

Assessment of consistency with Resource Management Act documents

Bay of Plenty Regional Land Transport Strategy Supporting Paper No. 11

Prepared by the Bay of Plenty Regional Council

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Bay of Plenty Regional Council
5 Quay Street
PO Box 364
Whakatāne 3158
NEW ZEALAND

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Part 1: Introduction

Section 75 of the Land Transport Management Act (LTMA) requires the Regional Transport Committee to ensure that the Bay of Plenty Regional Land Transport Strategy (RLTS) is consistent with any relevant national policy statement, regional policy statement or regional plan under the Resource Management Act 1991. This paper assesses the RLTS against the relevant Resource Management Act documents.

Part 2: National Policy Statements

The following National Policy Statements are for the time being in force under the Resource Management Act 1991:

- National Policy Statement for Freshwater Management 2011
- National Policy Statement for Renewable Electricity Generation 2011
- National Policy Statement on Electricity Transmission 2008
- New Zealand Coastal Policy Statement 2010

The policy statements for Freshwater Management, Renewable Electricity Generation and Electricity Transmission do not contain any provisions that are directly relevant to the RLTS. Therefore the RLTS is not inconsistent with any of these policy statements.

The New Zealand Coastal Policy Statement contains the following policy that is directly relevant to the RLTS:

New Zealand Coastal Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Policy 9 Ports Recognise that a sustainable national transport system requires an efficient national network of safe ports, servicing national and international shipping, with efficient connections with other transport modes, including by:</p> <p>(a) ensuring that development in the coastal environment does not adversely affect the efficient and safe operation of these ports, or their connections with other transport modes; and</p> <p>(b) considering where, how and when to provide in regional policy statements and in plans for the efficient and safe operation of these ports, the development of their capacity for shipping, and their connections with other transport modes.</p>	<ul style="list-style-type: none"> • Nationally important transport infrastructure – Port of Tauranga • Regional Strategic Transport Network – Road and Rail • Policies 4, 6, 7, 26 	<p>The RLTS recognises the Port of Tauranga as nationally important transport infrastructure. The RLTS also identifies a Regional Strategic Transport Network – Road and Rail, and supporting policies to promote efficient connections between the Port of Tauranga and other modes. The RLTS is consistent with this policy.</p>

Part 3: Regional Policy Statements

The following relevant Regional Policy Statements are for the time being in force under the Resource Management Act 1991:

- Operative Bay of Plenty Regional Policy Statement (1999)
- Proposed Bay of Plenty Regional Policy Statement (2010)

Both the Operative and the Proposed Regional Policy Statements contain objectives and policies that are directly relevant to the RLTS. The following tables list the relevant Regional Policy Statement provisions and corresponding RLTS provisions, and discuss the degree to which the RLTS is consistent.

