

# TRANSPORTATION

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## OVERVIEW

Council's transportation strategy aims to provide a safe and effective transportation network which contributes to the health and well-being 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.

Our transportation strategy 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.

Our strategy 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 Tauranga Northern Link (TNL) 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 Tauranga Northern Link with an extension to Omokoroa, which Council will advocate for. State Highway 29 provides a strategic freight link between the Bay of Plenty, the Waikato and Auckland and SH2 provides a key link between Tauranga and Katikaiti / Coromandel. Council will be advocating for these roads to become RONS with co-investment from NZTA.

The New Zealand Transport Agency (NZTA) funds and maintains the state highway network for Central Government and we fund and maintain our local roads.

The New Zealand Transport Agency 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.

We continue to implementing SmartGrowth, a 50 year sub-regional growth management strategy, in partnership with Tauranga City Council, the Bay of Plenty Regional Council and Tangata Whenua. SmartGrowth and the Regional Land Transport Plan 2018-2028 sets the direction for future growth. Projects identified in our strategy are consistent with this approach. For instance roading works has already begun in Omokoroa 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 Strategy with the need to maintain affordable levels of service for our District's communities. On completion of the TNL ownership of the section of old SH2 from Wairoa Bridge to Loop Road (approximately) will be transferred from the NZTA back to Council. This will add several kilometers to Council's roading network and significantly increase our road maintenance requirements over time.

The Annual Residents' Survey reports on residents' perceptions of our service delivery. Public submissions on our draft Annual Plans 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 Strategy we plan to commit \$3.8 million over the life of the plan to fund the construction of new footpaths, walkways and cycle routes in urban areas and, where appropriate, on rural roads. The focus will be on the development of three 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. Ultimately, Council seeks to link our cycleways with neighbouring districts such as Tauranga City, Hauraki and the Rotorua lakes, and work with NZTA to achieve a cycleway network associated with State Highways.

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 the New Zealand Transport Agency 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, Omokoroa Road and Waihi Beach Road.

Council is allocating \$1.03 million per annum towards seal extension which will enable approximately 3km of new seal extension to be undertaken each year. Seal extension delivery is based on Council's seal extension policy which prioritises individual road sections based on a number of specific criteria.

Council allocates road rate funding for community roading works in consultation with each community. The annual budgets are allocated according to the Council Community Roading 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	<b>60%</b>	80%	Council Policy
Rural communities		20%	Council
Waihi Beach	<b>40%</b>	19.0%	Community Board
Katikati		21.3%	
Omokoroa		12.7%	
Te Puke		38.0%	
Maketu		9.0%	

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.

## DID YOU KNOW...

- The Western Bay of Plenty District covers 212,000 hectares (about three-and-a-half times the size of Lake Taupo).
- The 1056km of local roads and 131km of state highway in our District are managed under a performance based contract (West Roads) arrangement.
- The road maintenance contract is a collaborative contract with NZTA for the maintenance of state highways and local roads within the Western Bay of Plenty district. The contract is delivered by Opus, Downer, Swaps and a large number of specialised local suppliers.
- The contract has been designed to obtain better service delivery and value for money from road maintenance, renewal and capital expenditure activities through a single contract delivery model.

WHAT WE PROVIDE

**1056** KILOMETRES

*of network connections  
to state highways*



*Sealed roads:*

**874.5** KILOMETRES

*UnSealed roads:*

**181.5** KILOMETRES

*Urban roads:*

**157.8** KILOMETRES

*Rural roads:*

**898.2** KILOMETRES

**141**  
BRIDGES

**159.7**  
HARD SURFACED FOOTPATHS

**39**  
CULVERTS  
*greater than  
1.4m diameter*

**1.4** KILOMETERS  
METALLED SURFACED FOOTPATHS

**2,280**  
STREETLIGHTS

**6,127**  
ROAD SIGNS

An illustration of a yellow streetlight with a curved arm and a teal arrow-shaped road sign pointing to the right. The streetlight has a yellow oval shadow on the ground below it.

## WHY WE PROVIDE IT

### OUR COMMUNITY OUTCOME

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

### OUR GOALS

- 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.

