

SmartGrowth Strategy 2023–2073

ISSUES AND OPTIONS PAPER

Transport

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Topic	Transport Planning
Themes	<ol style="list-style-type: none"> 1. Passenger rail 2. Improved public transport 3. Investment in transport infrastructure 4. Transport for an aging population and planning for all abilities 5. Infrastructure for walking and cycling 6. Car parking 7. Managed Lanes 8. Resilience 9. Ferries 10. Park and ride facilities and services 11. Emissions and air pollution 12. Miscellaneous

Staff Narrative

Overview of feedback received, related to Transport Planning

Out of the 93 submissions received, 35 refer to transport matters. Twelve ‘themes’ are evident in the submissions and are discussed below. Within each themes numerous issues were raised, and these are also responded to below.

Theme 1 – Passenger rail

Seventeen submitters discuss passenger rail in their submissions. All seventeen submitters support the idea that Western Bay of Plenty generally and Tauranga in particular should have a passenger rail service. Although some submissions are quite specific by suggesting e.g. passenger trains between Hamilton and Tauranga, other submissions just note ‘trains’ without specifying whether their comment relates to inter-regional passenger transport e.g. between Tauranga and Hamilton, or whether they focus more urban passenger services such as light rail. Most consider this service from an environmental and climate change perspective, as one of the submitters opined “[it will be] one of the key ways of reducing carbon outputs in our city”. Another submitter suggests that the government should fund electric passenger trains. Other submitters suggest upgrading the existing rail tracks (potentially double tracking the line) so that the service can link different centres within the Western Bay as well as the wider region

including Hamilton and Auckland. One submitter notes that UFTI surveys showed most residents supported passenger rail. Two submitters highlighted that a passenger rail service will be a very viable option as our population grows, the density increases, and that more planning (under UFTI) should be done in understanding and investing in rail services for both passengers and freight. One other submitter noted the importance of planning for passenger rail in an early phase, rather than when it might become feasible, as passenger rail may be otherwise precluded by certain sites being developed and no longer available for e.g. stations.

The SmartGrowth Strategy does refer to passenger rail in the Introduction of Chapter 08 Transport by noting the following on page 114: "The TSP looks at the Western Bay's entire transport system including roads, rail, public transport...." The strategy further notes on page 116 that: "Bay of Plenty Regional Council has recently prepared the Regional Public Transport Plan (RPTP) for 2022-2032. The RPTP targets a 20% mode share for public transport in urban areas by 2032. To achieve this, the strategy for western Bay of Plenty includes the following actions (among others): (...) "Explore the potential for new modes and service delivery models including on demand public transport, passenger rail and ferries, park and ride". These actions outlined in the SmartGrowth strategy will be progressed by the UFTI/TSP Partners and integrated with other workstreams under the SmartGrowth Implementation and Funding Plan.

In response to the submitters, it is noted that the recent sub-regionally focussed spatial planning process, known as the Urban Form & Transport Initiative, considered the role of local passenger rail and freight movement when agreeing the "Connected Centres" concept. UFTI supported local sub-regional commuter rail as a future option but did not foresee it as a viable alternative in the next few decades. This decision was based on the implementation cost and need for major land use change to support a passenger rail system, i.e. greater densities around (potential future) stations and more compact employment. In the shorter to medium term UFTI was also concerned that commuter rail would displace freight rail and in doing so place a significant increase of truck movements on to roads. Related to this, UFTI identified a need to continue to invest in the rail network in the short term to increase the mode share of freight movement by rail. It is noted in this context that any passenger rail options in future would need to be supported by a high-quality bus network, which aligns with the Connected Centres concept.

Furthermore, Policy 1.6 of the RPTP 2022-32 refers to Passenger Rail and exploring viability of inter-regional passenger rail and/or commuter services in the longer term. To give effect to the RPTP, BOPRC are working on their draft RLTP, and consideration will be given to include provision for a business case to jointly investigate the extension of passenger rail from Hamilton to Tauranga (with Waikato Regional Council). This is currently not confirmed and will be subject to the work on the draft RLTP.

To support the development of UFTI, KiwiRail prepared a report titled "Bay of Plenty metro passenger service opportunities"^[1]. In addition, a separate earlier but regionally focussed report titled "Bay of Plenty Region Passenger and Freight Rail, Phase 1 Investigation 2019"^[2] by Bay of Plenty Regional Council also identifies matters related to passenger rail. A summary of these matters follows:

- The rail route in the BoP is currently very highly utilised and a freight operation would likely be affected by having to operate around an inter-regional passenger service unless for example there is an appropriate track separation. These known existing constraints, that is, single track areas creating timetabling constraints would need to be overcome.
- The impact of commuter rail services on existing services would need to be considered. For example, impacts such as displacement of freight services, to allow passenger rail need to be understood within both a road and rail context, so appropriate planning and operations could be implemented.
- Passenger rail services will require significant capital costs (e.g. park and ride, station facilities (buildings, platforms) and track facilities (signals, level crossing) and the investigation and planning of these needs to be undertaken.
- Key infrastructure along the route (e.g. the Tauranga Harbour bridge) has seismic risk profile and minimal passenger evacuation capability (in the example of the Kaimai Tunnel) that would need to be remedied in order to enable passenger services.
- Passenger rail requires high populations and high population densities to be a viable option. International examples state:
 - Feasible rail service requires population density greater than 4,000 to 5,000 per square mile in the vicinity of the rail line.
 - No Australasian cities under 400,000 population have a rail service. A light rail service requires 5,000–10,000 passengers per hour in the peak direction to be viable.

Tauranga, in terms of population size and density, is currently well below these thresholds.

The Select Committee for the Parliament inquiry on the future of inter-regional passenger rail in New Zealand presented its report^[3] to the House of Representatives on 5 July 2023. This report highlighted that the “region’s rail network would need substantial upgrading before it could reasonably support passenger rail. Other related investments and planning processes would need to be completed first [and] ... further investigation would be needed to determine the feasibility of a rail service to Tauranga”. Based on this, the report recommended that a scoping study for Auckland–Tauranga passenger rail services will be progressed. SmartGrowth, in collaboration with Kiwirail, can support central Government to further explore the feasibility of passenger rail service from Tauranga.

In summary, sub-regionally focussed spatial planning represented by UFTI supports local commuter rail as a future option but is focussed on delivery of a bus commuter service of high frequency and reliability to match forecast growth in demand for the next few decades. BOPRC is leading local effort in supporting interregional rail investigations.

Theme 2 – Improved public transport

Sixteen submitters discuss Public Transport, with almost all (fifteen) submitters highlighting the need for and importance of a frequent and reliable public transport system in the region. Most submitters said that more investment is needed in bus infrastructure in order to make the public transport system safe, reliable, frequent and

to increase the liveability of an area. Three submitters discussed the possibility of a 'park and ride' service in the region (covered in a separate topic). One submitter said that public transport can't work in Tauranga as it has a very small population base which cannot sustain a frequent and reliable public transport service. One submitter asserted that council's planning processes put more emphasis on Public Transport in the early phases of planning. One submitter also asked for improved connectivity between the Bay of Plenty and the Waikato.

The SmartGrowth Strategy includes a Directive which states "Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres".

In response to these submissions, the following studies have been undertaken or are currently underway:

- The Urban Form & Transport Initiative (UFTI^[1]), considered the role of public transport when agreeing the "Connected Centres" concept. The UFTI Connected Centres Programme is designed to improve community and transport outcomes. It sets out land use and transport initiatives to support growth in the Western Bay of Plenty sub-region whilst transitioning to a multi-modal transport system that supports people's ability to live, learn, work, and play.
- The Western Bay of Plenty Transport System Plan (TSP) was developed to prioritise transport investment and optimise the sequencing of delivery of the transport interventions included in UFTI. The TSP uses current and estimated future levels of service to help identify the priority order for the transport projects to deliver the multi-modal transport system set out in UFTI.
- Bay of Plenty Regional Council (BOPRC) has completed 'Western Bay of Plenty Public Transport Reference Case'. The reference case establishes the preferred high-level Public Transport network structure for the future and identifies concept-level bus route alignments, frequencies, and supporting interchange infrastructure requirements.
- Building on this work, BOPRC is also leading Public Transport Services and Infrastructure Business Case, which is to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region.

The above partnership and planning studies highlight the need for a frequent, reliable, safe public transport system within and between centres. They will also enable the public transport investment requirements to fit together and provide complementary benefits.

The Regional Public Transport Plan (RPTP) includes an action suggesting improved regional public transport connections between Tauriko and Hamilton and other BOP to Waikato cross-boundary connections. The priority of this will be determined through regional planning processes.

BOPRC is planning an 'On demand PT trial' to begin early in 2024. This service will improve access to Public Transport in areas that are more difficult to serve with a traditional fixed route bus service. The trial is likely to cover southern Tauranga suburbs from Greerton to Pyes Pa etc. BOPRC will monitor the trial and decide if on demand services should be implemented in other areas subsequently.

In summary, the PT services and infrastructure business case being developed by BOPRC and other related projects such as the on-demand PT trial and Cameron Road projects address matters raised by the submitters.

Theme 3 – Investment in transport infrastructure

Fifteen submissions discuss investment in roading and infrastructure. Concerns range from a lack of investment (10 submissions) to over-investment or investment in incorrect areas/modes creating the problem.

