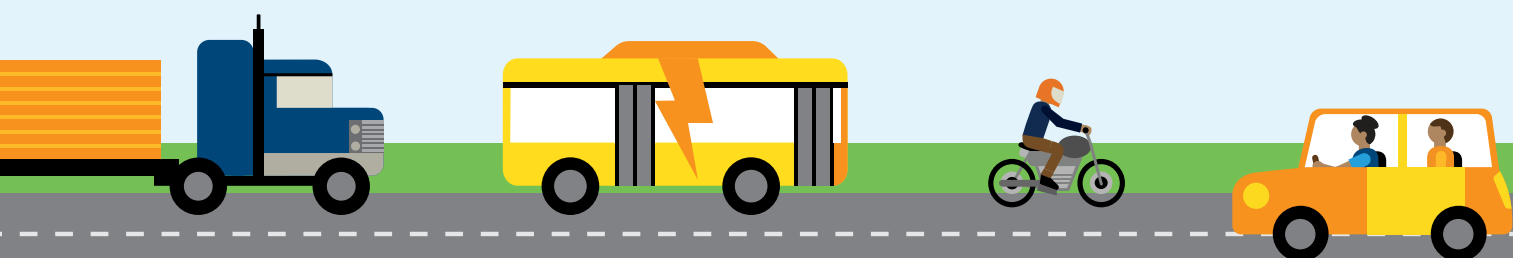


**Kei te arotake mātou i  
te anamata o te tūnuku  
ā-papa i Te Moana a Toi**

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



Tukua tō kōrero mō te arotakenga o  
Te Mahere tūnuku ā-papa ā-rohe 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/rntp](https://participate.boprc.govt.nz/rntp)**



# Tūnuku ā-papa i Te Moana a Toi 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.

The population of the Western Bay of Plenty will increase by 60,000 people, a city the size of Rotorua, over the next 20 years. Meeting this challenge will require a step change in transport investment, urban development and management of traffic demand and a shift to public transport and active modes.



## Ngā wero Challenges

**Growth has come with a number of transport challenges:**

.....  
A severe shortage of accessible, affordable housing.  
.....

Congested and deteriorating transport infrastructure which is adversely impacting quality of life and regional productivity.  
.....

Low public transport and active mode share.  
.....

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

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.  
.....

The draft Bay of Plenty Regional Land Transport Plan (RLTP) explains how we propose to address the region's transport issues and identifies priority investment areas.

Current methods of funding and financing transport are insufficient to meet the region's needs. Additional funding will be required either in the form of increased taxes and/or road pricing and value capture. Failure to address this funding and investment challenge will result in gridlock across the city, a housing affordability crisis, increased carbon emissions and a significant fall in regional and national productivity. We need to act with urgency.

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



# He aha kei te rautaki

## About this plan

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

It includes:

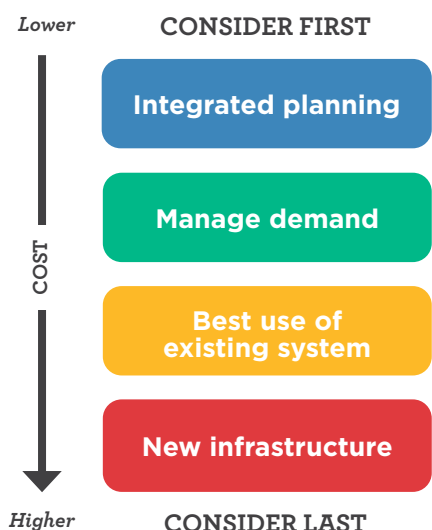
- » Objectives and measurable targets to deliver on our transport vision.
- » A 10-year strategy based on transport priorities – safety, environmental sustainability, inclusive access, economic prosperity, resilience and enabling housing.
- » A prioritised investment programme seeking funding, especially from the National Land Transport Fund (NLTF)<sup>1</sup>.
- » 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 region<sup>2</sup>, and those proposed by the New Zealand Transport Agency – Waka Kotahi (NZTA) for the state highways.

To attract subsidised transport funding from the National Land Transport Fund (NLTF), 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 intends to follow NZTA's investment priority hierarchy (right).



*Waka Kotahi investment hierarchy*

<sup>1</sup> The NLTF is a fund made up of petrol excise duty, road user charges, a portion of annual vehicle licensing fees, and income from the sale and lease of state highway property. The NLTF is administered by NZTA and all the revenue that goes into the fund is spent on our land transport system through the National Land Transport Programme.