## HOW WE WILL ACHIEVE OUR COMMUNITY OUTCOME

GOAL	OUR APPROACH	OUR ROLE
Transportation networks support and promote economic development.	<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><b>Network optimisation</b></p> <p>Continue to work with the New Zealand Transport Agency, 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) <i>Asset management</i></p> <p>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>	Lead/Partner



GOAL	OUR APPROACH	OUR ROLE
Transportation networks support and promote economic development (cont.)	<p>(c) <i>Regional and sub-regional network development</i></p> <p>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"> <li>• Supporting and advocating for the improvement and upgrading of state highways: <ul style="list-style-type: none"> <li>- Katikati by-pass</li> <li>- Tauranga Northern Link</li> <li>- Omokoroa/Te Puna 4 laning</li> <li>- Omokoroa/SH 2 intersection</li> <li>- SH 29/SH 2 passing lanes</li> <li>- Tauriko bypass</li> <li>- Safety improvements to SH 29 and SH 2 (north of Tauranga)</li> <li>- Investigating methods for securing and protecting future rail corridors (including dual track corridors)</li> <li>- Protecting and securing key strategic roading corridors as opportunities arise.</li> </ul> </li> <li>• Working to ensure that, where possible, proposed developments to the regional/sub-regional network will support provision for walking and cycling.</li> </ul>	Partner/Advocate
	<p><b>Town centre vitality</b></p> <p>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"> <li>• 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</li> <li>• 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 Strategy and our Built Environment Strategy</li> <li>• Provide and maintain street gardens, street trees and other public amenities.</li> </ul>	Lead

GOAL	OUR APPROACH	OUR ROLE
<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"> <li>• Strengthening and integrating sustainable transport solutions</li> <li>• Supporting national and regional initiatives that promote alternative modes of transport</li> <li>• Supporting national and regional initiatives that promote energy efficiency in the transport system.</li> </ul>	
	<p><b>Environmental impact</b></p>	
	<p>(a) <i>Environmental standards</i> Ensure construction and maintenance activities on the local network are environmentally appropriate, meet legal requirements and are financially sustainable.</p>	Lead
	<p>(b) <i>Sustainable materials and practices</i> Promote the use of sustainable materials and best practice where appropriate.</p>	Lead
	<p>(c) <i>Emergency events</i> Support a basic response service to manage the environmental impacts of traffic accidents and spills on our District's local roading network.</p>	Lead
<p>(d) <i>Rural litter</i> Provide a monthly rubbish collection on a limited number of roads that provide the main accesses to urban communities.</p>	Lead	
	<p><b>Energy efficiency</b></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"> <li>• 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.</li> </ul>	Lead/Partner/Advocate
<p>Transportation networks support and promote economic development.</p>	<ul style="list-style-type: none"> <li>• In planning, developing and maintaining a network for walking and cycling, promote the use of energy-efficient modes of transport</li> <li>• 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</li> <li>• 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.</li> </ul>	Lead/Partner/Advocate



GOAL	OUR APPROACH	OUR ROLE
<p>Transport systems enable healthy activity and reduce transport-related public health risks</p>	<p><b>Public health risks</b></p> <p>(a) Road safety            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"> <li>• Contributing to the development and funding of sub-regional road safety education programmes in conjunction with other agencies through Road Safety Action Plans</li> <li>• Constructing, maintaining and improving the local roading network, including footpaths and lighting, in accordance with appropriate standards and giving effect to the NZTA National Safer Journeys Strategy</li> <li>• Working with other transport providers and key agencies to ensure appropriate road safety regulations are developed, implemented and enforced.</li> </ul>	<p>Partner</p>
	<p>(b) Vehicle-related emissions            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"> <li>• Undertaking seal extensions to reduce dust on unsealed roads</li> <li>• Developing heavy vehicle bypasses and alternative routes to reduce noise, vibrations and air emissions in Te Puke and Katikati.</li> </ul>	<p>Lead/Partner/Advocate</p>
	<p>(c) Personal security            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>	<p>Lead</p>

GOAL	OUR APPROACH	OUR ROLE
<p>Transport systems enable healthy activity and reduce transport-related public health risks (cont.)</p>	<p><b>Healthy Activity</b></p> <p>Undertake the following activities to enable the use of active modes of transport and encourage healthy activity.</p> <p>Make walking and cycling more viable and convenient methods of transport within our District. This includes:</p> <ul style="list-style-type: none"> <li>• 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</li> <li>• Ensuring that land use planning and resource consent processes consider walking and cycling in all new structure planning activities</li> <li>• Exploring opportunities for links between the network and key recreational hubs and corridors</li> <li>• Ensuring that safety and amenity provision for walking and cycling are made available in new or upgraded infrastructure as appropriate</li> <li>• Providing and maintaining footpaths in urban communities to agreed levels of service</li> <li>• 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</li> <li>• Working with key agencies and interest groups to assist in the promotion of the health benefits of walking and cycling.</li> </ul>	<p>Lead/Partner/Advocate</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><b>Availability of alternative modes of transport</b></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>Partner</p>