The majority of submissions that discuss a lack of investment would like to see more proactive infrastructure investment to effectively support housing and commercial growth. There were also specific submissions regarding the need to better invest in roading for enhanced Port of Tauranga accessibility, i.e. reliable freight journey times. Around half of the submissions that support upfront roading investment deem it appropriate to expand the roading network to reduce congestion, whereas the other half state the need to front foot roading investment prior to enabling growth.

This variety of commentary demonstrates the tension between providing infrastructure to support growth, and the planning required to lead and form growth in an appropriate and sustainable/feasible way.

A third of the roading investment submissions comment on a very different opinion, that too much investment has been put into roading for private vehicles, and that more focus is required on both intensification where there are strong public transport connections existing and/or investment should be in sustainable transport options to create a mode shift and therefore better use of existing networks.

Two submitters provided a comment about PPP (one supportive, one concerned), and more generally, most submitters noting a need for more national government investment support.

The draft Strategy notes that the SmartGrowth partners will prepare an Implementation and Funding Plan for the whole Strategy, including the Future Development Strategy. The Implementation Plan will set out the details of priority actions over three years that are required to give effect to the Strategy including assigning roles, responsibilities, timeframes and programme resourcing by the SmartGrowth partners.

One submitter commented that transport, three waters and other infrastructure will be impacted by PC33, particularly in the Mount Maunganui North area, and they are concerned that the infrastructure needs won't be met. A comprehensive and appropriate transport planning and response framework (including UFTI, TSP an Infrastructure Strategy, along with a 3-year planning and refresh cycle through the LTP and RLTP) exists to manage the demands from additional growth including increased density in the Mount Maunganui North and across the wider City. The Plan Change 33 (Enabling Housing Supply) process has also sought to confirm infrastructure capacity and includes consideration of infrastructure as a resource consent matter for developments of four or more dwellings.

UFTI and the WBOP TSP provide the strategic and program structure for roading and infrastructure investment across the sub-region. The Connected Centres approach is supported by programmed investment in key corridors, across all modes, to meet the

needs of existing and new communities, commercial businesses and the Port of Tauranga. This is aligned with realistic NLTF funding programs, but also realises the need to seek for other funding options to accelerate certain program components. The TSP was reviewed in 2023 to support the draft LTP and RLTP.

TCC has a growth pays for growth principle which underpins both its Revenue and Financing Policy and its Development Contributions Policy. TCC and WBOP generally rely on a bundle of funding and financing tools in order to support growth infrastructure (note that the following text does not apply to the BOPRC, as a regional council doesn't provide and fund growth infrastructure as aren't able to collect development contributions). These funding and financing tools are:

- NZ Transport Agency – Waka Kotahi funding
- Infrastructure Acceleration Funding – this is grant funding which is being made available to fund a portion of each of Cameron Rd Stage 2 (and surrounding works) and State Highway 29 works.
- Infrastructure funding and financing levies – this is grant funding to TCC (but relies on debt to be repaid by Tauranga residents) which is available to fund a portion of 13 transport projects including many TSP projects.
- Development contributions – these are charged to developers on both a citywide and local basis as development occurs. Charges are set based on the demand created by new development and the benefits received by those developers.
- Debt funded by rates – TCC holds debt relating to transport assets. This is a useful way of ensuring that the cost of infrastructure is paid through time by those who use it rather than all costs being met upfront by ratepayers at the time the infrastructure is delivered. The debt is generally repaid using development contributions and general or targeted rates (relating to a geographic area or ratepayer type). In the upcoming financial year, we expect the average residential ratepayer will pay about \$315 towards TCC's net interest costs. This does not include interest on debt for growth-related infrastructure as this interest is repaid by the growth community.

TCC also has work underway to ensure that the impact of rates is imposed equitably.

- Commercial differential – TCC has made a strategic decision to impose a commercial differential of approximately 5:1 for transport funding. Generally speaking, this means commercial ratepayers pay half the costs associated with transport infrastructure with the remaining half paid by residential ratepayers. This differential will continue to be reviewed over time.
- Industrial rates – TCC is consulting on introducing an industrial rate which would be separate to the commercial rate and ensure heavy transport users are contributing a greater amount towards transport infrastructure than commercial or residential ratepayers.

Western Bay of Plenty District uses the following funding sources for Transportation:

- Targeted Rates
- Subsidies/grants
- User Fees and Charges

- General Rates
- Financial Contributions (as opposed to development contributions)
- Loan funding
- Lump sum contributions

The SmartGrowth partners will also continue to advocate for new funding and financing tools with central government. These may include a city deal, Public-Private Partnerships and value capture tools. Each will be assessed on its merits if and when they become available.

Two submitters made reference to congestion charging, both suggesting that congestion charges are effective in reducing transport congestion and improving the uptake of other modes of transport. Related to this is a broader concept of 'variable road pricing'. The concept of road pricing as a revenue tool is also included in the Bay of Plenty RPTP, Policy 1.7 that notes the RPTP: *Support investigations into road pricing and other financial mechanisms designed to achieve mode shift and increase public transport use.*

TCC has recently consulted on whether to progress investigations into the concept of variable road pricing (locally known as SmartTrip) to help fund transport infrastructure projects, as well as managing road usage on key roads. This consultation has been delivered through TCC's Long Term Plan, and results are currently being analysed. The opportunity to realise this revenue stream in the future will be dependent on longer term changes from national legislation, along with determining a scheme that has social licence and is equitable, amongst other matters.

Theme 4 – Transport for an aging population and planning for all abilities

Five submissions comment that we need to better plan for an aging population. Four submitters noted the SmartGrowth strategy is very light on acting on demographic change, that it doesn't account for the projected large increase in the 65+ age group, and that it is important to plan for our elders in general (not just transport, but also relating to health facilities, social infrastructure etc.). One further submitter notes that more detailed is required on how the infrastructure can best serve the diverse need to an increasing group of older people in our community.

UFTI lists aged care and accessibility as one of the fifteen implementation principles for the Connected Centres programme. The need identified here is that the urban form of the region and the transport system needs to cater for this demographic.

The draft SmartGrowth Strategy notes some projected demographic changes in Figure 3, noting that currently approximately 15% of the sub-region's population is aged 70+ whilst this percentage is projected to grow to 30% by 2048. The Strategy includes a directive that Transport safety and accessibility is improved for all ages and abilities.

Planning for those that cannot drive a vehicle is an important part of a transport network, due to large groups of the community not having access to driving a vehicle. Due to forecasted demographic changes this group is projected to grow. Enabling land uses (higher densities and mixed-use developments) that go hand in hand with walkable neighbourhoods. Footpaths that have enough width for mobility aids, safe

areas for people to cross the street, safe areas for people on bikes or scooters, reliable and frequent bus services with accessible bus stops and associated facilities. These, in combination with private vehicle travel will ensure that as people age, they have options in the way they travel, along with not being 'stranded' when they are no longer able to drive.

For those able to drive, but needing mobility parking spaces, TCC are working on the development of Parking Management Plans (PMP), also refer Theme 6 below. These plans do, among general supply and demand for parking, also investigate the need and numbers for mobility car parking spaces. For the CBD, work is currently underway to increase the number of mobility car parking spaces and upgrade where required, and other areas are expected to follow later.

TCC is currently undertaking an 'accessibility audit' in the City Centre. TCC will be working to rectify as many of the issues (quick wins), where projects that are progress in the city centre overlap, we will rectify through these projects. In addition, TCC Draft Urban Design Guidelines (currently being reviewed) will in the longer term provide for a more inclusive and accessible city centre. It is also worth in this context to refer to the [Accessible Tauranga Action and Investment Plan](#) (AIP), which was adopted on the 21 August 2023. The Accessible Tauranga AIP focusses on the goal to create a city that works for all and helps to deliver on the inclusive city strategy.

The Regional Public Transport Plan (RPTP) notes in its vision it will be supporting accessibility and social inclusion. It notes 'our aspiration is for our public transport system across the region to help people of all ages and abilities access employment, education and services, while maintaining the social ties that support their wellbeing'. The importance of accessibility is also reflected in RPTP Policy 5.4

In the Western Bay of Plenty District, footpaths are being made wider and smoother to make them as accessible as possible to all ages and capabilities within the community. Pedestrian crossings provide safe access across busy roads.

BOPRC currently has an Accessible Action Planning workstream underway. The purpose of this workstream is to remove existing transport accessibility barriers by giving effect to relevant policies and actions in the RPTP.

Current initiatives to support accessibility in the region include:

- Total Mobility – The Total Mobility Scheme provides subsidised taxi services for people who have difficulty using public transport because of a physical, psychological, sensory or neurological disability. It aims to complement public transport services to ensure people can meet their daily needs in a safe and dignified manner, and to enhance community participation.
- Extension of SuperGold Concession – SuperGold Card holders (65+) receive free off-peak public bus travel (Government funded). BOPRC funds an extension to these hours to enable free travel for eligible card holders from 9am on weekdays; and all day on weekends and public holidays.
- Accessibility Concession – this provides free public transport across the Bay of Plenty for anyone who is permanently unable to drive and meets the eligibility criteria. Accessibility Concession members who are assessed as being unable

to travel independently by bus may also receive free transport for their companion (the Accessibility +1 Concession).

- Accessible buses – wheelchair accessible buses with super low floors and ramps are provided on all Bayhopper Tauranga and Cityride Rotorua urban routes and most Eastern Bay of Plenty buses. Most buses can also kneel on request. This level of accessibility supports all members of the community with limited mobility, including older age groups.

