

Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

Chapter: General

Section:

Submission Number: 11 - 1 **Submission Type:** Support
Submitter: NZ Transport Agency
Submission Summary: Overall, NZTA supports the direction and policy provisions of the RLTS, and requests that the majority of the document be retained.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no changes.

Submission Number: 16 - 6 **Submission Type:** Seek Amendment
Submitter: Road Transport Association NZ
Submission Summary: There are currently only 2 stock effluent dump sites in the region and an opportunity exists to place one on the Tauranga Eastern Link.
Decision Sought: Build more stock effluent dump site facilities in the region.
Hearing Recommendation: Accept in Part
Recommended Response: The issue of stock effluent disposal sites is an issue that needs to be dealt with on a regional basis and a policy has been added to 'S7.2 Environmental Sustainability' worded as follows:
 "Ensure there are adequate disposal sites for stock effluent in the region. (BOPRC, city and district councils, NZTA, WRC)"

Submission Number: 22 - 7 **Submission Type:** Support
Submitter: The NZ Automobile Association
Submission Summary: AA fully embrace the importance and the reality of being part of the 'Golden Triangle'.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no change.

Submission Number: 23 - 1 **Submission Type:** Other
Submitter: Papamoa Progressive Association
Submission Summary: Papamoa Progressive Association are concerned that the area is growing with new sub-divisions occurring but there is still only one road (Papamoa Beach Road) that currently provides access to the Papamoa East area. This will present significant challenges for the residents of the area and emergency services if a civil emergency does occur. The construction of the interchange would also reduce the distance that residents need to travel when travelling south or east.
Decision Sought: Work creatively with Tauranga City Council to bring forward construction of the Papamoa East Interchange on the Tauranga Eastern Link from the current estimated construction date of 2025-30.
Hearing Recommendation: Comment Noted
Recommended Response: The construction of the Tauranga Eastern Link and associated transport projects is included as a package in Chapter 8 of the Strategy. Alternative access to the area through Te Okuroa Drive was a requirement of the subdivision consent for the Papamoa East development area and this will provide some relief for the area in an emergency.
 The comment is noted and the submission forwarded to Tauranga City Council and NZTA for their information.

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Submission Number: 25 - 1 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy contains a number of minor errors that need correcting. Minor edits to the text will also improve interpretation of the document.

Decision Sought: Make minor amendments to correct errors and aid interpretation of the Regional Land Transport Strategy.

Hearing Recommendation: Accept

Recommended Response: The proposed Regional Land Transport Strategy contains a number of minor errors that need correcting.

Minor text edits to improve interpretation of the document have been undertaken.

Submission Number: 25 - 2 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The structure of the Regional Land Transport Strategy needs to reflect the priority applied to outcome areas in the preferred Strategic Option. The order of outcome areas in the proposed Regional Land Transport Strategy currently do not match the priority accorded to them in Chapter 5: Strategic Option.

Decision Sought: Re-order outcome areas throughout the strategy to reflect the priority identified in the preamble to Chapter 5.

Hearing Recommendation: Accept

Recommended Response: The outcome areas are re-ordered to reflect the change with safety now having a higher priority than in the proposed Strategy.

Submission Number: 30 - 1 **Submission Type:** Support

Submitter: Federated Farmers of New Zealand

Submission Summary: Federated Farmers supports the general intent and approach of the draft RLTS, and the background work undertaken prior to the draft release.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Submission Number: 30 - 4 **Submission Type:** Other

Submitter: Federated Farmers of New Zealand

Submission Summary: On top of the annual rates bill, those in rural areas pay for their road usage through Road User Charges (RUC), fuel taxes, registration and licensing fees. Nationally, the funds derived from these sources are then used for the entirety of costs associated with State Highways, and roughly 55% of the costs associated with local roads across the country. This financial contribution from rural road users is often not recognised, with a common assumption that rural road users do not meet the costs of the roads they use.

Despite these significant contributions to the costs of the nation's roads, rural road users are increasingly facing the potential of reduced levels of service (most importantly the spectre of reduced maintenance) on the critically important rural roading network.

Decision Sought: No change is requested.

Hearing Recommendation: Comment Noted

Recommended Response: The comment is noted and a copy of the submission has been forwarded to the New Zealand Transport Agency for their information.

Submission Number: 30 - 7 **Submission Type:** Support

Submitter: Federated Farmers of New Zealand

Submission Summary: Historically high fuel costs, legislative and climatic drivers are creating the need for greater

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transport efficiency. At the same time there is a need to support and build upon the region's strong primary production sector. With these factors, Land Transport planning is increasingly important to the region's economy, and infrastructural investment decisions made today will impact on the region for decades to come. It is important these decisions are made well.

Federated Farmers supports the robust and sensible planning background to the draft RLTS, including the planning, forecasting and broad ranging discussion of relevant factors in the supporting documents to the draft RLTS.

Decision Sought: Submission of support. No changes sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Chapter: : Strategic Direction

Section: Part 1 : Strategic Direction

Submission Number: 14 - 1 **Submission Type:** Support

Submitter: Rotorua District Council

Submission Summary: Rotorua District Council supports the strategy and its targets, particularly with regard to the focus on the development of an optimised transport system.

Decision Sought: There are a number of minor wording issues that Rotorua District Council would be happy to discuss with staff.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 18 - 1 **Submission Type:** Support

Submitter: Winstone Aggregates

Submission Summary: Winstones support the direction of the proposed RLTS and in particular provisions which seek to recognise and address matters relating to freight haulage (in particular aggregates) and managing the potential for reverse sensitivity effects arising from development alongside the transport network.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 28 - 3 **Submission Type:** Seek Amendment

Submitter: Tauranga City Council

Submission Summary: There is presently a lack of alignment across the proposed RLTS, which could lead to confusion related to how the strategic approach (Part One) aligns with the implementation and investment approach described in Part Two.

Issues identified under each of the six LTMA outcome areas are described at a regional level only. This does not permit detailed discussion about the specific issues in subregions. Identifying issues at a subregional level will support development of implementation measures and packages in chapter 8.

Decision Sought:

- Identify subregional issues in chapter 3
- Define investment approach for each subregion in chapter 6
- Identify projects and packages and prioritise actions in chapters 7 and 8.

Hearing Recommendation: Accept in Part

Recommended Response: The Strategy has been developed as a regional document rather than sub-regional. Where an issue has more relevance in a specific sub-region then this has been indicated in the text of the Strategy. Sub-regional and local transport and land use strategies have been developed for most of the sub-regions that are more appropriate for the level of detail sought by the submitter.

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A more sub-regional approach has been taken in Chapter 8 where there is a higher level of detail regarding implementation and this Chapter draws on the information included in the more local strategies.

Section: Chapter 2 :Context

Submission Number:	12 - 1	Submission Type:	Support
Submitter:	Te Puke Community Board		
Submission Summary:	Support the use of regional terminology because it is more inclusive e.g. The Te Puke community is included in the Bay of Plenty.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no changes.		

Submission Number:	13 - 6	Submission Type:	Support
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Strongly support the wording of this chapter in setting the wider economic context of the different components of the transportation network within the region in particular the critical role it plays for the Golden Triangle and the Port of Tauranga.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no changes.		

Submission Number:	14 - 2	Submission Type:	Other
Submitter:	Rotorua District Council		
Submission Summary:	This Chapter seems out of order and repetitive particularly with regard to sections on the Port of Tauranga.		
Decision Sought:	Review Chapter 2 to remove repetitiveness.		
Hearing Recommendation:	Decline		
Recommended Response:	Chapter 2 has been drafted with a minor degree of repetitiveness to ensure that the Regional Context for the Strategy is well understood and that the sectors of importance, such as exports of products and the importance of the transport network in supporting this are well understood by the reader. not all readers of the Strategy will know the region and it is therefore essential that the Context provides a full description of the area and its potential.		

Submission Number:	14 - 4	Submission Type:	Seek Amendment
Submitter:	Rotorua District Council		
Submission Summary:	Tourism in this section puts all the emphasis on cruise ship passengers, when the majority of passengers do not arrive by cruise ship.		
Decision Sought:	Review Chapter 2 to identify that not all tourist visitors arrive by cruise ship.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	'S2.5.2 The movement of people - Tourism' already recognises that tourists arrive by a variety of different transport modes and routes. However, to clarify the various ways in which tourists travel through and around the region the various travel modes are shown graphically.		

Submission Number:	16 - 1	Submission Type:	Support
Submitter:	Road Transport Association NZ		

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Submission Summary: Supports the key issues of a Regional Strategic Network and the transport demands of the Bay of Plenty economy identified in the document.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 20 - 1 **Submission Type:** Seek Amendment

Submitter: Priority One

Submission Summary: Priority One strongly supports the acknowledgement of the importance of the 'Golden Triangle' in section 2. In particular, Priority One supports references to the Port of Tauranga as this is essential regional and national infrastructure.

Priority One would like to see more references to the population and land use aspect of the Golden Triangle and Upper North Island growth.

It is also important to note that it is becoming more common to reference the Upper North Island rather than just the Golden Triangle. The Upper North Island also includes Northland – a region which the Bay of Plenty does have freight interaction with.

Decision Sought: Include references in section 2.2 to the population growth of the Upper North Island. Also refer to the land use implications, e.g. business land, the connections between the urban areas.

Include Northland and refer to the Upper North Island growth area rather than just the Golden Triangle.

Hearing Recommendation: Accept

Recommended Response: References to the 'Golden Triangle' have been amended where appropriate to refer to the 'Upper North Island'.

Submission Number: 24 - 1 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: Te Tumu Landowners Group (TTLG) is concerned that this section does not provide the reader explanation of where the RLTS fits in the Statutory Policy, Planning or Funding frameworks, for instance:

- What is the national funding framework and hierarchy that that the RLTS fits into?
- Is the Statutory Policy framework the same as the funding framework and hierarchy?
- What are the Plans and Policies that are generated from the RLTS? For example does the Regional Land Transport Program (RLTP) and Regional Passenger Transport Plan evolve from the RLTS?
- What are the Statutory and Strategic planning linkages with the RLTS, eg Regional Policy Statement (RPS), Western Bay of Plenty SmartGrowth Strategy (SmartGrowth) and City and District Plans?
- What are the Regional Transport and Planning Linkages with the RLTS e.g. the Waikato RLTS?

Decision Sought: Amend Chapter 2 of the strategy to include the following:

- Written and diagrammatic explanation of the Statutory, Planning and Funding framework context in which the RLTS operates.
- Key linkages between the RLTS, RPS, SmartGrowth and the City and District Plans.
- The Policies and Plans that are to be developed from the RLTS.
- The critical Inter-Regional Strategy and Policy linkages with the Waikato Region and the Waikato RLTS.

Hearing Recommendation: Accept in Part

Recommended Response: The issue regarding the planning context and framework within which the RLTS sits is noted and another Appendix has been added to the Strategy to provide readers with direction on this issue.

Section: 2.1 International connections

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Submission Number:	14 - 3	Submission Type:	Seek Amendment
Submitter:	Rotorua District Council		
Submission Summary:	The region's international connections include Rotorua International Airport, not just the Port of Tauranga.		
Decision Sought:	Include the Rotorua International Airport as an international connection.		
Hearing Recommendation:	Accept		
Recommended Response:	Rotorua International Airport is already included in 'S2.1 International connections - Tourism' but the order of the section has been changed to highlight the reference and 'S2.3 Overview of the Bay of Plenty' also includes a reference to the airport.		

Section: 2.2 National connections

Submission Number:	13 - 1	Submission Type:	Support
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Support the reference to the road and rail links of the Bay being critically important to the functioning of all three of the regional economies of the Upper North Island within the Golden Triangle. It is important that the strategy, whilst it is for the Bay of Plenty, is not seen in isolation and forms a key element of the national transportation strategy.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no changes.		

Submission Number:	24 - 2	Submission Type:	Seek Amendment
Submitter:	Te Tumu Landowners Group		
Submission Summary:	TTLG supports the reference and explanation regarding the significance of the "Golden Triangle" and "Central North Island". There is however no reference to the National Highway (State Highway 29 upgrade) proposed between the Waikato Region and Tauranga to support economic and population growth in both the Bay of Plenty and Waikato Regions, and the growth and efficiency of the Port of Tauranga. This is clearly identified in the Waikato RLTS and should also be emphasised in the BoP RLTS.		
Decision Sought:	Make reference to and emphasize the importance of the proposed National Highway (State Highway 29 upgrade) between the Waikato Region and Tauranga in section 2.2. This should be highlighted as one of the Region's key strategic long term projects.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	The SH1/29 route is already highlighted in the Strategy's Regional Strategic Transport Network as a National Significant route in line with the classification given to the route by NZTA. A section has also been added under 'S2.5 Nationally Significant Infrastructure and the Regional Strategic Network' that describes the significance of this inter-regional route.		

Submission Number:	27 - 1	Submission Type:	Support
Submitter:	Waikato Regional Council		
Submission Summary:	Waikato Regional Council supports the recognition of the Waikato Expressway as a nationally significant roading project that will reduce travel times and provide improved journey time reliability between Auckland and Cambridge		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accepted with no changes.		

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Section: 2.3 Overview of the Bay of Plenty

Submission Number:	13 - 2	Submission Type:	Seek Amendment
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Support in part the inclusion of local road network. The wider local road network is actually made up of a number of local road networks administered by different agencies that also provide regional inter-connectivity.		
Decision Sought:	Amended chapter 2.3 to read "Local road networks connecting with each other and to the State Highway network".		
Hearing Recommendation:	Accept in Part		
Recommended Response:	The sentence has been changed to read: "local road networks totalling 3,846 kilometres and connecting with the state highway network;"		

Section: 2.4 Key transport drivers for the Bay...

Submission Number:	12 - 4	Submission Type:	Support
Submitter:	Te Puke Community Board		
Submission Summary:	All key drivers as outlined are supported, in particular reducing congestion during the harvest season.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no change.		

Submission Number:	21 - 2	Submission Type:	Seek Amendment
Submitter:	Smart Growth		
Submission Summary:	SmartGrowth support this section with some additions. We would like to see some more material added to this section, in particular section 2.4.2, about the transport implications of land use, particularly future development.		
Decision Sought:	Add more material to section 2.4 on growth areas and the transport implications of future development.		
Hearing Recommendation:	Accept		
Recommended Response:	A further reference has been made in S2.4 to the new growth areas needing to be supported by new infrastructure.		

Section: 2.4.1 Economic growth and productivity

Submission Number:	13 - 7	Submission Type:	Support
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Support the inclusion of reference to the potential of aquaculture in the eastern Bay of Plenty. Support the reference to the Treaty of Waitangi settlements. It is important that the strategy recognises future developments that that will need to be serviced by a safe, reliable and resilient network.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no changes.		

Section: 2.4.2 Population growth and integrate...

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Submission Number: 13 - 8 **Submission Type:** Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the reference and explanation of SmartGrowth Strategy. It is important that the long term nature and vision of the strategy and the commitment to it by local authorities is recognised.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 21 - 1 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth support this section and in particular the discussion on the SmartGrowth Strategy. However given the importance of land use and transport integration we would like to see a settlement pattern map added to this section so that there is a clear indication of land use in the RLTS. This is important from an integration perspective.

Decision Sought: Add a settlement pattern map for the region. This could be broken down into the three sub-regions and only needs to be high level. Suggest using the overview map for the western Bay of Plenty contained in the Proposed RPS which shows where the urban limits are as this provides an indication of future land use. Similar maps could be prepared for the other two sub-regions. Alternatively the SmartGrowth settlement pattern map and / or corridor maps could be used. The corridor map was included in the previous RLTS (see Figure 6 of the Operative RLTS). We also note that the Waikato RLTS has included settlement pattern maps for the different sub-regions. The one for the Future Proof (Hamilton City, Waikato and Waipa Districts) sub-region indicates where the key growth areas are as identified in the Future Proof Strategy.

Hearing Recommendation: Accept

Recommended Response: A map based on the settlement patterns map for the western Bay of Plenty in the Regional Policy Statement has been added as an Appendix to the Strategy and a relevant reference added to 'S2.4.2 Population growth and integrated growth management'.

Submission Number: 24 - 3 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: TTLG support the SmartGrowth references in this section, however feel the importance of the SmartGrowth Strategy and significance of the existing and proposed growth in the Western Bay of Plenty sub-region is understated.

Decision Sought: Create a new sub-section and heading in this section titled "Western Bay of Plenty Sub-Region and Western Bay of Plenty SmartGrowth Strategy".

Provide details on the proposed long term growth in the sub-region, the premise and importance of the SmartGrowth Strategy and the significant planning and investment made in the sub-region as a result of SmartGrowth.

Insert the current SmartGrowth Maps including the Settlement Pattern Map.

Hearing Recommendation: Accept in Part

Recommended Response: A map based on the settlement patterns map for the western Bay of Plenty in the Regional Policy Statement has been added as an Appendix to the Strategy and a relevant reference added to 'S2.4.2 Population growth and integrated growth management'.

Section: 2.4.3 Tourism

Submission Number: 13 - 21 **Submission Type:** Seek Amendment

Submitter: Western Bay of Plenty District Council

Submission Summary: Support. Tourism in the region is also set to grow with increasing Trans-Tasman visitor numbers coming via Rotorua airport, increasing international visitors on cruise ships and a general increase of tourist traffic coming to the Bay on SH2.

Decision Sought: Identify that potential growth in tourism numbers will also add to the demand on the regional

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network.

Hearing Recommendation: Accept in Part

Recommended Response: Commentary is already included in S2.5.2 The movement of people - Tourism.

Section: 2.5.1 The movement of freight

Submission Number: 18 - 2 **Submission Type:** Seek Amendment

Submitter: Winstone Aggregates

Submission Summary: While supporting the general context it needs to be recognised that a sustained supply of high quality aggregates is critical to the ongoing development of the region. Given the significance the aggregate resource plays in helping build infrastructure within the region, Winstone seek recognition of the importance of freight movements arising from the distribution of aggregates from the region's quarries.

Decision Sought: Add the following paragraph to section 2.5.1:

The Importance of Aggregate to the Bay of Plenty Region

A sustained supply of aggregate is essential for the continued development of the Bay of Plenty region to enable people and communities to provide for their social, economic and cultural well being.

As outlined in the introduction the Bay of Plenty region is projected for significant growth. A sustained supply of aggregate will be required to provide for building, construction and roading projects associated with this growth and growth in other parts of the Bay of Plenty, but also to maintain and redevelop existing infrastructure.

A sustained supply of aggregate will also be essential to enable the completion of the projects forecast by the New Zealand Transport Agency for the Bay of Plenty region over the next 10 years and to provide improved and additional roading links.

Maintaining and protecting freight/trucking routes to and from significant aggregate resources within the region is vital in providing for the continued growth of the Bay of Plenty region.

Hearing Recommendation: Accept in Part

Recommended Response: The RLTS supporting paper 'Bay of Plenty Freight Study 2010' does identify that the movement of aggregates is a major contributor to the freight flows in the region.

A similar submission has been received from Fulton Hogan (Submitter 29) that also seeks similar outcomes, although the wording sought is slightly different.

Therefore a new section under '2.5.1 The movement of freight' has been drafted utilising the wording of the two submissions discussing the contribution of the movement of aggregates.

Submission Number: 29 - 1 **Submission Type:** Seek Amendment

Submitter: Fulton Hogan Ltd

Submission Summary: Fulton Hogan supports the themes raised in Chapter 2 but consider that specific reference should be made to the importance of securing routes to and from significant aggregate resources given their importance to the current and future growth of the Bay of Plenty. Fulton Hogan's Poplar Lane Quarry and Bell Road Sand Mining operations will continue to be key sources of aggregate for the region's development.

Given aggregate resources are fixed in their location, the identification and protection of access routes is essential if their ongoing supply is to be secured. Therefore Fulton Hogan seeks greater recognition of the importance of aggregate distribution from the regions quarries.

