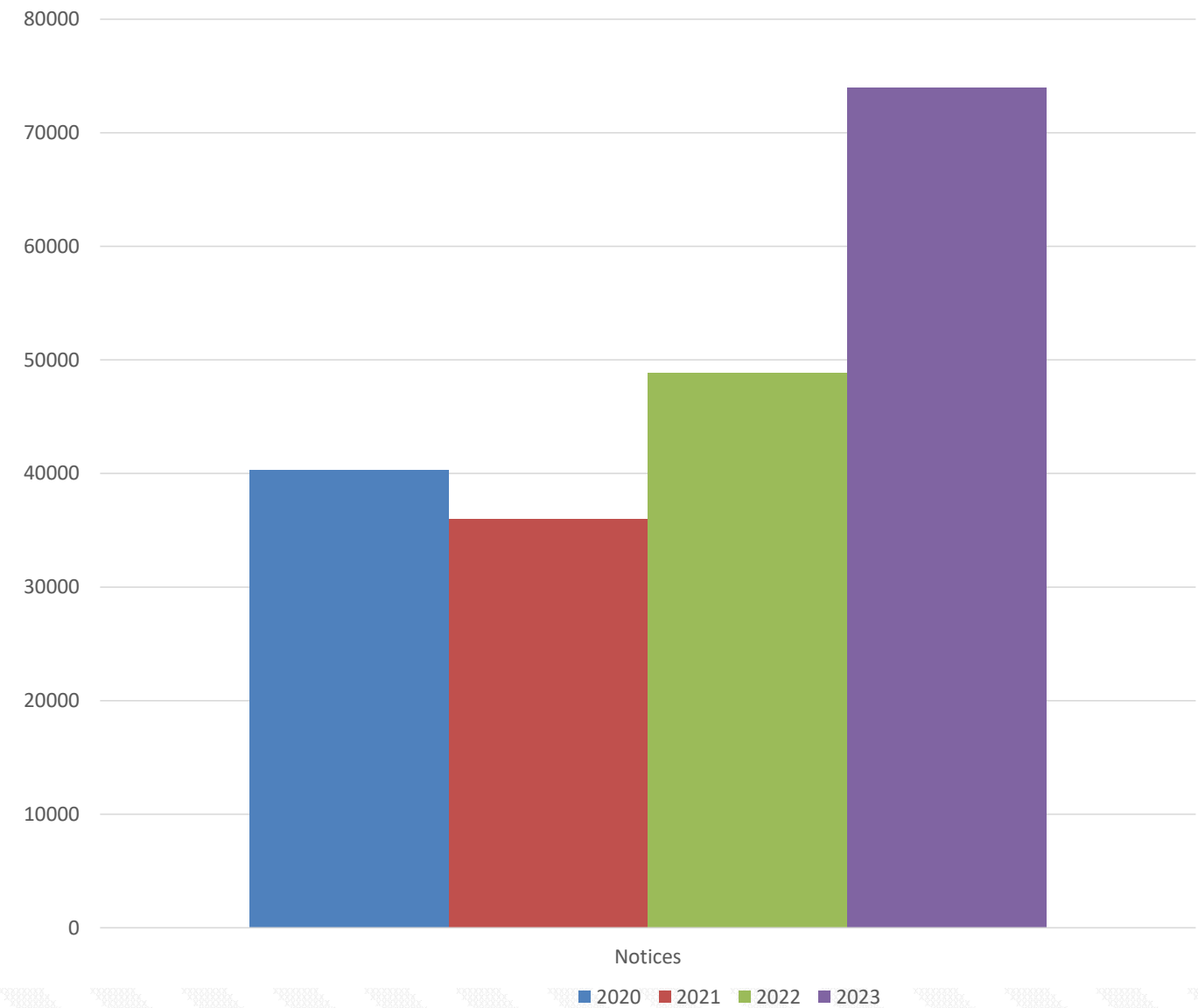
Bay of Plenty Road Deaths

Area	2024	2023	2022	2021	2020
Eastern Bay		6	18	12	6
Rotorua	2	9	8	13	5
Taupo	2	16	21	11	12
Western Bay	1	13	18	18	20
Total	5	44	65	54	43

