



# TRANSPORT

# Transport: overview

Access to an effective transport system is a key factor in achieving economic and social well-being. A well planned public transport system can contribute to environmental sustainability. Given its central North Island location, Rotorua benefits from good state highway connections, making it a transport hub. The proposed upgrading and expansion of the airport is a key component in Rotorua's future economic development, particularly in attracting tourism and business for other developments such as the Energy Events Centre. Local public transport is provided around the city, and is proving popular.

The Transport theme includes monitoring of eight environmental indicators addressing road safety and transport types, use and volumes.

## How are we going?

Major progress has been made on the delivery of public transport and non-motorised travel options. The greatest challenge now is the mind-shift required for people to take these alternative options.

Since last surveyed in 2001, there has been an increase in the number of people choosing a private car or company vehicle as a means of travel to work. Less people are choosing non-motorised options such as walking/jogging or biking to work, despite a 10km increase in cycleways. Heavy traffic has increased by 13.6%.

These are undesirable outcomes, however they are countered to some extent by the positive changes that are taking place. Since 2001 there has been a 54% increase in bus services and passenger kilometres travelled, and an increase from two to seven-and-a-half trips per person per year.

More people are choosing to share a car or be a passenger in a car as a mode of travel to work. More people are arriving at Rotorua via air travel. However, the number of planes carrying these passengers has decreased, meaning fewer greenhouse gases are being produced by planes.

Despite population increase, road network length and traffic volumes have remained steady since 2001. Road safety has improved with fewer fatal accidents in the district.

## What are we doing?

The Rotorua Transport Strategy provides a framework for transport planning in the context of the New Zealand Transport Strategy and Land Transport Management Act. Its objectives are:

- To provide infrastructure that supports a range of travel and transport options.
- To manage travel demand by integrating land use, and transport planning and policies.

Included in the strategy are the delivery of the following plans and strategies:

### Road Safety Strategy 2004-2009

Aims to reduce the incidence and severity of crashes in the district, achieve a level of safety in accordance with national objectives, and better or equal the level of safety in similar regions throughout New Zealand.

### Rotorua Cycling Strategy

'Bike Rotorua' aims to get more people cycling, more often. It is a comprehensive strategy that aims for community and transport systems that support cycling and improved safety for cyclists.

### Transport Demand Management Strategy

Aims to implement travel demand management through strategic actions in public transport, civic infrastructure, walking and cycling, travel behaviour change, transport network functionality, land use planning, and monitoring of demand management effectiveness.



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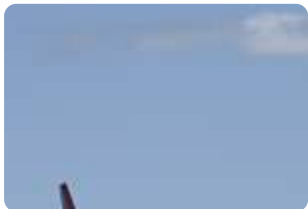
## Rotorua Urban Transportation Strategy (RUTS)

This strategy includes road upgrades and planning policy changes to ensure the Rotorua community has effective ways to manage the impact of roads and traffic on road users and adjacent land uses. Two current projects are the proposed Victoria Street Arterial and the Lake Road four laning project.

## Walking

The Transportation Strategy recognises and facilitates objectives in Rotorua's Recreation Strategy, which aims to promote active people and healthy communities.

In addition to the Transportation Strategy, there are other projects that address transportation issues, such as the proposed extension of the Rotorua Airport runway which will provide facilities for trans-Tasman flights.



## Transport indicators are:

Indicator	State
Bus service provision	GETTING BETTER
Length of cycleways	GETTING BETTER
Mode of travel to work	STEADY
Transport network provision	STEADY
Road safety	GETTING BETTER
Change in traffic volumes	STEADY
Heavy traffic count	GETTING WORSE
Airport movements	GETTING BETTER