



Building Communities **Transportation** Rangawaka



Transportation Rangawaka

Council's transportation activity aims to provide a safe and effective transportation network which contributes to the health and wellbeing of the community. An efficient transport network enables economic development that is of district, regional and national importance. The network provides strategic transport links to the Port of Tauranga which has the largest maritime import/export freight volumes in New Zealand.

What we provide

As at 30 June 2020

- **1,073**km of network connections to state highways
- **910**km sealed roads
- **163**km unsealed roads
- **170**km urban roads
- **903**km rural roads
- **142** bridges
- **39** culverts (greater than 1.4m diameter)
- **189**km hard surfaced footpaths
- **2.1**km metallised surfaced footpaths
- **3,454** streetlights
- **6,923** road signs.

Why we provide this activity

Our community outcome

Transportation networks are safe, affordable, sustainable and planned to meet our community's needs and support economic development.

- Transportation networks support and promote economic development.
- The impact on the environment of the transportation system is mitigated where practicable.
- Transport systems enable healthy activity and reduce transport-related public health risks.
- Transport systems improve access and mobility.
- Land use and transportation network planning are integrated. Communities are healthy and safe.



Transportation

Overview

Our transportation activity seeks to guide the future development and management of the transportation network over the next 10 years. Where land use and transport planning are integrated and infrastructure is affordable, our rural and urban communities are connected and the concept of “live, work, learn and play” is supported.

This activity supports the objectives of the National Land Transport Programme, Regional Land Transport Plan, Regional Policy Statement, SmartGrowth Strategy and the Tauranga Urban Network Strategy. Our transportation activities have the most significant impact on our District in terms of cost.

Council has budgeted to assist, facilitate and advocate for key state highway roading projects including the Takitimu North Link (TNL), upgrading Ōmokoroa’s roading network (in alignment with the structure plan) and Katikati bypass. To improve the efficiency and effectiveness of commuter and freight movements the Government has indicated that it will continue to invest in strategic corridors. For our District this means the construction of the Takitimu North Link and advocating for other safety improvements along the State Highway network. State Highway 29 provides a strategic freight link between the Bay of Plenty, the Waikato and Auckland and State Highway 2 provides a key link between Tauranga and Katikati / Coromandel. Council will be advocating for these roads to be improved.



Waka Kotahi NZ Transport Agency (NZTA)

Waka Kotahi funds and maintains the state highway network for Central Government and we fund and maintain our local roads.

Waka Kotahi controls the Land Transport Fund which is financed from petrol tax, vehicle registration and other user fees and charges. The Funding Assistance Rate (FAR) provided by Central Government for local road maintenance and safety improvements remains at 51%, which is not expected to change during the life of this Plan.

Urban Form and Transport Initiative (UFTI)

We continue to implement sub-regional strategies through SmartGrowth, including the Urban Form and Transport Initiative (UFTI) which is a sub-regional growth management strategy with a 50-100 year planning horizon, in partnership with Tauranga City Council, the Bay of Plenty Regional Council, Tangata Whenua, and with Waka Kotahi as lead Crown agency. Key implications of the UFTI framework are a multi modal transport system, enabling the Takitimu North Link (TNL) state highway, unlocking development potential in the Minden area, and state highway revocation implications.

The Western Bay of Plenty District Council also contributes to the Western Bay Transportation System Plan which is expected to provide the delivery of the specific network planning and strategic delivery within the sub-region over the next 20 years.

Projects identified in this activity are consistent with the UFTI framework, such as road works which have already begun in Ōmokoroa and will continue over the next 10 years in response to population growth.

Our roading programme, specifically over the next five years, seeks to balance the overall aims of our Transportation activity with the need to maintain affordable levels of service for our District's communities. On completion of the Takitimu North Link, ownership of the section of old SH2 from Wairoa Bridge to Loop Road (approximately) will be transferred from Waka Kotahi back to Council. This will add several kilometres to Council's roading network and significantly increase our road maintenance requirements over time

The Annual Residents' Survey

The Annual Residents' Survey reports on residents' perceptions of our service delivery. Survey results show the majority of our community is satisfied with the levels of service on local roads. There are ongoing concerns from residents who live on unsealed roads who wish their roads to be sealed. The key roading issues that residents would like addressed are comfort improvements, such as the timely filling of potholes and an improvement in the general smoothness of rural roads. These have remained the top issues over time.

Our planned work programme

In line with our Walking and Cycling Action Plan, we will be committing \$16.6 million (\$13.9 million under the transportation activity) over the life of the plan to fund the construction of new footpaths, walkways and cycle routes throughout the District. The focus will be on the development responding to community demand by constructing cycle routes in our District that will eventually form part of the Tauranga Moana Coastal Cycle Trail which will extend from Waihi Beach around the Tauranga Harbour margin to Tauranga, onwards to Maketu and then inland to Paengaroa. We take a regional perspective on linking gateways such as Tauranga City, Hauraki and the Rotorua lakes.