Note - 2023-24, numbers preliminary only

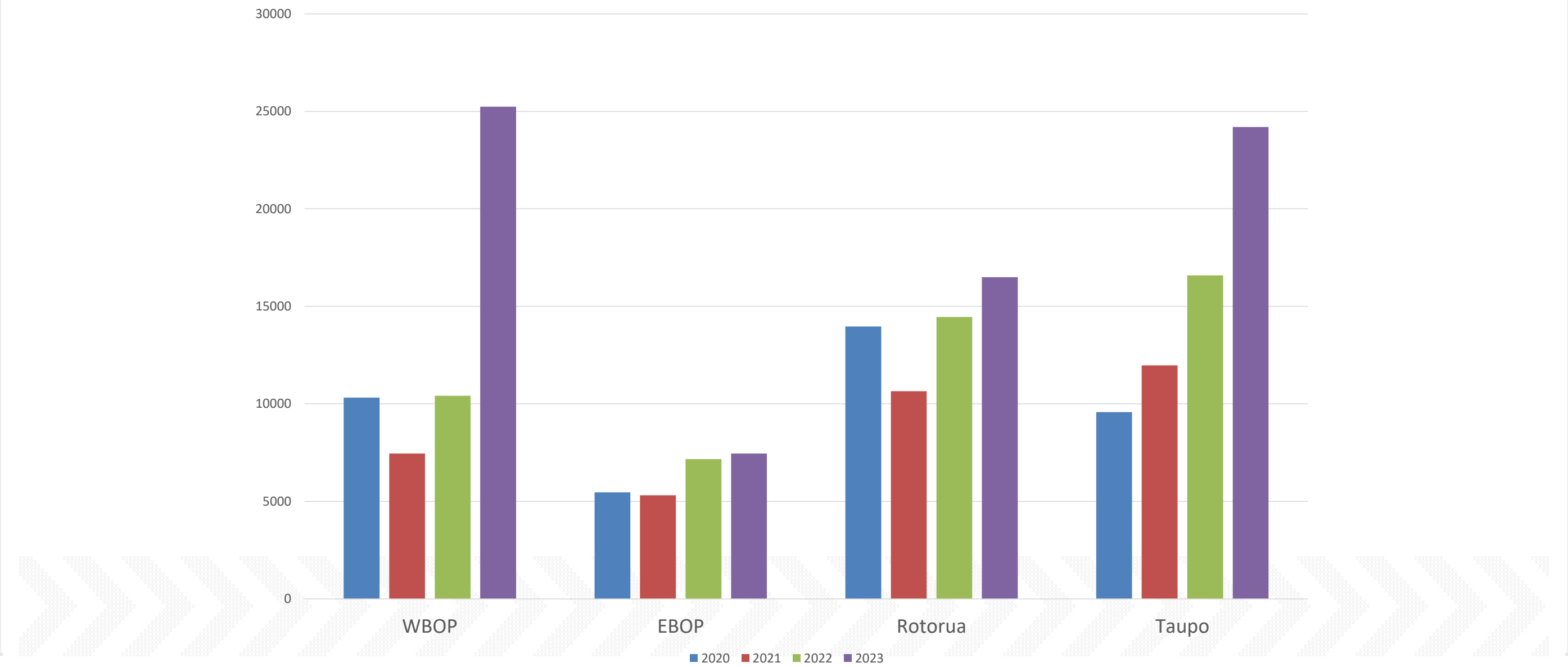


Total Traffic Notices – Bay of Plenty District



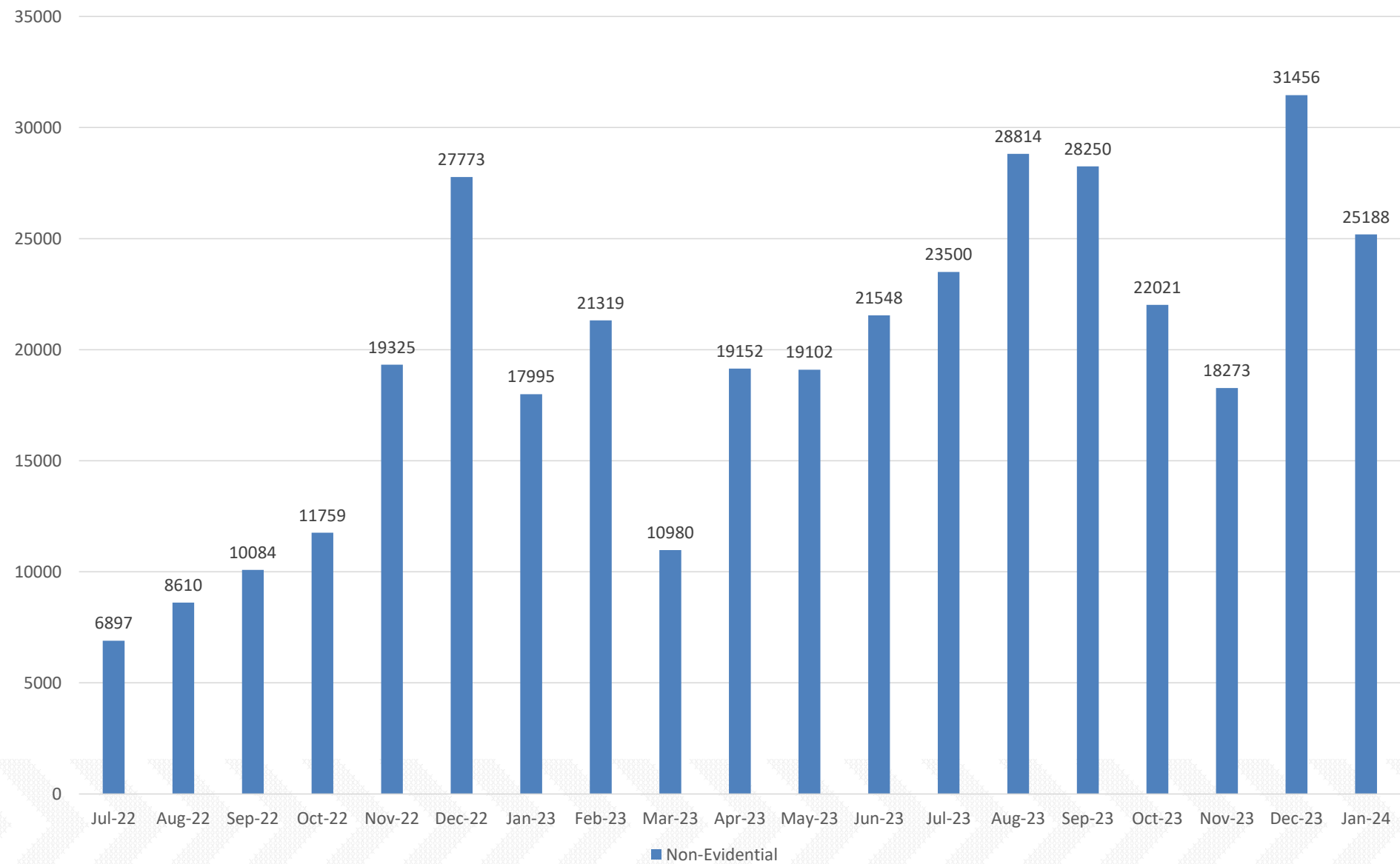


Traffic Notices By Area





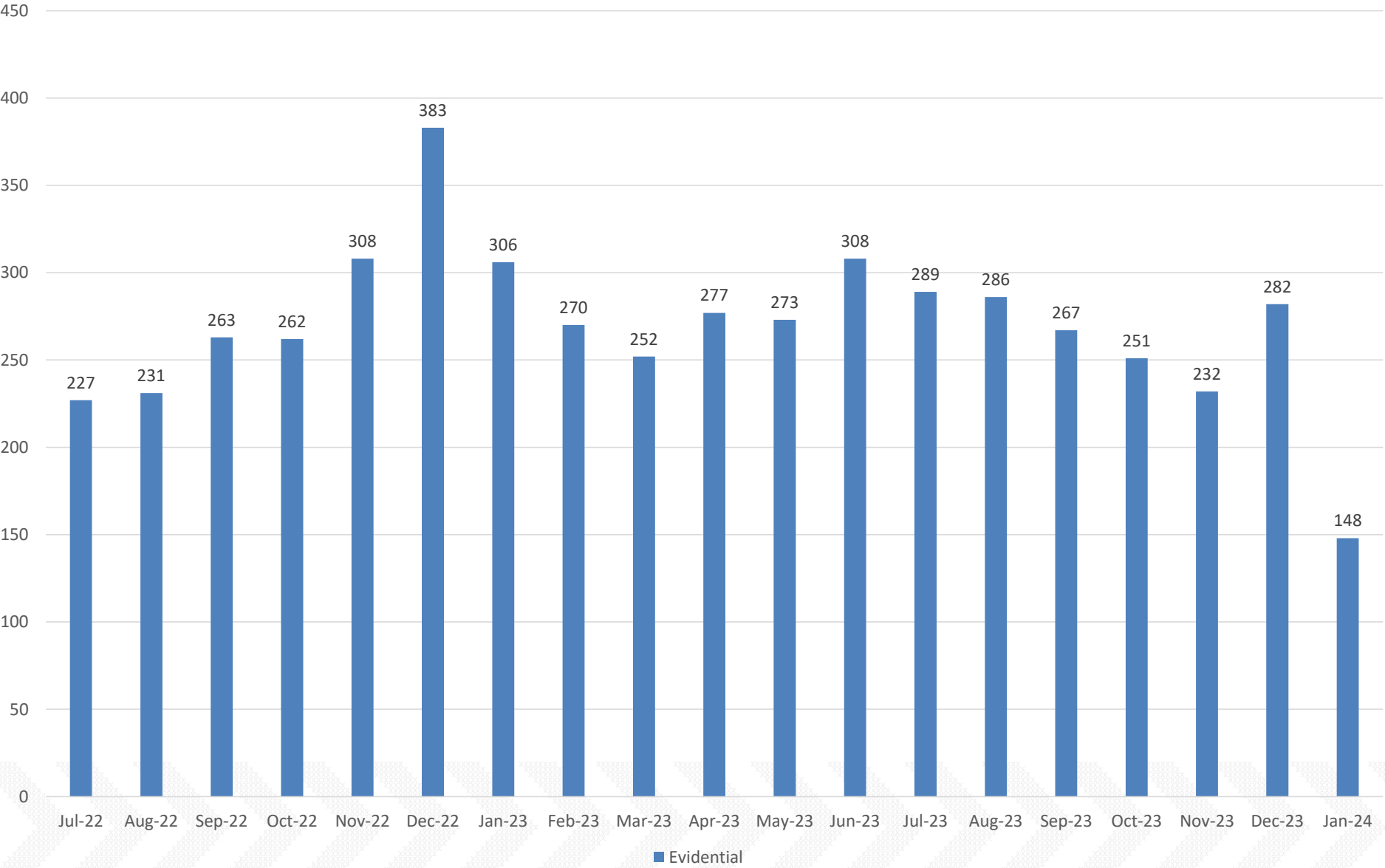
Alcohol Tests carried out in the BOP



287,598 tests
conducted in the
last calendar year
(2023)



Evidential Breath Alcohol Tests



Highest Results

2022 = 1720
2023 = 1770
2024 = 1676



Priorities:

- Rural/SH locations
- Impairment (Alcohol/drugs/fatigue) - Large increase in testing
- Distraction/inattention
- Speed - Targeting any one over the limit, enforcing that the limit is the limit, deploying to the right areas at the right time.
- Education
 - Looking at working with groups to be proactive
 - The Right Track Programme - working to implement this programme
 - Focusing on young people, and adults to try and stem recidivist and develop better pathways

Questions?

