

Navigating change in Tauranga Moana

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Tauranga City

RECAP

TG Conference March '23

A precis of recent transport planning developments in Tauranga

Learning from the past and making progress toward safe, sustainable and healthy transport outcomes...



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 **BECA**

Then this happened...

Draft Government Policy Statement on land transport 2024-34

March 2024

Not Government policy

CONSULTATION DRAFT



 Te Kāwanatanga o Aotearoa
New Zealand Government



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 **BECA**

And this...

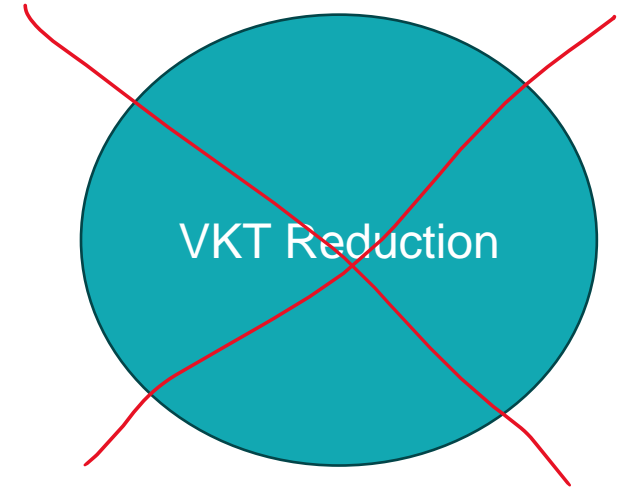
NEW ZEALAND

Waka Kotahi puts funding for cycling, walking and public transport initiatives on hold

5:10 pm on 4 November 2023

Robin Martin, Reporter
@robincharles robin.martin@nz.co.nz

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Our Priorities Remain the Same



SmartGrowth Strategy

- Safety:** Contribute to an outcome where no one is killed or seriously injured in road crashes and there is improved experiences and perceptions of safety for vulnerable users.
- Emissions:** Increase mode share for public transport, active, low and zero emission modes as a means of supporting healthy community outcomes and to achieve our VKT and emissions reduction commitments under the New Zealand Emissions Reduction Plan.
- Access:** Maintain or improve accessibility for priority modes and routes (mobility impaired, walking, cycling, micro-mobility, public transport and freight) to key destinations such as jobs, education, leisure facilities, Port of Tauranga and interregional freight. Includes improved resilience to unplanned closures as a result of natural hazards and climate change.
- Sustainable Urban Growth:** Support sustainable urban growth and quality urban form outcomes by prioritising projects that integrate best practise land use, urban design and transport planning approaches.