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Objective 7.3.1(a) Within the Bay of Plenty Region the adverse effects of greenhouse gas production and the release of ozone-depleting substances will be avoided, remedied or mitigated in accordance with any legislation, national policy statements or regulations promulgated by central government.</p>	<ul style="list-style-type: none"> • Outcome 3 - Environmental sustainability • Outcome 4 – Land use and transport integration 	<p>The relevant outcomes in the RLTS are: <i>'...People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources'</i>, and <i>'...Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling'</i>.</p> <p>Both outcomes will assist in avoiding, remedying or mitigating the adverse effects of greenhouse gases.</p> <p>The RLTS is consistent with this Objective.</p>
<p>Policy 7.3.1(b)(iv) To encourage urban design and form that take into account factors aimed at reducing fossil fuel consumption.</p>	<ul style="list-style-type: none"> • Policies 28, 29, 32, 36 	<p>Policies 28, 29 and 32 focus on minimising trip numbers and distances by creating energy efficient urban forms, and connected street networks.</p> <p>Policy 36 encourages the application high quality urban design principles to the planning of public spaces as a means of encouraging increased uptake of energy efficient modes.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>13.3.1(a) A built environment that enables efficient use, development and protection of natural and physical resources while avoiding, remedying and mitigating adverse effects on the environment.</p>	<ul style="list-style-type: none"> • Outcome 1 – Economic development • Outcome 3 - Environmental sustainability • Outcome 6 – Public health 	<p>The RLTS balances the economic and environmental objectives. The public health outcome also has an environmental aspect.</p> <p>The relevant outcomes are: <i>‘The transport system is integrated with well planned development, enabling the efficient and reliable movement of people and goods to, from and throughout the region’,</i> <i>‘...People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources’</i> and <i>‘The transport system minimises the health damaging effects of transport for all members of society...’.</i></p> <p>The RLTS is consistent with this Policy.</p>
<p>Policy 13.3.1(b)(ii) To promote an efficient and safe land transport network.</p>	<ul style="list-style-type: none"> • Policies 4, 5, 10, 13, 19, 29, 31 (Efficiency) • Policies 34-38 (Safety) 	<p>The RLTS contains a suite of policies to promote a more efficient land transport system (Optimised Transport System). This includes policies to develop and manage elements of the Regional Strategic Transport Network according to their planned function, promote efficient and safe tourism access, implement public transport on key corridors to reduce congestion and implement demand management packages to improve efficiency. Policies under the safety and personal security outcome promote a safer land transport system.</p> <p>The RLTS is consistent with this Policy.</p>
<p>Policy 13.3.1(b)(iv) To protect transportation and utility networks, infrastructure and public works from the adverse effects of subdivision and land use.</p>	<ul style="list-style-type: none"> • Policy 26 	<p>Policy 26 has been developed to minimise the impacts of new development on the Regional Strategic Transport Network – Road and Rail.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Policy 13.3.1(b)(v) To promote the efficient use and development of existing and future infrastructure and utility networks.</p>	<ul style="list-style-type: none"> • Policies 4, 5, 10, 13, 19, 29, 31 (efficiency) 	<p>The RLTS contains a suite of policies to promote a more efficient land transport system (Optimised Transport System). This includes policies to develop and manage elements of the Regional Strategic Transport Network according to their planned function, promote efficient and safe tourism access, implement public transport on key corridors to reduce congestion and implement demand management packages to improve efficiency.</p> <p>The RLTS is consistent with this Policy.</p>
<p>Policy 13.3.1(b)(x) To encourage the investigation and implementation of new technologies which minimise adverse effects on the environment.</p>	<ul style="list-style-type: none"> • Policies 12 and 17 	<p>Policies 12 and 17 specifically encourage the use of new technology (Information and Communications Technology, and Real Time Information) to reduce the need to travel and to provide more seamless public transport services. Together, these policies will assist with minimising adverse effects on the environment.</p> <p>The RLTS is consistent with this Policy.</p>
<p>Policy 13.3.1(b)(ix) To encourage development that minimises the need for new infrastructure and reduces the requirement for extensions to existing infrastructure.</p>	<ul style="list-style-type: none"> • Policies 11, 12, 13, 19, 28, 29, 31 and 33 	<p>Policies 11, 28, 29, 31 and 33 focus on minimising trip numbers and distances by encouraging more efficient development patterns and urban forms.</p> <p>Policies 12, 13 and 19 promote a more efficient land transport system (Optimised Transport System). This includes policies to reduce the need to travel, to implement public transport on key corridors to reduce congestion, and to implement demand management packages to make best use of existing infrastructure.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
Objective 14.3.2 (a) Reduced reliance on fossil fuels and increasing use of renewable energy resources.	<ul style="list-style-type: none"> • Outcome 3 - Environmental sustainability • Outcome 4 – Land use and transport integration 	<p>The relevant outcomes in the RLTS are: ‘...<i>People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources</i>’, and ‘...<i>Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling</i>’.</p> <p>Both outcomes will assist with reducing reliance on fossil fuels and increasing use of renewable energy resources.</p> <p>The RLTS is consistent with this Objective.</p>
Policy 14.3.2(b)(v) To reduce fossil fuel use through the promotion of effective public transport.	<ul style="list-style-type: none"> • Policies 13-17, 24, 29, 40-43 	<p>The RLTS contains a suite of policies that promote effective public transport through the provision of services, through improvements to service reliability and supporting infrastructure, and by encouraging good location decisions for new development.</p> <p>The RLTS is consistent with this Policy.</p>