<sup>2</sup> 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 tirohanga whānui

## The big picture

### Our vision for the region is:

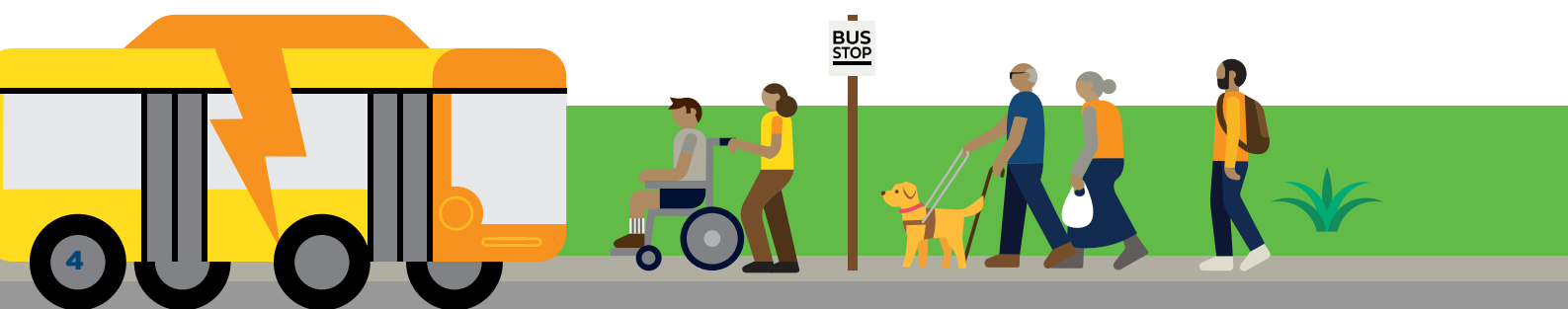
“Ka toitū tā tātou pūnaha tūnuku, ka manawaroa, ka whāomo, ka āhei hoki i te urunga haumarū, i te urunga tauira maha hoki e tutuki pai ai i ngā hiahia o ō tātou hapori whānui, ō tātou hapori whakanui ake me te ōhanga ā-rohe.”

“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
<b>Healthy and safe people</b>	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
<b>Environmental sustainability</b>	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
<b>Inclusive access</b>	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	Double mode share for public transport and active modes combined in the region’s main urban areas by 2030
<b>Economic prosperity</b>	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)
<b>Resilience and security</b>	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
<b>Enabling housing supply</b>	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](https://participate.boprc.govt.nz/rltp)





# Ō mātou whakaarotau tūnuku ā-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 and services.



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.



# Ko te aha ngā mahi tūnuku e tonoa ana mō te rohe?

## What transport activities are proposed for the region?

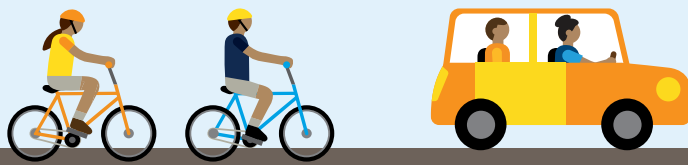
The figure below lists **regional priority projects** by sub-region. Some activities are not on the full list because they already have funding committed.

For a full list of committed and proposed prioritised transport activities for the next three years, refer to page 75 of the draft RLTP online at [participate.boprc.govt.nz/rltp](https://participate.boprc.govt.nz/rltp)