Decision Sought: Amend section 2.5.1 by adding the following paragraph:

The Importance of Aggregate Resources to the Bay of Plenty Region

The demand for aggregate resources for roading, infrastructure and building will increase significantly in the medium to long term. Significant aggregate resources within the Bay of Plenty Region will provide the majority of the required aggregates and these resources need to be appropriately managed and protected to ensure the security of supply. The sustained supply of aggregate is essential for the regions continued development to enable people and communities to provide for their social, economic and cultural well being.

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A secure supply of aggregate is crucial for the completion of the major projects both current and forecast by the New Zealand Transport Agency for the Bay of Plenty region over the next 190 years as well as for roading maintenance and improvement works.

To ensure significant aggregate resources remain accessible, trucking routes to and from significant aggregate resources need to be protected and maintained so as to provide for the continued growth of the Bay of Plenty.

Hearing Recommendation: Accept in Part

Recommended Response: The RLTS supporting paper 'Bay of Plenty Freight Study 2010' does identify that the movement of aggregates is a major contributor to the freight flows in the region.

A similar submission has been received from Winstone Aggregates (Submitter 18) that also seeks similar outcomes, although the wording sought is slightly different.

Therefore a new section under '2.5.1 The movement of freight' has been drafted utilising the wording of the two submissions discussing the contribution of the movement of aggregates.

Section: 2.5.3 Transport implications of futur...
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Submission Number:	12 - 5	Submission Type:	Support
Submitter:	Te Puke Community Board		
Submission Summary:	Support Section 2.5.3 - Transport implications of future economic growth scenarios.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no change.		

Submission Number:	30 - 2	Submission Type:	Seek Amendment
Submitter:	Federated Farmers of New Zealand		
Submission Summary:	<p>Agriculture will continue to remain a major factor in the region's economy, yet this is not sufficiently identified in the draft RLTS, particularly not on p7 of the draft, where the "three main economic drivers for the region" exclude agriculture. This is despite the document recognising later on page 7 that "Economic activity in the region has traditionally been focused strongly on the processing and export of primary resources, particularly dairy products, logs and timber and other agricultural products".</p> <p>Many sectors in BOP will be directly reliant on primary production, especially retail, manufacturing and construction. Many jobs in the professional, scientific and technical services, in education, and in the public administration and safety category will rely both directly and indirectly on primary production to a significant extent.</p> <p>The RLTS should direct money to investment in the roading network that will enable the best social and economic returns.</p> <p>In terms of regional benefit from infrastructure investment, better enabling our already productive and efficient primary sector through wise and long term investment in the rural roading network will be the best economic development investment possible. If the region has a roading network that enables the safe, efficient and expedient transport of primary produce, the effects of these positive benefits will be felt through the wider region.</p> <p>This need is reflected well on page 13 of the draft RLTS, where it recognises "there is the need to move the commodities from where they are produced through the supply chains to where they are consumed or exported. The health of the New Zealand economy largely depends on the export of a range of primary products. Higher freight costs and inefficient movements will make New Zealand fundamentally poorer. Efficient movements and lower freight costs facilitate trade and increase returns to producers".</p>		
Decision Sought:	Federated Farmers would add the importance of the export sector to the rest of the economy for the reasons mentioned earlier; increased returns to producers means a stronger regional and national economy.		
Hearing Recommendation:	Accept		

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Recommended Response: The term "agriculture" has been added to the first bullet point under 'S2.4.1 Economic growth and productivity'.

Submission Number: 30 - 3 **Submission Type:** Seek Amendment

Submitter: Federated Farmers of New Zealand

Submission Summary: We support and highlight the findings in the supporting document, "Bay of Plenty Economic Development and Transport Study" in regards to the contribution of roading to economic development, and submit that the considerations on pages i-ii provide a good basis for sound investment in the roading network from an economic perspective.

The importance of the timely freighting of Dairy products in particular, given the perishable nature of these products prior to processing, is recognized on page 13 of the draft. Because of the dispersed nature of farms, the efficiency of the local roading network in particular plays an important part in ensuring farm produce is transported to be processed in a timely manner

Decision Sought: Consider the particular nature of agricultural produce and the need to ensure a functioning and efficient local and highway roading network is in place to meet these demands

Hearing Recommendation: Accept

Recommended Response: The concerns regarding the need for an efficient network to ensure that goods are delivered in a timely manner has been added through the following wording to S2.5.3:

"The continued development and maintenance of the state highway and local road networks is critical to moving product in a timely manner."

Section: 2.6 Nationally important infrastru...

Submission Number: 13 - 3 **Submission Type:** Seek Amendment

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the inclusion of references and explanations of the importance of the Port, Tauranga Eastern Link and East Coast Main Trunk rail line.

Decision Sought: Due to their importance for connectivity to both the Port of Tauranga and the Tauranga Airport, make individual reference to the on-going improvements of:

- State Highway 2 (north bound including the Tauranga Northern Link, Omokoroa upgrade and Katikati bypass)
- State Highway 29.

It should be noted that these should be seen as important but separate components given that currently SH2 has double the freight movements of SH29.

The Tauranga Airport also supports tourism in and out of the sub region because of its connection to Auckland International Airport.

Hearing Recommendation: Accept in Part

Recommended Response: SH29 and SH2 are both important in the region and their importance is recognised in the Regional Strategic Transport Network, with SH29 classified as 'National Strategic' and SH2 classified as 'Regional Strategic' routes in S2.6.4. Given the National Strategic classification of SH29 is appropriate that it is included in 'S2.6 Nationally important infrastructure' but while SH2 is an inter-regional route its planned function is quite different from that of SH29 and would more appropriately be mentioned in the amended Chapter 8.

Tauranga Airport is already referenced as a key feature of the Bay of Plenty transport network in S2.3.

Submission Number: 20 - 2 **Submission Type:** Support

Submitter: Priority One

Submission Summary: Priority One supports the content of this section and the highlighting of these important transport activities.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

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Recommended Response: Accept with no change.

Section: 2.6.2 Tauranga Eastern Link

Submission Number: 12 - 2 **Submission Type:** Support in Part

Submitter: Te Puke Community Board

Submission Summary: We support the TEL project, but emergency access for Te Puke residents is an issue. Perhaps a solution would be to have a locked gate at the end of the Seddon Street extension that would only provide access to emergency vehicles.

Decision Sought: Investigate emergency access to the Tauranga Eastern Link.

Hearing Recommendation: Comment Noted

Recommended Response: The issue raised is too detailed for the RLTS and it has been forwarded to the NZTA for their consideration. The Strategy will contain a more general policy supporting investment in the local network to maximise investment in the TEL and this issue could be further investigated as part of that process.

Submission Number: 15 - 1 **Submission Type:** Other

Submitter: Gail West

Submission Summary: Support the Tauranga Eastern Link but the strategy should also endorse the existing highway being bypassed to remain as state highway in recognition of its importance to existing and proposed economic development.

Decision Sought: Retain the existing portion of SH2 as state highway once Tauranga Eastern Link is opened.

Hearing Recommendation: Comment Noted

Recommended Response: The decision as to whether any road, or section of road, is a state highway is not a function of the RLTS. The strategy indicates the roads that are regionally significant, but these include both state highways and local roads. The submission will be passed on to the NZTA for their consideration.

Submission Number: 17 - 1 **Submission Type:** Other

Submitter: Te Puke Fast Forward

Submission Summary: Support the Tauranga Eastern Link but the strategy should also endorse the existing highway being bypassed to remain as state highway in recognition of its importance to existing and proposed economic development.

Decision Sought: Retain the existing portion of SH2 as state highway once the Tauranga Eastern Link is opened.

Hearing Recommendation: Comment Noted

Recommended Response: The decision as to whether any road, or section of road, is a state highway is not a function of the RLTS. The strategy indicates the roads that are regionally significant, but these include both state highways and local roads. The submission will be passed on to the NZTA for their consideration.

Submission Number: 25 - 3 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The Government Policy Statement for Land Transport Funding should be referenced as the policy document which identifies the Tauranga Eastern Link as a Road of National Significance. This was recommended in the Regional Land Transport Strategy preliminary audit report.

Decision Sought: Reference the Government Policy Statement as the policy document that identifies the Tauranga Eastern Link as a Road of National Significance.

Hearing Recommendation: Accept

Recommended Response: Reference the Government Policy Statement as the policy document that identifies the Tauranga Eastern Link as a Road of National Significance in line with the preliminary audit statement.

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Section: 2.6.3 East Coast Main Trunk Rail Line

Submission Number:	27 - 2	Submission Type:	Seek Amendment
Submitter:	Waikato Regional Council		
Submission Summary:	Waikato Regional Council supports the identification of the East Coast Main Trunk rail line as nationally significant infrastructure.		
Decision Sought:	Provide additional commentary that acknowledges the recent improvements to the railway line as part of the Waikato JOG rail funding.		
Hearing Recommendation:	Decline		
Recommended Response:	The East Coast Main Trunk Line is recognised in the Regional Strategic Transport Network as being a National Strategic route that is critical for the inter-regional movement of freight in line with the classification given in the Waikato RLTS. While the document does not individually recognise the importance of previous investment in the transport system there is reference to the overall importance of building on this investment in S6.1.3 The Strategy does not generally delve into the level of detail sought on previous investment in the network and therefore for consistency the requested changes have not been included.		

Section: 2.6.4 Regional Strategic Transport Ne...
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Submission Number:	3 - 1	Submission Type:	Support
Submitter:	Jim A'Bear		
Submission Summary:	Should an accident or some other circumstances arise closing SH2 between Apata and Tetley Road, also Turopiro and Athenree Road, there is no possible detour route other than going back to Bethlehem or Paeroa and then over the Kaimais. These comments are made so that in future planning improvements can be made to avoid congestion which appears likely given the expected increase in volume of traffic.		
Decision Sought:	Continue to promote SH29 via Matamata as the preferred route for traffic travelling to Auckland.		
Hearing Recommendation:	Comment Noted		
Recommended Response:	The comments regarding the promotion of SH29 as the preferred route have been noted and passed on to NZTA, as this is a State Highway route.		

Submission Number:	5 - 9	Submission Type:	Seek Amendment
Submitter:	Whakatane District Council		
Submission Summary:	The Whakatane Airport is a key transportation asset for the sub-region but there is no reference to future development in the strategy.		
Decision Sought:	Include a statement that further development of the Whakatane Airport asset will reduce reliance on other regional airports and on road based transportation networks to access those.		
Hearing Recommendation:	Decline		
Recommended Response:	The possible development of the Whakatane Airport and the outcomes of that are outside the scope of the Strategy.		

Submission Number:	10 - 1	Submission Type:	Support in Part
Submitter:	Rotorua Ngongataha Rail Trust		
Submission Summary:	The Trust has a tangible interest in the rail corridor into Rotorua from Putaruru and believe that the preservation of this corridor is paramount to the future transport industry within the district.		
Decision Sought:	Take into account all the rail corridors in existence throughout the region as a major part of all transport policy.		
Hearing Recommendation:	Accept		

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Recommended Response: All rail corridors are included in the Regional Strategic Transport Network as being either National or Regional Strategic routes in S2.6.4 and as such form the key intra and inter-regional transport connections. There are a number of policies in Chapter 7 that support the protection and development of these key elements of the transport network and the further development of rail in the region.

Submission Number: 24 - 4 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: TTLG believe that there is inadequate reference to the National Highway (State Highway 29 upgrade proposed between the Waikato Region and Tauranga to support the economic and population growth of both the Bay of Plenty and Waikato Regions and the importance of the Port of Tauranga.

This is clearly identified in the Waikato RLTS and should also be emphasized in the BoP RLTS.

The Western Bay of Plenty SmartGrowth Corridors are also not mentioned. These strategic transport corridors are critical to and anchor and support the SmartGrowth Settlement Pattern. In this regard they are of Regional Strategic significance.

Decision Sought: Make reference to and emphasise the importance of the proposed National Highway (State Highway 29 upgrade) proposed between the Waikato Region and Tauranga in section 2.6.4. This should be highlighted as one of the Region's key strategic long term projects.

Make reference to the Western Bay of Plenty SmartGrowth Corridors and their importance and regional significance in anchoring the SmartGrowth Settlement Pattern.

Hearing Recommendation: Accept in Part

Recommended Response: SH29 has been included in Chapter 8 and the SmartGrowth corridors have been used as the basis for the packages in the Key Implementation Area of the western Bay of Plenty sub-region.

Submission Number: 25 - 4 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy does not explicitly state that the rationale for developing the Regional Strategic Transport Network comes from the Bay of Plenty Regional Policy Statement.

The preliminary Regional Land Transport Strategy audit report requested that the relationship between the Regional Land Transport Strategy and the Bay of Plenty Regional Policy Statement be better documented.

Decision Sought: Add a reference to the role of the Bay of Plenty Regional Policy Statement in developing the Regional Strategic Transport Network.

Hearing Recommendation: Accept

Recommended Response: A reference to the role of the Bay of Plenty Regional Policy Statement in developing the Regional Strategic Transport Network in line with the preliminary audit statement has now been included.

Submission Number: 27 - 3 **Submission Type:** Support

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports State Highway 2 and 5 identified as regionally strategic routes.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Submission Number: 27 - 4 **Submission Type:** Seek Amendment

Submitter: Waikato Regional Council

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Submission Summary:	Waikato Regional Council supports the Regional Strategic Transport Network – Road and Rail.
Decision Sought:	Identify the long-term function of these strategic road and rail corridors in the final strategy.
Hearing Recommendation:	Accept in Part
Recommended Response:	The function of each of the elements of the Regional Strategic Transport Network are already included in S2.6.4 of the Strategy.

Section: Figure 5: Regional Strategic Transport...

Submission Number:	20 - 3	Submission Type:	Seek Amendment
Submitter:	Priority One		
Submission Summary:	Priority One support the Regional Strategic Transport Network (RSTN), but with additional routes. The Tauranga Northern Link is not included in the RSTN and should be as it is a strategic future route. State Highway 2, which the Tauranga Northern Link project will run alongside and also make improvements to, has been classified by the recently released NZTA State Highway classification system as a regionally strategic route. There are also other important projects such as the Tauriko bypass and Hairini Link which should be included as well. If these projects are not incorporated into the Proposed RLTS then they will not have the standing required to be able to progress them efficiently.		
Decision Sought:	Include the Tauranga Northern Link in the RSTN and consider including other important regional projects such as the Tauriko Bypass and Hairini Link.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	The Regional Strategic Transport Network is based on existing road and rail routes, or those where funding has been committed to its construction. There are a large number of potential routes that could be added to the network, but without a firm commitment to their construction this does not provide an accurate picture of the network over the period of the document. A reference to the Tauranga Northern Link and other proposed projects is included in the implementation section of the Strategy in Chapter 8.		

Submission Number:	21 - 3	Submission Type:	Seek Amendment
Submitter:	Smart Growth		
Submission Summary:	SmartGrowth support the Regional Strategic Transport Network (RSTN) but with additional routes. The Tauranga Northern Link is not included in the RSTN and should be as it is a strategic future route. State highway 2, which the Tauranga Northern Link project will run alongside and also make improvements to, has been classified by the recently released NZTA State highway classification system as a regionally strategic route. There are also other important projects such as the Tauriko bypass and Hairini Link which should be included as well. If these projects are not incorporated into the Proposed RLTS then they will not have the standing required to be able to progress them efficiently.		
Decision Sought:	Include the Tauranga Northern Link in the RSTN and consider including other important regional projects such as the Tauriko Bypass and Hairini Link.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	The Regional Strategic Transport Network is based on existing road and rail routes, or those where funding has been committed to its construction. There are a large number of potential routes that could be added to the network, but without a firm commitment to their construction this does not provide an accurate picture of the network over the period of the document. A reference to the Tauranga Northern Link and other proposed projects is included in the implementation section of the Strategy in Chapter 8.		

Section: Chapter 3 : Issues and Opportunities

Submission Number:	8 - 1	Submission Type:	Support
Submitter:	Kiwi Rail		

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in particular in Chapter 8 where packages of projects provide the detailed implementation focus sought, or in the Regional Land Transport Programme where project detail and prioritisation are required by the LTMA. Chapter 8 has been amended to include more detail regarding the Key Implementation Areas and the proposed packages of work within these areas.

Submission Number:	28 - 2	Submission Type:	Seek Amendment
Submitter:	Tauranga City Council		
Submission Summary:	Part One of the proposed RLTS currently makes no direct mention of the 2008 New Zealand Transport Strategy, the 2009-2019 Government Policy Statement on Transport, the emerging 2012-2022 Government Policy Statement on Transport, or the potential Forward Plan for Transport.		
Decision Sought:	Bring forward the list of documents contained in Appendix 2. Include more information on strategic alignment and demonstrate linkages to various strategic documents.		
Hearing Recommendation:	Accept		
Recommended Response:	A new appendix has been added to the Strategy to show the strategic alignment of the RLTS with other strategic documents as requested.		

Section: 3.1 Economic development
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Submission Number:	6 - 1	Submission Type:	Seek Amendment
Submitter:	Omokoroa Community Board		
Submission Summary:	<p>We are sure that the Bay of Plenty Regional Council (BoPRC) are fully aware that there are no educational facilities above primary level on the Omokoroa peninsula, nor are there any significant retail or major sports facilities and therefore the significant percentage of the population are forced to use the Omokoroa Road/SH2 intersection on a daily basis. As that population volume grows in line with the new SmartGrowth predictions, inevitably the increase in transport volumes onto SH2 at Omokoroa will further exacerbate the already congested SH2.</p> <p>Furthermore, there is very little by way of public transport available to Omokoroa residents and it is believed that this situation will continue well into the future. Therefore we do not see any opportunities to mitigate against increasing private car traffic flows from Omokoroa on SH2.</p> <p>The board acknowledges the financial restraints on allocations to this Region due to the national focus on Auckland and Christchurch roading projects. However, the Board wishes to point out that traffic volumes on SH2 are twice the national average as the direct result of freight volumes coming from outside of the Western Bay of Plenty to the Port of Tauranga.</p> <p>As the Forestry on the Coromandel comes to maturity those freight volumes will significantly increase therefore the Board strongly suggest your strategy needs to be cognisant of those existing and future freight levels.</p> <p>[This submission also fully supports submission 7 from Te Puna Heartlands].</p>		
Decision Sought:	Take into consideration the existing and future freight levels on SH2 north of Tauranga in the Strategy.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	<p>The high freight volumes on all State highways in the region are acknowledged in the Strategy. SH2, particularly south of Katikati are acknowledged through the Regional Strategic Transport Network where it has been classified as a Regional Strategic route, which are defined as 'significant regional freight routes'.</p> <p>The issue of the growth in freight traffic and forecast residential growth has also been added to Chapter 8 of the Strategy in Key Implementation Area 3 - Western Bay of Plenty growth.</p>		

Submission Number:	25 - 5	Submission Type:	Seek Amendment
Submitter:	Bay of Plenty Regional Council		

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Submission Summary:	<p>The withdrawal of Ministry of Education funding for Tauranga urban school bus services has been identified as an issue with regional implications. The Regional Land Transport Strategy should place greater emphasis on this issue.</p> <p>Recent modelling has quantified the potential impacts on the Tauranga road network of withdrawing the services. The modelling found that there will be additional 8,000 – 9,500 trips on the network, including on routes servicing the Port of Tauranga, if the public transport system does not have the necessary capacity to cope with the extra demand.</p>
Decision Sought:	<p>Add the following new issue to the Economic Development outcome area along with an appropriate explanation: 'The withdrawal of funding for school bus services in Tauranga will increase peak time congestion on the city's road network unless this additional demand is accommodated on the public transport network.'</p> <p>Remove explanatory text referring to Tauranga school buses under Issue 6.</p> <p>Add reference to the Tauranga school bus issue in the following sections of the Strategy: 2.4.6 Traffic congestion 2.4.7 Use of public transport, walking and cycling 6.1.1 Current deficiencies in the region's transport system – congestion and mixing of traffic in urban areas 6.1.3 Recommended investment focus Chapter 8: Key Implementation Areas</p>
Hearing Recommendation:	Accept
Recommended Response:	<p>The issues regarding withdrawal of Ministry of Education funding for Tauranga urban school bus services has arisen as an issue with regional implications since the Proposed RLTS was drafted.</p> <p>A further issue (and subsequent amendments to the document) regarding the withdrawal of Ministry of Education funding has now been added.</p>

Section: 3.1.1 Issues

Submission Number:	11 - 2	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	<p>The withdrawal of Ministry of Education funding for Tauranga urban school bus services has been identified as an issue with regional implications. The RLTS should place greater emphasis on this issue. We believe that if this issue is not managed the effect on the Tauranga strategic network will be significant.</p>		
Decision Sought:	<p>Add a new issue to the Economic Development outcome area to highlight the Tauranga Urban bus issue. Include this issue in any other section of the RLTS that Council feels is relevant.</p>		
Hearing Recommendation:	Accept		
Recommended Response:	<p>A new issue has been added under 3.1.1 Economic development - Issues that reads "The withdrawal of funding for bus services in Tauranga will increase peak time congestion on the city's road network unless this additional demand is accommodated on the public transport network." with an accompanying explanation covering the details of the issue.</p>		

Section: 1 Further development of freight inte...