Future BOPRC actions include:

- Delivering a series of 'quick wins' to provide more accessible information to users.
- Initiating a Community Transport Forum to better understand existing transport accessibility barriers in the region and identify potential solutions.

Theme 5 – Infrastructure for walking and cycling

Seven submissions discuss walking and cycling, and other modes broadly labelled as 'active modes' such as scooters, mobility devices etc. The submitters consider that planning and delivering improvements for active modes will help to reduce the demand and congestion on roads by providing people with options and choice for how they move around.

The Strategy includes two directives on this topic:

- Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres.
- Transport safety and accessibility is improved for all ages and abilities.

The importance of catering for all modes of transport is a key objective and embedded throughout UFTI's Connected Centres Programme, including proposed strategic key corridors for active modes. UFTI notes that the projected growth of the sub-region is dependent on achieving mode shift to public transport and active modes of transport.

In addition, the Western Bay of Plenty Transport System Plan (TSP) identifies current transport problems, and lists goals of the TSP to address. A total of 72 transport projects are prioritised to deliver on the TSP's objectives and goals. Many of these projects include walking and cycling infrastructure improvements in both existing and new urban areas, some key projects being

- Cameron Road Stage 1 and Stage 2,
- Fifteenth Avenue business case,
- Accessible Streets Business Case Area B (Otumoetai) and Area A (Arataki).

TCC adopted the [Street Design Guide](#) as part of the [Street Design Toolkit](#) in 2021, which within the Infrastructure Development Code (IDC). One of the key drivers of the toolkit is to incorporate safety and accessibility for all modes of transport. The Toolkit is a requirement for every new street design or upgrade. These safety objectives also align with Government policies such as 'Road to Zero' and the Government Policy Statement on Land Transport (GPS) 2021.

Tauranga City Council's Long Term Plan 2024-34 lists the following as investments:

Investments include the following:

Local Roads Upgrades & Renewals	\$404m
Hewletts Improvements	\$189m
Welcome Bay, Turret Rd & Fifteenth Ave Corridor	\$161m
Cameron Road Stage 2	\$160m
Ōtūmoetai Multimodal	\$103m
Mount/Pāpāmoa Multimodal	\$51m
Accessible Streets	\$64m
Minor Safety Improvements	\$42m
Streetlight Renewal & LED Upgrade	\$25m
Arterial Upgrades	\$24m
Bus Infrastructure	\$81m
Traffic Signalisations and Other Improvements	\$21m
Marshall Avenue Footpath Upgrade	\$12m
Park & Ride Activation	\$11m
Domain Rd Upgrade	\$8m
Grenada Street Cycleway	\$9m
Smiths Farm Development	\$9m
Parking Infrastructure	\$5m

WBOPDC aims to progress the cycleways and walkways identified with the WBOPDC Walking & Cycling Action Plan, noting that the delivery timing is entirely dependent on both funding and opportunity. Council has minimal funding allocated, relying heavily on external funding or Transportation subsidy where applicable for most cycleway projects. The total portfolio value of projects within the Action Plan is approximately \$50 to \$100m, including advancement of the Tauranga Moana cycleway to connect Waihi, across Tauranga Moana to Rotorua & Whakatane Districts.

Key sections of this currently being planned include:

- the Waihi to Waihi Beach trail,
- Waihi Beach to Athenree, and
- Pahoia to Aongatete.

Note: there is currently no construction funding in the LTP proposed.

WBOPDC'S most popular cycleway is the Omokoroa to Tauranga cycleway, which continues to attract visitors to the area. Opportunities to keep improving it with route realignments off roads is a priority. Some of this trail is situated within Railway Land and

there is a risk that future rail growth (for example, double tracks) will impact these sections of the cycleway. Careful future planning is required to minimise the risk.

One submission (Ngai Tukairangi Hapu Trust) commented on the need to upgrade the Matapihi shared path to better separate cyclists and pedestrians to a good level of service, along with surveillance and lighting improvements. Typically, such investments would be earmarked under spatial planning projects or potentially through an Accessible Streets Area A business case, along with active mode/safety investment programs, rather than being referenced directly through a sub-region Strategy. As such is it recommended that this be considered through the prioritisation of the WBOP Transport System Plan.

Theme 6 – Car parking

Six submitters discuss car parking matters, primarily focussed on Tauranga's centres. It is noted that the topic of Park and Rides is mentioned by one of these submitters. Park and Rides are addressed in the Public Transport theme, however the topic is related to car parking. Several other submissions noted the importance for the region to reduce its reliance on private vehicles, reduce congestion, and promote alternative transport methods. It is noted there are differences in managing parking between Tauranga's urban centres and Western Bay's more rural centres. Tauranga City's parking management can play an important role in encouraging other modes of transport too. Four submissions note that the city should invest in one or several additional car parking buildings in the CBD to make car parking easier. Another submission shares views on the investment in the CBD versus the implemented car parking changes. One submission noted a similar request for a car parking building in the Mount, while another submission suggests they would be against the introduction of car parking meters in the Mount area.

The topic of car parking is briefly noted in the introduction of Chapter 8 of the draft SmartGrowth Strategy whilst referring to the Transport System Plan (TSP), but the Strategy doesn't provide further details.

The role of car parking was a key consideration in UFTI's recommended Connected Centres Programme. The UFTI final report notes that *'the model scenarios include demand management and pricing initiatives, such as charging carparking policies to increase turnover and encourage modal shift'*. It further notes that *'for commercial areas throughout the sub-region, an appropriate level of turnover is the focus of parking management policies and activities'*.

The Transport System Plan (TSP) also acknowledges that both bus fares and parking costs have an important role to play in encourage mode shift away from the private vehicle. The TSP's Goals notes that *'Parking Management policy will encourage people to come and go frequently in commercial areas, and there will be plenty of places to park and charge e-scooters, e-bikes and electric vehicles'*.

Since UFTI was finalised, the National Policy Statement on Urban Development (NPD-UD) came into effect. The NPS-UD removed council's ability to require on-site parking at new development, and by doing that, it strongly recommends councils to implement parking management plans to manage parking supply and demand on-street.

To give effect to UFTI, Tauranga City published a first Draft [Parking Strategy](#) and consulted on this in 2021. A final version was endorsed by Council on 15 November 2021. It is noted this strategy does not apply to the Western Bay of Plenty's centres. The key element of the TCC Parking Strategy is the need to manage supply and demand to an 85% occupancy. This is important, as when parking is not managed well and leading to a close to 100% occupancy, visitors will have severe difficulties to find a free space, impacting on the attractiveness of a centre, leading to drivers circulating sometimes for a long time in the hope to find a space.

To give effect to the TCC Parking Strategy, it is anticipated that over time all of Tauranga's centres will have a Parking Management Plan, providing a detailed plan for how the supply and demand of car parking in a specific area can be best managed.

Theme 7 – Managed Lanes

One person suggested managed lanes specifically as a way to improve productivity of roads (T2/T3/bus), but it is acknowledged that the 16 submissions on Public Transport (theme 2) also refer to improvements to public transport which often relies on managed lanes.

The Strategy includes a directive to provide frequent and reliable public transport, but how this is achieved in terms of bus lanes or high occupancy vehicle lanes is a level of detail considered in subsequent projects.

A managed lane study for the Western Bay of Plenty region is currently underway, with initial recommendations expected mid-2024. This is to supplement the broader Public Transport Services and Infrastructure business case, which BOPRC is leading, to further define the indicative public transport network and infrastructure required to service the Western Bay of Plenty sub-region.

A network response is required in order to understand where managed lanes (being T2, T3, Bus, Freight lanes – including a combination of modes) would have network benefits, without significantly adversely affecting overall network performance. The study will assess where managed lanes could provide for the greatest number of users, how it could improve travel time for buses, and include a hierarchy of users. It will do so by avoiding significant impact on other users.

Once proposed network changes have been drafted through the PT Services & Infrastructure business case and managed lanes study, community engagement on the proposals will be undertaken and submissions from the public will be considered.

Theme 8 – Resilience

Three submissions refer to the topic of environmental and climate resilience of the transport network. The example of 2023's extreme weather events is referenced. The submitters suggest that planning and design of infrastructure with suitable urban amenity considers resilience and responds to a changing climate.

The Strategy notes that we will have challenges adapting to the impacts of climate change, particularly from increased intensity of extreme rainfall events for

communities in floodable areas and those located on estuary and harbour coastlines that are susceptible to erosion and inundation (p50).

The Strategy strongly acknowledges the challenge presented by a changing climate and the approach to improved resilience in several ways:

- through the Environmental objective of 'respond and adapt to climate change'
- through Challenge Four which states that 'adapting to the impacts of climate change... will be a significant challenge'
- through the growth directive that prescribes 'transport solutions are future-proofed, adaptable, resilient and integrated with the system view'
- through the principles and directives outlined in Chapter 3 Climate Resilience and Chapter 8 Transport (in particular and climate change is also considered across other topics)

Outside of the Strategy, a collaborative natural hazard programme involving detailed modelling of hazard scenarios has included reviewing the risk of natural hazards and high groundwater in low-lying coastal communities. This work has included undertaking area-based natural hazard susceptibility mapping for the sub-region, a city-wide risk assessment for Tauranga and detailed risk assessments for the urban growth areas of Ōmokoroa, Te Tumu and Tauriko West. Other complete or ongoing climate resilience projects include:

- Tauranga Infrastructure Resilience Programme
- Bay of Plenty Regional Council Climate Change Action Plan 2021,
- Western Bay of Plenty District Council Climate Change Action Plan 2021 and
- Tauranga City Council Climate Action and Investment Plan and Nature and Biodiversity Action and Investment Plan.