Growth

We remain committed to a range of strategic roading projects that will have significant benefits for local communities and other road users. The timing of these projects will be assessed on an annual basis as we will be working in partnership with other agencies to fund and implement these works. External factors beyond our control such as the timing of private development, changes to Waka Kotahi projects and funding programmes, growth in traffic volumes and a change in accident patterns can also affect the prioritisation. Consenting and authorities (such as heritage authorities) can affect the timing of projects.

The SmartGrowth strategy has recently been reviewed. Housing densities and growth projections have been agreed but settlement patterns may change.

The timing of growth may impact the funding and timing of roading in the areas set aside for new residential growth and will be reassessed annually to take into account any changes. We are aware of the need to balance effective development and management of our local roading network with the community's ability to pay for it. This challenge is made even more acute as we have already committed to a number of projects and must maintain safety standards.

We have to retain asset renewals funding for a number of key District roading projects such as bridge deck renewals and network improvements on specific roads, for example Welcome Bay Road, Ōmokoroa Road and Waihi Beach Road.

Seal extension

Council is allocating approximately over \$1 million per annum towards seal extension which will enable an additional 3-4km (approximately) of seal extension to be undertaken each year. Seal extension delivery is based on Council's seal extension programme which prioritises individual road sections based on a number of specific criteria.



Road widening

With an increase in traffic volumes on our roads, there is now a significant length of roads in the District which are under the standard road width for those traffic volumes, presenting safety risks to road users. Council may be widening these sections of road when we rehabilitate road pavements as part of our ongoing renewal programme.

Council Community Roding Allocation Policy

Council allocates road rate funding for community roading works in consultation with each community. The annual budgets are allocated according to the Council Community Roding Allocation Policy. Typically the funds are spent on new kerb and channel, footpaths, town centre upgrades, cycleways and parking areas.

Project	Allocation	Split	Decision
Seal extension	60%	80%	Council Policy
Rural communities		20%	Council
Waihi Beach	40%	19.9%	Community Board
Katikati		21.3%	
Ōmokoroa		12.7%	
Te Puke		38.0%	
Maketu		9.0%	

Seal widening

As with the seal extension programme, we are planning to continue with the programme of seal widening as this brings additional safety benefits for road users and this will mainly be undertaken in association with road rehabilitation works.

How we will achieve our community outcomes

Goal	Our approach
<p>Transportation networks support and promote economic development.</p>	<p>We have a critical role in ensuring the provision of transport infrastructure that supports and promotes economic development in our District. In addition we recognise the strategic importance of our District's transportation network to the economic growth of the region and the contribution it makes towards achieving national economic outcomes by enabling the efficient flow of goods, services and people both now and in the future.</p> <p>Network optimisation</p> <p>Continue to work with the Waka Kotahi, the Bay of Plenty Regional Council, state highway agencies and Kiwi Rail to optimise the efficiency of our District's existing transportation network.</p> <p>(a) Asset management Set and deliver levels of service for maintenance of the local roading network that optimise the use of existing infrastructure and ensure land use and access relationships are managed to improve the efficiency of traffic flows on the local roading and state highway networks.</p> <p>(b) Demand management Work with other agencies including the Bay of Plenty Regional Council and adjoining territorial authorities to investigate initiatives that manage travel demand to improve the efficiency of transport networks in our District, the sub-region and region. This will include:</p> <ul style="list-style-type: none"> • Supporting initiatives that encourage greater use of rail to transport bulk produce over medium to long distances. • Supporting initiatives that recognise and provide for seasonal variations in tourist traffic flows and seasonal work force movements at harvest-time. • Plan for park and ride facilities including investigating suitable sites and securing land as appropriate. <hr/> <p>Network development</p> <p>Contribute to the long term planning and development of transport networks in our District and sub-region that support sustainable economic growth.</p> <p>(a) Local network development Investigate and, where appropriate, develop local connections to improve the accessibility of key centres of economic activity in our District.</p> <p>This may include securing and developing key collector routes in residential growth areas and promoting alternative routes for heavy traffic to reduce congestion and improve accessibility in our District's main centres. This also includes the provision of walking and cycling networks, noting their role in the creation of successful town centres and rural connections for use throughout the District.</p> <p>We have investigated the Stock Route as an alternative route to divert freight traffic from the centre of Te Puke. At an estimated cost of over \$30 million this project is considered unaffordable at this time and is therefore not provided for within the current 10-year funding period.</p>