Submission Number:	16 - 4	Submission Type:	Seek Amendment
Submitter:	Road Transport Association NZ		
Submission Summary:	<p>If more of the strategic network was opened up to high productivity motor vehicles it would result in less truck movements to and from the Port of Tauranga. To date this has been a very slow process.</p>		
Decision Sought:	<p>Open up more strategic routes for High Productivity Motor Vehicles.</p>		
Hearing Recommendation:	Accept in Part		
Recommended Response:	<p>'S6.1.3 Recommended investment focus - Freight' includes discussion about the importance of freight movement and the need to align the development of the strategic network with the</p>		

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main freight demands and support high productivity vehicles.

The work required on the roads to provide for these larger and/or heavier vehicles is undertaken by NZTA and the local councils where the route also utilises local roads. The comments have therefore been forwarded to these organisations for their information.

Section: 2 There are international trends towa...

Submission Number:	8 - 3	Submission Type:	Support
Submitter:	Kiwi Rail		
Submission Summary:	The strategy correctly identifies the challenges that may arise from the use of larger ships. A consequence of this may be more intensive use of the transport network over short periods. KiwiRail will continue to monitor the the implications of this issue.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	No change required.		

Section: 3 Planning for business and industry ...

Submission Number:	11 - 3	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	NZTA supports the inclusion of Issue 3 (about business and industry growth) in principle, and recognises that this issue also has a strong connection with the land use and transport outcome area. The issue and explanation are stated in general terms that could apply across many regions, hence it is only of limited value to NZTA in making investment decisions. Providing specific examples of how this affects economic development in the Bay of Plenty would help in decision-making for investment relating to this outcome.		
Decision Sought:	Amend the explanation about business and industry growth to include region-specific impacts of this issue.		
Hearing Recommendation:	Accept		
Recommended Response:	A reference has been added to the explanation of the issue to describe a commercial development area that has suffered from a lack of planning protection leading to a deterioration in the efficiency and safety of the route. Hewletts Road provides a good example of a section of the main route to the Port of Tauranga that has been compromised by the lack of access protection that has led to each frontage section having at least one access to this road that is classified as a National Strategic route in the RSTN.		

Section: 4 Modal pricing rarely covers the ful...

Submission Number:	11 - 4	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	NZTA supports the inclusion of issue 4 (modal pricing) in principle, and recognises that this issue also has a strong connection with the land use and transport outcome area. The issue and explanation are stated in general terms that could apply across many regions, hence it is only of limited value to NZTA in making investment decisions. Providing specific examples of how this affects economic development in the Bay of Plenty would help in decision-making for investment relating to this outcome. For example, the explanation refers to subsidised parking as an example, but does not indicate how this specifically affects economic development.		
Decision Sought:	Amend the explanation of issue 4 to include region-specific impacts of this issue.		
Hearing Recommendation:	Accept		
Recommended Response:	The following sentence has been added to the explanation to provide an example of where the full costs are not taken into account:		

"For example, the cost of community severance on residents is not factored in where new or

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widened roads split existing communities."

Section: 3.1.2 Opportunities

Submission Number: 11 - 5 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA supports the opportunity of building on freight access improvements to the Port of Tauranga arising from committed investment.

Building on existing commitments and extracting the maximum value from those investments is a key requirement for an optimised transport network. This has also recently been highlighted in the engagement material for the 2012/13-2014/15 GPS, under the heading of "value for money".

NZTA has committed considerable investments in the recently completed Harbour Link project, and in commencement of the Tauranga Eastern Link project. We consider that these investments are of sufficient significance to merit naming in the context of this opportunity.

Decision Sought: Amend the first bullet from:
"• building on freight access improvements to the Port of Tauranga arising from committed investment;"

to read:
"• building on freight access improvements to the Port of Tauranga arising from committed investment 'including Tauranga Harbour Link and Tauranga Eastern Link;"

Hearing Recommendation: Accept in Part

Recommended Response: The overall thrust of the submission is accepted but the wording has been revised to recognise that Tauranga Harbour Link has already been completed rather than being "committed investment" i.e. "building on freight access improvements to the Port of Tauranga, such as Tauranga Harbour Link and Tauranga Eastern Link;"

Submission Number: 13 - 9 **Submission Type:** Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the inclusion of the opportunities to support economic development in the region including the use of pricing mechanisms and increasing the use of rail and coastal shipping for the transport of bulk goods. It is important that the strategy remains flexible and adaptive to accommodate future economic growth.

Decision Sought: Submission in support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Section: 6 Levels of funding available for wal...

Submission Number: 11 - 6 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: The NZTA support the inclusion of Issue 6 on funding levels but would like to see the wording of the issue revised to include the focus of GPS 2012 on safety as well as economic development.

Decision Sought: Amend the 2nd paragraph from:

"This focus means that national investment in walking, cycling and public transport has and will be made available where those modes clearly support economic development outcomes."

to read:

"This focus means that national investment in walking, cycling and public transport has and will be prioritised where those modes clearly support economic development and safety outcomes."

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Hearing Recommendation: Accept

Recommended Response: The the proposed wording changes to the explanation are accepted.

Section: 7 Individual lifestyle choices and es...

Submission Number: 11 - 7 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA strongly supports the inclusion in the RLTS of an issue that relates settlement patterns with transport outcomes, and considers that this is critical to achieving resilient communities, and also to being able to develop the land transport system in an affordable manner. However, in considering lifestyle choice it should be recognised that for many people their individual circumstances will dictate where and how they live, and this is often driven primarily by financial considerations. The second part of the explanation touches on this, through the issue of housing affordability; if the "cost side" of the equation for where people choose to live does not support the desired transport outcomes, this indicates that the settlement pattern does not support the transport outcomes sought rather than a perceived fault with individual lifestyle choices.

The settlement pattern in the Western Bay of Plenty sub-region is set through the SmartGrowth Strategy, and is currently being updated by the SmartGrowth partners. This provides an opportunity for the RLTS to inform that review (and future reviews) with regard to the desired transport outcomes.

NZTA would like to see a clearer statement in the RLTS of the expectations for settlement patterns to support transport outcomes. This would provide clear direction and support to SmartGrowth and other parties engaged in growth management planning, and help inform the formulation of other key statutory documents including the Regional Policy Statement and District Plans.

Decision Sought: Amend the issue to reflect the expectation that settlement patterns across the region will support transport outcomes that are integrated, affordable, safe, efficient, responsive and sustainable.

Hearing Recommendation: Decline

Recommended Response: The issues raised are to some degree included in issue 9 regarding the potential impacts of ineffective integration between land use and transport. Although it is recognised that the issues are inter-linked this issue is more specifically around people's attitudes rather than about the issues surrounding land use planning and consequential cost implications.

Section: 3.3 Land use and transport integration

Submission Number: 7 - 1 **Submission Type:** Seek Amendment

Submitter: Te Puna Heartlands

Submission Summary: The 2011-41 Strategy offers virtually no acknowledgement of the already congested SH2 northern route, which serves the western Bay of Plenty and Thames-Coromandel areas. The total vehicle and heavy traffic flow statistics at Te Puna show, right now, significant traffic congestion on this route. These figures do not include predicted increases until 2041. Currently, the count of 1,131 heavy vehicles per day at Te Puna is exceeded only at Te Puke and Te Ngae.

We note that AADT at Te Puna has risen by only 1.7% since the 2006 -2009 figure of 16,000. However, we understand that other vehicle counts last year placed this around 19,000. Te Ngae has dropped 2.8% in the same period.

Logging traffic is emphasised as a key economic driver but we see no reference to the existing and predicted logging and aqua farming trucks already travelling from Thames Coromandel along SH2 to Mount Maunganui. Likewise, there is little if any recognition of the pack house traffic on SH2 due to new varieties, cool store long term storage and extended picking seasons now affecting this route for much of the year.

Decision Sought: Recognise the economic significance of SH2 north of Tauranga. Address the need for efficient and safe traffic movements on this route. Include a specific statement recognising that ongoing upgrading and intersection safety improvements must be included in annual

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work programmes, even if they are not part of the planned Northern Link to Omokoroa.

Hearing Recommendation: Accept in Part

Recommended Response: The significance of SH2 is already recognised in the Strategy as this road is classified as a Regionally Significant route in the Regional Strategic Transport Network. The Network defines Regional Strategic routes as being "significant regional freight routes, or provide direct intra and inter-regional connections between major urban centres, or between major tourism centres."

Rather than specifically stating specific engineering work that should be carried out the strategy provides a regional overview of the safety issues. The Strategy follows the Safer Journeys approach to road safety, which is to take a safe system approach that seeks to address safety issues by focussing on creating safer roads and roadsides, safe speeds, safe vehicles and safe road use, but the specific activities that drop out of this approach are more appropriately referred to through the Regional Land Transport Programme. Safety has also been highlighted as an issue for this route in Chapter 8 in Key Implementation Area 3 - Western Bay of Plenty Growth.

Submission Number: 13 - 10

Submission Type: Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the inclusion of the identified issues 8,9,10. It is important that the need for an integrated land use planning approach and longer term time horizons for funding are identified as being of significance to the region.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Section: 9 Ineffective integration between lan...

Submission Number: 11 - 8

Submission Type: Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: There appear to be several regional issues involved which would benefit from being articulated separately. These include settlement patterns (and their influence on transport outcomes), urban form, congestion, emissions and energy use. Issue 9 would benefit from greater clarification.

The issue is also described in general terms that could apply across many regions – specific examples of how this affects land use and transport integration in the Bay of Plenty would help in directing investment to this outcome.

Decision Sought: Clarify Issue 9. At present there appears to be more than one issue stated.

Hearing Recommendation: Accept in Part

Recommended Response: The issue is a restatement of an issue in the Regional Policy Statement. The issue is the adverse effects that are created by ineffective integration between land use and transport planning. A reference has been added to the document to ensure that the relationship between the issues in each strategy are clarified.

Section: 10 A fragmented planning and funding ...

Submission Number: 11 - 9

Submission Type: Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA considers that a strong, long-term planning framework already exists within the Bay of Plenty region, at both regional and sub-regional levels, including district and sub-regional growth management strategies, regional and district level transport strategies and proposed amendments to the Regional Policy Statement.

Amendments to the LTMA in 2008 have improved alignment of implementation of transport activities with strategic planning, for example by requiring an increased emphasis on

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integrated planning and by moving to 3-year NLTPs. Priorities for investment from the NLTF is now set by the GPS. This is issued every 3 years (maximum) but has a 10-year horizon, and is designed to align with local government cycles of planning and funding via Long Term Plans.

This issue would benefit from further clarification, including a stronger focus on the need to coordinate longer term plans and strategies with shorter term implementation programmes.

Decision Sought: Clarify the issue to focus on the need for better coordination of longer term strategies and plans with existing funding cycles.

Hearing Recommendation: Accept

Recommended Response: Issue 10 and the explanation has been amended to clarify the intent.

Section: 3.3.2 Opportunities

Submission Number: 11 - 10 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA strongly supports the intent to achieve value for money across all modes from the investment currently being made in the Tauranga Eastern Link.

NZTA, together with its strategic partners, has prepared a Network Plan to assist in achieving this. NZTA seeks that the RLTS supports the Network Plan as a means of implementing this opportunity.

Decision Sought: Retain the 'opportunities' under Land use and transport integration, but make the following amendment:
 "• building on the access improvements provided by the Tauranga Eastern Link to increase access opportunities for all modes on the local network;"

Amended to read"
 "• building on the access improvements provided by the Tauranga Eastern Link to increase access opportunities for all modes on the local network in accordance with the NZ Transport Agency's Tauranga Eastern link Network Plan;"

Hearing Recommendation: Accept in Part

Recommended Response: The Opportunity remains as originally stated as the area referred to in the opportunities for the local network is wider than that covered by the Tauranga Eastern Link Network Plan. A reference for the Network Plan has however been included in Chapter 8 to ensure that the implementation of the Strategy is aligned with the Tauranga Eastern Link Network Plan.

Submission Number: 11 - 11 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA is currently developing a more streamlined approach to the funding allocation system, with a particular focus on speeding up decision-making and reducing compliance costs. Our aim is to achieve a shift in focus, from primarily funding projects and activities to planning and investing in transport packages and programmes based on an agreed strategy and outcomes.

Decision Sought: Amend the fourth bullet from:
 "• advocating for further streamlining of transport funding and planning processes and greater alignment of planning cycles."

to read:
 "• engage with NZTA to achieve further streamlining of transport funding and planning processes and greater alignment of planning cycles through development of "Planning and Investing For Outcomes" approach."

Hearing Recommendation: Accept in Part

Recommended Response: While the NZTA remain a key partner in the planning and funding of Transport they are not the only partners who could potentially have an impact on the funding and planning processes. Council will continue to engage with NZTA on issues of NLTP funding, but the wording suggested does limit the scope of the opportunity unnecessarily.

The following wording has therefore been included in 3.3.2 Opportunities:
 "engaging with NZTA and other funding partners to achieve further streamlining of transport funding and planning processes and greater alignment of planning cycles."

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Submission Number: 13 - 11 **Submission Type:** Support
Submitter: Western Bay of Plenty District Council
Submission Summary: Support the continuing need to advocate for further streamlining of transport funding and planning processes and greater alignment of planning cycles.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no changes.

Submission Number: 21 - 4 **Submission Type:** Seek Amendment
Submitter: Smart Growth
Submission Summary: SmartGrowth support the opportunities stated in the strategy but suggest adding a statement regarding achieving a more compact urban form through higher residential and business land densities to the list of opportunities. This aligns with the SmartGrowth Strategy and the Operative and Proposed RPS. In particular refer to objective 24 of the Proposed RPS. The relationship between urban form, especially densities, and transport is a key part of integration.
Decision Sought: Add the following to the list of Opportunities to improve the integration of land use and transport in the region:
"Achieving a more compact and sustainable urban form through higher densities".
Hearing Recommendation: Accept
Recommended Response: The following wording has been added to 'S3.3.2 Opportunities'
"Achieving a more compact and sustainable urban form through higher densities".

Section: 3.4 Safety and personal security

Submission Number: 28 - 4 **Submission Type:** Seek Amendment
Submitter: Tauranga City Council
Submission Summary: The proposed RLTS does not currently demonstrate a clear alignment with and commitment to the delivery of Safer Journeys: New Zealand's Road Safety Strategy 2010 - 2020, released by Government in March 2010.
Decision Sought: Strengthen the role of road safety in the Strategy by:
- Expanding section 3.4, referencing Safer Journeys particularly in Issues 11 and 12; and
- Listing Safer Journeys as an opportunity in section 3.4.2; and
- Strengthening the role of road safety within the Optimised Transport System approach.
Hearing Recommendation: Accept in Part
Recommended Response: Section 3 Issues does not discuss responses to issues but rather talks about the regional safety and security issues raised throughout the development of the Strategy and it is not appropriate that the Safer Journeys response is included under Issues 11 or 12. The Safer Journeys reference is more appropriately included as an opportunity and while there is a reference to the national road safety strategy it is recommended that additional text is added to specifically include a reference to Safer Journeys and the safer systems approach.

The document structure has also been amended to reflect the revised higher weighting given to the Safety Outcome by the Regional Transport Committee.

Section: 3.4.2 Opportunities

Submission Number: 11 - 12 **Submission Type:** Seek Amendment
Submitter: NZ Transport Agency
Submission Summary: NZTA strongly supports the concept of regional road safety resources being focussed on the national road safety strategy.

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

We seek that this provision is amended to clarify that it applies to the current national road safety strategy, "Safer Journeys 2020", and specifically to relate to the implementation of a safe systems approach to road safety.

Decision Sought: Amend the first bullet as follows, from:
"• focusing regional road safety resources to support initiatives outlined in the national road safety strategy;"

to read:
"• focusing regional road safety resources to support initiatives outlined in the national road safety strategy Safer Journeys to 2020, including the implementation of a safe systems approach".

Hearing Recommendation: Accept

Recommended Response: The wording of S3.4.2 Opportunities has been revised in line with the requested wording.

Section: 3.5 Access and mobility

Submission Number: 16 - 3 **Submission Type:** Support

Submitter: Road Transport Association NZ

Submission Summary: Concern is expressed regarding the effect of road closures from slips, land slides, road crashes and delays that detours impose - particularly where the detours often can not cater for the increased loadings and volumes required.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Section: 14 Planning for the access and mobili...

Submission Number: 4 - 1 **Submission Type:** Support

Submitter: Bay of Plenty District Health Board

Submission Summary: Route security in the eastern Bay of Plenty
The area of most critical importance from the Bay of Plenty District Health Board's perspective is east of Opotiki where there are no alternative routes available. On previous occasions road closures have isolated many families with significant health problems requiring the Board to helicopter medical supplies and staff into cut-off areas.

Decision Sought: Give due prominence to eastern Bay of Plenty route security as future funding decisions are made.

Hearing Recommendation: Accept

Recommended Response: Eastern Bay Route Security issues have been raised as a significant regional issue throughout the development of the Strategy and has been highlighted as a Key Implementation Area for regional investment in Chapter 8.

Submission Number: 5 - 1 **Submission Type:** Support

Submitter: Whakatane District Council

Submission Summary: The Whakatane District transport network is prone to disruption from weather events. Whakatane District Council supports the inclusion of route security issues in the eastern Bay of Plenty in the strategy.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Retain route security issues in the eastern Bay of Plenty in the strategy.

Submission Number: 5 - 2 **Submission Type:** Seek Amendment

Submitter: Whakatane District Council

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Submission Summary:	Critical route security into and out of Whakatane township is at risk due to reliance on State Highway bridges with high seismic risk profiles.
Decision Sought:	Acknowledge the risk to route security posed by reliance on the SH30 Whakatane Bridge and the SH2 Pekatahi Bridge. Make relevant changes to chapter 3 and package section 8.1 to show this has been acknowledged.
Hearing Recommendation:	Accept in Part
Recommended Response:	The issue of reliance for access to Whakatane on bridges that suffer from high seismic risk profiles is added to the explanation of Issue 15. This level of detail is not appropriate for inclusion in Chapter 8.

Section: 15 The volatility of fuel prices and ...