Theme 9 – Ferries

Four submissions consider ferries as a potential transport option. Three submissions ask for ferries to be considered, or as a minimum considered for the future. One further submission asks for the potential of new transport modes and service delivery models to be explored, in tandem with on-demand public transport, passenger rail, ferries, and Park-and-Rides. The submitters ask whether the region is gathering data on what people actually use and in what circumstances.

The draft SmartGrowth Strategy refers to ferries in the introduction of Chapter 8 where it notes: 'exploring the potential for new models and service delivery models including on-demand public transport, passenger rail and ferries, park and ride'.

The UFTI final report notes that two of the UFTI spatial programmes considered ferries, and that ferries are also included in the recommended UFTI Programme 'Connected Centres'. The Connected Centre programme includes an activity to complete investigations into a Mount Maunganui to CBD Ferry connections and convert into a business case. This is subsequently also included in the Transport System Plan (TSP). The TSP also included an activity to complete a ferry feasibility study in the first three years of the programme.

Several high-level studies have been undertaken since the UFTI programme was delivered, including a 6-week trial through the 'Wednesday Challenge'. In November a more detailed feasibility study was delivered. This latest feasibility study was presented

to the Public Transport Committee (PTC) on 14 November 2023. A copy of the council report including the Feasibility Study can be found in Agenda Item 10.2:

https://infocouncil.boprc.govt.nz/Open/2023/11/PTC_20231114_AGN_3629_AT.PDF

In key conclusions of the study can be summarised as:

- There are significant cost barriers to ferries, including significant capital investment in vessels and infrastructure, for areas where the level of growth is unlikely to justify such investment for a mode that is only useful to travel to a single destination.
- In the short to medium term it would seem prudent to continue the work already underway to make best use of the existing bus based public transport network supported by appropriate levels of priority and infrastructure.
- The option of future ferry services should be preserved, with the ongoing monitoring of appropriate triggers for the viability of implementing a ferry service.

At the Public Transport Committee (PTC) meeting on 14 November 2023, the PTC decided based on current cost and uptake estimates, a ferry service is not financially viable and further decisions or investments are deferred to the 2027 long term plan.

Theme 10 – Park and Ride facilities and services

Seven submissions referred to the theme of Park and Ride facilities and services, all of these are supportive of the region investing in park and ride facilities and services. Specific locations were mentioned, including Omokoroa, Te Puke, BayPark, Tauriko, and near Totara Street. Most submitters consider park and rides to resolve parking issues in key centres.

Park and Rides are included in the Draft SmartGrowth Strategy, e.g. in the Development Infrastructure Table on pages 151, 165, 170.

Tauranga City Council adopted its Parking Strategy in 2021 (also refer to the Theme Car Parking above), which includes some key factors that are required for a successful Park and Ride;

- A. A cost advantage for users where the cost of a two-way bus ticket is attractively lower than the cost of driving and parking in the CBD
- B. Traffic congestion on CBD routes and bus priority that provides bus users a travel time advantage
- C. Frequent public transport services that minimise delay for car – bus transfers (e.g. 10-15 min headway)
- D. Close proximity to arterial routes so the site is convenient to access for car drivers and bus users.

The Bay of Plenty's RPTP also includes a Policy on Park and Rides (Policy 4.2 and 4.5). These policies note to promote integration between public transport and other modes by (among others) '*Identifying and developing locations considered suitable for park and ride facilities consistent with policy 4.5*'. Policy 4.5 provides principles to be applied when investigating and developing park and ride facilities.

Due to a lack of parking pricing or relatively low parking prices in most of Tauranga's centres, park and rides currently don't deliver on these objectives. Potential sites for Park and Rides are however being investigated through the PT Services and Infrastructure Business Case, a combined business case undertaken by BOPRC, NZ Transport Agency-Waka Kotahi and TCC. The business case is expected to be completed in 2024 and will be consulted upon accordingly.

UFTI identified several potential Park and Ride locations. WBOPDC do not have any park and ride facilities planned other than those proposed by UFTI as part of the Connected Centres programme.

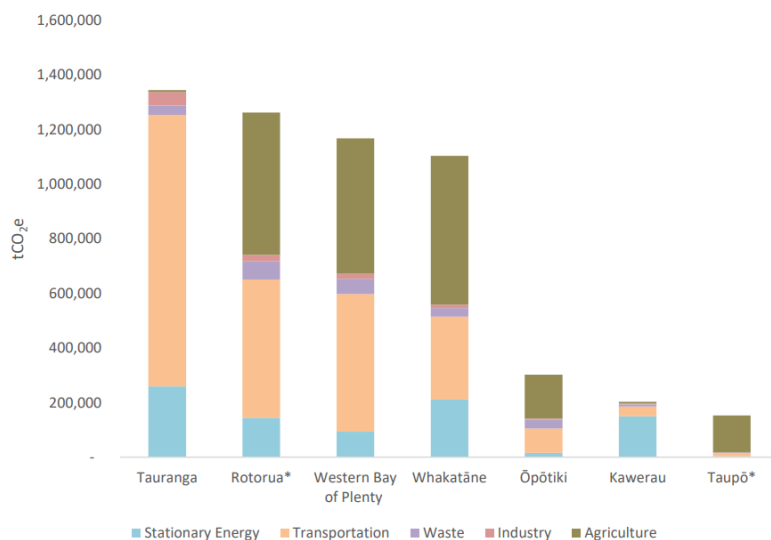
Theme 11 – Emissions and Air Pollution

Four submitters discuss the topic of emissions and air pollution, although more generally those commenting on the need for improved public transport, passenger trains, and walking/cycling improvements often mention these mode of transport being required to reduce emissions too.

One submitter notes that air pollution should be the region's top priority, suggesting to limit traffic until air pollution returns to safe levels. Another submitter notes the importance of intensification as a means to reduce emissions from transport. Two other submissions note a lack of evidence on how the SmartGrowth strategy will reduce carbon emissions, and that further evidence (a robust analysis around carbon emissions, including embodied carbon) should be provided.

The Strategy identifies emissions as a key challenge facing the sub-region "Projected transport emissions are significantly higher than the 41% reduction targeted in the Emissions Reduction Plan. Vehicle emissions are contributing to early deaths, raised hospital admissions, and increased childhood asthma levels in our communities". Several directives aim to reduce emissions, notably within the climate resilience and transport topics.

BOPRC recently updated the Community Carbon Footprint analysis which includes carbon emission estimates for the sub region. This identifies Tauranga and the Western Bay of Plenty (and Rotorua) as the highest carbon emitters in the region. Transport and agriculture are the highest emitting industries.



Emissions by area and source (BOPRC, Community Carbon Footprint, 2022)

The following documents and project are relevant in this context:

- The Transport System Plan's (TSP) main goal is to make it easier for people to access things like schools, jobs, healthcare and shops, in different ways (walking, cycling, buses or vehicles). It will help a cleaner environment by reducing transport-related greenhouse gas emissions, by making sure people can access what they need to without having to travel far or needing to drive and thus providing mode choice.
- The Emission Reduction Plan (ERP) notes that Transport is one of our largest sources of greenhouse gas emissions and is responsible for 17% of NZ's gross emissions, and 39% of NZ's CO₂ emissions. In this context, growth predictions show in order to meet Tauranga's housing demands, an up and out strategy is required, hence growth areas of Tauriko West (amongst others) have been identified.
- Modelling undertaken as part of UFTI Connected Centres programme shows the reduction in transport related emissions and air pollution. [This modelling](#) is considered to be conservative and there is potential for further reductions with an increase in mode shift (which could occur with a prioritisation of investment in a truly multimodal transport system).
- Electric vehicle uptake in New Zealand will help with CO₂ emissions, resulting in cleaner air as vehicles are driving, but electric vehicles will not help to mitigate or reduce vehicular congestion problems. Bay of Plenty Regional Council will be procuring electric buses in the future, which is in line with Central Government's requirements that the entire bus fleet in New Zealand will be electric by 2035.
- Plan Change 33 is TCC's proposed City Plan change to enable much greater residential densities, however, these land use changes do take time, and occur in an incremental way.
- BOPRC is working on a transport emissions reduction programme to outline the initiatives being delivered regionally to reduce emissions from transport.

Due to the context of some of the submissions on this theme regarding opportunities to reduce emissions, it would be relevant to reference TCC's Climate Action and Investment Plan (CIAP) in the draft Strategy for consistency.

Embodied carbon is typically assessed at a project level rather than at a programme level, to have the detail required to assess this metric. The TSP identifies future projects, but business cases for these projects will identify preferred embodied carbon reduction options. At a TSP program level, an embodied carbon assessment would be based on too many assumptions to provide reliable outcomes.

In response to one submission (#91) about new technologies, it can be noted that one of the Transport Growth Directives within the SmartGrowth strategy is that 'Technology to reduce transport emissions and improve safety and efficiency is adopted and promoted.' In the transport programme this will occur through the delivery of the Transport System Plan and its continued oversight via the TSP Governance Group. This way the programme is adaptable and new technologies can be adopted as and when beneficial.