Objective 17A.3.1(a) Subdivision, use and development are sequenced in a way that integrates with the long-term planning and funding mechanisms of local authorities, central government agencies, and network utility providers and operators.	<ul style="list-style-type: none"> • Outcome 1 – Economic development • Outcome 3 - Environmental sustainability • Outcome 4 - Land use and transport integration 	<p>The relevant outcomes in the RLTS are: ‘<i>The transport system is integrated with well planned development...</i>’, ‘<i>Political leadership and support is shown at all levels supporting funding for the infrastructure required for all modes...</i>’ and ‘<i>Long term planning ensures that transport corridors are protected, and well designed transport infrastructure supports economic development...</i>’.</p> <p>These outcomes will help ensure that transport infrastructure is integrated with development, and with long term planning and funding mechanisms.</p> <p>The RLTS is consistent with this Objective.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Policy 17A.3.1(b)(v) There must be coordination between:</p> <p>(a) the structure, timing and sequencing of new urban development, and</p> <p>(b) the development, funding, implementation and operation of transport and other infrastructure serving the area in question.</p>	<ul style="list-style-type: none"> • Policies 1, 2 and 26 	<p>The RLTS does not provide detail on the timing of transport infrastructure projects. This is addressed in the prioritisation of projects in the RLTP. RLTS policies 1, 2 and 26 do encourage integrated planning of land use and transport, including the funding of transport infrastructure.</p> <p>The RLTS is consistent with this Policy.</p>
<p>Objective 5 - Provide for energy efficiency and conservation and promote the use and development of renewable energy sources.</p>	<ul style="list-style-type: none"> • Outcome 3 - Environmental sustainability • Outcome 4 – Land use and transport integration 	<p>The relevant outcomes in the RLTS are: <i>'...People choose the best way to travel to improve energy efficiency and reduce reliance on non-renewable resources'</i>, and <i>'...Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling'</i>.</p> <p>Both outcomes will assist with providing for energy efficiency and conservation.</p> <p>The RLTS is consistent with this Objective.</p>
<p>Policy EI 2B: Promoting energy efficiency and conservation.</p>	<ul style="list-style-type: none"> • Policies 28, 29, 32, 36 	<p>Policies 28, 29 and 32 focus on minimising trip numbers and distances by creating energy efficient urban forms, and connected street networks.</p> <p>Policy 36 encourages the application high quality urban design principles to the planning of public spaces as a means of encouraging increased uptake of energy efficient modes.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Objective 6 - Provide for the social, economic, cultural and environmental benefits of regionally significant infrastructure and renewable energy.</p>	<ul style="list-style-type: none"> • Outcome 1 – Economic development • Outcome 3 - Environmental sustainability • Outcome 5 – Access and mobility 	<p>The relevant outcomes in the RLTS are: <i>'The transport system is integrated with well planned development enabling the efficient and reliable movement of people and goods to, from and throughout the region...'</i>, <i>'Long term planning ensures that transport corridors are protected, and well designed transport infrastructure supports economic development...'</i> and <i>'Communities have access to a reliable transport system that provides them with a range of travel choices to meet their social, economic, health and cultural needs'</i>.</p> <p>These outcomes will help ensure that the social, economic, cultural and environmental benefits of regionally significant transport infrastructure are provided for.</p> <p>The RLTS is consistent with this Objective.</p>
<p>Policy EI 3B: Protecting regionally significant infrastructure.</p>	<ul style="list-style-type: none"> • Regional Strategic Transport Network • Policies 4, 26 	<p>The RLTS identifies Regional Strategic Transport Networks for Road and Rail, public transport and cycling.</p> <p>Policy 4 is designed to ensure that elements of the Regional Strategic Transport Network are developed and managed according to their planned function.</p> <p>Policy 26 has been developed to minimise the impacts of new development on the Regional Strategic Transport Network – Road and Rail.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
Objective 24 - A compact, well designed and sustainable urban form that effectively and efficiently accommodates the region's urban growth.	<ul style="list-style-type: none"> Outcome 4 – Land use and transport integration 	<p>The relevant outcome in the RLTS is: '<i>...Regional growth patterns and urban form reduce travel demand, support public transport and encourage walking and cycling</i>'.</p> <p>This outcome will assist with achieving a compact, well designed and sustainable urban form that effectively and efficiently accommodates the region's urban growth.</p> <p>The RLTS is consistent with this Objective.</p>
Policy UF 8B: Implementing high quality urban design and live-work-play principles.	<ul style="list-style-type: none"> Policies 28, 29, 32, 36 	<p>Policies 28, 29 and 32 focus on minimising trip numbers and distances by creating energy efficient urban forms, and connected street networks.</p> <p>Policy 36 encourages the application high quality urban design principles to the planning of public spaces as a means of encouraging increased uptake of energy efficient modes.</p> <p>The RLTS is consistent with this Policy.</p>
Policy UF 9B: Co-ordinating new urban development with infrastructure.	<ul style="list-style-type: none"> Policies 1, 2 and 26 	<p>The RLTS does not provide detail on the timing of transport infrastructure projects. This is addressed in the prioritisation of projects in the RLTP. RLTS policies 1, 2 and 26 do encourage integrated planning of land use and transport, including the funding of transport infrastructure.</p> <p>The RLTS is consistent with this Policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Objective 25 - An efficient, sustainable, safe and affordable transport network, integrated with the region's land use patterns.</p>	<ul style="list-style-type: none"> • Outcomes 1-6 • Chapter 6: Investment and funding • Policy 1 	<p>When considered together, the outcomes in the RLTS will contribute to an efficient, sustainable and affordable transport network that is integrated with the region's land use patterns.</p> <p>The funding section in the RLTS specifically addresses the question of affordability to providers of the region's land transport system. This section indicates that prioritisation of limited funding resources will be necessary.</p> <p>Policy 1 provides guidance on how investment on land transport in the region should be prioritised.</p> <p>The RLTS is consistent with this Objective.</p>
<p>Policy UF 1A: Protecting the regional strategic transport network.</p>	<ul style="list-style-type: none"> • Regional Strategic Transport Network • Policies 4, 26 	<p>The RLTS identifies Regional Strategic Transport Networks for road and rail, public transport, and cycling.</p> <p>Policy 4 is designed to ensure that elements of the Regional Strategic Transport Network are developed and managed according to their planned function.</p> <p>Policy 26 has been developed to minimise the impacts of new development on the Regional Strategic Transport Network – Road and Rail.</p> <p>The RLTS is consistent with this Policy.</p>
<p>Policy UF 2A: Identifying a consistent road hierarchy.</p>	<ul style="list-style-type: none"> • Regional Strategic Transport Network 	<p>The RLTS identifies a Regional Strategic Transport Networks for roads. This network applies a consistent hierarchy for nationally or regionally significant roads.</p> <p>The RLTS is consistent with this policy.</p>