Submission Number:	4 - 2	Submission Type:	Not Applicable
Submitter:	Bay of Plenty District Health Board		
Submission Summary:	Mobility issues for older people and people with disabilities There will be a significant increase in the 70+ year population over the 30 year time-frame of the strategy. With increased traffic congestion and heavy freight on main arterial roads, older people and people with disabilities will be more reluctant to travel independently, so accessible public transport needs to be available in all the larger urban areas at least.		
Decision Sought:	Consider providing accessible buses across the region.		
Hearing Recommendation:	Comment Noted		
Recommended Response:	The comment has been noted and passed on to Public Transport Planning staff for consideration in the Regional Public Transport Plan.		

Submission Number:	7 - 3	Submission Type:	Seek Amendment
Submitter:	Te Puna Heartlands		
Submission Summary:	We commend the Background Paper No.7 - Ageing Population Study, for identifying the changing relationship between the ageing population, particularly in the Western Bay, and future transport systems. Please note that SH2 is a key link for older populations already accessing Tauranga city for its business, support and recreation services. The Report's comments must be especially reflected in the Strategy with reference to incorporating a safer SH 2 route and access points on to it. While it is stated that older people may avoid commuter peaks, many are already reluctant to regularly traverse this route by private transport. The increased demand for the off-peak Katikati bus service by older people is evidence of this. Our particular concern is the SH2/Minden/ Te Puna Road intersection, which serves a high proportion of local retired residents, especially with the developing local commercial area. A number of crashes and (unreported) near- misses are already occurring. We see many choosing to use the garage and Te Puna Memorial Hall access lanes as much safer slipways that avoid the direct four point intersection.		
Decision Sought:	Adopt specific strategies to address SH2 safety and efficiency inadequacies in line with the recommendations in Research Paper No.7 - Ageing Population Study, especially at key intersections.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	In general, safety improvements along the SH2 corridor will be addressed through the safe systems approach that looks not only at the engineering improvements that need to be undertaken, but also the appropriate speeds and the skill levels of the road users. A copy of Research Paper No. 7 - Ageing Population Study has been provided to NZTA staff and a copy of this submission will also be forwarded to them to ensure that they are aware of the issues raised.		

Section: 16 The movement of freight by heavy v...

Submission Number:	18 - 4	Submission Type:	Seek Amendment
Submitter:	Winstone Aggregates		

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Submission Summary:	<p>Whilst the strategy is correct in recognising that improvements to health can be made by managing the environmental effects of the transport system it needs to be recognised that the effects only become a public health problem when people establish activities sensitive to the effects of the transport system close to transport routes or when the volume of vehicles increases considerably.</p> <p>If sensitive activities are allowed to locate close to transport routes the improvements that can be made to public health and environmental issues through changes solely to the transport network are limited.</p>
Decision Sought:	<p>Add the following sentence to the second to last sentence in the first paragraph on p.29:</p> <p>"Preventing activities sensitive to the effects of the transportation network from locating close to transport routes, or through requiring mitigation measures such as acoustic insulation to be installed can avoid and mitigate potential adverse effects on public health."</p>
Hearing Recommendation:	Accept in Part
Recommended Response:	<p>While a number of adverse effects can be avoided or mitigated through land use planning and acoustic insulation there are other effects that cannot be mitigated. Recommend that the following wording be included in the explanation of this issue:</p> <p>"Some adverse effects on public health can be avoided by preventing activities sensitive to the effects of the transport network from locating close to transport routes, or by requiring mitigation measures such as acoustic insulation to be installed."</p> <p>It is also noted that the wording of Policy 31 seeks to improve land use planning to avoid reverse sensitivity issues.</p>

Submission Number:	29 - 2	Submission Type:	Seek Amendment
Submitter:	Fulton Hogan Ltd		
Submission Summary:	<p>Fulton Hogan agree that public health can be managed through the management of the environmental effects of the transport system. However, we believe actual and potential public health effects associated with heavy vehicles are largely the result of the public being able to establish activities too close to transport routes.</p> <p>Like quarries, transport routes can be subject to reverse sensitivity issues with inappropriate activities being allowed to establish within the vicinity of the corridor.</p>		
Decision Sought:	<p>Add the following paragraph on p.29:</p> <p>"Where heavy vehicle routes cut through rural townships, they cause issues such as community severance, noise, vibration, pollution and impact on the safety and quality of life on residents. Preventing activities locating close to transport routes that are sensitive to the effects of the transportation network, or requiring mitigation measures such as acoustic insulation, can avoid and mitigate potential adverse effects on public health."</p>		
Hearing Recommendation:	To Be Advised		
Recommended Response:	<p>While a number of adverse effects can be avoided or mitigated through land use planning and acoustic insulation there are other effects that cannot be mitigated. Recommend that the following wording be included in the explanation of this issue:</p> <p>"Some adverse effects on public health can be avoided by preventing activities sensitive to the effects of the transport network from locating close to transport routes, or by requiring mitigation measures such as acoustic insulation to be installed."</p> <p>It is also noted that the wording of Policy 31 seeks to improve land use planning to avoid reverse sensitivity issues.</p>		

Section: 3.6.2 Opportunities

Submission Number:	13 - 12	Submission Type:	Support
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	<p>Strongly support the identification of the opportunities to improve public health outcomes through in particular :</p> <p>Strategic network improvements, including heavy vehicle bypasses; and Greater separation of inter and intra regional traffic.</p>		

Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

recognising that in the short term the focus for funding is on the State highway network, there are definite safety and health improvements that can be gained through the sealing of roads. These current funding constraints need to be balanced against community aspirations and therefore 'reducing the length of unsealed roads' should still be a long term target but the wording has been revised to take into account the concerns expressed.

Submission Number: 19 - 3 **Submission Type:** Support
Submitter: Rotorua In Gear
Submission Summary: Rotorua In Gear supports the targets to increase levels of cycling in the Environmental Sustainability, Land Use and Integration and Public Health outcomes of the strategy.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no changes.

Submission Number: 24 - 6 **Submission Type:** Seek Amendment
Submitter: Te Tumu Landowners Group
Submission Summary: Significant investment has been made in the Western Bay of Plenty SmartGrowth Strategy (SmartGrowth Strategy) which outlines a 50 Year Growth Management Strategy for the Western Bay of Plenty.

The SmartGrowth Strategy and its associated Settlement Pattern has been anchored in the operative Bay of Plenty Regional Policy Statement and in turn provides strategic and statutory planning direction for the sub-region.

This sub-regional strategic and statutory planning direction has supported vital transportation investment in the sub-region which in turn due to the importance of the Port of Tauranga has benefited the wider region.

The SmartGrowth Strategy should therefore be a key part of the Vision and Outcomes for the RLTS.

Decision Sought: Reference the SmartGrowth Strategy as a vital supporting strategy behind the Transport Vision for the region. Include the SmartGrowth Maps and references to the key SmartGrowth corridors in the Western Bay of Plenty.

Reference and link the 'Targets' to strategic projects and transport packages that will support and enable the 'Targets' to be met.
Hearing Recommendation: Accept in Part
Recommended Response: The importance of the SmartGrowth Strategy as the growth strategy for the western Bay of Plenty sub-region is recognised throughout the RLTS. The growth map from the Regional Policy Statement has been included in the final document and referenced in the text.

For each outcome area there are a number of targets that will measure the success of the Strategy in working towards the Outcomes sought and in most cases these targets will have a variety ways in which they can be achieved. Specifically associating the Targets in the Strategy with strategic projects and/or packages of projects will unnecessarily narrow the means available to achieve them.

Submission Number: 27 - 5 **Submission Type:** Seek Amendment
Submitter: Waikato Regional Council
Submission Summary: Waikato Regional Council supports the vision, outcomes and targets identified in the proposed strategy, especially the inclusion of a land use and transport integration outcome. We note the targets have been identified for each outcome area, however with no specific timeframe and baseline indicators attached.
Decision Sought: Include regional targets and specific time frame and baseline indicators.
Hearing Recommendation: Decline
Recommended Response: The detail requested by the submitter is included on the RLTS supporting paper no. 10 Bay of Plenty Transport Targets and Monitoring which is referenced in S4.2 of the Strategy.

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Submission Number: 28 - 1 **Submission Type:** Support

Submitter: Tauranga City Council

Submission Summary: The six outcome areas of this Act are discussed at length throughout the proposed RLTS and it is clear that full alignment has been a high priority. The proposed RLTS is also expected to demonstrate how transport outcomes from the Regional Policy Statement (reflected in the Smartgrowth sub-regional growth strategy and Notified Tauranga City Plan) are to be identified, prioritised and delivered. Again, this appears to be the case.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Section: 4.2 Transport outcomes

Submission Number: 13 - 5 **Submission Type:** Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the inclusion of targets and monitoring as an identified strand of the implementation programme. It is important to be able to track progress towards the stated outcomes and to be able to communicate this to the community.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 21 - 5 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth support the vision and outcomes section of the Proposed RLTS however we do have a concern that the targets are more akin to trends and are in some areas lacking detail to make them a proper measurable target as required by section 77(k) of the LTMA 2003. We would like to see some more specific targets included in the document so that there is a firm goal that the local authorities, the community and the various organisations involved with transport can work towards. We understand that in some areas such specificity is not possible but there are several outcome areas that would benefit from having more defined targets (e.g. Environmental Sustainability).

Decision Sought: Include more specific and measurable targets rather than just trends.

Hearing Recommendation: Decline

Recommended Response: Section 77(k) of the Land Transport Management Act states that the RLTS must include "measurable targets to be achieved to meet the outcomes of the regional land transport strategy;"

The targets that are included in the proposed RLTS are measurable and the monitoring of these targets on a regular basis will provide the RTC and other interested parties with an overview of the success, or otherwise, of the implementation of the Strategy.

Section: 4.2.1 Economic development

Submission Number: 11 - 14 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: The availability of the network in any given year is variable and strongly related to external factors such as extreme weather events. Any ability to deliver on this target will be strongly influenced by the weather conditions experienced each year, which are beyond the control of the RTC and its partners.

Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

An alternative would be to frame a route security target around the ability of the network to remain functioning for weather events with a given severity, for example using return periods.

Decision Sought: Amend the route security target to focus on the ability of the network to remain functioning for weather events with a given severity, for example using return periods.

Hearing Recommendation: Accept

Recommended Response: The submission raises a valid issue regarding the variability of closures of the network due to external factors such as extreme weather events and has suggested that a better target may be linked to the severity of the weather event. This issue has also been discussed with the Networks and Operations staff of the NZTA and they have recommended that a viable measure would be to link the target to a return period of 100 years as this also aligns with the period used in the design of elements of the state highway network.

Recommend that the target be changed to read:
"Reduce the number of days sections of Regional Strategic Transport Network road routes are closed due to extreme weather events with a return period of up to and including 100 years."

Submission Number: 20 - 4 **Submission Type:** Seek Amendment

Submitter: Priority One

Submission Summary: Priority one support this section with suggested amendments.

Rail is critically important to the Bay of Plenty region and it is in the region's best interests to continue to grow this mode of transport. Rail is essential in terms of moving freight to and from the Port of Tauranga and there is potential for this mode to carry more freight. Priority One would like to see rail specifically provided for as a target under economic development. This is consistent with section 3.1.2 of the Proposed RLTS which identifies increasing the use of rail as an opportunity. It is also in line with the Bay of Plenty Rail Strategy's short to medium term vision of increasing the use of rail for freight purposes by shifting more freight traffic onto rail.

Such an approach would also help to achieve better inter-regional consistency with the Waikato given that their RLTS contains a target to carry more freight via rail.

Decision Sought: Add a target for achieving a greater proportion of freight to be carried via rail in the region. Refer to the Waikato Regional Land Transport Strategy which contains such a target.

Hearing Recommendation: Accept

Recommended Response: The Strategy emphasises the use of rail as well as road in providing for the predicted increases in freight in the next 30 years and it is therefore appropriate that a Target is introduced that reflects this and that also measures the effectiveness of the Policies and implementation of the Strategy.

"Increase the volume of freight on the East Coast Main Trunk rail line compared to 2010 levels."

Submission Number: 22 - 1 **Submission Type:** Other

Submitter: The NZ Automobile Association

Submission Summary: In light of the anticipated increased truck usage consequent upon larger ships coming into the Port the need to address road safety should be recognised.

Decision Sought: Include a statement that the median separation of highways and other road carriageways should be encouraged as a road safety feature.

Hearing Recommendation: Comment Noted

Recommended Response: The use of median separated lanes on highways as a safety treatment is a specific treatment that can be used to improve safety on some sections of road, but it is not universally appropriate and the decision as to whether this is the most appropriate treatment is a design decision. The Safer Journeys road safety strategy does include median separation as a tool for developing safer roads and roadsides, but this level of detail is not appropriate in the RLTS.

The comment has been noted and a copy of the submission is sent to NZTA.

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Submission Number:	22 - 2	Submission Type:	Support
Submitter:	The NZ Automobile Association		
Submission Summary:	AA support the concept of the 'integration of business land and transport' concept.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no change.		

Section: 4.2.2 Environmental sustainability

Submission Number:	21 - 6	Submission Type:	Not Applicable
Submitter:	Smart Growth		
Submission Summary:	SmartGrowth support the target to increase public transport, walking and cycling journey to work mode shares is supported as encouraging greater use of these modes is part of the SmartGrowth Strategy and has a direct relationship to urban form. We would like to see some more specific modal shift targets included in the Proposed RLTS. Such targets were a feature of the Operative RLTS and were also included in the SmartGrowth Strategy. It is our view that continuing to work towards such targets is important in order to achieve an increase in the use of these modes. Other regional land transport strategies include specific modal shift targets, for example the Waikato RLTS.		
Decision Sought:	Include a specific journey to work mode share target for public transport, walking and cycling. Refer to the Operative RLTS for targets that could continue to be used.		
Hearing Recommendation:	Decline		
Recommended Response:	The Operative RLTS includes specific targets for the journey to work mode share for public transport, walking and cycling that are out of date and have not been achieved (e.g. the Tauranga 2011 public transport mode share for journey to work of 5.5% is estimated to actually be about 2%). It would therefore be unwise to continue to use these targets in the RLTS. The preparation of the Regional Public Transport Plan will however include a reviewed target, or a similar measure.		

Submission Number:	22 - 3	Submission Type:	Support in Part
Submitter:	The NZ Automobile Association		
Submission Summary:	AA support the concept of demand management, but it must be in the context of affordability. For example, we see an increase in parking fees contributing to the suffocation of the Tauranga CBD.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Comment Noted		
Recommended Response:	Accept with no change.		

Section: 4.2.3 Land use and transport integrat...

Submission Number:	21 - 7	Submission Type:	Seek Amendment
Submitter:	Smart Growth		
Submission Summary:	SmartGrowth is very supportive of the vision and outcome of land use and transport integration and would like to see some additional targets which will help to achieve better alignment with the Operative and the Proposed RPS and also the SmartGrowth Strategy. In particular, we would like the Proposed RLTS to include a target to increase residential densities in urban areas in line with the RPS and the SmartGrowth Strategy. There is a direct relationship between residential densities and transport. Higher residential densities tend to support public transport, walking and cycling modes while also reducing vehicle kilometres travelled. We would also like to see another target added for growth areas to be serviced by public transport.		

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Decision Sought: Add the following targets to land use and transport integration outcome:

"Increase residential densities in urban growth areas in line with the Regional Policy Statement."

"Development occurs in identified growth areas as contained in the Regional Policy Statement which are serviced by public transport."

Hearing Recommendation: Accept in Part

Recommended Response: Higher density residential and mixed use developments do support a higher level of public transport use and the monitoring of urban densities will provide a measure as to how this land use planning initiative impacts on bus services in the areas with higher densities.

The following target has been included the Land use and transport integration objective of the strategy:

"Increase residential densities in urban growth areas in line with the Regional Policy Statement."

The second target appears to be more relevant to the Regional Public Transport Plan (RPTP) which sets the criteria to provide guidance about the areas that should be considered for servicing by public transport services.

Recommend that the target be forwarded to the Public Transport Planning team for their consideration in developing the RPTP.

Submission Number: 22 - 4 **Submission Type:** Seek Amendment

Submitter: The NZ Automobile Association

Submission Summary: AA see the identification of transport corridors as absolutely vital and identify key corridors as TEL, SH2 northbound and SH29 over the Kaimais.

Decision Sought: Identify SH29 as the next corridor for attention, particularly in the safety of the Kaimai sector.

Hearing Recommendation: Accept in Part

Recommended Response: SH29 is shown in the Regional Strategic Transport Network (RSTN) as a National Strategic route (in line with NZTA classification of this route) and Policy 4 states that the elements of the RSTN should be designed, managed and maintained to support their planned function. Policy 12 also states that a safe system approach should be adopted to managing priority road safety issues. The policies seek to ensure that funding for road improvements is invested in the most appropriate projects.

SH29 has been included in the Western Corridor Package in Chapter 8, Key Implementation Area 3 - Western Bay of Plenty Growth, and safety has been highlighted as an issue to be addressed.

Section: 4.2.4 Safety and personal security

Submission Number: 11 - 15 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA strongly supports the inclusion of an outcome that seeks to achieve a reduction in the number of fatalities and serious injuries on the region's roads.

The inclusion of reference to the safe system approach is consistent with the national road safety strategy, "Safer Journeys 2020".

Decision Sought: Retain the outcome in full, and include a reference to the four components of the safe systems approach.

Hearing Recommendation: Decline

Recommended Response: The Safety and Personal Security Outcome is wider than the four components of the safe systems approach and while this is an important part of the regional approach to road safety there are other measures that will be used to improve such issues as personal security. The four components of the safer systems approach are listed elsewhere in the document and adding it to the Outcome Statement is not considered appropriate.

Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

Submission Number:	22 - 5	Submission Type:	Oppose
Submitter:	The NZ Automobile Association		
Submission Summary:	AA do not consider that their members share a 'limited safety culture'. Our major corridors, from an engineering point of view in our perception carry and safely contain volumes of traffic way beyond their design capacities.		
Decision Sought:	Identify engineering as being of equal if not greater importance than education and enforcement.		
Hearing Recommendation:	Accept		
Recommended Response:	The safe systems approach includes engineering as well as education, enforcement and safe vehicles. This approach is detailed in section 5.3 Road Safety.		

Section: 4.2.5 Access and mobility

Submission Number:	9 - 2	Submission Type:	Seek Amendment
Submitter:	Disabilities Resource Centre Trust		
Submission Summary:	<p>Section 4.2.5 notes that the desired outcome is "Communities have access to a reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs" and 4.2.6 notes that "A wider choice of transport options allows all individuals to make social connections and travel choices that contribute to their health and well being".</p> <p>The current transport system in Whakatane is not accessible and minimal, so does not offer the outcomes stated. There will be a need for flexibility in the services especially when servicing dispersed and low density centres.</p> <p>The DRCT are disappointed to note that there is no further discussion on the supply of accessible public transport for the area, especially Whakatane.</p>		
Decision Sought:	Include further discussion within the Strategy about wheelchair accessible public transport for the eastern Bay of Plenty, especially Whakatane.		
Hearing Recommendation:	Comment Noted		
Recommended Response:	The issues regarding the provision of accessible buses for the Eastern Bay of Plenty are more appropriately addressed in the Regional Public Transport Plan that is currently being prepared. A copy of the submission will be forwarded to the Public Transport Planning staff.		