Transport System Plan



But our approach changes

Western Bay of Plenty Transport System Optimisation Strategic Plan

26 April 2024 Project number: 3815022 FINAL REPORT

Prepared for WBOP Transport System Plan Steering Group

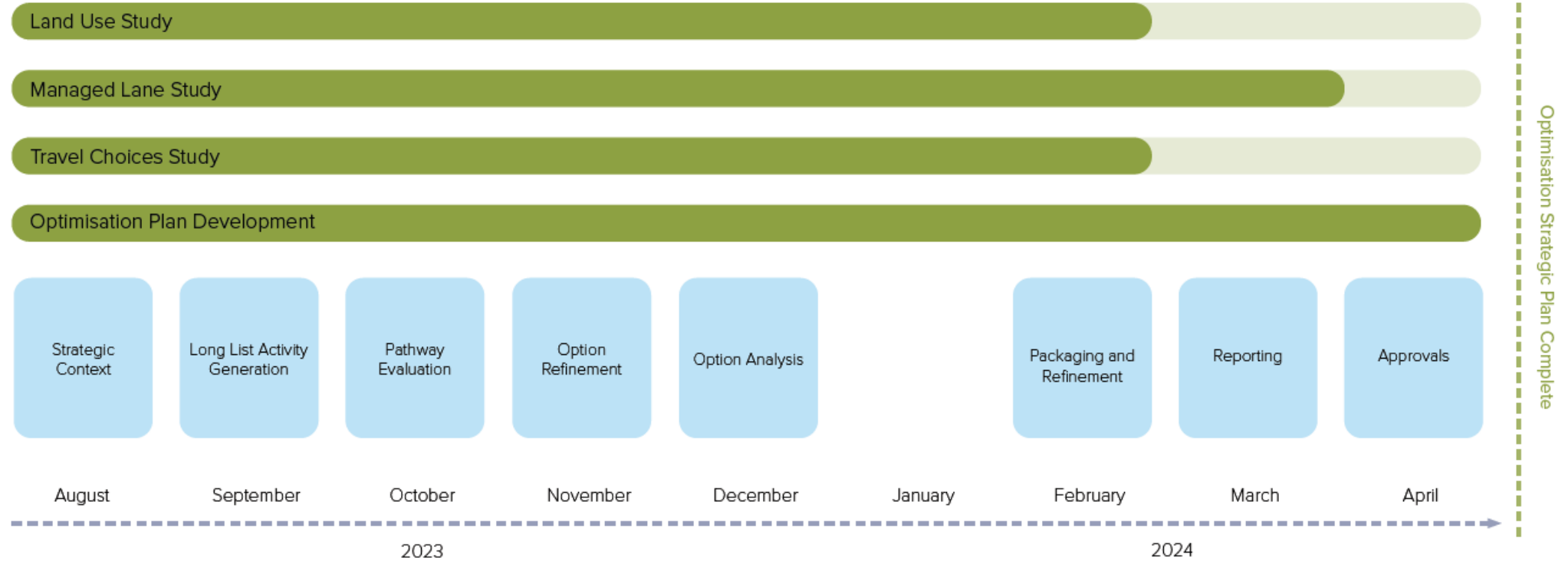
Prepared by Beca Limited



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Optimisation Strategic Plan



Optimisation Strategic Plan

Network Management

- Traffic signal optimisation for priority modes
- Adaptive technology plan and delivery
- Speed management at Schools and Centres
- Digital and physical information provision
- Digital and physical wayfinding
- Variable speed limits to optimise network flow
- Use of data for real time network management
- Planned and unplanned event response



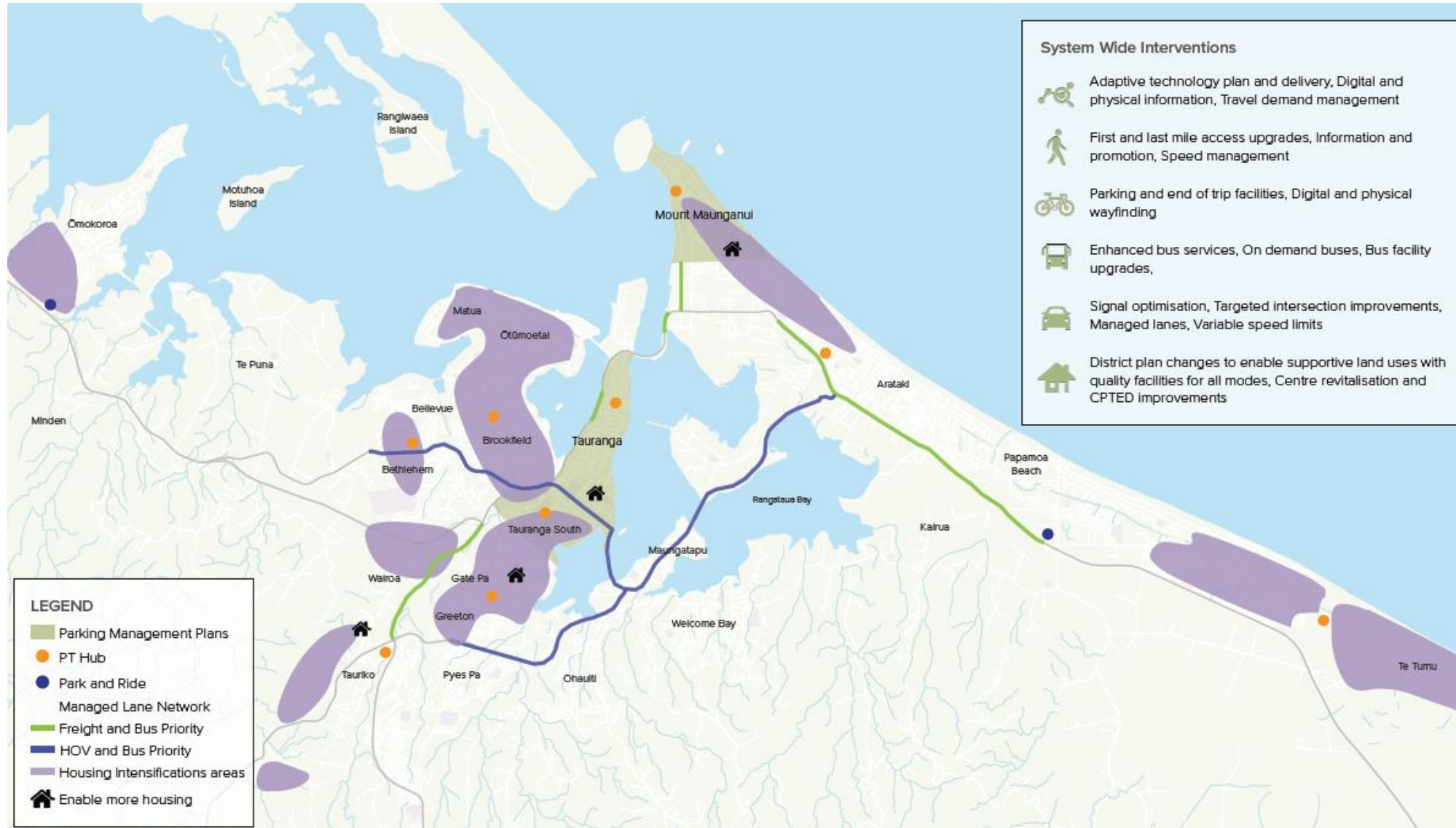
Targeted Capacity Creation

- Park and ride
- On demand buses
- Staged managed lane network delivery (Bus, Freight, T2, T3)
- Targeted intersection improvements for priority modes