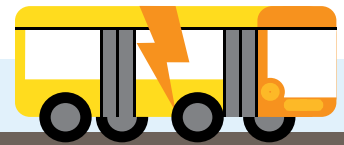
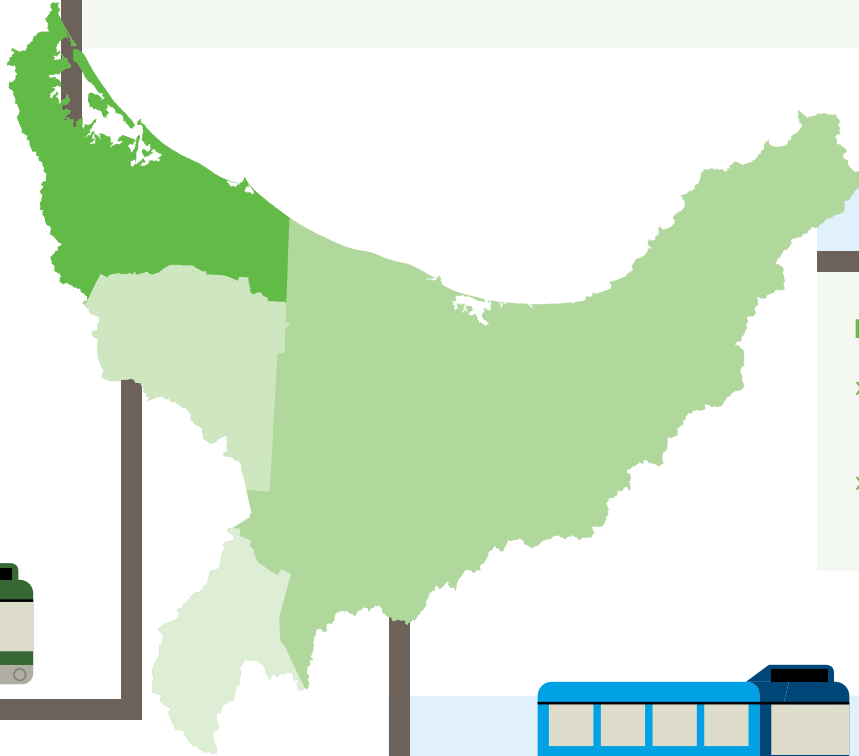
### ROTORUA

- » Urbanisation of SH30A corridor, including Amohau Street and consequential local road changes – **\$36.6 million**
- » Malfroy Road/ Old Taupō Road intersection capacity upgrade and safety improvements – single-stage business case – **\$150,000**
- » Rotorua low cost, low risk: local road improvements, walking & cycling improvements, public transport infrastructure – **\$9.42 million**



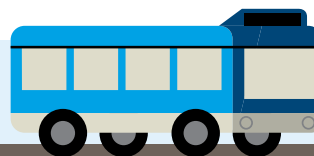
## TAURANGA / WESTERN BAY OF PLENTY

- » SH29A package of works, including Stage 3 PT corridor – **\$53.4 million**; Stage 2 Omanawa Bridge – **\$66.5 million**; Access to Tauriko West and industrial estate – **\$123.2 million** and proposed acceleration of SH29
- » Connecting Mount Maunganui – improvements to network along Hewletts Road and broader Mount Maunganui area, including Port of Tauranga – **\$55.27 million**
- » Takitimu North Link Stage 1 (NZUP) – **\$695.98 million**; Takitimu North Link Stage 2 (NZUP) – **\$TBC**
- » Cameron Road Multi-Modal Stage Two – **\$120.4 million**
- » Connecting the People - Fifteenth Ave to Welcome Bay Rd – **\$22.8 million**
- » Public Transport Services and Infrastructure Business Case – **\$1.1 million**
- » Ōmokoroa transport improvements – urbanisation of local roads to support planned land use changes – **\$26 million**
- » Rangiuru Business Park multi-modal transport improvements to existing internal roading network – **\$15.2 million**
- » Rangiuru Business Park interchange providing access from the Tauranga Eastern Link – **\$34.5 million**
- » Park’N’Ride Trial Pāpāmoa – **\$7.2 million**



## REGION WIDE

- » Implementation of a National Ticketing Solution to enable standardised payment for public transport – **\$3 million**
- » Improvements to transition to zero-emission public transport – **\$53.9 million**



## EASTERN BAY OF PLENTY

- » Additional river crossing - business case to support growth components of the Whakatāne Spatial Plan – **\$500k**
- » Transport system programme to support delivery of the Whakatāne Spatial Plan – **\$650k**
- » Whakatāne network-wide resilience – **\$500k**
- » Ōpōtiki urban growth and resilient access improvements – **\$300k**
- » Ōpōtiki low cost, low risk: local road improvements, walking & cycling improvements – **\$2.10 million**
- » Kawerau low cost, low risk: local road improvements, walking & cycling improvements – **\$2.18 million**

# Tukua tō kōrero

## Have your say

The draft RLTP is available online at: [participate.boprc.govt.nz/rltp](https://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](https://participate.boprc.govt.nz/rltp)
- » emailing to [rltp2024@boprc.govt.nz](mailto: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