Goal	Our approach
<p>Transportation networks support and promote economic development.</p>	<p>(b) Māori roadways There are 47 km of Māori roadways in our District which we do not own and they do not form part of the local network. Some Māori roadways are maintained by Council in accordance with the Māori Roadways Policy. More Māori roadways may be added to the maintenance list in the future on a case by case basis dependent on them meeting the criteria for inclusion and the availability of funding.</p> <hr/> <p>(c) Regional and sub-regional network development In partnership with key agencies we will continue to investigate and, where appropriate, contribute to the development of sub-regional and regional connections to address the legacy of network deficits and improve the flow of goods, services and people. This will include:</p> <ul style="list-style-type: none"> • Supporting and advocating for the improvement and upgrading of state highways: <ul style="list-style-type: none"> - Katikati bypass - Takitimu North Link (supporting Waka Kotahi), and advocating for local road connections and conditions on revocation of existing State Highway to become local road) - Ōmokoroa/Te Puna four-laning - Ōmokoroa/State Highway 2 intersection - State Highway 29/State Highway 2 passing lanes - Tauriko bypass - Safety improvements to State Highway 29 and State Highway 2 (north of Tauranga) - Investigating methods for securing and protecting future rail corridors (including dual track corridors) - Protecting and securing key strategic roading corridors as opportunities arise. <p>Working to ensure that, where possible, proposed developments to the regional/sub-regional network will support provision for walking and cycling.</p>
<p>The impact on the environment of the transportation system is mitigated where practicable.</p>	<p>Town centre vitality Continue to provide the following transport-related services and facilities to contribute to the amenity and vibrancy of local town centres:</p> <ul style="list-style-type: none"> • In addition to car parking provisions in our District Plan, we will continue to provide off-street car parking facilities in our District's main town centres in accordance with our parking policy. • Local accessibility is an important factor in the vitality of our town centres. Ensuring high quality, safe walking and cycling networks is a core objective of both our Walking and Cycling Action Plan and our Built Environment Strategy. <p>Provide and maintain street gardens, street trees and other public amenities.</p>

Goal	Our approach
<p>The impact on the environment of the transportation system is mitigated where practicable.</p>	<p>We will implement this goal by:</p> <ul style="list-style-type: none"> strengthening and integrating sustainable transport solutions supporting national and regional initiatives that promote alternative modes of transport and initiatives that promote energy efficiency in the transport system. <p>Environmental impact</p> <p>(a) Environmental standards Ensure construction and maintenance activities on the local network are environmentally appropriate, meet legal requirements and are financially sustainable.</p> <p>(b) Sustainable materials and practices Promote the use of sustainable materials and best practice where appropriate.</p> <p>(c) Emergency events Support a basic response service to manage the environmental impacts of traffic accidents and spills on our District’s local roading network.</p> <p>(d) Rural litter Provide a monthly roadside litter removal on a limited number of rural roads that provide the main accesses to urban communities.</p>
	<p>Energy efficiency</p> <p>We acknowledge that improving energy efficiency in the transport network is important, not only because it saves costs but because it reduces the effects on the environment of vehicle-related emissions. We will use the following mechanisms to encourage energy efficiency within the transport system:</p> <ul style="list-style-type: none"> Investigate traffic management and road network changes to achieve greater energy-efficiency, particularly on high volume parts of the local network. Where appropriate, advocate for improved energy efficiency on the state highway network.
<p>Transportation networks support and promote economic development.</p>	<ul style="list-style-type: none"> In planning, developing and maintaining a network for walking and cycling, promote the use of energy-efficient modes of transport. Incorporate ‘live, work, learn and play’ principles in land use planning to reduce travel demand and enable the use of energy-efficient modes of transport. <p>Continue working with other agencies including the Bay of Plenty Regional Council and adjoining territorial local authorities, to investigate other travel demand management initiatives that would promote energy efficiency within the transport system, for example workplace and school travel plans.</p>

Goal	Our approach
<p>Transport systems enable healthy activity and reduce transport-related public health risks.</p>	<p>Public health risks</p> <p>(a) Road safety</p> <p>Promote the development of a road safety management culture and continue to contribute to the achievement of national road safety goals by:</p> <ul style="list-style-type: none"> • Contributing to the development and funding of sub-regional road safety education programmes in conjunction with other agencies through Road Safety Action Plans. • Constructing, maintaining and improving the local roading network, including footpaths and lighting, in accordance with appropriate standards and giving effect to the Waka Kotahi National Safer Journeys Strategy. • Working with other transport providers and key agencies to ensure appropriate road safety regulations are developed, implemented and enforced. <p>(b) Vehicle-related emissions</p> <p>Investigate, advocate for and, where appropriate, contribute to the development of initiatives that reduce the negative health effects of motor vehicle-related emissions such as dust, noise and vibrations. This will include:</p> <ul style="list-style-type: none"> • Undertaking seal extensions to reduce dust on unsealed roads. • Developing heavy vehicle bypasses and alternative routes to reduce noise, vibrations and air emissions in Te Puke and Katikati. <p>(c) Personal security</p> <p>Design and maintain new transport infrastructure including walkways, cycleways, car parks and street lighting, in accordance with best practice guidelines and codes of practice, that promote a sense of improved personal security and follow the principles of Crime Prevention Through Environmental Design (CPTED).</p> <p>All forms of transport have the potential to impact public health, whether it is exposure to vehicle-related emissions, dust, the health benefits associated with walking and cycling or the significant economic and social impact that traffic-related accidents can have on the community. This outcome recognises the role we play in improving transport network systems to protect the health, safety and security of users.</p>