Submission Number:	11 - 16	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	<p>The target of 'Increase the percentage of people living within 500m of a bus stop above 2009-10 levels' could be achieved by either providing more bus routes/ stops (predict & provide), or through intensification of land use. It needs to be clearer on how it is expected this will be achieved, especially if there are expectations on others (Councils, NZTA) to deliver including giving direction to the development of the Regional Public Transport Plan (RPTP) which gives effect to this.</p>		
Decision Sought:	Include clarification on how the target will be met.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	<p>The proposed target can be achieved through a number of mechanisms and it is likely that depending on where the bus route is in the region a different mechanism may be used. For example, in Tauranga, which has a reasonably high bus route coverage in the city, the target may be achieved by higher densities along public transport routes, whereas in Opotiki the target may be achieved by putting another bus stop along the route. Both of these would support the outcome sought in the Strategy.</p> <p>The submission does however raise a valid point regarding giving direction to the development of the RPTP and therefore the target has been revised to make reference to the urban public transport networks rather than the whole of the public transport network.</p>		

Submission Number:	21 - 8	Submission Type:	Seek Amendment
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Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

Submitter: Smart Growth

Submission Summary: SmartGrowth support this Outcome but we would like to see some more specific targets for public transport (as per comments in relation to section 4.2.2).

Decision Sought: Add a more specific target for public transport.

Hearing Recommendation: Decline

Recommended Response: The Operative RLTS includes specific targets for the journey to work mode share for public transport, walking and cycling that are out of date and have not been achieved (e.g. the Tauranga 2011 public transport mode share for journey to work of 5.5% is estimated to actually be about 2%). It would therefore be unwise to continue to use these targets in the RLTS.

Submission Number: 22 - 6 **Submission Type:** Support

Submitter: The NZ Automobile Association

Submission Summary: Cognisant of the threat of floods and slippage we regard the integrity of our routes and improving security as paramount.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no change.

Submission Number: 22 - 8 **Submission Type:** Other

Submitter: The NZ Automobile Association

Submission Summary: AA suspect that ride-share, while anecdotally we see it practised, is in the main a dream rather than a reality.

Decision Sought: No change is sought.

Hearing Recommendation: Comment Noted

Recommended Response: Comment noted with no change.

Section: 4.2.6 Public health

Submission Number: 11 - 17 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: There are a number of ways in which the target 'Reduce the levels of transport-related particulate matter (PM10) in Tauranga and Rotorua below 2009 levels' could be achieved, for example through more stringent emissions regulations and enforcement, through better segregation of vehicles from densely populated areas, or through improved availability of alternative modes and better integration of land use and transport planning (separating high particulate-generating aspects of the network from the more sensitive airsheds). As drafted, the RLTS gives no direction on what response is expected (or is likely to be achievable).

Decision Sought: Clarify the preferred method to achieve the target of reducing levels of particulate matter.

Hearing Recommendation: Decline

Recommended Response: There are a number of ways in which the levels of particulate matter could be reduced. These are outlined in the policies in Chapter 7. Clarifying one preferred method would seem to unnecessarily narrow the implementation of the Strategy and does not appear to provide any advantages.

Submission Number: 22 - 9 **Submission Type:** Other

Submitter: The NZ Automobile Association

Submission Summary: AA agree with the emphasis given, wherever possible, to bypasses and greater traffic separation although we suspect that affordability may be an issue.

Decision Sought: Include a statement in the strategy that it would perhaps be better and cheaper to have

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transport.

Submission Number: 25 - 6 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The preliminary Regional Land Transport Strategy audit report noted that there is limited information on the strategic option selection process in the proposed Regional Land Transport Strategy. The potential strategic options assessed prior to the selection of the preferred strategic option in Chapter 5 should be listed.

Decision Sought: List the potential strategic options assessed in Regional Land Transport Strategy supporting paper no.6: Bay of Plenty Transport Futures Study in Chapter 5 of the Regional Land Transport Strategy.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 27 - 6 **Submission Type:** Support

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports the preferred strategic option for the Bay of Plenty RLTS and in particular, the inter-regional partnership approach and freight management component.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Submission Number: 27 - 7 **Submission Type:** Seek Amendment

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council notes that the strategic option seeks to ensure close collaboration with adjoining regions to enhance inter-regional road and rail connections. This is supported by Waikato Regional Council. The Waikato RLTS contains specific policy (Policy 7.5) to ensure cross-boundary collaboration and consistency of approach with neighbouring regions to protect the function of strategic corridors.

Decision Sought: Include a policy in Chapter 7 to reflect the inter-regional partnership approach to ensure consistent and integrated transport planning across the regions.

Hearing Recommendation: Accept

Recommended Response: The Waikato RLTS includes a policy that seeks to ensure inter-regional partnership and consistency and this policy should be mirrored in the Bay of Plenty RLTS.

The following Policy has been added to 'S7.4 Land use and transport integration':

"29. Collaborate with neighbouring regional councils, city and district councils and the New Zealand Transport Agency to protect the functions of the Regional Strategic Transport Network. (BOPRC, WRC, AC, GDC, HBRC, NZTA, city and district councils)."

Section: 5.1 Optimised Transport System
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Submission Number: 5 - 6 **Submission Type:** Support

Submitter: Whakatane District Council

Submission Summary: Increased demand from freight intensive industries is likely to increase in the eastern Bay of Plenty sub-region. WDC support the RLTS response to improve route security, increase use of rail capacity and protect the potential for freight transport from Opotiki by sea.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: No change required.

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Submission Number:	11 - 18	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	<p>NZTA strongly supports the use of an optimised approach to development of the transport system, underpinned by the hierarchy of interventions.</p> <p>A key requirement of optimisation is to ensure that the maximum value is gained from the investments that have already been made in the existing transportation network, as indicated in Figure 15. This is a key aspect of achieving value for money, and NZTA would like to see the description of the optimised transport network amended to include this outcome.</p>		
Decision Sought:	<p>Amend the description of the Optimised Transport Network from:</p> <p>"The Optimised Transport System then places an emphasis on low cost, innovative demand management and freight management measures, supported by targeted investments in roading, public transport, walking and cycling."</p> <p>to read:</p> <p>"The Optimised Transport System then places an emphasis on low cost, innovative demand management and freight management measures, supported by investments in roading, public transport, walking and cycling that are targeted to make the best use of the existing network."</p>		
Hearing Recommendation:	Accept		
Recommended Response:	The description of the Optimised Network has been amended as suggested to make it clearer that the the maximum value is gained from the investments that have already been made in the network.		

Submission Number:	13 - 4	Submission Type:	Support
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Support the strategic option of an Optimised Transport System. This gives a comprehensive, integrated and balanced approach to the management and development of the transport network.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no changes.		

Submission Number:	22 - 11	Submission Type:	Support
Submitter:	The NZ Automobile Association		
Submission Summary:	AA agree that road safety is a key principle underlying all activities under the Optimised Transport System.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no change.		

Submission Number:	24 - 7	Submission Type:	Seek Amendment
Submitter:	Te Tumu Landowners Group		
Submission Summary:	TTLG generally support the 'Optimised Transport System' philosophy and the broad recommended initiatives outlines in this chapter. The recommended initiatives however are not linked or referenced to strategic projects and transport packages that will implement the initiatives. There is also no reference to the SmartGrowth Strategy as being a vital part of the 'Optimised Transport System'.		
Decision Sought:	<ul style="list-style-type: none"> - Link the 'recommended initiatives' to strategic projects and transport packages to enable the implementation of these initiatives; and - Reference the SmartGrowth Strategy and the associated SmartGrowth Corridors as a key 		

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component of the 'Optimised Transport System'.

Hearing Recommendation: Accept in Part

Recommended Response: The recommended initiatives have been linked to strategic projects and transport packages through the Key Implementation Areas in Chapter 8. These areas utilise the SmartGrowth corridors as part of the implementation packages.

Section: 5.1.1 Road improvements

Submission Number: 12 - 6 **Submission Type:** Seek Amendment

Submitter: Te Puke Community Board

Submission Summary: Ongoing maintenance and improvements will be required to contribute to road safety improvements and ultimately cost savings. The condition of SH2 and Jellicoe Street in Te Puke is not to a standard acceptable to become a district road on the completion of the TEL.

Decision Sought: Recognise the importance of preventative maintenance which contributes to improvements and ultimately cost savings.

Reword the second paragraph of the foreword to read: Road safety is a key principle that underlies all network maintenance and improvements, including preventative improvements.

Hearing Recommendation: Accept

Recommended Response: Section 6.1.3 discusses the importance of maintenance and a comment has been added that maintenance will also improve safety outcomes.

The Foreword has been changed to highlight that safety improvements can be gained through maintenance of the transport network.

Submission Number: 12 - 7 **Submission Type:** Seek Amendment

Submitter: Te Puke Community Board

Submission Summary: Due to their importance for connectivity to both the Port and Tauranga and Tauranga Airport there is a need to continue with the ongoing improvement of SH2 through Jellicoe Street as volume of vehicles estimated to be using the route by 2020 will be 21,800.

Decision Sought: Complete improvements to State Highway 2 and Jellicoe Street prior to the completion of the TEL. Identify the alternative route to Te Puke.

Hearing Recommendation: Comment Noted

Recommended Response: The issue raised is too detailed for the RLTS and it has been forwarded to the NZTA for their consideration. The Strategy will contain a more general policy supporting investment in the local network to maximise investment in the TEL and this issue could be further investigated as part of that process.

Submission Number: 12 - 8 **Submission Type:** Not Applicable

Submitter: Te Puke Community Board

Submission Summary: The Kiwi Highway signage programme has contributed to a 30% reduction of incidents on this highway. This indicates that it is a worthwhile programme. The Community Board supports the pedestrian and cyclist road safety, awareness and promotion programmes.

Decision Sought: Continue with the Kiwi Highway Programme. Enforce the wearing of safety helmets when cycling.

Hearing Recommendation: Comment Noted

Recommended Response: The Strategy contains commentary on the safe systems approach to road safety in line with the national road safety strategy. The issue raised is too detailed for the RLTS and it has been forwarded to the NZTA for their consideration.

Section: 5.1.2 Freight management

Submission Number: 18 - 3 **Submission Type:** Seek Amendment

Submitter: Winstone Aggregates

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Submission Summary: Given the importance of aggregate supply to the Bay of Plenty region it is considered that quarry operators be considered as a key stakeholder in terms of freight management.

Decision Sought: Amend Strategic Option, 5.1.2 Freight Management by adding 'quarry operators' as follows: "...Stakeholders (regional councils, city and district councils, Port of Tauranga, KiwiRail, quarry operators, road transport operators and major industry) will need to work together."

Hearing Recommendation: Decline

Recommended Response: 'S5.1.2 Freight management' already includes a reference to "major industries" and while it is acknowledged that quarry operators are important in terms of the provision of aggregate for development there are a number of other industries who are equally, or more, important in terms of their contribution to economic development. The reference to stakeholders was therefore left fairly generic as "major industries", otherwise the number of industries that could be listed would be significant.

Submission Number: 27 - 8 **Submission Type:** Support

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports the development of integrated multi-modal hubs and where appropriate.

Decision Sought: Involve the Waikato Regional Council in the identification and development of future inter-modal transport facilities for the Bay of Plenty and Waikato regions.

Hearing Recommendation: Comment Noted

Recommended Response: The comment has been noted and Waikato Regional Council will be included as a partner in Policy 6.

Submission Number: 29 - 3 **Submission Type:** Seek Amendment

Submitter: Fulton Hogan Ltd

Submission Summary: It is Fulton Hogan's opinion that the list of key stakeholders should be 'fleshed out' with respect to major industries. As a minimum, quarry operators and forestry operators should be specifically identified given the importance of aggregate supply to the Bay of Plenty region growth and forestry to the region's existing and future economy.

Decision Sought: Amend 5.1.2, paragraph 1 by adding 'quarry operators, forestry operators' as follow: "...Stakeholders (regional councils, city and district councils, Port of Tauranga, KiwiRail, road transport operators, quarry operators, forestry operators, and other major industries) will need to work together."

Hearing Recommendation: Decline

Recommended Response: 'S5.1.2 Freight management' already includes a reference to "major industries" and while it is acknowledged that quarry operators are important in terms of the provision of aggregate for development there are a number of other industries who are equally, or more, important in terms of their contribution to economic development. The reference to stakeholders was therefore left fairly generic as "major industries", otherwise the number of industries that could be listed would be significant.

Submission Number: 30 - 5 **Submission Type:** Support

Submitter: Federated Farmers of New Zealand

Submission Summary: With likely increases in fuel costs and subsequent changes to the way the region uses road transport, seeking alternatives to current levels of private and freight transport, or planning to incentivise more efficient use of transport options is worthwhile. Federated Farmers supports strategic planning and investment in infrastructure that enables more efficient freight movement and reduces the potential net cost impact of freight movement on the region's network, where there are viable alternatives to the transport of farm inputs and outputs by road freight, for instance through greater movement of freight by rail.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

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Section: 5.1.4 Sustainable transport improve...

Submission Number: 21 - 9 **Submission Type:** Support

Submitter: Smart Growth

Submission Summary: SmartGrowth support this section and in particular the public transport improvements outlined.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no change.

Section: 5.2 Role of the Modes

Submission Number: 13 - 15 **Submission Type:** Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the identification of the potential role of inter-regional passenger rail and commuter rail in the western Bay sub-region.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Section: 5.3 Road safety

Submission Number: 13 - 22 **Submission Type:** Seek Amendment

Submitter: Western Bay of Plenty District Council

Submission Summary: Support that safety is one of the key drivers of the strategy but need to recognise that the maintenance component of work undertaken by roading authorities also contributes to improvements in road safety.

Decision Sought: Recommend rewording: Road safety is a key principle that underlies all network maintenance and improvements...

Hearing Recommendation: Accept in Part

Recommended Response: The wording under 'S5.3 Road safety' has been amended to put a stronger focus on maintenance.

Section: 5.3.3 Education

Submission Number: 9 - 1 **Submission Type:** Seek Amendment

Submitter: Disabilities Resource Centre Trust

Submission Summary: The strategy notes that one of the key transport drivers for the Bay of Plenty is road safety and that the proportion of those aged over 65 will reach 31 percent of the population by 2041. The Disability Resource Centre Trust (DRCT) would therefore like to promote the need for safety training for those electing to use mobility scooters in our area.

Section 5.3.3 highlights the need for education but focuses more on students. DRCT feel that the road safety education should not be restricted to the young.

Decision Sought: Amend the Strategy to promote road safety education for all ages, not just young people.

Hearing Recommendation: Accept

Recommended Response: The reference in the strategy discusses road safety education, particularly for school children but does not discuss other road users and therefore the reference to "people of all ages" has been added in S5.3.3.

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Section: 5.3.4 Enforcement

Submission Number: 12 - 9 **Submission Type:** Support

Submitter: Te Puke Community Board

Submission Summary: The Community Board supports the enforcement activities that target the 'fatal five'.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 22 - 12 **Submission Type:** Seek Amendment

Submitter: The NZ Automobile Association

Submission Summary: With regard to the 'fatal five' we think that excessive speed should be the concern (not just 'speed' generically) and that 'drink driving' should be expanded to drink and 'drug driving'.

Decision Sought: Replace "speed" with "excessive speed". Replace "drink driving" with "drink and drug driving".

Hearing Recommendation: Accept in Part

Recommended Response: Speed is the terminology used by the NZ Police and therefore seen as the appropriate terminology, whereas "excessive speed" relates to infringements where the speed is over 40kph over the speed limit. The use of this term is therefore not considered to be appropriate in the document.

"Drink-driving" has historically been used as the descriptor for being over the alcohol limit while driving, but recent law changes have now recognised the issue of drug impairment while driving. Therefore the wording has been amended to include "and drug".

Chapter: : Implementation

Section: Chapter 6 : Investment and Funding

Submission Number: 28 - 5 **Submission Type:** Seek Amendment

Submitter: Tauranga City Council

Submission Summary: TCC seek that the issues and the investment and funding approach is split down into the three sub-regions, rather than taking a regional overview.

Decision Sought: Include additional text as required in Sections 6.1.1 and 6.1.2.

Hearing Recommendation: Decline

Recommended Response: The Strategy has been developed as a regional strategy and the level of detail sought is not considered to be consistent with the rest of the document.

Section: 6.1.1 Current deficiencies in the reg...

Submission Number: 8 - 2 **Submission Type:** Seek Amendment

Submitter: Kiwi Rail

Submission Summary: KiwiRail are very interested in ensuring the safety of road users at level crossings. Risks can be avoided through appropriate crossing design and by Councils acting to ensure that inappropriate development does not occur adjacent to the railway, or lead to demand for new level crossings.

Decision Sought: Identify the undesirability of level crossings due to safety issues, preferably in Section 6.1.1.

Hearing Recommendation: Accept

Recommended Response: A reference has been added to S6.1.1 outlining safety issues involved with level crossings.

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Hearing Committees' Recommendations (By Section)

Submission Number: 14 - 5 **Submission Type:** Seek Amendment
Submitter: Rotorua District Council
Submission Summary: Urban congestion/traffic mixing with freight is also an issue in Rotorua.
Decision Sought: Include Rotorua in Section 6.1.1 and the progression of the Rotorua Eastern Arterial.
Hearing Recommendation: Accept in Part
Recommended Response: Rotorua has also been referenced in S6.1.1 and the Rotorua Eastern Arterial is referenced in the implementation part of the Strategy in Chapter 8.

Submission Number: 16 - 5 **Submission Type:** Support in Part
Submitter: Road Transport Association NZ
Submission Summary: RTANZ would like to see more heavy vehicle bypasses constructed. The bypasses need to be protected from residential developments being built too close to them.
Decision Sought: Build more heavy vehicle bypasses, and protect these bypasses from reverse sensitivity issues.
Hearing Recommendation: Accept
Recommended Response: While there are a number of bypasses planned for the region these may not always be an economically viable solution in the short term. The routes are, however generally protected by designations and this provides for the longer term planning of these routes. Policy 30 discusses the need to protect corridors through designation, or other proactive means.

Submission Number: 20 - 5 **Submission Type:** Seek Amendment
Submitter: Priority One
Submission Summary: Priority One support this section of the strategy with some additions, as there does not appear to be any specific mention of congestion as an issue for the region. The western Bay of Plenty sub-region in particular has seen significant increases in traffic congestion over time in parallel with its high growth rate.

While congestion is mentioned under 'Congestion and Mixing of Traffic in Urban Areas' this is within the context of the Port. The congestion issue for the western Bay of Plenty sub-region is wider than this and relates to commuter and private vehicle traffic as well as freight. This has an effect on the sub-region's economic development potential. It is also a fundamental reason why we need to encourage alternative modes of transport. We also note that traffic growth and congestion is identified as an issue in the Bay of Plenty Regional Land Transport Programme.
Decision Sought: Add traffic growth and congestion as a current deficiency in the region's transport system.
Hearing Recommendation: Accept in Part
Recommended Response: The issue of congestion in the region is already discussed in 'S6.1.1 Urban congestion' which has been amended to include congestion issues in Rotorua as well as Tauranga.

Section: 6.1.1 Inter-regional connections

Submission Number: 20 - 6 **Submission Type:** Seek Amendment
Submitter: Priority One
Submission Summary: Priority One supports the section on inter-regional connections, however we are of the view that the Bay of Plenty's relationship with the Auckland region should also be included. That is, there should be reference to the urban relationships between Tauranga, Hamilton and Auckland.
Decision Sought: Make reference to the Bay of Plenty's relationship with Auckland in section 6.
Hearing Recommendation: Accept
Recommended Response: The wording for 'S6.1.1 Current deficiencies in the region's transport system - Inter-regional connections' has been amended to include Auckland.

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Section: 6.1.2 Future transport requirements

Submission Number:	12 - 3	Submission Type:	Support
Submitter:	Te Puke Community Board		
Submission Summary:	We support investment in the regions transport system as Te Puke is heavily dependent on Agriculture and Horticulture for its economic survival. Many of the kiwifruit pack houses are in and around the Te Puke CBD. Increasing volumes of specialist vehicles and trucks will continue to use SH2 running through central Te Puke between Paengaroa and Domain Road during harvest season and for post harvest deliveries to the Port.		
Decision Sought:	Invest in the region's transport system. Te Puke is heavily dependent on agriculture and horticulture for its economic survival.		
Hearing Recommendation:	Accept		
Recommended Response:	The Strategic Option for the long term management of the region's transport system recommends investment in a wide range of transport activities that will support economic development in the region. The economic development Outcome was given a high weighting throughout the development of the strategy and is seen as a significant driver of transport improvements.		