GOAL	OUR APPROACH	OUR ROLE
<p>Transport systems improve access and mobility (cont.)</p>	<p><b>Mobility</b></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"> <li>• All new local network-related construction and maintenance activities, including walkways and cycleways, will be undertaken in accordance with best practice mobility guidelines</li> <li>• 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</li> <li>• Mobility parking must be provided in all new car parking developments in accordance with best practice mobility guidelines</li> <li>• 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</li> <li>• Advocate for continued central government involvement in improving the affordability of public transport</li> <li>• Advocate for the use of wheelchair accessible buses with low floors to service public transport routes.</li> </ul>	<p>Lead/Advocate</p>
<p>Land use and transportation network planning are integrated.</p>	<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><b>Strategic transportation infrastructure</b></p> <p>The Government Policy Statement on Land Transport 2015–2025 (due to be updated in 2018) 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 SH 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) <i>Sub-regional advocacy</i>  Work with SmartGrowth's strategic partners, including the New Zealand Transport Agency to promote to Central Government the need for a secure and efficient state highway network within the sub-region..</p>	<p>Partner/Advocate</p>

GOAL	OUR APPROACH	OUR ROLE
Land use and transportation network planning are integrated (cont.)	(b) <i>Transport planning</i> Make every effort to ensure that transport planning is undertaken in an integrated manner with the New Zealand Transport Agency and neighbouring territorial local authorities.	Lead/Partner/Advocate
	(c) <i>Transport network funding</i> Ensure that funding for the sub-regional transport network is undertaken in a collaborative manner with the New Zealand Transport Agency and neighbouring territorial local authorities.	Partner/Advocate

## LAND TRANSPORT PROGRAMME

### 2018/2019 to 2020/2021

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 New Zealand Transport Agency (NZTA). The Land Transport Programme submitted to NZTA 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 NZTA 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 2018-2028. The three-year Land Transport Programme can be summarised as follows:

SUBSIDISED MAINTENANCE AND CAPITAL PROGRAMME	2018/19 \$	2019/20 \$	2020/21 \$	TOTAL \$
Gross anticipated expenditure 2018/19 - 2020/21	15.62	16.66	17.08	<b>49.36</b>
Anticipated New Zealand Transport Agency subsidy 2018/19 - 2020/21	8.28	8.80	9.02	<b>26.10</b>

All information from 2019 - 2021 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 NZTA funding constraints and that this may affect Council's ability to deliver the programme if a NZTA subsidy is not available for some components.

In accordance with the Act requirements the table below highlights key contributions made by our Land Transport Programme to national and regional transport strategies and plans.

	MAINTENANCE	CAPITAL
<b>Land Transport Management Act</b>	○	○
<b>NZ Transport Strategy Objectives</b>		
• Assisting economic developments	×	×
• Assisting safety and personal security	×	×
• Improving access and mobility	○	×
• Protecting and promoting public sustainability	×	○
Ensuring environmental sustainability	○	○
<b>National Energy and Conservation Strategy</b>	×	○
<b>Regional Land Transport Plan</b>	○	○
Minor contribution:	○	
Major contribution:	×	

## WHAT WE ARE PLANNING TO DO

All information from 2020 – 2028 includes an adjustment for inflation.