Goal	Our approach
<p>Transport systems enable healthy activity and reduce transport-related public health risks.</p>	<p>Healthy Activity</p> <p>Undertake the following activities to enable the use of active modes of transport and encourage healthy activity. Make walking and cycling more viable and convenient methods of transport within our District. This includes:</p> <ul style="list-style-type: none"> • Planning, developing and maintaining a safe network for walking and cycling throughout our District For example, developing selected rural cycleways that connect communities throughout the District as part of the Tauranga Moana Coastal cycle trail. • Ensuring that land use planning and resource consent processes consider walking and cycling in all new structure planning activities. • Exploring opportunities for links between the network and key recreational hubs and corridors. • Ensuring that safety and amenity provision for walking and cycling are made available in new or upgraded infrastructure as appropriate. • Providing and maintaining footpaths in urban communities to agreed levels of service. • As part of the walking and cycling strategy investigate the provision of footpath/cycleways on rural roads, specifically in proximity to schools, sports facilities, community halls and marae. <p>Working with key agencies and interest groups to assist in the promotion of the health benefits of walking and cycling.</p>
<p>Transport systems improve access and mobility.</p>	<p>Transport networks help people access and participate in a wide range of activities and services. Lack of access and impaired mobility can reduce a person’s ability to participate in the community and take advantage of social, cultural and economic opportunities. This goal reflects our role in ensuring that transport networks support community linkages and social networks by improving access and mobility through:</p> <p>Availability of alternative modes of transport</p> <p>Provide basic infrastructure for the Bay of Plenty Regional Council to support the availability of public transport services within our District. The level of support for harbour and land-based public transport services may vary and/ or be extended to other identified growth areas according to community demand and willingness to pay.</p>
	<p>Mobility</p> <p>A number of factors can inhibit or prevent people using the transport network, for example age, physical disability, affordability. We will implement the following approaches to improve opportunities for mobility impaired people to use our District’s transport network:</p> <ul style="list-style-type: none"> • All new local network-related construction and maintenance activities, including walkways and cycleways, will be undertaken in accordance with best practice mobility guidelines. • We may retrofit key sections of the existing network in key urban centres to ensure compliance with best practice mobility guidelines, depending on feasibility and affordability. • Mobility parking must be provided in all new car parking developments in accordance with best practice mobility guidelines. • To improve pedestrian mobility we will support initiatives to reduce heavy freight traffic volumes passing through our District’s town centres, residential and other inappropriate areas. • Advocate for continued central government involvement in improving the affordability of public transport. <p>Advocate for the use of wheelchair accessible buses with low floors to service public transport routes.</p>

Goal	Our approach
Land use and transportation network planning are integrated.	<p>We will ensure land use and transport planning processes are integrated and support the SmartGrowth principle of ‘live work, learn and play’ are well connected and linked to existing services and infrastructure.</p> <p>Strategic transportation infrastructure</p> <p>The Government Policy Statement on Land Transport 2018-2028 (due to be updated in 2021) addresses the role of strategic transportation infrastructure in the future economic development of the nation. The economic centres of Hamilton and Auckland together with the strategic location of the Port of Tauranga form the ‘Golden Triangle’ of the North Island. Because of this, the Tauranga Eastern Link and State Highway 29 have been confirmed as the preferred primary freight routes to the Port of Tauranga.</p> <p>Over time it is anticipated that greater projected freight volumes will use State Highway 29 as the preferred strategic route between other economic centres and the Port of Tauranga and further investment in this route will provide economic benefit and improve safety.</p> <p>In addition, the Government Policy Statement 2015-2025 recognises the importance of transportation infrastructure to support the tourism industry and to promote connectivity between employment centres and rural and urban communities. While we do not have responsibility for state highway management we consider the further development of State Highway 2 an important element in the economic growth productivity of the region and overall road safety.</p> <p>(a) Sub-regional advocacy</p> <p>Work with SmartGrowth’s strategic partners, including Waka Kotahi (NZTA) to promote to Central Government the need for a secure and efficient state highway network within the sub-region.</p> <p>(b) Transport planning</p> <p>Make every effort to ensure that transport planning is undertaken in an integrated manner with Waka Kotahi and neighbouring territorial local authorities.</p> <p>(c) Transport network funding</p> <p>Ensure that funding for the sub-regional transport network is undertaken in a collaborative manner with Waka Kotahi and neighbouring territorial local authorities.</p>



Land Transport programme - 2021/2022 to 2024/2025

Under the Land Transport Management Act 2003 (the Act) we are required to prepare a three-year Land Transport Programme detailing activities for which we want to receive financial assistance from the Waka Kotahi New Zealand Transport Agency (NZTA). The Land Transport Programme submitted to Waka Kotahi represents only part of our total annual work programme which consists of both subsidised and unsubsidised work.

The three-year Land Transport Programme includes both capital and maintenance works. The subsidised maintenance programme includes structural and corridor maintenance, including renewals which are capital costs under accounting standards, minor safety works, preventative maintenance, emergency works and limited construction works. For other subsidised capital works we are required to follow the standard Waka Kotahi subsidy funding application process.

In accordance with section 13 of the Act we will consult on the Land Transport Programme through the Long Term Plan 2021-2031.