In response to one submission (#91) about carbon emission analysis, detailed transport carbon emissions analysis is included in the BOPRC Community Carbon Footprint. Detailed embodied and emitted carbon analysis is more suitable and included in reporting for the Transport System Plan. The WBOP sub-region was also developing a vehicle kilometre travelled reduction plan to achieve the VKT targets identified as necessary to achieve the emission targets within the Emissions Reduction Plan. Although the VKT Reduction Programme has since been ended by the new Minister of Transport, its objectives to provide mode choice align with the draft SmartGrowth Strategy and UFTI. Although it should be noted that the intent of this plan is subject to political and policy direction changes. As such the plan will likely focus more on emissions and congestion reduction requirements.

Theme 12 – Miscellaneous

A – Engagement on UFTI and the TSP:

One submission (#91) noted a lack of engagement on UFTI and the TSP. Consultation on the Transport System Plan programme of activities was undertaken primarily as part of the development of the 2021-31 Long Term Plan. Both Tauranga City Council, Bay of Plenty Regional Council and Western Bay of Plenty District Council create and update their Long Term Plans every three years which then go out for public consultation before being approved. These plans outline the activities and budget required for the next 10 years. Similarly, the Bay of Plenty Regional Land Transport Plan (RLTP) prepared by the Regional Transport Committee (which includes members from the Regional Council, NZ Transport Agency-Waka Kotahi and all city and district councils in the region) is reviewed every 3 years and the public is given an opportunity to provide submissions. All TSP projects will progressively be included in these plans over the next 30 years.

The figure below is a summary of the UFTI stakeholder engagement activities.

Stakeholder Engagement

- Stakeholder engagement for UFTI has exceeded that of other similar projects due to well-established structures such as the SmartGrowth Forums.
- UFTI has undertaken thorough a stakeholder engagement process, using a co-design philosophy that seeks to ensure stakeholders are able to shape UFTI thinking at every turn.
- Stakeholder engagement is not a substitute for public engagement and SmartGrowth will undertake public consultation on the optimal programme via the Joint Spatial Plan process.
- Key stakeholder groups that have been the focus during the UFTI project include:
 - > Central government.
 - > UFTI partners including councils, Waka Kotahi NZ Transport Agency, iwi, MHUD and Priority One. This includes both staff and politicians within each organisation.
 - > Local iwi partners including He Manukura.
 - > Key local organisations such as the Port of Tauranga and Sustainable Business Network.
 - > Key local interest groups related to UFTI project outcomes, such as transport, housing, business, and the environment including the SmartGrowth Forums.
 - > Key national organisations/interest groups such as the AA, the Road Transport Forum and the New Zealand Green Building Council.
- Five in-person events with key stakeholders have been held since August 2019. Attendance at each of these events has involved 30-50 people.
- A stakeholder newsletter has been distributed to a database of 259 recipients to share new technical reports as they are released on to the UFTI website.
- In addition to formal stakeholder events, the UFTI team have spoken at several SmartGrowth Forum, Priority One and other stakeholder initiative events. Feedback from each event has been recorded and has fed into UFTI thinking.
- Written comments on the Interim Report were received from 12 organisations (including the SmartGrowth Forums). A summary of these comments and how they have been considered is available on the UFTI website.
- The AA surveyed 350 members in the sub-region about their preferences and provided useful technical evidence, published on the UFTI website.
- The UFTI website has been regularly updated with information and reports relating to the project and has become a credible and frequently visited source for stakeholders.

B – Changes regarding the Government’s direction on transport

Whilst this topic did not come through engagement, the National Party has prepared a coalition agreement with both ACT and the NZ First party. Subsequently, all councils were informed by a letter (12 December 2023) from the new Minister of Transport that certain transport programmes were ended and that it intends to replace several policies and rules, which will be further detailed in a new Government Policy Statement (GPS) on Land Transport. The letter refers to setting speed limits, the Road to Zero Strategy and the Vehicle Kilometres Travelled (VKT) reduction programs.

Whilst political changes don’t directly impact the long-term goals of the SmartGrowth Strategy, it may influence funding prioritisation. The Strategy currently refers to several policy-specific themes. The Option Assessment (below) will assess potential changes to ensure the Strategy will be able to provide a high-level function without specific reference to individual policies, rules, or programmes.

Options overview	
Theme 1 Passenger rail	
1A	<p>(Recommended (joint)) Include the need for a sub-regional passenger rail futureproofing study in the Implementation Plan.</p> <p>The Draft Strategy does make references to futureproofing passenger rail on page 116 by noting it will:</p> <p>Future proof the public transport system for a longer- term transition from frequent and reliable services to rapid transit.</p> <p>‘Explore the potential for new modes and service delivery models including on-demand public transport, passenger rail and ferries, park and ride’.</p> <p>There is also a relevant directive on p118:</p> <p>5. Transport solutions are future proofed, adaptable, resilient and integrated with the system view.</p> <p>This is in line with Policy 1.6 of the RPTP, allocate budget in either BOPRC’s RLTP and/or Tauranga’s next LTP (2024-2034) to undertake a Sub-regional Passenger Rail Futureproofing study. This would be done in collaboration with Kiwirail, utilising the existing railway network, and subject to its results prepare an investment plan to secure strategic land parcels to not preclude passenger rail in future.</p> <p>The action would be carried out through the Implementation and Funding Plan in line with the futureproofing directive.</p>
1B	<p>(Recommended (joint)) Minor changes to the Draft Strategy text, and include an inter-regional passenger rail Business Case in the Implementation Plan.</p> <p>The Draft Strategy does make references to passenger rail, but only refers to ‘exploring’ new modes. In line with Policy 1.6 of the RPTP, allocate budget in BOPRC’s RLTP to undertake a joint business case with the Waikato RC, in collaboration with Kiwirail, utilising the existing railway network.</p>

	<p>This option would require minor updates to the SmartGrowth Strategy to provide an overview (expanding the last bullet on page 116) of the proposed work: “Provide input to a Business Case into inter-regional passenger rail, through a Waikato-BOP partnership. This would also involve working in alignment with Ministry of Transport and Kiwirail on this topic, building on previous rail strategies developed over the last couple of decades”. The action would be carried out through the Implementation Plan.</p>
1C	<p>No changes</p> <p>Note the submissions, but no changes to the Strategy nor the Implementation Plan and await government direction on passenger rail.</p>
Theme 2 Improved Public Transport	
2A	<p>(Recommended) No change to the Strategy, due to sufficient discussion and referencing already included, along with budget in BOPRC’s RLTP and TCC’s LTP for investment in Bus Infrastructure (including Park and Rides) and the PT Services & Infrastructure Business Case and the Managed Lane study being underway.</p> <p>These projects will feed into the Implementation Plan.</p>
Theme 3 Investment in transport infrastructure	
3A	<p>(Recommended): Note the submissions, no changes to the Strategy. The SmartGrowth partnership, working across boundaries, continues to advocate for new funding and financing tools with central government reflective of government policy changes. Note: Investment priorities are to be informed by the new Government’s Policy Paper on Land Transport (GPS) 2024-2027.</p>
Theme 4 Transport for aging population and planning for all abilities	
4A	<p>Note the submissions, no changes to the Strategy, and continue to work on improvements to the transport network for all ages and abilities (including those who aren’t able to drive), continue with Parking Management Plans including mobility parking spaces, as well as undertaking Accessibility Audits as currently planned.</p>

4B	<p>(Recommended) Note the submissions, continue to work with the projects as per Option 4A, but do make some minor improvements to the SmartGrowth Strategy.</p> <p>On page 117, paragraph 2, add: “Access includes catering for all ages and abilities, especially in light of anticipated demographic changes in the region. Councils have work underway in terms of infrastructure and service provision to reflect anticipated growth and demographic needs.”</p> <p>The Implementation Plan will need to reflect the need to track and provide input to the projects that are underway in the region on infrastructure and service provisions as growth occurs and demographics change.</p>
Theme 5 Infrastructure for walking and cycling	
5A	<p>(Recommended) No changes to the Strategy, as this theme is well-reflected on pages 115, 117 and 118. Existing work is underway through the TSP programme, including investment in walking and cycling, and will need to be embedded in the Implementation Plan</p>
5B	<p>Note the submissions, no changes to the Strategy as this is well-reflected on pages 115, 117 and 118.</p> <p>Bring forward / increase the funding in walking/cycling projects through the Implementation Plan to encourage more mode choice, noting this will require increased budget requirement in relevant Long Term Plans.</p>
Theme 6 car parking	
6A	<p>(Recommended) Note the submissions, no further changes to the SmartGrowth Strategy, as the Strategy refers to parking (e.g. page 115), and the TSP includes the topic of car parking. It is acknowledged that the TSP provides details on parking management for the region, while Tauranga’s Parking Strategy provides more details for Tauranga City. TCC will continue to progress development of Parking Management Plans to ensure a balance in supply and demand for car parking.</p> <p>WBOPDC will continue to provide off-street car parking facilities in the main town centres in accordance with the parking policy.</p>