Section: 6.1.3 Recommended investment focus

Submission Number:	11 - 19	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	<p>NZTA strongly supports the use of demand management interventions as part of an optimised approach to addressing regional transport issues. It is important that demand management interventions are aligned and integrated in wider packages of activities to deliver an optimised solution as well as multiple outcomes.</p> <p>The demand management sections would benefit from stronger guidance on how demand management should be implemented within the region. In particular, evidence based detail on the following would be useful:</p> <ul style="list-style-type: none"> • how the various interventions will address the regional issues identified, and outcomes sought, elsewhere in the RLTS • which parties will be responsible for delivering the interventions • the affordability of each intervention, and its effectiveness (at addressing issues or opportunities) <p>It would also be helpful to provide referencing from these sections to relevant supporting studies, including the Bay of Plenty Demand Management Study (2010).</p>		
Decision Sought:	<p>- Include an evidence based assessment of the affordability, contribution to regional and national outcomes, and effectiveness of the intervention types, to assist in prioritisation and programming.</p> <p>- Include an expectation (supported by a new policy in Chapter 5) that appropriate demand management interventions will be incorporated into integrated packages that optimise delivery of outcomes and address regional and national transport issues.</p> <p>- Include reference to supporting studies, including the Bay of Plenty Demand Management Study 2010.</p>		
Hearing Recommendation:	Accept in Part		
Recommended Response:	Policy 24 on the implementation of demand management has been revised to reflect the relief sought and a reference to the Bay of Plenty Demand Management Study has been included outlining the affordability, contribution to outcomes and effectiveness of demand management interventions.		

Submission Number:	13 - 16	Submission Type:	Seek Amendment
Submitter:	Western Bay of Plenty District Council		
Submission Summary:	Support the recommendation that the focus of future investment has to be on the on-going		

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maintenance management and improvement of the road network.

Support the recommendation that additional funding should also be channelled towards the rail component for bulk goods.

Decision Sought: Incorporate into Chapter 6 a reference to funding the investigation of the role and development of inland ports and rail crossing loops. In particular include a specific reference to the investigation of the potential for Rangiuru Business Park as a regionally strategic in-land port / logistics centre.

Hearing Recommendation: Accept in Part

Recommended Response: The investigation of the role and development of inland ports is inferred in Policy 6 and the more detailed aspects around the investigation of specific sites in the region as regionally strategic inland ports and rail crossing loops is a matter that should be addressed through that process.

The comment has been noted and will be specifically addressed through the RLTS Implementation Plan.

Submission Number: 13 - 17 **Submission Type:** Seek Amendment

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the need for investment improving the monitoring and reporting of walking and cycling to understand the community's needs and uptake.

Decision Sought: Note that for the Western Bay the monitoring of cycling / walking in the rural environment is not a priority with limited counting concentrated around the existing town centres.

Hearing Recommendation: Comment Noted

Recommended Response: Comment noted with no changes.

Submission Number: 19 - 4 **Submission Type:** Support in Part

Submitter: Rotorua In Gear

Submission Summary: Rotorua In Gear supports the prospect of higher levels of investment for walking and cycling in urban areas as indicated in the strategy, but would like to see a higher level of investment in the immediate future.

Decision Sought: Commit additional funds to the area of cycling infrastructure to support the programme outlined in the strategy.

Hearing Recommendation: Accept in Part

Recommended Response: The Strategy makes high level recommendations to increase funding on active transport as part of the Strategic Option to support the development of an Optimised Transport System. This direction, however, is then dependent on the availability of funding for each activity type in the National Land Transport Fund and the individual Ten Year Plan's for each of the Councils.

Submission Number: 21 - 10 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth support this section with some additions and amendments. We would like to see reference made in Figure 19 under integrated planning to the importance of integrating transport with relevant growth strategies. It is essential that transport, particularly public transport, walking and cycling, is coordinated with the land use pattern and identified growth areas as set out in the SmartGrowth Strategy and the Regional Policy Statement for the western Bay of Plenty sub-region.

We also have a concern about the statement made under 'Integrating Planning – Land Use' that "Land use patterns that are adaptable and responsive to changing infrastructure, technologies and socio-economic preferences reduce the need to travel and increase the choices available. Achieving diverse land uses and integrating these with the transport network will improve travel outcomes."

We need to be careful that we are not advocating for a 'flexible' and as a result uncertain land use pattern. The key to integrating land use and transport is having certainty around land use.

Bay of Plenty Regional Land Transport Strategy Hearing Committees' Recommendations (By Section)

Decision Sought: Make the following changes and additions to Section 6.1.3, Demand Management:
- Refer to the importance of integrating with growth strategies under 'Land Use'. This could either be added to the descriptions or as a recommended initiative.

- Reconsider the wording used under 'Land Use' so that it can not be construed as advocating for an uncertain land use pattern. Section 76(g) of the LTMA 2003 (the requirement to take into account the regional council's section 30(1)(gb) RMA 1991 function relating to integrating land use and infrastructure when preparing an RLTS) underscores the importance of an anchored and certain land use pattern.

Hearing Recommendation: Accept

Recommended Response: The wording that is in the Land use section of Figure 19 could be misconstrued as meaning that the document is advocating for an uncertain land use planning and flexibility in growth areas. The intent is that the planning framework is such that it can respond to changes in technology and socio-economic preferences in a manner that has been taken into account during the planning phase.

Therefore the wording in Figure 19 has been amended to support the submission through the addition of specific references to identified growth areas and the integration of land use and transport planning.

Submission Number: 24 - 8 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: TTLG generally support the 'Recommended Investment Focus' outline provided in section 6.1.3, however the focus areas are not linked or referenced to strategic projects and transport packages to implement the key focus areas identified.

There is also no mention again of the SmartGrowth Strategy and the associated SmartGrowth Corridors as a key focus area for the RLTS.

Decision Sought: Link the 'recommended investment focus' areas to strategic projects and transport packages to enable the delivery of the key focus areas in the RLTS.

Reference the SmartGrowth Strategy as a key 'recommended investment focus' area.

Hearing Recommendation: Accept in Part

Recommended Response: The recommended investment focus has been linked to strategic projects and transport packages through the Key Implementation Areas in Chapter 8. These areas utilise the SmartGrowth corridors as part of the implementation packages.

Submission Number: 27 - 9 **Submission Type:** Support

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports the recommended investment focus outlined in Section 6.1.3 and in particular, that investment approach focusing on developing freight priority networks comprising the strategic rail and road routes and improving inter-regional connections between Auckland, Hamilton and Tauranga

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Submission Number: 28 - 6 **Submission Type:** Support

Submitter: Tauranga City Council

Submission Summary: Support the investment focus and comments made about the requirements to deliver an Optimised Transport System.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accepted with no change.

Bay of Plenty Regional Land Transport Strategy

Hearing Committees' Recommendations (By Section)

Section: Road network

Submission Number:	30 - 8	Submission Type:	Seek Amendment
Submitter:	Federated Farmers of New Zealand		
Submission Summary:	Properly maintained rural roads mean fewer accidents, and the critical concern for our members in terms of the possible implementation of the strategy is that funding for local roads in rural areas needs to keep track with increased incidence of freight traffic likely to occur on local roads, to ensure that there is no decreased level of service on the rural roading network.		
Decision Sought:	Ensure the quality of the rural roading network does not deteriorate to a point where road safety is compromised or access for emergency services is diminished.		
Hearing Recommendation:	Accept		
Recommended Response:	The following additional wording to 'S6.1.3 Recommended investment focus - Quality and maintenance' has been added: "...support safety outcomes,..."		

Section: Route security

Submission Number:	30 - 11	Submission Type:	Support
Submitter:	Federated Farmers of New Zealand		
Submission Summary:	Deteriorating maintenance for rural assets with low vehicle traffic movement. Feedback from our members indicates that in particular, reparative maintenance and upgrades on rural bridges with relatively low vehicle traffic are increasingly being deferred in favour of "nice to have" expenditure in higher traffic areas. While vehicles per day is an appropriate measurement in some respects, there are roading assets that receive lower vehicle traffic which are nonetheless of critical importance when needed, and vehicle traffic measurements do not accurately capture the relative importance of each traffic movement.		
Decision Sought:	No change is sought, but this submission supports section 6.1.3 Recommended investment focus - Route security.		
Hearing Recommendation:	Accept		
Recommended Response:	Accepted with no change.		

Section: Quality and maintenance

Submission Number:	30 - 10	Submission Type:	Support
Submitter:	Federated Farmers of New Zealand		
Submission Summary:	Reduced roading maintenance funding, leading to a reduced level of service particularly for gravel roading maintenance. Rural ratepayers on gravel roads feel they receive a secondary level of service, compared to those on sealed roads. While rural ratepayers recognise this is often a necessity and a reflection of financial realities and the expanse of the rural network, they nonetheless expect that a minimum level of service on rural gravel roads and vociferously oppose potential reductions in maintenance programmes.		
Decision Sought:	No change is sought, but this submission supports section 6.1.3 Recommended investment focus - Quality and maintenance.		
Hearing Recommendation:	Accept		
Recommended Response:	Accepted with no change.		

Section: Demand management

Submission Number:	21 - 11	Submission Type:	Seek Amendment
Submitter:	Smart Growth		
Submission Summary:	SmartGrowth support this section but would also like to see reference made to integrating with the growth areas under the sections on Public Transport and Walking and Cycling.		

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Decision Sought: Add a statement explaining the importance of integrating with the growth areas identified in the Regional Policy Statement under the sections on Public Transport and Walking and Cycling.

Hearing Recommendation: Accept

Recommended Response: High quality walking and cycling connections in new developments can significantly improve the walking and cycling environment and encourage more use of these modes. High levels of walking connections from residential areas to bus routes can also make it easier and more pleasant to utilise public transport.

Relevant commentary has been added to the public transport and walking and cycling sections of S6.1.3

Submission Number: 30 - 6 **Submission Type:** Support in Part

Submitter: Federated Farmers of New Zealand

Submission Summary: For rural communities suffering the "tyranny of distance" there is often little realistic alternative to current roading usage, particularly for private vehicle transport. Alternatives that may appear feasible in an urban context rely on a sufficient population base that simply does not exist in rural areas. In many respects, increasing fuel costs will act as the only driver necessary to promote greater use of more efficient road transport options in rural communities for non-essential travel.

Decision Sought: Potential transport changes in rural areas should be catered for, but only in so much as these changes are likely to eventuate as a result of market forces or consumer preference.

Hearing Recommendation: Accept

Recommended Response: The issue has been addressed through the addition of the following wording to explanation of the rural demand management section in 'S8.8 Demand management initiatives'

"...while recognising that car based travel is currently the most viable option for many people travelling longer distances in rural areas, and will be for the foreseeable future."

Section: 6.2 Funding

Submission Number: 20 - 7 **Submission Type:** Seek Amendment

Submitter: Priority One

Submission Summary: Priority One support that the section on funding identifies the amount of money available to the region over the next 10 years and provides an estimate out to 30 years. However, the costs do not appear to be identified. The RLTS should provide an indication of how much funding is actually required in order to complete key transport projects throughout the region. If there is a gap then it needs to be identified in the RLTS. We note that the Waikato RLTS goes much further in its funding chapter.

Decision Sought: Provide more detail in the funding section around the costs of transport infrastructure and services and identify any funding gaps.

Hearing Recommendation: Decline

Recommended Response: Given the uncertainty around the funding environment and the changing focus of central government investment, this section has purposely been left at a high level. The details around funding provision will be detailed in the Regional Land Transport Programme which provides the flexibility of 3 year time frames to capture changes as they occur.

Submission Number: 21 - 12 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth support the funding sources but these should also reference development contributions under the Local Government Act 2002.

Decision Sought: Revise section 6.2 as follows:

"- Local funds through rates and financial contributions (city and district councils, and the regional council)"

Replace with:

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'- Local funds through rates, financial contributions and development contributions (city and district councils, and the regional council)'

Hearing Recommendation: Accept

Recommended Response: The change sought reflects the different mechanisms available through the Resource Management Act and the Local Government Act for collecting private contributions towards infrastructure improvements.

Therefore amend the wording in S6.2 to read:

"Local funds through rates, financial contributions, development contributions and borrowing (city and district councils, and the regional council)".

Submission Number: 24 - 9 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: The Funding section provides commentary on the:

Funding sources,
Funding availability,
Funding challenges and
Affordability.

There is however no reference or background provided with regard to:

Strategic projects and packages that make up the funding requirement in the RLTS.

The \$1.9b of funding available to the region in the first 10 years of the RLTS and the of regional funding requirement of approximately \$6.5b over 30 years.

The ability of Regional and Local Government to fund matching contributions for projects other than State Highways.

The significant economic viability challenges faced by the private sector in providing for the growth of the Region, particularly the Western Bay of Plenty sub-region.

Decision Sought: Provide detail and linkages to the strategic projects and transport packages that inform the investment and funding requirements detailed.

Clearly identify the projects, packages and associated costs to arrive at the yearly funding requirements and estimated shortfalls.

Identify options to fund the funding requirement shortfalls.

Identify the economic viability challenges faced by the private sector in providing for the growth of the Region, particularly the Western Bay of Plenty sub-region.

Hearing Recommendation: Accept in Part

Recommended Response: Given the uncertainty around the funding environment and the changing focus of central government investment, this section has purposely been left at a high level. The details around funding provision will be detailed in the Regional Land Transport Programme which provides the flexibility of 3 year time frames to capture changes as they occur.

The more detailed information on packages has been identified in Chapter 8 of the document.

Section: 6.2.2 Local funding

Submission Number: 11 - 20 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA strongly supports the need for councils (and NZTA) to investigate new and innovative ways of funding, and seeks to work collaboratively with Approved Organisations to develop an achievable and sustainable approach to investment to deliver jointly-agreed outcomes.

While this section identifies that there are limits on the extent to which local share (and third party funding) can be increased to fund transport projects, this is true of funding from all sources.

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provided. At the moment there is no guidance for Councils or other organisations on what actions they need to follow up on or what they are required to do. There are also no time frames provided and the policies only refer to "city and district councils" so have not been assigned to particular councils. This is an area where a sub-regional approach would be beneficial. There are some specific actions that should be developed for each of the Bay of Plenty's sub-regions.

Decision Sought: Include some overarching policies in chapter 7 under each outcome area followed by some specific actions. The current policies could easily be turned into specific actions with a greater level of specificity. We would also like to see some time frames and particular councils identified for each action.

Hearing Recommendation: Decline

Recommended Response: Given the long term (30 year) nature of this document the policies have been developed to provide some flexibility over time. An implementation plan for the Strategy will be prepared that will include specific actions, time frames and responsibilities for implementation of the policies. This approach means that changes to such things as national transport legislation and funding focus can be taken into account and acted on more quickly and easily than if the details are included in the Strategy document and subject to change under the requirements of the LTMA.

Submission Number: 27 - 10 **Submission Type:** Seek Amendment

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports the policies set out in Chapter 7. We note however that the only policy reference to inter-regional corridors is around rail. The final strategy would greatly benefit from specific inter-regional road corridor policies which would respond to the economic development and freight issues raised in Chapter 2.

Decision Sought: Include policy provision for inter-regional road corridors to ensure these corridors are developed, maintained and protected in a manner consistent with Waikato RLTS and that the BOP RLTS includes specific policy to protect and prioritise the SH 29 route as the key inter-regional route between the Bay of Plenty and Waikato regions.

Hearing Recommendation: Accept

Recommended Response: To maintain inter-regional consistency in the development, maintenance and protection of the inter-regional corridors the Strategy has been amended to include the following policy:

"Promote, develop and protect the SH1 and 29 route as the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty. (NZTA, city and district councils, BOPRC, WRC, AC)."

Submission Number: 28 - 7 **Submission Type:** Seek Amendment

Submitter: Tauranga City Council

Submission Summary: TCC would like to see the policies separated into sub-regional areas of the region to enable the various needs of the sub-region to be considered.

Decision Sought: Include additional text as required to enable a sub-regional rather than regional focus in the Policies.

Hearing Recommendation: Decline

Recommended Response: The Strategy has been developed as a regional strategy and the level of detail sought in the submission point is not considered to be consistent with the rest of the document.

Section: 7.1 Economic development

Submission Number: 10 - 2 **Submission Type:** Support in Part

Submitter: Rotorua Ngongataha Rail Trust

Submission Summary: The Trust has a tangible interest in the rail corridor into Rotorua from Putaruru and believe that the preservation of this corridor is paramount to the future transport industry within the district.

Decision Sought: Actively pursue the future rail options by lobbying at government level for support for a rail future for our region.

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Hearing Recommendation: Accept

Recommended Response: Section 7.1 already includes the following policy "Advocate for increased investment in rail capacity and rolling stock in the region to accommodate projected inter and intra-regional freight movements."

Submission Number: 11 - 24 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA supports the direction signalled for the Bay of Plenty through the "Economic development" outcome policies.

The largest single investment that will be made in the Bay of Plenty during the 6 year period of the RLTS is the Tauranga Eastern Link RoNS (TEL), representing the region's highest transport priority (as identified in the 2009 RLTP). NZTA seeks to ensure that implementation of the RoNS is effectively integrated with existing and planned local transport networks.

To assist in this outcome, we have developed the Tauranga Eastern Link Network Plan in collaboration with our key stakeholders. The TEL Network Plan identifies a range of activities that are associated with implementation of the TEL, in order to fully realise the benefits and outcomes sought. We consider that the RLTS needs to recognise the importance of the TEL to the Bay of Plenty's transport network, and should support implementation of the associated activities to ensure that maximum value is obtained from this investment.

Decision Sought: Include the following additional policy under 'economic development':

"Gain maximum value from investment in the Tauranga Eastern Link Road of National Significance by prioritising associated activities as identified in NZTA's Tauranga Eastern Link Network Plan."

Hearing Recommendation: Accept in Part

Recommended Response: The following policy has been included that supports the prioritisation of works identified in the Tauranga Eastern Link Plan:

"Prioritise investment for activities identified in the New Zealand Transport Agency's Tauranga Eastern Link Network Plan to gain maximum value from the Tauranga Eastern Link."

Submission Number: 11 - 25 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA supports in principle the funding of maintenance and renewals to achieve an appropriate level of service. However, as drafted the policy has no requirement for affordability to be taken into account.

Decision Sought: Amend policy 3 from:

"3. Fund the maintenance and renewal of road and rail networks to the levels of service required to minimise the economic costs of moving people and freight. (NZTA, city and district councils, KiwiRail)."

to read:

"3. Through asset management plans, identify minimum funding levels required to achieve appropriate and affordable levels of service, with the objective of minimising the economic costs of moving people and freight. (NZTA, city and district councils, KiwiRail)."

Hearing Recommendation: Accept in Part

Recommended Response: The policy has been revised to read:

"Identify the minimum funding levels in asset management plans necessary to achieve appropriate and affordable levels of service, and minimise the economic costs of moving people and freight. (NZTA, city and district councils, KiwiRail)"

Submission Number: 11 - 26 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

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Submission Summary: Rather than using pricing mechanisms alone, NZTA would like to see the use of performance-based parking management approaches encouraged, particularly in urban areas, as these can support a wider range of outcomes.