Travel Demand Management

- Enhanced bus services
- Bus facility upgrades
- Bike parking and end of trip facilities
- First and last mile walk and cycle upgrades
- Information and promotion
- Road pricing
- Parking pricing to support system use
- District Plan changes to enable supportive land use
- District Plan changes to improve private facilities for all modes

Optimisation Strategic Plan



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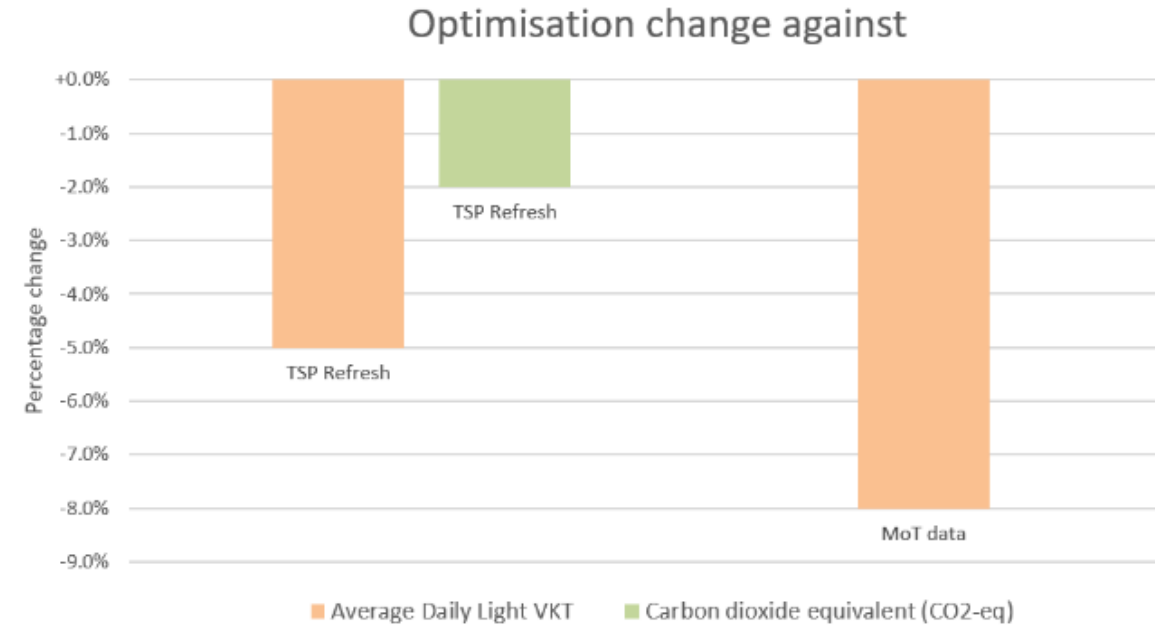


Optimisation Strategic Plan

Scenario	Average daily vehicle trips	Average daily public transport person trips	Average daily cycle person trips
Do Minimum	834,051	19,384	20,829
TSP Prog	816,735 (-2%)	31,934 (+65%)	34,842 (+67%)
Optimisation	792,964 (-5%)	39053 (+101%)	35,180 (+69%)

Scenario	Average daily VHT	Average daily delays (hours)
Do Minimum	132,142	28,377
TSP Prog	128,717 (-2.5%)	26,139 (-8%)
Optimisation	129,696 (-2%)	24,093 (-15%)

- Freight travel time reductions to/from Port of 2 to 4 minutes per vehicle in peaks + improved reliability
- Bus travel time reductions of 2 to 4.5 minutes per bus in peaks + improved reliability
- Congestion reduction in places (LoS).



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Optimisation Strategic Plan

Outcomes the Government expects will be achieved by this GPS

The 2024-27 NLTP and corresponding RLTPs are expected to prioritise projects and activities that progress the GPS 2024 priorities. In doing this, the focus should be on achieving the following impacts in the short to medium-term:

Economic growth and increased productivity

- reduced journey times and increased travel time reliability ✓
- less congestion and increased patronage on public transport ✓
- improved access to markets, employment and areas that contribute to economic growth ✓
- more efficient supply chains for freight ✓
- Unlocked access to greenfield land for housing development and supporting greater intensification

Increased maintenance and resilience

- more kilometres of the road network resealed and rehabilitated each year
- fewer potholes
- a more resilient network.

Improved safety

- reduction in deaths and serious injuries
- increased enforcement.

Value for money

- better use of existing capacity ✓
- less expenditure on temporary traffic management.



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What Next?



New Councillors will bring challenges and opportunities, by having clear, agreed and sensible plans and objectives we can continue to make progress in an uncertain world



Some Learnings

- Be ready to adapt, roll with it
- Have and maintain strong local plans and objectives
- Open and ongoing collaboration, formal and informal
- Remain outcomes focussed, our communities will thank us for it.