PROJECT NUMBER	PROJECT NAME	\$'000									
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
283202	Rural Community Rooding	224	229	234	239	245	251	257	264	271	278
282702	Waihi Beach Rooding Projects	142	145	148	151	155	159	163	167	172	176
282802	Katikati Rooding Projects	159	162	166	170	174	178	182	187	192	198
282902	Omokoroa Rooding Projects	95	97	99	101	104	106	109	112	115	118
283002	Te Puke Rooding Projects	284	290	296	303	310	318	326	334	343	356
283102	Maketu Community Rooding	39	40	41	69	71	73	74	76	78	81
302801	Waihi Beach Rooding Structure Plans	-	-	457	570	-	-	-	-	-	-
302802	Waihi Beach Rooding Structure Plans - RD 22	-	-	-	615	-	-	-	-	-	-
302901	Katikati Rooding Structure Plans	65	-	-	1,008	-	-	-	-	-	2,196
302902	Katikati Rooding Rates	65	-	-	907	-	-	-	-	-	573
303001	Omokoroa Rooding Structure Plans - Catchment	1,227	2,176	325	1,469	-	-	6,035	1,857	1,767	7,207
303003	Omokoroa Rooding Structure Plans - Rural	636	131	325	-	-	-	158	-	950	273
303004	Omokoroa Rooding Structure Plans - Strategic	1,579	590	731	-	-	-	710	-	2,777	615
303005	Omokoroa Rooding Structure Plans - Rates	592	328	244	59	-	-	395	-	1,210	342
303009	Omokoroa Rooding Structure Plans - Catchment - Cycle and Walkways	200	204	209	214	219	224	230	207	-	-
303010	Omokoroa Rooding Structure Plans - Southern Industrial Area	2,500	-	-	-	-	-	-	-	-	-
303101	Te Puke Rooding Structure Plans - Urban Catchment	265	461	-	669	-	358	469	-	-	342
303103	Te Puke Rooding No3/SH 2 Intersection - Strategic Rooding	-	-	-	-	547	-	195	-	-	-
293201	Network Upgrades - JOG	-	-	104	214	219	560	1,148	-	-	-
309101	Eastern Arterial Road 2013-16-(Prev: 302701) - JOG TEM	-	307	-	-	-	-	-	-	-	-
324004	Strategic Rooding - No 3 & SH2, Rangiuru Industrial Rooding Link, Mid Block Connection Rangiuru Industrial Rooding Link	-	-	-	-	-	-	1,148	-	-	-
324005	Water Trunk Main Relocation	-	434	-	-	-	-	-	-	-	-

PROJECT NUMBER	PROJECT NAME	\$'000									
		2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
324009	Strategic Roding - e.g. Traffic Modelling - Rangioru Industrial Roding Link	-	102	104	107	109	112	115	118	121	124
324013	Transport - Service Relocations	135	138	141	144	148	151	155	159	163	168
324014	Sub Regional Transport Centre	50	51	52	-	-	-	-	-	-	-
279202	Property Purchases Roding	150	153	157	160	164	168	172	177	182	186
283408	Seal Extension	1,029	1,051	1,074	1,099	1,124	1,152	1,181	1,212	1,245	1,279
283423	Pavement Surfacing - Reseals 2018 to 2025 (NZTA Subsidy 51%)	1,703	1,741	1,778	1,819	1,862	1,908	1,955	2,006	2,061	2,117
283426	Pavement Unsealed Strength 2018-2025 (NZTA Subsidy 51%)	582	595	608	622	637	652	669	686	705	724
283429	Pavement Rehabilitation - 2018 to 2025 (NZTA Subsidy 51%)	1,052	1,075	1,098	1,124	1,150	1,178	1,208	1,239	1,273	1,308
283432	Drainage Improvements - 2018 to 2025 (NZTA Subsidy 51%)	29	30	31	31	32	33	34	35	36	36
283435	Ancillary Improvements - 2018 to 2025 (NZTA Subsidy 51%)	14	14	15	15	15	16	16	17	17	18
283438	Transport District Capital - Network Improvements - 2018 to 2025 (NZTA Subsidy 51%)	574	599	624	651	666	683	700	718	737	758
283441	Pavement Seal Widening (PBC) - @ 3km pa - 2018 to 2025 (NZTA Subsidy 51%)	1,000	1,022	1,044	1,068	1,093	1,120	1,148	1,178	1,210	1,243
342601	LED Lighting Conversion	1,040	1,022	1,044	-	-	-	-	-	-	-
152301	Road Safety Programme	50	51	52	53	55	56	57	59	61	62
210413	Minor Improvements - 2018 to 2025 (NZTA Subsidy 51%)	1,000	2,044	2,088	2,136	2,186	2,240	2,296	2,356	2,420	2,486
210414	Minor Improvements 2 - 2018 to 2025 (NZTA Subsidy 51% RR 49%)	400	-	-	-	-	-	-	-	-	-
307601	District Walking/Cycling & Urban footpath developments	350	409	470	481	492	504	517	530	545	559
307604	District Walking - Off-road	50	51	52	53	55	56	57	59	61	62

## HOW WE WILL TRACK PROGRESS TOWARDS OUR GOALS

### OUTCOME

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

The Local Government Act 2002 introduced standard performance measures for transportation to be reported by all local authorities. These mandatory measures have been integrated into Council's performance framework and are also shown in italics.