The three-year Land Transport Programme can be summarised as follows:

Subsidised maintenance and capital programme	2021/22	2022/23	2023/24	Total \$
Gross anticipated expenditure 2021/22 - 2023/24	\$9,704,256	\$9,585,256	\$10,385,256	\$29,674,768
Anticipated Waka Kotahi subsidy 2021/22 - 2023/24	\$5,119,171	\$4,888,481	\$5,296,481	\$15,304,132

All information from 2021-2024 includes an adjustment for inflation.

This programme reflects outcomes from various District and sub-regional transportation planning processes, for example SmartGrowth, Regional Land Transport Plan, Community Development Plans and individual road strategies.

Council notes the Waka Kotahi funding constraints and that this may affect Council's ability to deliver the programme if a Waka Kotahi subsidy is not available for some components.

Council prepares an Activity Management Plan in line with Waka Kotahi guidance.

What are we planning to do

All information from 2023 - 2031 includes an adjustment for inflation.

Project number	Project name	\$'000									
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
152301	Transportation - Road Safety Operation	70	72	74	77	79	81	83	85	88	90
210413	Transportation - Minor Capital Roding Improvements	3,000	3,096	3,192	3,285	3,381	3,474	3,564	3,657	3,750	3,840
279202	Transportation - Land Purchases	150	155	160	164	169	174	178	183	188	192
282702	Transportation - Waihi Beach Community Roding Funding	145	150	154	159	163	168	172	177	181	185
282802	Transportation - Katikati Community Roding Funding	162	168	173	178	183	188	193	198	203	208
282902	Transportation - Ōmokoroa Community Roding Funding	97	100	103	106	109	112	115	118	121	124
283002	Transportation - Te Puke Community Roding Funding	290	299	308	317	327	336	344	353	362	371
283102	Transportation - Maketu Community Roding Funding	67	69	72	74	76	78	80	82	84	86
283202	Transportation - Rural Roding	229	236	243	251	258	265	272	279	286	293
283408	Seal Extension	2,029	2,093	2,158	2,221	2,286	2,349	2,410	2,473	2,536	2,597
283423	Transportation - One Network Maintenance Contract Pavement Surfacing (Reseals)	1,788	2,187	2,255	2,321	2,389	2,454	2,518	2,584	2,649	2,713
283426	Transportation - One Network Maintenance Contract Pavement Unsealed Strengthening	612	631	651	670	689	708	727	746	765	783
283429	Transportation - One Network Maintenance Contract Pavement Rehabilitation	1,105	2,275	3,410	5,699	5,866	6,027	6,183	6,344	6,506	6,662
283432	Transportation - One Network Maintenance Contract Drainage Improvements	31	32	33	34	35	36	37	38	39	39
283435	Transportation - One Network Maintenance Contract Ancillary Improvements	15	15	16	16	17	17	18	18	19	19
283438	Transportation - District Capital Network Improvements	747	771	795	818	842	865	887	911	934	956
283441	Transportation - One Network Maintenance Contract Pavement Seal Widening	1,522	1,571	1,619	1,667	4,882	1,762	1,808	1,855	1,903	1,948
293201	Network Upgrades - Joint Officials Group	100	206	532	1,095	-	-	-	-	-	-
302801	Waihi Beach Roding Structure Plan	50	888	266	-	46	587	382	-	-	112
302901	Transportation - Katikati Structure Plan	976	1,758	72	-	-	-	-	59	336	789