Decision Sought: The submitter seeks the following changes be made to Policy 9, from:

"9. Increase the productivity of high value urban land by removing minimum parking requirements for urban areas in city and district plans, and managing parking in high demand areas through pricing mechanisms rather than time limits. (city and district councils)"

to read

"9. Increase the productivity of high value urban land by removing minimum parking requirements for urban areas in city and district plans, and using performance-based parking management techniques. (city and district councils)"

Hearing Recommendation: Accept

Recommended Response: While pricing is an important aspect of the management of parking the outcome sought is the most productive use of valuable land where it is being used for parking. Therefore widening the scope to performance based rather than just through charging mechanisms will potentially provide a range of mechanisms that can be used.

Therefore the policy has been revised to read:

"Increase the productivity of high value urban land by removing minimum parking requirements for urban areas in city and district plans, and using performance-based parking management techniques. (City and district councils)"

Submission Number: 13 - 18 **Submission Type:** Support

Submitter: Western Bay of Plenty District Council

Submission Summary: Support the policies, these matters are taken into account as a matter of course in District Plan changes and resource consents.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: Accept with no changes.

Submission Number: 20 - 9 **Submission Type:** Seek Amendment

Submitter: Priority One

Submission Summary: The Government Policy Statement on land transport funding engagement document for 2012 indicates a potential future 'road of national significance' between Hamilton and Tauranga. This could have significant implications for the Bay of Plenty. In particular it will have an impact on the RSTN and projects such as the Tauriko Bypass. Priority One is of the view that there should be an action to investigate this further.

Decision Sought: Add the following policy /action to economic development:

"Investigate the implications of a possible Hamilton to Tauranga Road of National Significance, in particular the effects on the RSTN and future projects such as the Tauriko Bypass. (TCC, WBOPDC, BOPRC, NZTA)"

Hearing Recommendation: Accept in Part

Recommended Response: The SH1/29 link is already identified in the Bay of Plenty and Waikato Strategies as a National Strategic route and this align with the State highway classification for this route. The GPS 2012 also identifies the importance of this route and signals that it is being considered as a future RoNs.

A new policy has also been added to the Strategy to reflect the importance of the route, as follows:

"Promote, develop and protect SH1 and SH29 as the strategic long term corridor connecting Auckland and the Waikato with the Bay of Plenty. (NZTA, city and district councils, BOPRC, WRC, AC)"

Investigation of future development of this route as a nationally strategic inter-regional link has already been completed by NZTA, making the proposed policy redundant. Future

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improvements will come into the NLTP process as projects are further developed in line with the recommendations from the investigation phase.

The development of this route has been included in Chapter 8 of the Strategy.

Submission Number:	20 - 10	Submission Type:	Seek Amendment
Submitter:	Priority One		
Submission Summary:	Recent discussions have indicated the need to protect the rail corridor between Tauranga and Hamilton at a sufficient width to ensure that there is an ability to build a twin track, when the current passing loop approach reaches capacity. The RLTS needs to recognise this and provide an action to investigate this further.		
Decision Sought:	Following a reference check to determine double track capacity within the existing designated rail corridor area, add a policy / action to the RLTS requiring both the RPS and the relevant district plans to initiate designation procedures within the next 5 years. The designations need to be at sufficient rail corridor width to ensure that there is enough future rail capacity to utilise the Port of Tauranga deep water port freight opportunities in the upper North Island. The Bay of Plenty region should also request that the Waikato Regional Council do likewise. This could be achieved by including a joint action in the RLTS.		
Hearing Recommendation:	Decline		
Recommended Response:	KiwiRail have been approached regarding the proposed policy/action as the requiring authority for any designations that would be put in place to widen the ECMT rail corridor. They have financial responsibility for the development of the corridor and are the only organisation that could initiate a designation for rail purposes. KiwiRail are satisfied that the current and future requirements for this corridor can be satisfactorily accommodated within the existing 20 metre corridor with only minor amendments to the designation to enable localised design solutions to be incorporated. The Implementation Plan for the Strategy will recognise the need for the Region to maintain contact with KiwiRail and support where appropriate with future development plans for the ECMT.		

Submission Number:	24 - 10	Submission Type:	Seek Amendment
Submitter:	Te Tumu Landowners Group		
Submission Summary:	TTLG support Policy 1 which calls for the investment in transport activities to be prioritised in the RLTP, the State Highway program and in Long Term Council Community Plans. However no guidance is provided in the RLTS as to what are the transport activity priorities, and the associated time frames and funding requirements for these priorities. As the RLTS is a 30 year strategy identifying these priorities is vital to provide a regionally consistent approach to investment in transport activities.		
Decision Sought:	- Provide a prioritised list a strategic transport projects and packages for the region together with time lines and budgets. - Identify how the strategic transport projects and packages are to be funded.		
Hearing Recommendation:	Accept in Part		
Recommended Response:	The RLTS is a strategic 30 year document that looks at the transport issues and outcomes sought for the region at a high level. The RLTP provides the vehicle for the detailed information regarding the prioritisation of projects and packages as well as the funding proposed. Chapter 8 will include some of the detail sought by the submitter.		

Submission Number:	27 - 11	Submission Type:	Support
Submitter:	Waikato Regional Council		
Submission Summary:	Waikato Regional Council supports the economic development policies in section 7.1 to promote the increased use of rail for freight movements.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accepted with no change.		

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Section: 7.2 Environmental sustainability
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Submission Number: 4 - 3 **Submission Type:** Support

Submitter: Bay of Plenty District Health Board

Submission Summary: Walking and cycling
Walking and cycling are transport modes for commuting and recreation that have beneficial impacts on general fitness and weight management. Many potential future transport projects in the BoP bypass townships and suburbs allowing greater opportunities for safe walking and cycling.

Decision Sought: The submitter seeks the development and expansion of inter-connected walking and cycling networks, with accompanying travel plan projects and health promotion/education activities.

Hearing Recommendation: Accept

Recommended Response: Chapter 7 of the Strategy already contains policies that seek to implement school walking and cycling projects and develop and expand inter-connected walking and cycling networks.

Submission Number: 24 - 11 **Submission Type:** Seek Amendment

Submitter: Te Tumu Landowners Group

Submission Summary: TTLG support the initiatives identified in this section particularly Items 11 - 17.

We also believe that alternate transportation and fuel technologies should be promoted and encouraged.

Decision Sought: Include an additional Policy to section 7.2 - Environmental Sustainability to read:
"Promote alternative transportation and fuel technologies that reduce the use of fossil fuels".

Hearing Recommendation: Accept

Recommended Response: The submission point supports the outcomes sought in the strategy and a new policy has been added in the environmental sustainability section that reads:

"Promote alternative transport and fuel technologies that reduce the use of fossil fuels. (MoT, NZTA, city and district councils, BOPRC)"

Submission Number: 25 - 7 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides guidance on the provision of services on Regional Strategic public transport corridors but is lacking a complementary policy for Urban Connector routes. An additional policy is necessary to provide policy guidance on all three service categories in the Regional Strategic Transport Network – Public Transport.

Decision Sought: Add new policy in Environmental Sustainability 'Provide public transport services on Urban Connector routes to support Regional Strategic public transport corridors. (BOPRC)'

Hearing Recommendation: Accept

Recommended Response: In order to provide consistency throughout the document the following new policy has been added to S7.2:

"Provide public transport services on Urban Connector routes to support Regional Strategic public transport corridors. (BOPRC)"

Submission Number: 25 - 8 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The version of Policy 11 in the proposed Regional Land Transport Strategy contains the definition of the term 'high quality' in front of the term itself.

Decision Sought: Amend Policy to read 'Provide high quality (frequent, reliable, convenient, and efficient) urban services on Regional Strategic public transport corridors. (BOPRC)'

Hearing Recommendation: Accept

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Recommended Response: The policy has been amended to clarify the wording.

Section: 7.3 Land use and transport integration

Submission Number: 5 - 5 **Submission Type:** Support
Submitter: Whakatane District Council
Submission Summary: Transportation planning must integrate with land-use planning to ensure sustainable future development and the protection of key transport routes.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: No change required.

Submission Number: 8 - 4 **Submission Type:** Support
Submitter: Kiwi Rail
Submission Summary: The strategy recognises that future growth will largely be within existing transport corridors and that higher utilisation of existing networks should be encouraged to accommodate freight growth. KiwiRail supports this approach and is requesting that reverse sensitivity effects are addressed in local planning documents.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: No change required.

Submission Number: 8 - 5 **Submission Type:** Support
Submitter: Kiwi Rail
Submission Summary: Another policy initiative we are keen to see reflected in District Plans is ensuring that new industrial development areas are well located with regard to land transport.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: No change required.

Submission Number: 16 - 2 **Submission Type:** Support
Submitter: Road Transport Association NZ
Submission Summary: Supports that key strategic routes. Agrees that route security within the region need to be protected (eg Proposed Northern Arterial Route).
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no changes.

Submission Number: 24 - 12 **Submission Type:** Seek Amendment
Submitter: Te Tumu Landowners Group
Submission Summary: TTLG generally support the initiatives identified in Policies 19, 21 and 23-26 of this section particularly policies 19 and 21.
However the intent and interpretation of Policies 20, 22 and 27 is problematic in that they:
- Are drafted as rules,
- Start with the word "Ensure",
- Provide an assumed negative starting position, and
- Provide a generic policy direction that is not appropriate to apply Region wide.
Decision Sought: Reword Policies 20, 22 and 27 to mitigate the identified issues as follows:

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(i) Policy 20 reads:

"Ensure that the location and design of new development minimises its adverse effects on the Regional Strategic Transport Network, including reverse sensitivity and access effects. (city and district councils, BOPRC, NZTA, KiwiRail)"

This policy is premised on the basis that all new development will have adverse effects on the Regional Strategic Transport Network, when in fact a significant focus of the RLTS is to provide a Regional Strategic Transport Network that accommodates economic and population growth.

Amend Policy 20 to read:

"The location and design of new development shall be planned and managed to complement and support the intended functionality of the Regional Strategic Transport Network. (city and district councils, BOPRC, NZTA, KiwiRail)"

(ii) Policy 22 reads:

"Ensure that the location and design of new development in urban areas, including greenfield urban development, gives effect to:

- minimising the number of private motor vehicle trips;
- minimising the distance of remaining private motor vehicle trips; and
- increasing the uptake of walking, cycling and public transport.

(city and district councils, BOPRC, NZTA)"

The drafting of this policy combined with the geographic location of the Western Bay of Plenty sub-region growth management areas, does not enable the practical implementation of the first two bullet points in this item.

Amend Policy 22 to read:

"The location and design of new development in urban areas, including greenfield urban development, shall encourage:

- reduced reliance on private motor vehicle trips; and
- increasing the uptake of walking, cycling and public transport.

(city and district councils, BOPRC, NZTA)".

(iii) Policy 27 reads:

"Ensure that the location and design of new development in rural areas minimises its impact on the transport system, including transport energy use.

(city and district councils, BOPRC, NZTA)"

The drafting of this policy combined with the economic base of the Region being centred on the dairy, forestry and horticultural industries makes the implementation of this policy impractical.

Amend Policy 27 to read:

"The location and design of new development in rural areas shall be planned and managed to complement and support the intended functionality of the Regional Strategic Transport Network. (city and district councils, BOPRC, NZTA)".

Hearing Recommendation: Accept in Part

Recommended Response: The Strategy recognises that the policies are designed to guide the actions of organisations responsible for implementing the strategy and rely heavily on the co-operation and commitment of the identified agencies to ensure their successful implementation. However, the policies referred to in the submission are also reliant on the outcomes of other legislative processes and therefore cannot necessarily be 'ensured' to be successfully implemented. There are still issues regarding such areas as reverse sensitivity and the potential impacts of development on the operation of the transport network that do need to be addressed through the policies.

The wording for Policy 20 has been amended as follows:

"[29] Plan the location and design of new development to support and complement the functioning of the Regional Strategic Transport Network, while managing the impact of reverse sensitivity and access effects. (City and district councils, BORIC, NZTA)"

The submitter contends that the the location of the growth management areas does not enable practical implementation of the first two points in Policy 22, but the issues around the number and length of vehicle trips can also be affected by the design of these growth areas. This is reflected in the 'live, work, play' approach taken in the SmartGrowth Strategy where residential development is aligned with employment and retail opportunities that can minimise trip making.

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The issue with the policy is that it is reliant on RMA processes and the regional council cannot 'ensure' the location.

Recommend that the wording of Policy 22 be amended as follows:

"[33] Plan the location and design of new development in urban areas, including greenfield urban development, to give effect to:

- minimising the number of private motor vehicle trips;
- minimising the distance of remaining private motor vehicle trips; and
- increasing the uptake of walking, cycling and public transport.

(city and district councils, BOPRC, NZTA)"

Policy 27 seeks to reduce the impact of developments such as rural residential and possible stand alone commercial developments locating in rural areas. Again, the policy needs to be worded to recognise that the location will be reliant on RMA processes and cannot be 'ensured' through the RLTS.

"[38] Plan the location and design of new development in rural areas to minimise its impacts on the transport system, including transport energy use.
(City and district councils, BOPRC, NZTA)"

Section: 7.4 Safety and personal security

Submission Number:	5 - 4	Submission Type:	Support
Submitter:	Whakatane District Council		
Submission Summary:	The eastern Bay of Plenty has a high rate of serious and fatal road crashes. The means of addressing crashes is through a Safe System Approach that recognises that all parts of the travel system need safety 'built in'. The District supports road safety as a key underlying principle of the Strategy.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	No change required.		

Submission Number:	27 - 12	Submission Type:	Support
Submitter:	Waikato Regional Council		
Submission Summary:	Waikato Regional Council supports the safety policies in section 7.4 and where appropriate, the Council seeks to work in collaboration with Bay of Plenty Regional Council on inter-regional safety initiatives.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Comment Noted		
Recommended Response:	Accepted with no change.		

Section: 7.5 Access and mobility

Submission Number:	8 - 6	Submission Type:	Support
Submitter:	Kiwi Rail		
Submission Summary:	KiwiRail also supports the inclusion of the need to identify and mitigate route security issues with respect to maintaining key rail routes.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	No change required.		

Submission Number:	12 - 10	Submission Type:	Support
Submitter:	Te Puke Community Board		

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and ensure transport infrastructure is integrated with agreed land use changes.

Hearing Recommendation: Accept in Part

Recommended Response: The general safety issues around the SH2 corridor, particularly the safety of intersections, have been added to Chapter 8.

The New Zealand Transport Agency are currently in discussion with the Western Bay of Plenty District Council regarding proposed improvements for the SH2 / Te Puna intersection. This project will be prioritised along with other transport projects through the Regional Land Transport Programme.

Submission Number: 11 - 27 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA supports the inclusion of guidance in the RLTS regarding how the strategy will be implemented. This direction is required to inform the preparation of Regional Land Transport Programmes. Preparation of the 2012/13 – 2014/15 RLTP is currently in progress, and Approved Organisations are required to submit activities to the Regional Council by 31 September 2011 for inclusion in the programme. Since preparation of the 2009/10 – 2011/12 RLTP we have expressed an expectation that future RLTPs will be more strategically driven, and that the RLTS will play a key role in achieving that outcome.

As set out in the draft RLTS, the “packages” outlined in Chapter 8 represent only a loose outline of the areas for investment focus. NZTA considers that a package is a set of inter-related and complementary activities that address clearly identified land transport issues or opportunities.

We believe the purpose of Chapter 8 is to signal the key areas for priority and investment for the region and are aligned to the delivery of agreed regional outcomes.

NZTA considers that Chapter 8 requires significant further work to clarify how the key investment focus areas inform implementation of the RLTS, including the issues that each area addresses, and the regional and national outcomes it contributes to.

The key implementation areas as they are currently titled do not fully capture the input provided by the Regional Transport Committee and the Regional Advisory Group as the proposed RLTS was being developed. The ‘packages’ in Chapter 8 should be renamed as ‘key implementation areas’ and re-titled to guide the development of one or more strategic packages within each implementation area.

Decision Sought: Re-draft Chapter 8 to:

- Clearly identify and describe the key focus areas for investment
- Establish the contribution these focus areas will make to addressing the issues identified and achieving the regional outcomes
- Clearly identify packages of inter-related activities, at least at indicative level, for further development and implementation through the RLTP
- Recognise the importance of the Tauranga Eastern Link Network Plan in defining packages of activities to optimise investment in RoNS and maximise the benefits.

Hearing Recommendation: Accept

Recommended Response: The content and layout of Chapter 8 has been discussed with individual Councils and the NZTA and subsequently the issues have been workshopped with the Regional Advisory Group. This has resulted in a substantially revised version of Chapter 8 that includes focus areas for investment, identifies packages of work and includes the TEL Network Plan.

Submission Number: 13 - 20 **Submission Type:** Support in Part

Submitter: Western Bay of Plenty District Council

Submission Summary: A specific package should be the improvements of SH2 north (to reference the Tauranga Northern Link, Omokoroa upgrades and Katikati bypass) and SH29.

Supports the inclusion of guidance in the RLTS regarding how the strategy will be implemented. This direction is required to inform the preparation of Regional Land Transport Programmes.

Preparation of the 2012/13 – 2014/15 RLTP is currently in progress, and Approved Organisations are required to submit activities to the Regional Council by 31 September 2011 for inclusion in the programme. Since preparation of the 2009/10 – 2011/12 RLTP

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of Plenty.

Decision Sought: Add more detail on what is in each package. The relevant projects should be identified, if possible include the packages from the previous RLTS and suggest following the approach of the adopted Waikato RLTS.

Hearing Recommendation: Accept

Recommended Response: The content and layout of Chapter 8 has been discussed with individual Councils and the NZTA and subsequently the issues have been workshopped with the Regional Advisory Group. Extra detail has been added to this chapter and packages have also been identified in Key Implementation Areas that align with the sub-regional areas.

Submission Number: 20 - 12 **Submission Type:** Seek Amendment

Submitter: Priority One

Submission Summary: Priority One supports the Inter-regional Transport Corridors (8.2), Tauranga Urban Area (8.4) and Growth Management (8.5) transport packages, but would like to see more detail in these packages.

Priority One would also like to see reference made to the SmartEconomy Strategy in these packages given that infrastructure (particularly transport) is a key area for Priority One and is identified as a priority in the SmartEconomy Strategy. The links between economic development strategy and transport are important

Decision Sought: Retain packages (8.2, 8.4, 8.5) but with more detail around the major transport projects that make up these packages. Include a reference to the Smart Economy Strategy under 'Relevant Studies and Strategies'.

Hearing Recommendation: Accept in Part

Recommended Response: Some of the packages have changed as a result of the amendments to Chapter 8 but the intention of the areas covered by each of the packages has been retained and developed further. SmartEconomy is added as a relevant study in the amended version of Chapter 8.

Submission Number: 21 - 14 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth are supportive of the packages in chapter 8, however we believe that more detail on what the packages are made up of is required. At the moment they are too generic. This won't provide guidance for the RLTP or LTCCPs. It also makes it hard to comply with s76(g) strategic integration of transport infrastructure with land use; and s77(d) economic or land use considerations when no transport projects have been identified. We understand that the detail around packages and projects is being left to the RLTP, however we are of the view that the RLTS should still identify major projects that are likely to be part of each of the strategic packages. The RLTS needs to contain enough information and detail so that the NZTA, the region and the local authorities can use the document to support major projects that they are trying to progress for the Bay of Plenty.

We would like to see the packages contained in the previous RLTS carried through into the Proposed RLTS. In particular the corridor packages that were included for the western Bay of Plenty sub-region. These directly align with the land use pattern and also the integrated land use and transport strategies developed (note that a corridor strategy has been completed for the Eastern and Northern Corridors and part of the Central Corridor). We do not want all of this work lost because it has not been carried through into key documents such as the RLTS.

Decision Sought: Add more detail in Chapter 8 on what is in each package. The relevant projects should be identified.

Suggest following the approach of the adopted Waikato RLTS and where relevant include the packages from the previous RLTS. In particular the corridor packages for the western Bay of Plenty sub-region.