6B	As above, but include in the Implementation Plan further activities to investigate feasibility of more investment of parking in Tauranga's centres.
Theme 7 Managed Lanes	
7A	<p>(Recommended) Note the submissions, no changes to the SmartGrowth Strategy as this is already reflected (e.g. pages 150 and 167).</p> <p>Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, additional implementation budget may be necessary (to be confirmed on the outcomes of these studies).</p>
7B	As above, but subject to the outcomes of the Managed Lane Study, prioritise the roll-out of managed lanes, and bring forward budgets should a funding opportunity be available
Theme 8 Resilience	
8A	<p>(Recommended) Noting the submissions and that the Strategy refers to resilience (pages 117, 118 and Appendix 1), make the following textual changes to the SmartGrowth Strategy to clarify the importance of resilience of the transport network:</p> <ul style="list-style-type: none"> • Add reference to resilience studies, policies and plans that have been/are being developed by each of the SmartGrowth partners and the importance on building upon these. • Clarify that whilst the UFTI Connected Centres diagram shows a single connection between centres, network planning considers more than one physical route which promotes a resilient network. <p>SmartGrowth Partners are progressing resilience-based projects. The Implementation Plan can further identify those.</p>
8B	Note the submissions but make no changes to the Strategy.
Theme 9 Ferries	
9A	<p>(Recommended) Note the submissions, note the future option of ferries is referred in the Strategy (page 116), as well as in UFTI, the TSP and the RPTP. In line with decisions made at the Public Transport Committee meeting on 14 November 2023 to postpone further investment to the 2027 LTP, no further changes to be made.</p> <p>Should opportunities arise earlier, this can be considered through the implementation plan.</p>

Theme 10 Park and Ride Facilities	
10A	<p>(Recommended) Note the submissions, no change to the SmartGrowth Strategy. The potential of Park and Ride facilities are already referenced in the SmartGrowth Strategy (e.g. page 116 and in Appendix 1) as well as in UFTI, the TSP and further work currently being undertaken through the Public Transport Services & Infrastructure business case.</p> <p>Acknowledge in the Implementation Plan the continuation of using existing budget in TCC and WBOPDC's LTP's for investment in Bus Infrastructure and Park and Ride and Park and Rideshare sites.</p>
Theme 11 Emissions and air pollution	
11A	<p>(Recommended) Note the submissions, note that the Strategy refers to emissions substantially on page 116, however air pollution is not addressed.</p> <p>In addition to the targets on page 116 of the Strategy or the directives on page 118, include the importance of '<i>Reducing the impact of transport on air quality and emissions</i>' to cross-relate with the Te Taiao Environment and Climate Resilience chapters.</p>
11B	Note the submissions, but make no changes to the SmartGrowth Strategy, no new studies anticipated.
Theme 12 Miscellaneous	
12A	<p>(Recommended) Whilst not mentioned directly within submissions, the Strategy makes reference to a few policies that have since been ended by the new government. Whilst a policy change doesn't change the SmartGrowth Strategy due to its high-level focus, the terms or names of these specific policies should be removed and instead focus on the objectives. This refers to the following:</p> <ul style="list-style-type: none"> • VKT Reduction Plans (vehicle kilometre travelled) on pages 74, 116, 158. Instead refer to 'improving mode choice', which aligns with the objectives of UFTI and the TSP. • Road to Zero (safety programme) on page 164. Instead, refer to 'improving road safety'.

Option 1A, Include a sub-regional Passenger Rail transport futureproofing study in the Implementation Plan	
<p>Advantages</p> <ul style="list-style-type: none"> • Allows the region to have in-depth information to enable future decision-making, allow for strategic property purchases if required. • Provides clarify to stakeholders and the community about feasibility or the lack thereof 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Costs involved in study • A study might be considered moving ahead of response to the Select Committee 'Inquiry into the future of inter-regional passenger rail in New Zealand'.
Financial implications	
<i>Cost of undertaking study</i>	
Other considerations	
None	
Option 1B: Include a joint inter-regional passenger rail business case between BOPRC and Waikato Regional Council in the implementation plan	
<p>Advantages</p> <ul style="list-style-type: none"> • Allows the region to have in-depth information to enable future decision-making, allow for strategic property purchases if required. • Provides clarify to stakeholders and the community about feasibility or the lack thereof • Provides detailed insight in the costs and benefits of activating passenger rail in the region. 	<p>Disadvantages</p> <ul style="list-style-type: none"> • Costs involved in undertaking the business case • A study might be considered moving ahead of response to the Select Committee 'Inquiry into the future of inter-regional passenger rail in New Zealand'.
Financial implications	
<i>Cost of undertaking the business case</i>	
Other considerations	
None	

Option 1C: No changes to the strategy, not including a Passenger Rail futureproofing study nor a business case	
Advantages <ul style="list-style-type: none"> No additional costs 	Disadvantages <ul style="list-style-type: none"> No further information available, which may lead to a risk that strategic property required to enable a future passenger rail service may become more challenging in future. Uncertainty to remain, and questions continue to be asked by the community about passenger rail.
Financial implications	
None	
Other considerations	
None	

Option 2A, No changes to current public transport planning	
Advantages <ul style="list-style-type: none"> Continue to follow existing planning processes for improving public transport in the Western Bay No changes to the process, allows projects such as the Public Transport Services & Infrastructure Business Case, and projects to investigate upgraded bus interchanges to be completed. 	Disadvantages <ul style="list-style-type: none"> Some community members may consider a more urgent need to improve the quality of the region's public transport network.
Financial implications	
<i>none</i>	
Other considerations	
None	

Option 3A – Investment in infrastructure, no changes to the strategy

Advantages

- Work with central government and other organisations to investigate co-funding opportunities for infrastructure investments can continue as planned.

Disadvantages

- Alternative funding avenues not explicitly identified in the strategy .

Financial implications

no changes proposed

Other considerations

None

Option 4A, Transport for an aging population, no changes to strategy

Advantages

- Various studies and projects underway can proceed as planned without changes.

Disadvantages

- Demographic changes potentially not clearly addressed in the draft strategy.
- Not adapting the strategy may provide a lack of awareness of the need to improve the region's infrastructure for people with all abilities.

Financial implications

None

Other considerations

None

Option 4B: Transport for an aging population, making changes to the strategy

Advantages

- Demographic changes potentially to be better recognised in the draft strategy.
- Updating the strategy increases awareness of the need to improve the region's infrastructure, for both an aging population and for people with all abilities.

Disadvantages

- None

Financial implications

None, due to existing projects in place

Other considerations

Updates to the SmartGrowth Strategy to include more data on the projected aging population and implications of this.

It is noted that infrastructure for an aging population also benefits all users of modes of transport to be accessible for all abilities, and provide an overview of the work underway and planned for this theme.

Option 5A – No changes to planned walking and cycling projects

Advantages

- Currently planned within the TSP can continue without change.

Disadvantages

- All current projects are subject to co-funding from NZ Transport Agency–Waka Kotahi. The new government has noted it will be considering reduced investment in walking/cycling projects, which may result in a higher portion of funding required by local councils, or that projects may need to be postponed.

Financial implications
None
Other considerations
None

Option 5B – Bringing forward investment in walking and cycling	
<p>Advantages</p> <ul style="list-style-type: none"> Due to the new government noting it will be considering reducing investment in walking/cycling projects, more local investment may be needed in order to continue to deliver the walking/cycling projects as anticipated. 	<p>Disadvantages</p> <ul style="list-style-type: none"> Higher costs for the region.
Financial implications	
Higher costs for Councils delivering walking and cycling projects with potential lower Government funding.	
Other considerations	
None	

Option 6A – Car parking – continue developing Parking Management Plans, no changes to the strategy	
<p>Advantages</p> <ul style="list-style-type: none"> Work on parking management plans can continue to reduce the current subsidy on car parking', (in a status quo, or when any new parking management plans are delayed,). More effective parking management, which will improve the ability for users to find a parking space, opens up the market for private 	<p>Disadvantages</p> <ul style="list-style-type: none"> Due to parking typically having been provided for free, any change is likely to cause some community opposition.

investment, and reduces the need for investment in new parking spaces using ratepayers money.	
Financial implications	
None	
Other considerations	
None	

Option 6B – Car parking – investigate increasing numbers	
<p>Advantages</p> <ul style="list-style-type: none"> Council investment in more parking supply is likely to keep parking availability at a high level. 	<p>Disadvantages</p> <ul style="list-style-type: none"> Significant council investment required by all ratepayers, including those who don't drive. Users of parking spaces not paying the actual costs Limited opportunities for private investment Update of other modes of transport less attractive
Financial implications	
<i>Significant, but further details to be confirmed</i>	
Other considerations	
None	

Option 7A – Managed Lanes – no further changes to the strategy	
<p>Advantages</p> <ul style="list-style-type: none"> Existing workstreams underway can continue as planned. 	<p>Disadvantages</p> <ul style="list-style-type: none"> Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, additional implementation budget may be necessary (to be confirmed on the outcomes of these studies).

Financial implications
No change to planned investment.
Other considerations
None

Option 7B – Managed Lanes Study – prioritise roll-out	
Advantages <ul style="list-style-type: none"> Managed lanes have the ability to encourage public transport use as well as carpooling, and therefore increase the capacity of infrastructure in terms of moving people. Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, implementation could occur sooner. 	Disadvantages <ul style="list-style-type: none"> Increased budget requirements.
Financial implications	
Increased cost of bringing forward work and implementation.	
Other considerations	
None	

Option 8A – Resilience – making changes to the strategy	
Advantages <ul style="list-style-type: none"> Better reflect the importance of the roading network to be resilient e.g. in the context of climate change. 	Disadvantages <ul style="list-style-type: none"> Additional time and effort to change the Strategy Planned projects at risk of change

Financial implications
None
Other considerations
None

Option 8B - Resilience – No changes to the strategy	
Advantages <ul style="list-style-type: none"> No additional time and effort to change the Strategy Planned programmes can proceed without interruption or risk of change 	Disadvantages <ul style="list-style-type: none"> None
Financial implications	
None	
Other considerations	
None	

Option 9A – Ferries – no changes to Strategy	
Advantages <ul style="list-style-type: none"> Aligns with decision of the Public Transport Committee (14 November 2023). 	Disadvantages <ul style="list-style-type: none"> Ferries are not progressed in the short term, although this could be an advantage given the poor financial viability of a ferry service
Financial implications	
None	

Other considerations

The future option of ferries is included in both UFTI, the TSP and the RPTP. In line with line with decisions made at the Public Transport committee meeting on 14 November 2023 (postpone further investment to the 2027 LTP) no further changes to be made.