Operative Bay of Plenty Regional Policy Statement	Bay of Plenty Regional Land Transport Strategy	Discussion
<p>Policy UF 3A: Promoting travel demand management across the region.</p>	<ul style="list-style-type: none"> • Policies 13-17, 19, 28, 29, 32, 40-43 	<p>Policy 19 actively promotes demand management through the implementation of demand management packages.</p> <p>Policies 28, 29 and 32 focus on minimising trip numbers and distances by creating more efficient urban forms and connected street networks.</p> <p>The RLTS also contains a suite of policies that promote effective public transport through the provision of services, through improvements to service reliability and supporting infrastructure, and by encouraging good location decisions for new development.</p> <p>The RLTS is consistent with this Policy.</p>

Part 4: Regional plans

The following regional plans are for the time being in force under the Resource Management Act 1991:

- Operative Bay of Plenty On-Site Effluent Treatment Regional Plan (2006)
- Operative Bay of Plenty Regional Air Plan (2003)
- Operative Bay of Plenty Regional Coastal Environment Plan (2003)
- Operative Bay of Plenty Regional Water and Land Plan (2008)
- Operative Bay of Plenty River Gravel Management Plan (2001)
- Operative Rotorua Geothermal Regional Plan (1999)
- Operative Regional Plan for the Tarawera River Catchment (2004)

These plans do not contain any objectives or policies directly relevant to the RLTS. Therefore the RLTS is not inconsistent with any of these plans.