Hearing Recommendation: Accept in Part

Recommended Response: The content and layout of Chapter 8 has been discussed with individual Councils and the NZTA and subsequently the issues have been workshopped with the Regional Advisory Group. The revised chapter includes a greater level of detail, including land use and packages for each key implementation area.

Submission Number: 21 - 15 **Submission Type:** Seek Amendment

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narrow the opportunities and force infrastructure development onto less attractive and/or more costly routes.

For over five years now I have proposed a new route be identified and protected. I asked for technical reasons why my suggested route is unacceptable. None have been given.

My Proposal is that Auckland traffic would come as far south as Taupiri on State Highway 1 and then turn towards Tauranga on the "Bay of Plenty" Freeway. The north Hamilton traffic would almost certainly use the long awaited Te Rapa and Ngaruawahia Bypasses to access this connection. This includes the burgeoning Te Rapa - Horotiu industrial area, by far the fastest growing industrial area in Hamilton. The next interchange would be with State Highway 26 southwest of Morrinsville, where most of the remaining Hamilton traffic would join. Identifying and protecting the area of this interchange is urgent as pressure for land use change in this area could make the route unattainable due to cost and community disruption. The freeway would then run parallel to the East Coast Main Trunk (ECMT) Rail line, linking with SH27 about 3 kilometres from Waharoa. There are no major obstacles, either man made or natural, on this alignment. Walton is, I think, minor at present.

I had thought that the best alignment would be on the northeastern side of the ECMT. After recent discussions (March 2011) with NZTA staff I became aware that they have been questioning whether a tunnel option closer to the current SH 29 Kaimai crossing is feasible. I have also had the opportunity to look more closely at the surrounding topography and it may well be better to stay on the other side of the ECMT and create the interchange with SH27 somewhere between Waharoa and Matamata.

The connection to Tauranga is crucial. I suggested that the linkage should be at Tauriko as this provides the most appropriate entry point to the internal roading network. Most now agree with this although recent developments in the Lakes area have made this more problematical. These have occurred since I first started proposing the route and point to the dangers of not developing a long term strategic plan.

The route between Tauriko and SH 27 will be largely determined on the topographical challenges of the Kaimais. Finding a route that provides a reasonable tunnel length and elevation is the most immediate issue. The land on this route is under development pressure and its protection is urgent.

We cannot afford to wait and future generations need us to have the foresight that those who planned our existing major routes had over 100 years ago. I believe the sooner it is built the better. The costs of congestion (both in time and environmental pollution) will rise rapidly and we will continue to spend huge amounts shifting safety and congestion issues further down existing roads without addressing the real long term issues. Continuing to address the urgent instead of the important is not smart growth.

With this project we should be talking value. Admittedly approximately 80 kilometres in one project will be costly, but the value will be enormous. Even those of the "Green" persuasion should support it. There would be significant savings of fuel and time between the three cities. These savings would be greater for trucks, which "do not like the vertical curve", to quote a former colleague.

In making my submissions in the past I have been appalled that many councillors have been unable to differentiate between cost and value. Example: Coal and diamonds are both made up of carbon atoms. The cost for the same weight or size is very different and they serve different functions. You can get a lot more bulk in coal for your money and early gratification, but for longevity and long term value make it diamonds. Imagine trying to drill hard rock with a coal bit. Local roads are the 'coal' carbon. Major transport infrastructure is like diamonds and should be viewed as a long term investment.

The preparation of a strategy should be the opportunity to plan for intelligent action. Now is your chance!

I continue to live in hope that some action will ensue. Our children and grandchildren will pay if we don't act soon.

Decision Sought:

Plan for and protect a route from Waikato to the Bay of Plenty and identify this route in the Regional Land Transport Strategy.

Hearing Recommendation:

Comment Noted

Recommended Response:

This option has been carefully considered in the Inter-regional Transport study undertaken by the Auckland, Waikato and Bay of Plenty regions in 2009/10. A recent New Zealand Transport Agency desktop exercise estimates indicated this is a \$1.5 to 2 billion dollar project without road approaches, which is not a fundable option in the foreseeable future. While acknowledging that the value of the link would be significant this project does need to be viewed within a national funding context.

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Recent NZTA modelling confirms SH29 as the best location to cross the Kaimai range and the recently reviewed Waikato Regional Land Transport Strategy 2011-2041 (RLTS) has confirmed the SH1/29 route as the long term strategic corridor linking Auckland and Waikato with Bay of Plenty region (over the Kaimai Rangers).

A SH29 study is currently being developed by the NZTA that looks out 30 years and will include consideration of tunnel options. This submission has been forwarded to NZTA staff for their information and consideration.

Submission Number:	27 - 13	Submission Type:	Seek Amendment
Submitter:	Waikato Regional Council		
Submission Summary:	Waikato Regional Council supports the general intent of the inter-regional transport corridors package and notes that the foundation for this package would be further supported by our request to include specific corridor protection policy. We support the general intent of this package and would request that Waikato Regional Council be named as an implementation partner to ensure inter-regional corridors are planned, developed and maintained in a consistent and co-ordinated manner across our regions.		
Decision Sought:	Include Waikato Regional Council as an implementation partner in the inter-regional package.		
Hearing Recommendation:	Accept		
Recommended Response:	Waikato Regional Council has been added as an implementation partner for implementation areas that include inter-regional connections with the Waikato.		

Section: 8.3 Rotorua urban area

Submission Number:	14 - 6	Submission Type:	Seek Amendment
Submitter:	Rotorua District Council		
Submission Summary:	Further work is required on this chapter to identify regional and sub-regional priority for projects and activities and how the regional outcomes will be achieved		
Decision Sought:	Work with Rotorua District Council staff to develop a section/package that relates to Rotorua.		
Hearing Recommendation:	Accept		
Recommended Response:	The content and layout of Chapter 8 has been discussed with individual Councils and the NZTA and subsequently the issues have been workshopped with the Regional Advisory Group. The issues raised have been addressed through the amendments made to this chapter.		

Submission Number:	19 - 6	Submission Type:	Support
Submitter:	Rotorua In Gear		
Submission Summary:	Support cycling as an investment focus in the Rotorua Urban package.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	Accept with no change.		

Section: 8.4 Tauranga urban area

Submission Number:	24 - 14	Submission Type:	Seek Amendment
Submitter:	Te Tumu Landowners Group		
Submission Summary:	The Tauranga Urban Area is inextricably linked to the wider Western Bay of Plenty Sub-Region by both its geography and the growth management areas detailed in the SmartGrowth Strategy and the RPS. We believe that this package should be the Western Bay of Plenty Area Package.		

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The SmartGrowth Eastern Corridor Study underpinned the TEL and should be referenced as a key relevant study and strategy referenced within this package.

Decision Sought:

Make the following changes made to section 8.4 of the Strategy:

- Rename the Tauranga Urban Area Package and prepare a specific new package called the Western Bay of Plenty Area Package.
- For this Package provide a prioritised list a strategic transport projects and packages for the area together with time lines and budgets.
- Identify how the strategic transport projects and packages within the Western Bay of Plenty Area Package are proposed to be funded.
- Include the SmartGrowth Eastern Corridor Study as a key relevant study referenced within this package.

Hearing Recommendation: Accept in Part

Recommended Response: The package has now been renamed Key Implementation Area 3 - Western Bay of Plenty Growth and includes a number of packages that reflect the SmartGrowth corridors. The Eastern Corridor Study has also now been referenced in the Strategy.

The prioritised list of projects and funding information is too detailed for this Strategy and will be developed for the Regional Land Transport Programme.

Section: 8.5 Growth management

Submission Number: 21 - 16 **Submission Type:** Seek Amendment

Submitter: Smart Growth

Submission Summary: SmartGrowth are supportive of the Growth Management transport package approach; in particular the objective of aligning transport infrastructure and services aligns with land use planning. Would like to see more detail in this package in line with the comments made earlier under 'Packages'.

Decision Sought: Retain package 8.5 - Growth Management, but add more detail around the major transport projects that make up this package.

Hearing Recommendation: Accept in Part

Recommended Response: Package 8.5 has been revised and now forms part of the key implementation areas that are based on sub-regional areas.

Submission Number: 27 - 14 **Submission Type:** Support

Submitter: Waikato Regional Council

Submission Summary: Waikato Regional Council supports the growth management package. Complementary land use policy will be important to ensure the long term protection of inter-regional transport corridors.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept in Part

Recommended Response: Accepted with no change.

Section: 8.7 Demand management packages

Submission Number: 5 - 7 **Submission Type:** Support

Submitter: Whakatane District Council

Submission Summary: The RLTS acknowledges the issues of rural accessibility in the eastern Bay of Plenty. The strategy proposes Demand Management packages that include solutions for town centres as well as rural areas.

Decision Sought: Submission of support. No change is sought.

Hearing Recommendation: Accept

Recommended Response: No change required.

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Submission Number:	5 - 8	Submission Type:	Support
Submitter:	Whakatane District Council		
Submission Summary:	The volatility of oil prices may lead to increased demand for alternative transport modes which will be particularly challenging for communities in Whakatane District that have traditionally relied on personal motor vehicles. The strategy identifies that urban areas (including Whakatane) should be targeted to increase walking and cycling as a mode of transport and also proposes Demand Management packages for town centres.		
Decision Sought:	Submission of support. No change is sought.		
Hearing Recommendation:	Accept		
Recommended Response:	No change required.		

Submission Number:	11 - 28	Submission Type:	Seek Amendment
Submitter:	NZ Transport Agency		
Submission Summary:	<p>NZTA strongly supports the use of demand management interventions as part of an optimised approach to addressing regional transport issues. However, we are concerned that the demand management packages identified in Chapter 8 will be of limited value in implementation of the RLTS.</p> <p>Specifically, the "packages" of demand management interventions have not been developed as integrated packages of inter-related, complementary activities, and represent only a range of intervention types (as opposed to activities) that may or may not be relevant to a given transport issue or opportunity.</p> <p>There is also no indication of affordability, relative effectiveness, contribution to regional or national outcomes, or priority indicated for each intervention.</p> <p>In formulating the next BoP RLTP, NZTA's expectation is that demand management activities will be included in packages of complementary and inter-related activities that have common objectives. The "packages" of interventions set out in chapter 8 will only be of limited value in preparing future Regional Land Transport Programmes.</p> <p>The demand management section of chapter 8 would benefit from stronger guidance on how demand management should be implemented within the region. In particular, evidence-based detail on the following would be useful:</p> <ul style="list-style-type: none">• how the various interventions will address the regional issues identified, and outcomes sought, elsewhere in the RLTS• which parties will be responsible for delivering the interventions• the affordability of each intervention, and its effectiveness (at addressing issues or opportunities) <p>It would also be helpful to provide referencing from this section to relevant supporting studies, including the Bay of Plenty Demand Management Study (2010).</p>		
Decision Sought:	<p>Make the following changes to the demand management packages section of the Strategy:</p> <ul style="list-style-type: none">- Rename the demand management packages in Figure 20 as "intervention types".- Include an evidence-based assessment of the affordability, contribution to regional and national outcomes, and effectiveness of the intervention types, to assist in prioritisation and programming.- Include an expectation (supported by a new policy in Chapter 7) that appropriate demand management interventions will be incorporated into integrated packages of inter-related and complementary activities that address regional and national transport issues.- Include reference to supporting studies, including the Bay of Plenty Demand Management Study (2010).		
Hearing Recommendation:	Accept in Part		
Recommended Response:	<p>The approach that has been taken in the formulation of the Strategy was to have the detail in the supporting documents and reference them from the main strategy. It is accepted that the "packages" are intervention types, or initiatives and the demand management initiatives need to be better aligned with the rest of Chapter 8.</p> <p>The demand management packages have been renamed "initiatives"; A reference to the supporting study that includes more detail on the initiatives and their implementation has been included in the Strategy; and</p>		

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Policy [24] has been revised to include a reference to the incorporation of appropriate demand management initiatives into integrated packages.

Submission Number: 19 - 7 **Submission Type:** Support
Submitter: Rotorua In Gear
Submission Summary: Rotorua in Gear supports the inclusion of the following in the Demand Management package: Urban form, Transport infrastructure services, Social factors.
Decision Sought: Submission of support. No change is sought.
Hearing Recommendation: Accept
Recommended Response: Accept with no change.

Submission Number: 19 - 8 **Submission Type:** Oppose
Submitter: Rotorua In Gear
Submission Summary: Concerned about the lack of commitment to cycling infrastructure, programmes and support in the eastern Bay of Plenty
Decision Sought: Include a similar investment focus for cycling in the Eastern Bay as for Tauranga and Rotorua Urban areas.
Hearing Recommendation: Accept in Part
Recommended Response: The Strategy does support the further development of a walking and cycling network in Whakatane, but in smaller urban communities and rural areas the provision of walking and cycling facilities for low population numbers is far less affordable.

Submission Number: 21 - 17 **Submission Type:** Seek Amendment
Submitter: Smart Growth
Submission Summary: SmartGrowth support this section but would like to see greater reference made to the Regional Policy Statement and the SmartGrowth Strategy in the demand management packages. Land use and transport integration, in particular aligning with the Regional Policy Statement and its policies around urban limits, growth areas, development sequencing and higher densities, is a key part of demand management. At the moment the demand management packages seem somewhat divorced from the RPS, the SmartGrowth Strategy and other growth / development strategies around the region. These packages should reference what is already being done throughout the region. For example in the western Bay of Plenty the implementation of the SmartGrowth Strategy and the RPS which focus on achieving a more compact urban form, intensification areas, sequenced development and growth areas that are integrated with transport.
Decision Sought: Make greater reference to the Regional Policy Statement and local strategies such as the SmartGrowth Strategy in this section. In particular the packages should pick up on what is already being done throughout the region (i.e. continued implementation).
Hearing Recommendation: Accept
Recommended Response: The Strategy's current focus is on the future implementation of the demand management initiatives and does not recognise that there are already a number of initiatives in place.
Therefore the wording of S[8.8] Demand management [initiatives] has been amended to include information on land use initiatives already taking place.

Submission Number: 28 - 9 **Submission Type:** Seek Amendment
Submitter: Tauranga City Council
Submission Summary: This section currently tries to demonstrate the different levels of Demand Management possible across the region without using a subregional approach. The resulting packages do not fully reflect the advanced programmes already operating in Tauranga and the SmartGrowth subregion or set clear expectations about the requirements of future growth.
It is suggested that as chapter 8 is reviewed, the full range of travel demand management tools is considered and identified within each package, and that the separate section is removed.
Decision Sought: Identify clear Demand Management actions within packages for urban areas and link these

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to a sub-regional approach.

Hearing Recommendation: Accept in Part

Recommended Response: Further text has been added to S[8.8] to indicate that there are already demand management measures being undertaken, particularly in the area of land use planning and that the matter of demand management in packages be addressed through the review of Chapter 8.

Section: 9.1 Targets

Submission Number: 11 - 29 **Submission Type:** Seek Amendment

Submitter: NZ Transport Agency

Submission Summary: NZTA notes that the 2008 version of the Ministry of Transport's Transport Monitoring Indicator Framework (TMIF) was developed based on the long-term targets set out in the non-statutory New Zealand Transport Strategy.

The engagement document for the 2012/13 – 2014/15 GPS states that the NZTS will be replaced by the Forward Plan for Transport, which is currently under development. We recommend that this should be recognised in the RLTS and that the ability to review targets that focus on national outcomes should be retained.

Decision Sought: Recognise the direction in the engagement document for the 2012/13 – 2014/15 GPS and retain the ability to review targets that focus on national outcomes.

Hearing Recommendation: Accept

Recommended Response: The following sentence be added to S9.1 Targets:

"These targets may need to be reviewed in the future to maintain alignment with national legislation and intended transport outcomes."

Chapter: Appendices

Section: Appendices

Submission Number: 25 - 10 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The preliminary Regional Land Transport Strategy audit report noted that the proposed Regional Land Transport Strategy lacked a statutory and strategic policy background. The Regional Land Transport Strategy should contain some discussion of this background.

Decision Sought: Add a new Appendix 1 containing a brief summary of the statutory and strategic policy background for transport in the Bay of Plenty. Re-number remaining appendices accordingly.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Section: Appendix 1: Assessment of Compliance

Submission Number: 25 - 11 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy does not specifically indicate how it contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system. The preliminary Regional Land Transport Strategy audit report requested a more specific explanation.

Decision Sought: Add a more specific explanation in Appendix 1 on how the Regional Land Transport Strategy contributes to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system.

Hearing Recommendation: Accept

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Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 12 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy does not specifically indicate how it is consistent with national and regional policy statements and regional plans. The preliminary Regional Land Transport Strategy audit report requested a more specific explanation.

Decision Sought: Include a statement in Appendix 1 that the Regional Land Transport Strategy has been assessed against, and is consistent with, relevant national and regional policy statements and regional plans. Add a reference to Regional Land Transport Strategy supporting paper no.11: Assessment of Consistency with Resource Management Act Documents.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 13 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides limited detail on how it 'avoids to the extent reasonable in the circumstances, adverse effects on the environment'. This was noted in the preliminary Regional Land Transport Strategy audit report.

Decision Sought: Add a more detailed explanation in Appendix 1 on how the Regional Land Transport Strategy 'avoids to the extent reasonable in the circumstances, adverse effects on the environment'

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 14 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides limited detail on how the Government Policy Statement has been taken into account in the development of the Strategy. This was noted in the preliminary Regional Land Transport Strategy audit report.

Decision Sought: Add a more detailed explanation in Appendix 1 on how the Government Policy Statement was taken into account in the development of the Regional Land Transport Strategy.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 15 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides limited detail on how the National Energy Efficiency and Conservation Strategy has been taken into account in the development of the Strategy. The preliminary Regional Land Transport Strategy audit report noted that the National Conservation Energy Efficient Strategy is implicitly rather than explicitly taken into account in the proposed Regional Land Transport Strategy.

Decision Sought: Amend Appendix 1 to clarify how the National Conservation Energy Efficient Strategy has been taken into account in the development of the Regional Land Transport Strategy.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 16 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides limited detail on how district plans been taken into account in the development of the Strategy. This was noted in the preliminary Regional Land Transport Strategy audit report.

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Decision Sought: Amend Appendix 1 to clarify how district plans have been taken into account in the development of the Regional Land Transport Strategy.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 17 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy omits the fact that land transport network providers were represented on the Reference Groups that provided early input into the Regional Land Transport Strategy development process. The preliminary Regional Land Transport Strategy audit report noted that the level of engagement with land transport network providers in the region is unclear.

Decision Sought: Amend Appendix 1 to clarify that Reference Groups gave land transport network providers the opportunity to provide early input into the Regional Land Transport Strategy development process.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 18 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The proposed Regional Land Transport Strategy provides limited detail on how the Regional Transport Committee has taken into account the regional council's function under S30(1)(gb) of the Resource Management Act to consider the strategic integration of transport infrastructure with land use through objectives policies and methods. The preliminary Regional Land Transport Strategy audit report noted that the Resource Management Act obligation is not specifically referenced in the proposed Regional Land Transport Strategy.

Decision Sought: Amend Appendix 1 to clarify how the Regional Transport Committee has taken into account the regional council's function under S30(1)(gb) of the Resource Management Act.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.

Submission Number: 25 - 19 **Submission Type:** Seek Amendment

Submitter: Bay of Plenty Regional Council

Submission Summary: The assessment of the role of education and enforcement in contributing to road safety outcomes is attributed to the wrong section of the Regional Land Transport Strategy. The preliminary Regional Land Transport Strategy audit report noted that this assessment is contained in Chapter 5.

Decision Sought: Amend Appendix 1 to state that the assessment of the role of education and enforcement in contributing to road safety outcomes is contained in Chapter 5.

Hearing Recommendation: Accept

Recommended Response: Accepted in line with the preliminary audit report.