Option 10A – Park and Ride Facilities and services – No changes to Strategy**Advantages**

- No further spend on park and ride investigations outside of existing projects such as the PT infrastructure and services business case.

Disadvantages

- Some submissions may consider that park and rides should be delivered sooner and this might not happen.

Financial implications

None

Other considerations

None

Option 11A – Theme Emissions and air pollution - making changes to the strategy**Advantages**

- Underlines the role that transport plays in air pollution (not just greenhouse gas emissions).
- Acknowledge that each council is undertaking work on this topic.

Disadvantages

- None

Financial implications

None
Other considerations
none.

Option 11B – Theme Emissions and air pollution, no changes to the strategy	
Advantages <ul style="list-style-type: none"> No delay to updating the Strategy 	Disadvantages <ul style="list-style-type: none"> The Strategy would not clearly reflect the role of transport in on local air pollution. The strategy would not clearly reflect the work being undertaken in this space by each council.
Financial implications	
None	
Other considerations	
None.	

Option 12A – Update reference to policy-specific programmes that have been ended	
Advantages <ul style="list-style-type: none"> Keeps the Strategy long-term and enable potential prioritisations to happen based on current and future governments' priorities. 	Disadvantages <ul style="list-style-type: none"> None.
Financial implications	
None	
Other considerations	

Recommended Decision
Theme 1: Passenger Rail
<p>Option 1A: (joint) Include the need for a sub-regional passenger rail futureproofing study in the Implementation Plan.</p> <p>The Draft Strategy does make references to passenger rail on page 116 by noting it will ‘explore the potential for new modes and service delivery models including on-demand public transport, passenger rail and ferries, park and ride’.</p> <p>This is also in line with Policy 1.6 of the RPTP, allocate budget in either BOPRC’s RLTP and/or Tauranga’s next LTP (2024-2034) to undertake a Sub-regional Passenger Rail Futureproofing study. This would be done in collaboration with Kiwirail, utilising the existing railway network, and subject to its results prepare an investment plan to secure strategic land parcels to not preclude passenger rail in future.</p> <p>The action would be carried out through the Implementation Plan</p>
<p>Option 1B: (joint) Minor changes to the Draft Strategy text, and include an inter-regional passenger rail Business Case in the Implementation Plan.</p> <p>The Draft Strategy does make references to passenger rail, but only refers to ‘exploring’ new modes. In line with Policy 1.6 of the RPTP, allocate budget in BOPRC’s RLTP to undertake a joint business case with the Waikato RC, in collaboration with Kiwirail, utilising the existing railway network.</p> <p>This option would require minor updates to the SmartGrowth Strategy to provide an overview (expanding the last bullet on page 116) of the proposed work: “Provide input to a Business Case into inter-regional passenger rail, through a Waikato-BOP partnership. This would also involve working in alignment with Ministry of Transport and Kiwirail on this topic, building on previous rail strategies developed over the last couple of decades”. The action would be carried out through the Implementation Plan.</p>
Theme 2: Improved Public Transport
<p>Option 2A: No change to the Strategy, due to sufficient discussion and referencing already included, along with budget in BOPRC’s RLTP and TCC’s LTP for investment in Bus Infrastructure (including Park and Rides) and the PT Services & Infrastructure Business Case and the Managed Lane study being underway.</p>

These projects will feed into the Implementation Plan.

Theme 3: Investment in Transport Infrastructure

Option 3A: Note the submissions, no changes to the Strategy. The SmartGrowth partnership, working across boundaries, continues to advocate for new funding and financing tools with central government reflective of government policy changes. Note: Investment priorities are to be informed by the new Government's Policy Paper on Land Transport (GPS) 2024-2027.

Theme 4: Transport for Ageing Population and Planning for all Abilities

Option 4B: Note the submissions, continue to work with the projects as per Option 4A, but do make some minor improvements to the SmartGrowth Strategy.

On page 117, paragraph 2, add: "Access includes catering for all ages and abilities, especially in light of anticipated demographic changes in the region. Councils have work underway in terms of infrastructure and service provision to reflect anticipated growth and demographic needs."

The Implementation Plan will need to reflect the need to track and provide input to the projects that are underway in the region on infrastructure and service provisions as growth occurs and demographics change.

Theme 5: Infrastructure for Walking and Cycling

Option 5A: No changes to the Strategy, as this theme is well-reflected on pages 115, 117 and 118. Existing work is underway through the TSP programme, including investment in walking and cycling, and will need to be embedded in the Implementation Plan

Theme 6: Car Parking

Option 6A: Note the submissions, no further changes to the SmartGrowth Strategy, as the Strategy refers to parking (e.g. page 115), and the TSP includes the topic of car parking. It is acknowledged that the TSP provides details on parking management for the region, while Tauranga's Parking Strategy provides more details for Tauranga City. TCC will continue to progress development of Parking Management Plans to ensure a balance in supply and demand for car parking.

WBOPDC will continue to provide off-street car parking facilities in the main town centres in accordance with the parking policy.

Theme 7: Managed Lanes
<p>Option 7A: Note the submissions, no changes to the SmartGrowth Strategy as this is already reflected (e.g. pages 150 and 167).</p> <p>Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, additional implementation budget may be necessary (to be confirmed on the outcomes of these studies).</p>
Theme 8: Resilience
<p>Option 8A: Noting the submissions and that the Strategy refers to resilience (pages 117, 118 and Appendix 1), make the following textual changes to the SmartGrowth Strategy to clarify the importance of resilience of the transport network:</p> <ul style="list-style-type: none"> • Add reference to resilience studies, policies and plans that have been/are being developed by each of the SmartGrowth partners and the importance on building upon these. • Clarify that whilst the UFTI Connected Centres diagram shows a single connection between centres, network planning considers more than one physical route which promotes a resilient network. <p>SmartGrowth Partners are progressing resilience-based projects. The Implementation Plan can further identify those.</p>
Theme 9: Ferries
<p>Option 9A: Note the submissions, note the future option of ferries is referred in the Strategy (page 116), as well as in UFTI, the TSP and the RPTP. In line with decisions made at the Public Transport Committee meeting on 14 November 2023 to postpone further investment to the 2027 LTP, no further changes to be made.</p> <p>Should opportunities arise earlier, this can be considered through the implementation plan.</p>
Theme 10: Park and Ride Facilities
<p>Option 10A: Note the submissions, no change to the SmartGrowth Strategy. The potential of Park and Ride facilities are already referenced in the SmartGrowth Strategy (e.g. page 116 and in Appendix 1) as well as in UFTI, the TSP and further work currently being undertaken through the Public Transport Services & Infrastructure business case.</p>

Acknowledge in the Implementation Plan the continuation of using existing budget in TCC and WBOPDC's LTP's for investment in Bus Infrastructure and Park and Ride and Park and Rideshare sites.

Theme 11: Emissions and Air Pollution

Option 11A: Note the submissions, note that the Strategy refers to emissions substantially on page 116, however air pollution is not addressed.

In addition to the targets on page 116 of the Strategy or the directives on page 118, include the importance of '*Reducing the impact of transport on air quality and emissions*' to cross-relate with the Te Taiao Environment and Climate Resilience chapters.

Theme 12: Miscellaneous

Option 12A: Whilst not mentioned directly within submissions, the Strategy makes reference to a few policies that have since been ended by the new government. Whilst a policy change doesn't change the SmartGrowth Strategy due to its high-level focus, the terms or names of these specific policies should be removed and instead focus on the objectives. This refers to the following:

- VKT Reduction Plans (vehicle kilometre travelled) on pages 74, 116, 158. Instead refer to 'improving mode choice', which aligns with the objectives of UFTI and the TSP.
- Road to Zero (safety programme) on page 164. Instead, refer to 'improving road safety'.

Decision – Theme 1: Passenger Rail

Option 1A: (joint) Include the need for a sub-regional passenger rail futureproofing study in the Implementation Plan.

The Draft Strategy does make references to passenger rail on page 116 by noting it will 'explore the potential for new modes and service delivery models including on-demand public transport, passenger rail and ferries, park and ride'.

This is also in line with Policy 1.6 of the RPTP, and therefore SmartGrowth's Funding Plan could look to understand allocated budget (or absence of) in either BOPRC's RLTP and/or Tauranga's next LTP (2024-2034) to undertake a Sub-regional Passenger Rail Futureproofing study. This would be done in collaboration with Kiwirail, utilising the existing railway network, and subject to its results prepare an investment plan to secure strategic land parcels to not preclude passenger rail in future.

This option would require minor updates to the SmartGrowth Strategy. As the bullets on page 116 are referenced from the RPTP 2022-32, it is proposed to modify one of the Transport growth directive #2 on Page 118 to: "Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres. *Opportunities for inter-regional and intra-regional rail are protected.*"

The action of undertaking a passenger rail futureproofing study, with partners, to better understand needs to enable this mode in the future would be considered and carried out through the Implementation Plan.