Transportation - Building Communities - Activities

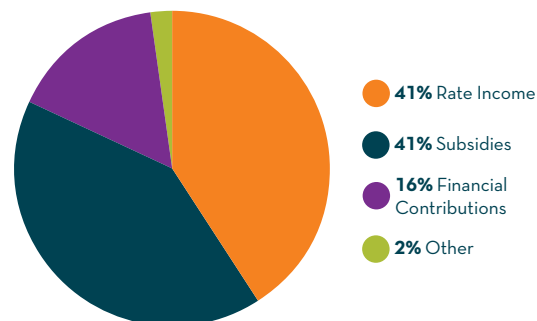
Project number	Project name	\$'000									
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
302902	Transportation - Katikati Structure Plan Funding	300	621	72	-	-	-	-	59	336	643
303001	Ōmokoroa Roding Structure Plan - Catchment	-	425	1,105	5,830	766	4,032	3,832	634	2,643	12,231
303003	Ōmokoroa Roding Structure Plan - Rural	-	-	-	-	45	560	-	24	475	-
303004	Ōmokoroa Roding Structure Plan - Strategic	-	-	-	-	203	2,518	-	55	1,069	-
303005	Ōmokoroa Roding Structure Plan - Rates	-	-	-	-	113	1,417	178	18	356	-
303009	Ōmokoroa Roding Structure Plan - Catchment Cycle And Walkways	660	227	234	241	218	-	-	-	-	-
303010	Ōmokoroa Roding Structure Plan - Southern Industrial Area	1,000	-	-	-	-	-	-	-	-	-
303012	CIP1a - Ōmokoroa Structure Plan - Prole Road Urbanisation	2,500	2,980	4,190	3,285	-	-	-	-	-	-
303013	CIP1b - Ōmokoroa Structure Plan - Prole Road - Hamurana To End	2,000	2,072	2,192	-	-	-	-	-	-	-
303014	CIP2a - Western Ave Urbanisation - Ōmokoroa to North Of Gane Place	1,000	722	426	-	-	-	-	-	-	-
303015	CIP2b - Hamurana Road Urbanisation Gane Place NE Western Avenue	360	454	-	-	-	-	-	-	-	-
303016	CIP3a - Ōmokoroa Structure Plan - Southern Industrial Road - Design	1,000	1,032	638	-	-	-	-	-	-	-
303017	CIP3b - Ōmokoroa Structure Plan - Southern Industrial Road - RTB	-	-	372	-	-	-	-	-	-	-
303018	CIP4a - Ōmokoroa Structure Plan - Ōmokoroa Road Urbanisation - Western Ave To Margaret Drive	1,289	-	-	-	-	-	-	-	-	-
303019	CIP4b - Ōmokoroa Structure Plan - Ōmokoroa Road Urbanisation - Margaret Drive To Tralee Street	1,849	1,230	1,064	-	-	-	-	-	-	-
303020	CIP5a - Ōmokoroa Structure Plan - Ōmokoroa Road - Rail Pedestrian Cycle Bridge	-	516	532	-	-	-	-	-	-	-
303021	CIP5b - Ōmokoroa Structure Plan - Ōmokoroa Road - Prole Road Intersection Roundabout	100	516	958	-	-	-	-	-	-	-
303022	CIP5c - Ōmokoroa Structure Plan - Ōmokoroa Road Urbanisation - Prole Road To Neil Group	1,100	1,445	-	-	-	-	-	-	-	-
303023	CIP5d - Ōmokoroa Structure Plan - Ōmokoroa Road - Neil Group Roundabout	200	1,342	-	-	-	-	-	-	-	-
303024	CIP5d - Ōmokoroa Structure Plan - Ōmokoroa Road Urbanisation - Neil Group To Railway Line	1,300	1,101	-	-	-	-	-	-	-	-
303101	Transportation - Te Puke Structure Plan Urban Catchment	78	419	1,269	834	147	83	309	205	480	69

Project number	Project name	\$'000									
		2022	2023	2024	2025	2026	2027	2028	2029	2030	2031
307601	Transportation - Walking and Cycling	700	980	1,277	1,643	1,691	1,737	1,782	1,829	1,875	1,920
307604	District Walking - Off-Road	50	52	53	55	56	58	59	61	63	64
324004	Strategic Roding - No 3 & Sh2, & Rangioru	-	-	-	1,095	-	-	-	-	-	-
324009	Transportation - Modelling	100	103	106	110	113	116	119	122	125	128
324013	Transportation - Service Relocations	135	139	144	148	152	156	160	165	169	173
342601	Transportation - Road Improvements Led Lighting	500	-	-	-	-	-	-	-	-	-
353901	Transportation - Public Transport Infrastructure (UFTI Commitment)	50	103	106	110	113	116	119	122	125	128
354001	Transportation - Ōmokoroa Ferry Infrastructure (UFTI Commitment)	-	-	-	-	-	-	1,782	1,829	-	-
355201	Transportation - Te Puke Bypass	200	206	-	-	-	-	-	-	-	-
357701	Transportation - Park And Ride Facilities Ōmokoroa	25	13	13	13	1,691	1,737	-	-	-	-
357702	Transportation - Park And Ride Te Puna	-	-	-	-	-	-	1,782	1,829	-	-
300214	Quayside Rangioru (<i>This project is administered by Western Bay of Plenty District Council and delivered by Quayside Holdings Limited. Refer to additional disclosure in Chapter Two - Infrastructure Strategy page 128).</i>)	1,000	20,235	32,335	-	-	-	-	-	-	-
300503	Opureora Marae Coastal Protection Works	-	-	-	-	225	-	-	-	-	-

Where the money comes from

Please refer to 'Policies, Summaries & Statements' for the Revenue and Financing Policy for transportation.

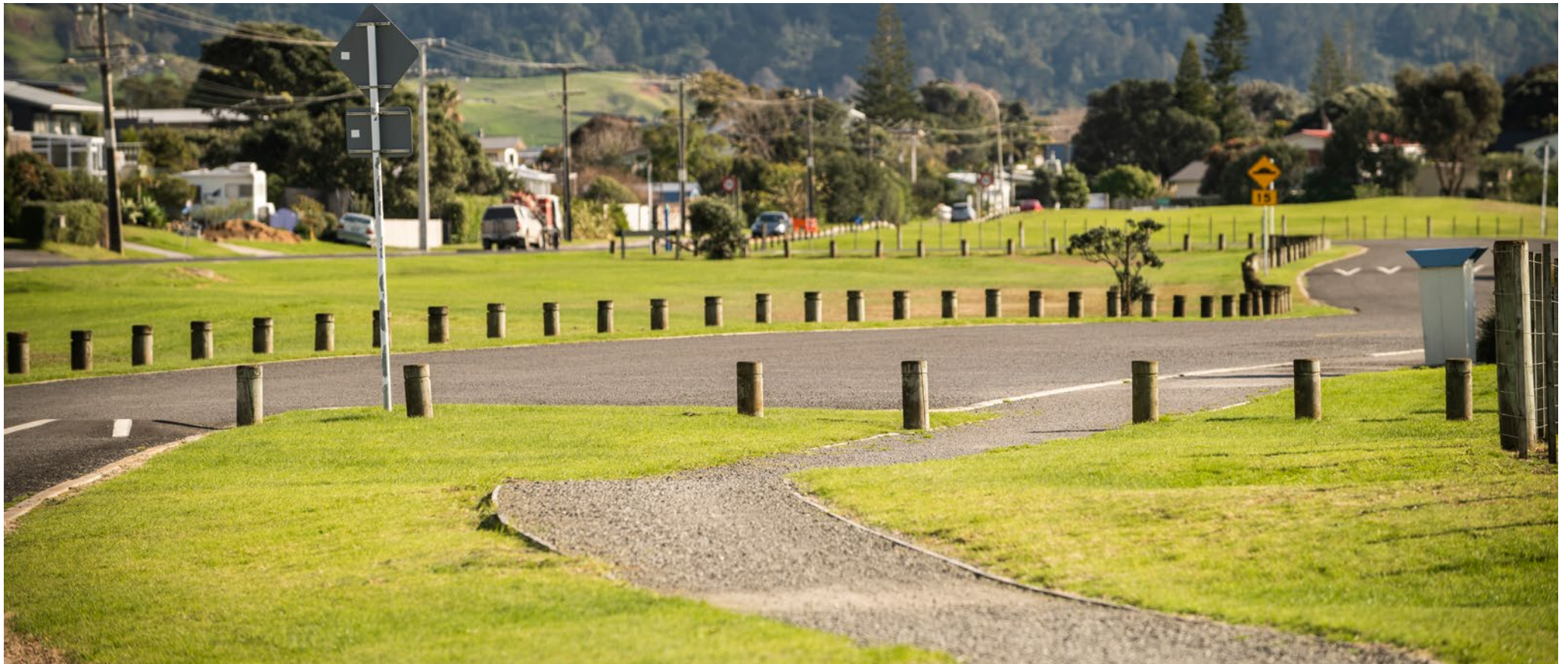
Funding sources for 2021-22



How we will track progress

What we do	How we track progress	Result 2020	Target				
			2022	2023	2024	2025-27	2028-31
Transportation networks support and promote economic development. The impact on the environment of the transportation system is mitigated where practicable. Transport systems enable healthy activity and reduce transport-related public health risks. Transport systems improve access and mobility. Land use and transportation network planning are integrated.	Key Performance Measure The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.						
	<ul style="list-style-type: none"> Fatal crashes 	New	≤0	≤0	≤0	≤0	≤0
	<ul style="list-style-type: none"> Serious injury crashes 	New	≤0	≤0	≤0	≤0	≤0
	Key Resident Measure Level of satisfaction with our transportation networks (roads, cycling and walkways).	54.5%	≥60%	≥60%	≥65%	≥65%	≥65%
We will respond to customer transport-related issues. The network and its facilities are up to date, in good condition and fit for purpose.	The percentage of customer service requests relating to roads and footpaths to which Council responds within 15 working days.	70.8%	≥90%	≥90%	≥90%	≥90%	≥90%
	Level of customer satisfaction with action taken to resolve service requests.	89.3%	≥85%	≥85%	≥85%	≥85%	≥85%
	The average quality ride on a sealed local road network, measured by smooth travel exposure.	94%	≥90%	≥90%	≥90%	≥90%	≥90%
	There are a number of potential defects in road pavement structure and its surface. The condition index is a weighted measure of the fault types.						
	<ul style="list-style-type: none"> sealed Roads 	0.36	0.3	0.3	0.3	0.3	0.3
	<ul style="list-style-type: none"> unsealed roads. 	2.26	3.0	3.0	3.0	3.0	3.0
	Please note: (0 = defect free; 5= unsatisfactory).						
The percentage of sealed network that is more than one metre under width, as per road classification.	New	22%	23%	23%	25%	26%	
The percentage of the sealed local road network that is resurfaced.	7.8%	≥4%	≥4%	≥4%	≥4%	≥4%	
Adverse environmental effects, such as dust, noise and vibration are managed effectively.	Length of unsealed roads (km).	163km	≤158km	≤155km	≤152km	≤149km	≤140km





What we do	How we track progress	Result 2020	Target				
			2022	2023	2024	2025-27	2028-31
The road network is convenient, offers choices for travel and is available to the whole community.	Number of successful prosecutions for non-compliance with Resource Management Consents and Heritage New Zealand Pouhere Taonga Act 2014 by the Bay of Plenty Regional Council or Heritage New Zealand.	0	0	0	0	0	0
	The percentage of footpaths that fall within the level of service or service standard for the condition of footpaths as identified in the transportation asset management plan	99%	≥95%	≥95%	≥95%	≥95%	≥95%
	The increase in total length of cycleways and walkways within the District.	12,886m	≥1,000m	≥1,000m	≥1,500m	≥2,000m	≥2,000m







Key assumptions

Assumption	Description	Risks
Traffic generation	Traffic movements on local roads are expected to increase by 2% per annum over the next 10 years, reflecting projected population and economic growth rates. The region is a substantial producer of a range of basic commodities many of which are exported through the Port of Tauranga. Accordingly the Port is New Zealand's largest in terms of volumes accounting for almost 25% of all imports and exports. The Port also handles considerable volumes of import and export cargoes for other regions. Consequently the region's road network has greatest intensity of use by freight vehicles in the country, over twice the national average.	<p>Fluctuations in the price of crude oil can have an effect on fuel prices. Rising fuel costs may reduce the number of journeys made and similarly falling prices may increase the number of journeys.</p> <p>The significant increase in road freight movements predicted in the Regional Land Transport Plan will reduce capacity in the existing network. A lack of transport capacity may act to constrain development and thus detract from the levels of economic growth that might be achieved.</p>
Strategic transport partners	Our strategic transport partners remain committed to the implementation of adopted sub-regional and regional initiatives, in accordance with agreed priorities and timeframes. This includes SmartTransport corridors together with initiatives identified in SmartGrowth and the Bay of Plenty Regional Land Transport Programme.	Without the commitment of our strategic transport partners and the availability of funding, planning for expected growth and development in our District could be less effective.
Transport network standards	Our local network maintenance and development programme has been prepared in accordance with current industry best practice standards. Assumes seal extension, life of fabric seals, is increased with a resulting decrease in maintenance costs.	If the standards for roading are increased this could result in greater than forecast expenditure or non-compliance.
Risk profile	It is estimated that the cost of natural hazard events on the local roading network will not exceed \$800,000 per annum (adjusted for inflation) over the 10 year term of this Long Term Plan.	We may not be able to access sufficient insurance cover at reasonable premiums in the future.
Structure plans	Proposed transportation expenditure is linked to our Structure Plan development programme. It is anticipated that the Structure Plan development programme will, in theory, have a nil effect on rating as expenditure will be recovered through financial contributions. All structure plans apart from recreation and leisure aspects are modelled over a 25-year period. Only projects for the term of this Plan are shown on the District Planning maps. All other projects are deferred to after 2028.	The continuing reduction in development due to a prolonged global economic downturn will reduce our ability to fund these projects from financial contributions (subdivision fees).

Significant effects of providing this activity

Wellbeing	Positive	Negative	How are we addressing these effects
 <p>Social</p>	<ul style="list-style-type: none"> • Provides for safe and easy travel around our District. • Provides connectivity both within and between communities. • Provides access to community, recreation and leisure facilities. • Provides access to retail, commercial and professional services. • Provides for transport options such as walking and cycling. • Provides for integrated planning of the transport network and landuse. 	<ul style="list-style-type: none"> • Potential for negative impacts from traffic noise and vibration to properties adjoining roads. • Potential for air pollution from traffic fumes to affect health. • Potential for dust on unsealed roads to affect health. • Poor design and use can result in dangers to people and high social cost from accidents. • Main roads can divide communities. • Heavy traffic volumes can lead to a loss of amenity in urban areas. 	<ul style="list-style-type: none"> • Continuing the road sealing programme. • Continuing the road widening programme. • Continuing to fund a road safety coordinator to work with the community. • Continuing to advocate for bypasses around urban centres. • Continuing the programme of road safety improvement.
 <p>Cultural</p>	<ul style="list-style-type: none"> • Provides access to sites of cultural and historical significance. 	<ul style="list-style-type: none"> • Provides easier access to sites that are culturally sensitive. • Potential for road construction to disturb sites of cultural significance including wāhi tapu. 	<ul style="list-style-type: none"> • Continuing to better identify sites of cultural significance. • Continuing to invest in good relationships with Tangata Whenua.
 <p>Environmental</p>	<ul style="list-style-type: none"> • Land taken for roading but surplus to development requirements may be used for environmental enhancement such as the development of wetlands. • Provides access to reserves and conservation areas. 	<ul style="list-style-type: none"> • Potential for noise pollution especially from heavy freight vehicles. • Potential for air pollution from vehicle exhaust fumes. • Potential for contamination from pollutants running off the road surface during storms. • Provides access for the illegal dumping of rubbish. 	<ul style="list-style-type: none"> • Continuing to investigate the use of sustainable roading materials. • Continuing to investigate the potential to reduce contaminants from roads entering the surrounding environment. • Continuing to provide rubbish collection on key arterial routes servicing urban communities.
 <p>Economic</p>	<ul style="list-style-type: none"> • Provides routes for the delivery of goods and services. • Provides a physical linkage between customers and businesses. • Provides a corridor for utility services. 	<ul style="list-style-type: none"> • Loss of productive land resulting from the development of transport corridors and infrastructure. • Cost of acquiring land for new roads and upgrades. • High cost of maintaining roading infrastructure potential for loss of agricultural and horticultural production due to dust from unsealed roads. 	<ul style="list-style-type: none"> • Continuing to advocate for government funding for strategic District roading projects. • Continuing to achieve 'value for money' when awarding roading contracts through robust procurement procedures and performance criteria.

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