GOAL	WE'LL KNOW WE'RE MEETING OUR GOAL IF	ACTUAL						TARGET	
		2017	2019	2020	2021	2022-24	2025-28		
<p><b>Transportation networks support and promote economic development.</b></p> <p><b>The impact on the environment of the transportation system is mitigated where practicable.</b></p> <p><b>Transport systems enable healthy activity and reduce transport-related public health risks.</b></p> <p><b>Transport systems improve access and mobility.</b></p> <p><b>Land use and transportation network planning are integrated.</b></p>	<p><b>Key Performance Measure</b></p> <p><i>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.</i></p>	-6	≤0	≤0	≤0	≤0	≤0		
	<p><b>Key Resident Measure</b></p> <p>Level of satisfaction with our transportation networks (roads, cycling and walkways).</p>	56%	≥60%	≥60%	≥60%	≥60%	≥60%		



## HOW WE WILL TRACK PROGRESS - LEVELS OF SERVICE

GOAL	WE'LL KNOW WE'RE MEETING THE SERVICE IF	TARGET					
		2017	2019	2020	2021	2022-24	2025-28
<b>We will respond to customer transport related issues.</b>	<i>The percentage of customer service requests relating to roads and footpaths to which Council responds within 10 working days.</i>	85%	≥90%	≥90%	≥90%	≥90%	≥90%
	Level of customer satisfaction with action taken to resolve service requests.	90%	≥85%	≥85%	≥85%	≥85%	≥85%
<b>The network and its facilities are up to date, in good condition and fit for purpose.</b>	<i>The average quality ride on a sealed local road network, measured by smooth travel exposure.</i>	95%	≥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.						
	Sealed Roads	0.2	0.3	0.3	0.3	0.3	0.3
	Unsealed roads	2.3	3.0	3.0	3.0	3.0	3.0
	Please note: (0 = defect free; 5= unsatisfactory).						
<i>The percentage of the sealed local road network that is resurfaced.</i>	17.9%	≥4%	≥4%	≥4%	≥4%	≥4%	
<b>Adverse environmental effects, such as dust, noise and vibration are managed effectively.</b>	Length of unsealed roads (km).	182.5 km	182km	179km	176km	173km	170km
	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
<b>The road network is convenient, offers choices for travel and is available to the whole community.</b>	<i>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.</i>	100%	≥95%	≥95%	≥95%	≥95%	≥95%
	The increase in total length of cycleways and walkways within the District.	1,103m (unaudited)	≥1,000m	≥1,000m	≥1,000m	≥1,000m	≥1,000m
	Use of the Omokoroa – Tauranga cycleway. <i>Cycleway scheduled for completion in 2018/2019.</i>	New	Increasing	Increasing	Increasing	Increasing	Increasing

## KEY ASSUMPTIONS

	ASSUMPTION	RISK
Economic growth	Economic growth in the Golden Triangle (Auckland/Waikato/Bay of Plenty) will continue to be above the national average.	Over-estimating the speed of growth could increase our debt if infrastructure development is undertaken in anticipation of growth and growth does not occur.
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.	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.  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.
Change of demographics	The region has an increasing number of residents over 65 years which is above the national average.	If this trend continues there is a risk that there will be inadequate provision of appropriate infrastructure.
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

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

## COUNCIL'S ADDITIONAL ASSET REQUIREMENTS

### TRANSPORTATION

All information from 2020-2028 includes an annual adjustment for inflation.

CAPITAL EXPENDITURE	\$'000									
	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
To meet additional demand (capacity for future residents - growth)	9,103	5,970	4,023	7,193	2,524	2,944	11,566	4,550	9,256	14,171
To improve the level of service	3,385	4,379	4,721	5,067	5,149	5,052	5,947	4,724	4,853	4,989
To replace existing assets (renewals)	4,407	4,898	4,559	3,596	3,680	3,771	3,865	3,966	4,074	4,185
<b>Total capital expenditure</b>	<b>16,895</b>	<b>15,247</b>	<b>13,303</b>	<b>15,856</b>	<b>11,353</b>	<b>11,767</b>	<b>21,378</b>	<b>13,240</b>	<b>18,183</b>	<b>23,345</b>

## WHERE THE MONEY COMES FROM

Please refer to Chapter 5 'Policies, Summaries & Statements' for the Revenue and Financing Policy for transportation.

### FUNDING SOURCES FOR TRANSPORTATION 2018/19