Option 1B: (joint) Minor changes to the Draft Strategy text, and include an inter-regional passenger rail Business Case in the Implementation Plan. The Draft Strategy does make references to passenger rail, but only refers to 'exploring' new modes. This is also in line with Policy 1.6 of the RPTP, and therefore SmartGrowth's Funding Plan could look to understand allocated budget (or absence of) in BOPRC's RLTP to undertake a joint business case with the Waikato RC, in collaboration with Kiwirail, utilising the existing railway network.

This option would require minor updates to the SmartGrowth Strategy. As the bullets on page 116 are referenced from the RPTP 2022-32, it is proposed to modify one of the Transport growth directive #2 on Page 118 to: "Frequent and reliable public transport and safe, connected cycle routes are provided within and between centres. Opportunities for inter-regional and intra-regional rail are protected."

The action of providing input to a Business Case into inter-regional passenger rail, through a Waikato-BOP partnership would involve working in alignment with Ministry of Transport and Kiwirail, building on previous rail strategies developed over the last couple of decades. This action would therefore be considered and carried out through the Implementation Plan.

Reason

- Allows the region to have in-depth information to enable future decision-making, allow for strategic property purchases if required.
- Provides clarify to stakeholders and the community about feasibility or the lack thereof
- Provides detailed insight in the costs and benefits of activating passenger rail in the region.

<p>Decision – Theme 2: Improved Public Transport</p>
<p>Option 2A: No change to the Strategy, due to sufficient discussion and referencing already included, along with budget in BOPRC’s RLTP and TCC’s LTP for investment in Bus Infrastructure (including Park and Rides) and the PT Services & Infrastructure Business Case and the Managed Lane study being underway.</p> <p>These projects will feed into the Implementation Plan.</p>
<p>Reason</p>
<ul style="list-style-type: none"> • Continue to follow existing planning processes for improving public transport in the Western Bay • No changes to the process, allows projects such as the Public Transport Services & Infrastructure Business Case, and projects to investigate upgraded bus interchanges to be completed.
<p>Decision – Theme 3: Investment in Transport Infrastructure</p>
<p>Option 3A: Note the submissions, no changes to the Strategy. The SmartGrowth partnership, working across boundaries continues to advocate for new funding and financing tools with central government reflective of government policy changes. The SmartGrowth strategy general section will include clear integration between the FDS and Transport infrastructure, and the Implementation and Funding Plans will provide more detail to reflect deliverability (as per UFTI and TSP programs). Note: Transport infrastructure investment priorities are to be informed by the new Government’s Policy Paper on Land Transport (GPS) 2024-2027.</p>
<p>Reason</p>
<ul style="list-style-type: none"> • Work with central government and other organisations to investigate co-funding opportunities for infrastructure investments can continue as planned. • Clarify integration between FDS and Transport infrastructure, and assist with planning for program deliverability.
<p>Decision – Theme 4: Transport for Ageing Population and Planning for all Abilities</p>
<p>Option 4B: Note the submissions, continue to work with the projects as per Option 4A, but do make some minor improvements to the SmartGrowth Strategy.</p> <p>On page 117, paragraph 2, add: “Access includes catering for all ages and abilities, especially in light of anticipated demographic changes in the region. Councils have work underway in terms of infrastructure and service provision to reflect anticipated growth and demographic needs.”</p>

<p>The Implementation Plan will need to reflect the need to track and provide input to the projects that are underway in the region on infrastructure and service provisions as growth occurs and demographics change.</p>
<p>Reason</p>
<ul style="list-style-type: none"> • Demographic changes potentially to be better recognised in the draft strategy. • Updating the strategy increases awareness of the need to improve the region’s infrastructure, for both an aging population and for people with all abilities.
<p>Decision – Theme 5: Infrastructure for Walking and Cycling</p>
<p>Option 5A: No changes to the Strategy, as this theme is well-reflected on pages 115, 117 and 118. Existing work is underway through the TSP programme, including investment in walking and cycling, and will need to be embedded in the Implementation Plan</p>
<p>Reason</p>
<ul style="list-style-type: none"> • Currently planned within the TSP can continue without change.
<p>Decision – Theme 6: Car Parking</p>
<p>Option 6A: Note the submissions, no further changes to the SmartGrowth Strategy, as the Strategy refers to parking (e.g. page 115), and the TSP includes the topic of car parking. It is acknowledged that the TSP provides details on parking management for the region, while Tauranga’s Parking Strategy provides more details for Tauranga City. TCC will continue to progress development of Parking Management Plans to ensure a balance in supply and demand for car parking.</p> <p>WBOPDC will continue to provide off-street car parking facilities in the main town centres in accordance with the parking policy.</p>
<p>Reason</p>
<ul style="list-style-type: none"> • Work on parking management plans can continue to reduce the current subsidy on car parking’, (in a status quo, or when any new parking management plans are delayed,). • More effective parking management, which will improve the ability for users to find a parking space, opens up the market for private investment, and reduces the need for investment in new parking spaces using ratepayers money.
<p>Decision – Theme 7: Managed Lanes</p>
<p>Option 7A: Note the submissions, no changes to the SmartGrowth Strategy as this is already reflected (e.g. pages 150 and 167).</p>

Subject to the outcomes of both the Public Transport Services & Infrastructure Business Case and the Managed Lane Study, additional implementation budget may be necessary (to be confirmed on the outcomes of these studies).
Reason
<ul style="list-style-type: none"> Existing workstreams underway can continue as planned.
Decision – Theme 8: Resilience
<p>Option 8A: Noting the submissions and that the Strategy refers to resilience through the access challenge (pages 117, 118 and Appendix 1), make the following textual changes to the SmartGrowth Strategy to clarify the importance of resilience of the transport network and that network planning (through UFTI and TSP) considers more than one physical route:</p> <ul style="list-style-type: none"> Update growth directive #3 on page 118 to: “Transport safety and accessibility is improved for all ages and abilities. The transport system is resilient to natural events and climate change.” <p>SmartGrowth Partners are progressing resilience-based studies, policies and projects. The Implementation Plan can further identify and track those.</p>
Reason
<ul style="list-style-type: none"> Better reflect the importance of the roading network to be resilient e.g. in the context of climate change.
Decision – Theme 9: Ferries
<p>Option 9A: Note the submissions, note the future option of ferries is referred in the Strategy (page 116), as well as in UFTI, the TSP and the RPTP. Bearing in mind decisions made at the Public Transport Committee meeting on 14 November 2023 to postpone further investment to the 2027 LTP, update the last paragraph on page 116 of the Strategy as follows to enable the future of Tauranga as a ‘harbour city’ to be realised through ferry trials and investigations where appropriate:</p> <p>“Transport investment through the TSP programme aims to support these related plans by promoting sustainable urban growth, <i>enabling a transport system that meets the needs of communities across our harbour topography</i>, while addressing safety, environmental and economic challenges. More information on the TSP and proposed programme of activities can be found on the SmartGrowth website.”</p> <p>Should substantial opportunities arise earlier, this can be considered through the implementation plan.</p>
Reason
<ul style="list-style-type: none"> Aligns with decision of the Public Transport Committee (14 November 2023).
Decision – Theme 10: Park and Ride Facilities

Option 10A: Note the submissions, no change to the SmartGrowth Strategy. The potential of Park and Ride facilities are already referenced in the SmartGrowth Strategy (e.g. page 116 and in Appendix 1) as well as in UFTI, the TSP and further work currently being undertaken through the Public Transport Services & Infrastructure business case.

Acknowledge in the Implementation Plan the continuation of using existing budget in TCC and WBOPDC's LTP's for investment in Bus Infrastructure and Park and Ride and Park and Rideshare sites.

Reason

- No further spend on park and ride investigations outside of existing projects such as the PT infrastructure and services business case.

Decision – Theme 11: Emissions and Air Pollution

Option 11A: Note the submissions, note that the Strategy refers to emissions substantially on page 116, however air pollution is not addressed.

In addition to the targets on page 116 of the Strategy, update Transport growth directive #4 on page 118 to: "Travel behaviour change is promoted within our communities to reduce the impact of transport on air quality and pollutants". This will then cross-relate with the Te Taiao Environment and Climate Resilience chapters.

Reason

- Underlines the role that transport plays in air pollution (not just greenhouse gas emissions).
- Acknowledge that each council is undertaking work on this topic.

Decision – Theme 12: Miscellaneous

Option 12A: Whilst not mentioned directly within submissions, the Strategy makes reference to a few policies that have since been ended by the new government. Whilst a policy change doesn't change the SmartGrowth Strategy due to its high-level focus, the terms or names of these specific policies should be removed and instead focus on the objectives.

Recommended text changes as follows:

- Delete paragraph 2 from Page 116: As part of the western Bay's contribution to the ERP targets, the Ministry of Transport has set a draft vehicle kilometres travelled (VKT) reduction target of 21% below projected levels by 2035. The transport partners are drafting a VKT reduction plan for the sub-region to define the changes that would be necessary to achieve this outcome.

- In Appendix I page 164: Replace 'Road to Zero Programme' (3 instances) with 'Improving Road Safety'
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Reason

- Keeps the Strategy long-term and enable potential prioritisations to happen based on current and future governments' priorities.

Date approved:

Approved by: