

Regional Transport Committee

NOTICE IS GIVEN

that the next meeting of the **Regional Transport Committee** will be held in **Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga** on:

Friday, 20 December 2019 commencing at 9.30 am.

Fiona McTavish
Chief Executive
12 December 2019



Regional Transport Committee

Membership

Chairperson (BOPRC)	Cr Lyall Thurston
Deputy Chairperson (BOPRC)	Cr Jane Nees Cr Norm Bruning (Alternate)
Members	
Kawerau District Council	Mayor Malcolm Campbell Deputy Mayor Faylene Tunui (Alternate)
Ōpōtiki District Council	Mayor Lyn Riesterer Cr David Moore (Alternate)
Rotorua Lakes Council	Mayor Steve Chadwick Deputy Mayor David Donaldson (Alternate)
Tauranga City Council	Mayor Tenby Powell Deputy Mayor Larry Baldock (Alternate)
Western Bay of Plenty District Council	Mayor Garry Webber Deputy Mayor John Scrimgeour (Alternate)
Whakatāne District Council	Mayor Judy Turner Deputy Mayor Andrew Iles (Alternate)
External Members	
New Zealand Transport Agency	Ross l'Anson – Acting Director Regional Relationships Alistair Talbot (Alternate)
External Advisors	
Environmental Sustainability Advisor	Glen Crowther
Freight Advisor	John Galbraith
Road Safety Advisor	Inspector Brent Crowe – Road Policing Manager
Port Advisor	Dan Kneebone – Property and Infrastructure Manager, Port of Tauranga
Quorum	Four members, consisting of half the number of members

Frequency	Quarterly
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Purpose

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee for its region.

Role

- Prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- Approve any non-significant variation to the regional land transport plan.
- Adopt a policy that determines significance in respect of:
 - variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003; and
 - the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
- Monitor implementation of the regional land transport plan.
- Make recommendations in support of land transport activities that are eligible for national funding and align with the regional land transport plan.
- Co-ordinate, integrate and adopt regional transport and land-use strategies and plans e.g. sub-regional spatial plans.
- Provide advocacy on strategic regional and inter-regional transport matters to Central Government and other key stakeholders as appropriate.
- Provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
- Approve submissions to Central Government, local authorities and other agencies on Regional Transport Committee matters.
- Monitor and provide advocacy on regional road safety matters.

Committee Procedures

- Membership consists of two representatives of the Bay of Plenty Regional Council, the Mayor of each territorial authority in the region and a representative of the New Zealand Transport Agency.
- In the case of an equality of votes, the chair, or any other person presiding the meeting does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).
- The Regional Transport Committee may appoint external advisors to assist it in the exercise of its specific responsibilities and delegated authority. For the purposes of

clarity, external advisors may be given full speaking rights at the discretion of the committee, but are not entitled to vote on committee matters.

- Under the Local Government Act 2002, the Regional Transport Committee is not defined as a joint committee however, the provisions of the Local Government Act 2002 and the Local Government Official Information and Meetings Act 1987 concerning the meetings of committees of regional councils, so far as they are applicable and with the necessary modifications, apply in respect of meetings of the Regional Transport Committee.

Power to Act

To make all decisions necessary to fulfil the role and scope of the committee subject to the limitations imposed.

Power to Recommend

The Regional Transport Committee recommends and reports to the Regional Council.

Public Forum

1. A period of up to 15 minutes may be set aside near the beginning of the meeting to enable members of the public to make statements about any matter on the agenda of that meeting which is open to the public, but excluding any matter on which comment could prejudice any specified statutory process the council is required to follow.
2. The time allowed for each speaker will normally be up to 5 minutes but will be up to the discretion of the chair. A maximum of 3 public participants will be allowed per meeting.
3. No statements by public participants to the Council shall be allowed unless a written, electronic or oral application has been received by the Chief Executive (Governance Team) by 12.00 noon of the working day prior to the meeting and the Chair's approval has subsequently been obtained. The application shall include the following:
 - name of participant;
 - organisation represented (if any);
 - meeting at which they wish to participate; and matter on the agenda to be addressed.
4. Members of the meeting may put questions to any public participants, relevant to the matter being raised through the chair. Any questions must be asked and answered within the time period given to a public participant. The chair shall determine the number of questions.

Agenda

1	Apologies	
2	Public Forum	
	Bernice Elvy – Drift Circuit	
3	Acceptance of Late Items	
4	General Business	
5	Declarations of Conflicts of Interests	
6	Previous Minutes - For Your Information	
6.1	Regional Transport Committee minutes - 6 September 2019	15
7	Reports	
7.1	Committee Chair's Report	29
	APPENDIX 1 - Transport - National Policy Context - Henley Hutchings, December 2019	33
7.2	Regional Transport Committee Terms of Reference and 2020 Work Programme	43
	APPENDIX 1 - Significance Policy for Variations to the Regional Land Transport Plan	47
	APPENDIX 2 - Regional Transport Committee - Indicative Work Programme 2020	51
7.3	New Zealand Transport Agency Update	55
	APPENDIX 1 - NZ Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee	57
7.4	Update from Committee Members and Advisors	67
7.5	Regional Land Transport Plan 2021 Development	69
	APPENDIX 1 - Bay of Plenty RLTP 2018 Investment Logic Map & Benefits Map	83
	APPENDIX 2 - RLTP 2018 Summary Document	87
7.6	Urban Form and Transport Initiative (UFTI) Update	105
	APPENDIX 1 – UFTI Interim Report (This attachment will be circulated under separate cover)	
7.7	Bay of Plenty Regional Freight Flows Study	109
	APPENDIX 1 – Freight Flows Report (This attachment will be circulated under separate cover)	

7.8 Regional Land Transport Plan Annual Report Card 2018/19	113
APPENDIX 1 - Regional Approaches to Regional Land Transport Plan monitoring	119
APPENDIX 2 - Regional Land Transport Plan Annual Report Card 2018/19	123
7.9 Regional Collective Actions update	129
APPENDIX 1 - Bay of Plenty Councils - Collective Critical Issues Summary - September 2019	133
7.10 Bay of Plenty Regional Road Safety Statistics	143
7.11 Establishment of Western Bay Road Safety Subcommittee	149
APPENDIX 1 - Terms of Reference for proposed Establishment of WBRS Subcommittee	153
8 Consideration of Late Items	
9 General Business	

Public Forum

Previous Minutes - For Your Information

Minutes of the Regional Transport Committee Meeting held in The Council Chamber, Rotorua Lakes Council, Civic Administration Building, 1061 Haupapa Street, Rotorua on Friday, 6 September 2019 commencing at 9.30 a.m.

Present:

Chairperson: Councillor Stuart Crosby (Bay of Plenty Regional Council)

Deputy Chairperson: Councillor Jane Nees

Appointees: Mayor John Forbes - Ōpōtiki District Council, Mayor Malcolm Campbell - Kawerau District Council, Deputy Mayor Dave Donaldson - Alternate, Rotorua Lakes Council, Mayor Tony Bonne - Whakatāne District Council, Councillor Berice Julian - Alternate, Kawerau District Council, Councillor Andrew Iles - Alternate, Whakatāne District Council, R I'Anson - Acting Regional Relationships Manager, New Zealand Transport Agency

In Attendance: John Galbraith - Freight Advisor, G Crowther - Environmental Sustainability Advisor

Bay of Plenty Regional Council: Namouta Poutasi – General Manager Strategy & Science, David Phizacklea – Regional Development Manager, Bron Healey – Senior Transport Planner, Amanda Namana – Committee Advisor

Ministry of Transport: Brent Johnston - Manager, Mobility and Safety and Danielle Bassan - Senior Policy Advisor

Other: Robert Brodnax – UFTI Project Director, Cole O'Keefe – New Zealand Transport Agency, Alistair Talbot – Tauranga City Council

Apologies: Mayor Steve Chadwick – Rotorua Lakes Council, Councillor Larry Baldock – Tauranga City Council

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor Steve Chadwick – Rotorua Lakes Council and Councillor Larry Baldock – Tauranga City Council tendered at the meeting.

Crosby/Bonne
CARRIED

Chairperson Stuart Crosby – Bay of Plenty Regional Council welcomed newly appointed Environmental Sustainability Advisor Glen Crowther and acknowledged the contribution the late Noel Pope had made to regional transport.

2 Public Forum

Nil.

3 Acceptance of Late Items

Nil.

4 General Business

Nil.

5 Declaration of Conflicts of Interest

Nil.

6 Previous Minutes

6.1 Regional Transport Committee Minutes - 24 May 2019

Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 24 May 2019 as a true and correct record.

Nees/Donaldson
CARRIED

7 Reports

7.1 Key Highlights from the 2016-2019 Triennium

Bron Healey – Senior Transport Planner outlined key highlights of the Regional Transport Committee over the 2016-2019 Triennium.

Key Points

- Approval of the Regional Land Transport Plan (RLTP) in 2018
- Review of the role of the Regional Transport Committee and the appointment of external advisors
- Completing Phase 1 of the Bay of Plenty Rail Study
- Submissions on key national policy documents
- Ongoing monitoring and implementation of the RLTP

Members' Comments:

- The RLTP process was difficult and there were many learnings to employ in the next iteration
- A key complexity was how to align council's longer term planning with separate government planning.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Key Highlights from the 2016-2019 Triennium.

Forbes/Campbell
CARRIED

7.2 Update from Committee Members and Advisors

Mayor John Forbes – Ōpōtiki District Council

Key Points

- The level of reporting over the years had been of a high quality, contributing to effective decision making
- The build-up of litter on state highways was becoming significant and the regular collection was not currently underway possibly due to safety concerns
- Roading upgrade project for Snells Road to Ōpōtiki harbour entrance was to start mid-2020
- National state highway maintenance budget needed revisiting and deterioration from the increased pressure of trucks on the roads was becoming apparent
- Road condition was proven to affect the quality of high value export product such as kiwifruit.

Deputy Mayor Donaldson – Rotorua Lakes Council

Key Points

- Two Provincial Growth Fund projects – forest development and lakefront were proceeding on track and on budget
- Agreed that the condition of state highways was a concern.

Cr Stuart Crosby (Chairperson) – Bay of Plenty Regional Council

Key Points

- Acknowledged the long standing contribution to transport of retiring Mayors Forbes and Bonne
- Repositioning with regard to the new Government Policy Statement (GPS) through the Urban Form and Transport Initiative (UFTI) was making progress
- The purpose of meeting with each territorial authority was to gain a clear understanding of key issues at a local level moving into the next strategy round
- Developing a structure for communication was a consideration to be made in improving working relationships in the next triennium.

Councillor Jane Nees – Bay of Plenty Regional Council

Key Points

- Updated members on work underway in the public transport space including scope and programme for the Stage 3 review of the Tauranga public transport network which had implications for easing congestion across the network.

Glen Crowther – Environmental Sustainability Advisor

Key Points

- Noted there were two major issues at present with reference to environmental sustainability:
 - The Bayfair/Baylink underpass issue which had a lot of community interest
 - The free fares initiative had held a series of meetings across the Bay of Plenty with the aim of establishing free public transport fares across the region for positive social and environmental outcomes.

Mayor Tony Bonne – Whakatāne District CouncilKey Points

- The Waimana Gorge had been closed from 8 July 2019 to 21 August 2019 and was causing ongoing issues
- Planning for a second bridge into Whakatāne was an important part of planning for future congestion issues.

Mayor Malcolm Campbell – Kawerau District CouncilKey Points

- Supported a second bridge for Whakatāne with planned development as it affected the Kawerau community with access to their main service centre
- Important to activate public education regarding road litter, trucks securing loads, and debris such as rocks and bark coming from logging trucks
- Economic development opportunities were progressing and the use of rail would be a significant factor.

John Galbraith – Freight AdvisorKey Points

- Noted Freight Logistics Action Group (FLAG) received regular updates from UFTI and were a key interface with the freight sector for the region
- Regional freight flows work was underway with an upcoming workshop scheduled
- The Driver and Operator Training Centre opened in Kawerau on 19 August 2019 with a full course underway in Level 3 Distribution, along with a series of short courses including working at heights and dangerous goods handling
- Surveys undertaken by FLAG highlighted 300-400 new drivers and operators would be required in the Eastern Bay of Plenty in the next two to five years.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Update from Committee Members and Advisors.**

**Crosby/Nees
CARRIED**

7.3 New Zealand Transport Agency Update

Refer PowerPoint Presentation Objective ID A3355204

Ross l'Anson – Acting Director Regional Relationships presented this item.

Key Points of Presentation

- Continued engagement would be part of developing the 2021-24 National Land Transport Plan (NLTP), with communication more frequent and open during the development of Regional Land Transport Plans (RLTPs)
- Transparency around the current investment plan across a range of options
- The Investment Decision-Making Framework Review
- Innovating streets for people by enabling walking, cycling and public transport and increasing transport choices
- Identified four areas undergoing a speed review in the Bay of Plenty
- Outlined the speed review projects at State Highway (SH)33 Paengaroa/SH33 and SH30 Ōkere Falls to Rotokawa Road
- Waioeka bridge cleaning in Ōpōtiki had been approved
- Advised of Bay of Plenty level crossing projects planned
- NZTA revitalisation had been confirmed and was in the process of being implemented, with 16 regional teams at the core of the new structure
- Safety practices for NZTA workers
- Bayfair to Baypark underpass was not viable due to cost and funding, therefore other options were being investigated.

Presenters in Response to Questions

- Repairs were still underway to make Waimana Gorge safe, including rock fall netting
- State highway improvements activity class was overcommitted, meaning there were more projects than available funding
- There had been an increase in the programme for local roads across the country
- The scope for Stage 1 of the Eastern Corridor project had been adjusted
- SH30A improvements were part of revocation work funded through the original project
- The initial focus for mode shift plans was urban high growth areas
- Long term view principles were being used to develop Arataki, the Agency's Ten Year Plan
- Glen Crowther noted that the proposed overbridge solution at Bayfair was not an option that would meet the needs of the community.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, New Zealand Transport Agency Update.**

**Forbes/Crosby
CARRIED**

10.50am – The meeting **adjourned**.

10.50am – Mayor Tony Bonne and Councillor Andrew Iles **withdrew** from the meeting.

11.06am – The meeting **reconvened**.

Order of Business

The Chairman advised that item 8.5 Ministry of Transport Update would be received next to accommodate the arrival of presenters and the departure of their return flight.

7.4 Ministry of Transport Update

Refer PowerPoint Presentation Objective ID A3367276

Brent Johnston (Manager, Mobility and Safety) and Danielle Bassan (Senior Policy Advisor) from the Ministry of Transport updated the committee on current Ministry of Transport policy initiatives.

Key Points of Presentation

- Provided comparison of New Zealand and international statistics with road deaths per 100,000 population
- There had been a 52% increase since 2013
- An effective road strategy was an important part of improving road safety outcomes
- Noted the different roles and responsibilities held in relation to transport and road safety
- Detailed the progress made from April 2018 to the end of August 2019
- Outcomes from engagement with Local Government
- Outlined Road to Zero framework: vision, target, principles and focus areas
- Key focus areas were identified for the region
- Explained the tackling unsafe speeds programme and the three initiatives being considered:
 - Improving the way councils plan and implement speed limit changes - establishing a new regulatory framework for speed management
 - Transitioning to lower speed limits in areas with high numbers of active mode users including schools and urban centres
 - Moving toward the Swedish model of safety cameras, focusing on encouraging people to routinely drive at safer speeds
- Outlined the timeframe for delivery and next steps
- Government Policy Statement (GPS) 2018 was ambitious and represented a big change from the approach of the previous government
- Summarised the key points from GPS 2018 and three themes for how the results should be delivered
- A ten year rail plan was likely to be out for engagement around the same time as GPS 2021
- Greater ambition meant greater pressures on the National Land Transport Fund (NLTF)
- Provided a development timeline for GPS 2021, with the draft expected at the end of 2019 or beginning of 2020, subject to ministerial decision making
- The aim was to finalise GPS 2021 based on feedback and publish it by July 2020, one year before it was required to come into effect
- This timeframe was intended to allow time for the GPS to be interpreted and incorporated into plans and RLTPs
- 14 regional roadshows had been undertaken
- Mode shift varied in different geographies and sub-regions
- Provided advice to the Minister of Transport and had recommended to keep the direction of GPS 2018 consistent based on feedback received from public consultation.

Members' Comments

- Personal responsibility was paramount and there was not enough emphasis on the driver and road user choices
- A collaborative approach between the agencies was proven successful in dealing with drivers of unsafe vehicles
- Having submissions for GPS 2021 still open in February would be beneficial, with the timing linking in well with annual plan preparation

- Noted slow drivers were a problem as well as speeding drivers
- Noted railways as an important part of regional transport strategy and private options for rolling stock to accommodate freight increases needed to be considered.

In Response to Questions

- A total of 1300 submissions were received on Road to Zero and one of the most common topics was driver licensing and driver training
- Focus area on vehicle safety - mandated electronic stability control, a fundamental look at all elements of the system including warrants and certificates of fitness, offences and penalties for those non-compliant
- Policy intention was safe and appropriate speeds including slow drivers, it needed to be consistent with the design and function of the road e.g. slow vehicle and passing lanes
- A longer term piece of work regarding the future of the revenue system was in the early stages
- The Minister of Transport had asked for a general review of the public transport operating model, for which an update was anticipated to be available in the next two months, once an external evaluator was secured
- Key messages for members to consider were the timeline and the strategy process.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Ministry of Transport Update.**

**Forbes/Donaldson
CARRIED**

7.5 Urban Form and Transport Initiative Update

Refer PowerPoint Presentation Objective ID A3367278

Robert Brodnax – Project Director for UFTI presented this item.

Key Points of Presentation

- Showed UFTI in context with spatial planning in the Western Bay of Plenty and in terms of the region
- Summarised the strategy, concept, design, delivery and responsibilities
- Highlighted that UFTI was a subset of SmartGrowth focused on Urban Form and Transport
- The first deliverable achieved was the draft Foundation Report which focused on three key challenges, available to download online at www.ufti.org.nz
- The next steps in the business case process were:
 - Developing investment measures and objectives related to the challenge statements
 - Preparing and testing different programmes of integrated urban form and transport options
- Outlined the reports yet to come and timeframes on when to expect these
- Supporting technical research was due at the end of October 2019, including a regional freight flows analysis
- Also researching what was achievable in terms of mode shift in the Western Bay sub-region community

- The Regional Transport Committee would be asked to consider the recommended programmes for prioritisation as part of the 2021 RLTP process.

In Response to Questions

- Anticipated to capture data on transport flows through sub-regions by work including the freight study
- UFTI programme was framed around the Western Bay of Plenty, with work underway in wider sub-regions that would need to be integrated as it progressed
- Expected that any upgrades required between Kawerau and the Port of Tauranga would be identified in the programmes developed
- Stakeholder engagement process was largely focused on active groups in the sub-region
- Economic and people flows through the region were being informed through engagement with Bay of Plenty Regional Council.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Urban Form and Transport Initiative Update.**

**I'Anson/Nees
CARRIED**

7.6 Draft Road to Zero Submission

Bron Healey – Senior Transport Planner presented this item.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Draft Road to Zero Submission;**
- 2 Approves the attached submission on the Ministry for Transport's 'Road to Zero' consultation document.**

**Crosby/Campbell
CARRIED**

7.7 Transport Planning Update

Bron Healey – Senior Transport Planner and David Phizacklea – Regional Development Manager provided an update on current transport planning initiatives.

Key Points

- HenleyHutchings update had been prepared specifically for the Regional Transport Committee
- Further detail was provided on Regional Freight Flows Study work, including potential future freight flows across the region or over to Hamilton
- The proposed new National Policy Statement for Urban Development emphasized the importance of UFTI, highlighting Tauranga as one of the six highest growth areas in the country.

Members' Comments/Items for Staff Follow-up

- Progressing a travel 'App' where people could ride share safely and conveniently wherever possible would be a positive step forward.
- Noted lack of attendance at Regional Advisory Group meetings and questioned as a result whether the Group could be relied on to provide sound advice in the next triennium.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Transport Planning Update.**

**Forbes/Crosby
CARRIED**

7.8 Regional Land Transport Plan Implementation Report

Bron Healey – Senior Transport Planner provided a brief summary on progress made in implementing the activities in the RLTP.

Key Points

- A number of activities were starting to progress through the business cases
- Noted that Tauranga City are starting some stages of their activities without National Land Transport funding

Members' Comments

- Raised the issue of the removal of the significant State Highway component of the road safety programme between Ōpōtiki and Whakatāne
- Road safety barriers between Te Teko and Awakeri had created hazardous conditions.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Implementation Report.**

**Donaldson/Nees
CARRIED**

7.9 Transport Related Provincial Growth Fund Proposals in the Bay of Plenty

Bron Healey – Senior Transport Planner and David Phizacklea - presented this item.

Key Points

- Noted there had been some additions with the announcement of the funding contribution to the Tauranga Cruise Hub and a proposal for upgrading SH2 between Ōpōtiki and Gisborne for full high-productivity motor vehicles (HPMV), primarily strengthening bridges between the two centres

- A lot of work was happening behind the scenes, particularly in Eastern Bay and Rotorua to get Provincial Growth Fund (PGF) applications through the process, which had local and regional benefits.

Members' Comments

- Driver Operator Training Centres were already operating in the Western Bay of Plenty and at Mount Maunganui
- The pilot training centre was unique in that it combined driving, operating and a range of industrial skills without restrictions on who could study there.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Transport Related Provincial Growth Fund Proposals.**

**Donaldson/Crosby
CARRIED**

7.10 Regional Land Transport Plan Variations

Key Points - Members

- Te Papa Spatial Plan was an important piece of work supporting UFTI driven by Tauranga City Council
- It was important that comprehensive testing was carried out on light-emitting diode (LED) lighting used in projects to minimise impact to animals, insects and the environment
- Recommendation 2 relating to the State Highway Speed Management Guide Implementation was fully funded through NLTF under state highway improvement activity class.

Resolved

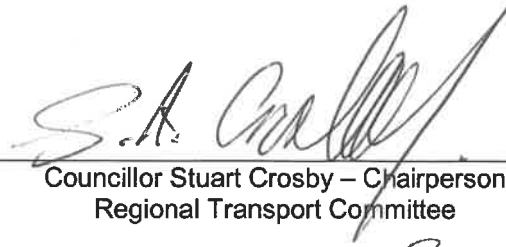
That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Variations.**
- 2 Adds the State Highway Speed Management Guide Implementation activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 3 Adds the State Highway 2 High Productivity Motor Vehicle Upgrade – Gisborne to Ōpōtiki activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 4 Adds the Light Emitting Diode Conversion of Streetlights activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 5 Adds Te Papa Spatial Plan Indicative Business Case activity to the Bay of Plenty Regional Land Transport Plan 2018.**
- 6 Determines that the proposed variations are not significant for the purposes of public consultation.**


**Nees/Campbell
CARRIED**

The meeting closed at 12.32 pm.

Confirmed 20 September 2019



Councillor Stuart Crosby – Chairperson
Regional Transport Committee



Fiona McTavish
Chief Executive – Bay of Plenty Regional Council

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Committee Chair's Report

Executive Summary

This report highlights matters of interest that the Committee Chair considers to be of relevance to the business of the Committee. The report includes an update on the national transport policy context provided by Henley Hutchings, and updates on the draft Government Policy Statement on Land Transport 2021, the Land Transport (Rail) Legislation Bill and draft New Zealand Rail Plan, as well as the Government's Tackling Unsafe Speeds Programme.

Recommendations

That the Regional Transport Committee:

1 Receives the report, Committee Chair's Report.

1 Purpose

The purpose of this report is to highlight matters of interest that are of relevance to the business of the Committee.

2 Matters of Interest

2.1 Transport – National policy context

Henley Hutchings have provided a quarterly update on the national transport policy context (see Appendix 1). The update primarily focuses on

- the current political and economic context; and
- Infrastructure, transport and spatial planning.

Key matters to note are:

- The **Budget Policy Statement** announcement by Finance Minister Grant Robertson (timed for 11 December – so details will be available by the time of the meeting). This was expected to take advantage of low interest rates to bring forward major investments in New Zealand's infrastructure.

- The ongoing debate about the future of **Ports of Auckland** following release of the Upper North Island Supply Chain Strategy Working Group's report recommending development of the deep water port at Marsden Point south of Whangarei and ongoing capacity increases in Tauranga. The potential impacts of this scenario are considered in the Bay of Plenty Regional Freight Flows Study.
- The potential changes arising from an impending **Resource Management Act Review** that will include a focus on urban development capacity and enabling a new role for spatial planning.

2.2 Government Policy Statement on Land Transport 2021 (GPS) update

An update on from the Ministry of Transport (MoT) notes that it now expects to be engaging on the draft GPS in March 2020. As in previous years, The MoT intends to hold workshops with key stakeholders in each region covering the draft GPS and other aspects of the Ministry's work programme.

2.3 Land Transport (Rail) Legislation and the Draft New Zealand Rail Plan

The Land Transport (Rail) Legislation Bill has been introduced to parliament, proposing amendments to the Land Transport Management Act 2003 (LTMA) and the Land Transport Act 1998. The proposed amendments to the LTMA will implement a new framework for planning and funding for the rail network. These amendments are one of the key outputs of the Future of Rail review.

An initial scan of the draft provisions indicates:

- KiwiRail representation will be required on the Auckland and Wellington Regional Transport Committees, but only on Committees in other regions if the Minister of Transport deems it a requirement by notice in the *Gazette*.
- KiwiRail must prepare a rail network investment programme.
- The NZ Transport Agency (NZTA) must provide advice on what rail activities should be funded or partially funded from the national land transport programme.

At the time of writing this report, the Minister of Transport, Hon Phil Twyford was also due to announce the release of the draft New Zealand Rail Plan.

The Committee may wish to make submissions on the draft Rail Plan, and on the Rail Bill during the Select Committee process.

2.4 Tackling Unsafe Speeds programme

The Government has recently announced the Tackling Unsafe Speeds programme. Major initiatives include:

- Removing the setting of speed limits through by-laws and replacing the process with a requirement for Road Controlling Authorities (RCAs) to develop speed management plans.
- A new role for Regional Transport Committees to '*co-ordinate and support consultation on speed management plans at the regional level*' with the 'NZTA

collaborating with RCAs and Regional Transport Committees throughout this process and reviewing Regional Speed Management Plans'.

- Reducing speed limits around urban schools to 30km/h (or 40km/h where appropriate), and around rural schools to a maximum of 60km/h.
- Implementing a new national safety camera network with a '*highly visible, no surprises*' approach.

There will be an opportunity for the Regional Transport Committee to comment on the proposed changes during the select committee process.

3 Budget Implications

3.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

3.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

4 Community Outcomes

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019

APPENDIX 1

Transport - National Policy Context - Henley Hutchings, December 2019

Transport – national policy context

Client: Bay of Plenty Regional Council
Subject: Quarterly update on national transport policy and other contextual matters
Version date: Version 6 December 2019

Introduction and purpose

This quarterly report gives an overview of national transport contextual and policy matters that have surfaced in the last three months. Similar reports were delivered on 24 May and 28 August this year.

Overview

Political and economic context

- A number of economic forecasts together paint a picture of **muted optimism**.
- **Two polls give divergent views on election outcome** – the Stuff/YouGov placed Labour ahead (with a reduced chance of NZ First's role as 'kingmaker') but the more recent Colmar Brunton has National out in front.
- The DIA will review the Act governing local government elections following **recount appeals and 'controversial' outcomes in October's elections**.

Infrastructure, transport and spatial planning

- Finance Minister Grant Robertson will be announcing a Budget Policy Statement on 11 December –major borrowing is expected (taking advantage of low interest rates) and will focus on major **investments in infrastructure**.
- UFTI gains velocity with a positive meeting between Minister Hon **Phil Twyford and Bay of Plenty Mayors / Chair**.
- Helen Clark and Sir John Key waded into the discussion on the Auckland Port move to Northland. Ports of Auckland have released their own report which says cost of imports could rise by \$600m a year. Cabinet is looking at the issue now.
- The **RMA Review Panel issues and options paper** envisions enabling a new role for spatial planning.
- The Infrastructure Commission has calculated transport projects make up a third of the **\$21.1b in the pipeline**.
- **Kāinga Ora**, bringing together Housing New Zealand and its development subsidiary HLC, and the KiwiBuild Unit was established and is gaining momentum.
- The Prime Minister's focus is on **infrastructure**, which looks like a hot election topic.
- Wellington's new mayor Andy Foster, regional council Chair Daran Ponter and Hon Phil Twyford **disagree on congestion charging and the approach to rapid transit and roading for 'Let's Get Wellington Moving'** – but they say they are all going to work together on the business cases ahead.

Related activity

- The Productivity Commission proposes a new labour-market model - "**flexicurity**" – a blend of technology adoption and policies that focus on income security over job security. Their final report on **Local Government funding and financing** is also due to be delivered to Ministers in December. The funding focus for local government, however, is said to largely remain on rating properties for income.



Political and economic context

General economic outlook – recent forecasts

Our economy is forecast to grow between 2.4% and 2.7% across the three years of 2019-2021, according to the **OECD's latest Economic Outlook**. While the OECD group of economies is forecast to grow between 1.6% and 1.7%.

NZIER's latest forecast maintains the optimistic mood, with a positive outlook. Principal Economist Christina Leung says they do expect growth to slow further over the coming years as uncertainty here and abroad makes businesses and households more cautious about spending. *"We now expect annual GDP growth to average just over 2% over the next five years. Businesses report softening demand, and persistently weak profitability is leading to increased caution about investment."*

But while growth is slowing, the outlook remains positive. The New Zealand economy is currently in its longest stretch of growth on record since 1947, having gone through 34 consecutive quarters of growth. Although the unemployment rate has picked up from its 11-year low, households are feeling more positive about their own financial situation relative to a year ago.

NZIER says lower mortgage rates have supported renewed interest in housing. House sales lifted across the regions, with house price increases recorded in recent months particularly in North Island regions including Northland, Waikato and Wellington. Interestingly NZIER sees no further interest rate cuts in the medium term, another vote of confidence in the economy.

Also, in November, **Westpac's November Economic Overview Forecast** said we've hit the bottom of the current slow spot and the economy is about to pick up again. Chief Economist Dominick Stephens said the slowdown intensified in the September quarter, but recent data tentatively suggests we are past the worst of it.

ExportNZ DHL Export Barometer said New Zealand exporters have experienced a slight softening in their orders over the past 12-months and they're cautious about the global marketplace. They're still worried about the level of the dollar and the cost of exporting.

50% of Kiwi exporters surveyed experienced an increase in export orders, down from 52% in 2018 and 55% in 2017. Despite the softening of exports, expectations for 2020 are positive, with 61% expecting an increase in orders. This could indicate demand for quality Kiwi products from international markets will always be there, but Kiwi exporters need to be nimble in their approach to get their products out globally.

Current political polling

We have two visions of the future with vastly different political polling. This month's 'One News Colmar Bruton' poll puts National ahead on 46%, while last month's 'Stuff/YouGov' put them at 38%, with Labour on 41% and both its support parties on 8%. Critically, these polls showed Labour and the Greens could govern without NZ First.

In the preferred leader stakes - Ardern is still way out in front on 36%, Simon Bridges will be pleased with 10%, Winston Peters is on 3%, while Christopher Luxon, who hasn't even got to Parliament yet is on 1%.



Local Government Elections

October elections saw mayoral ranks receiving a boost from women and candidates under 40. A quarter of Mayors elected in 2019 were women, up from 19% in 2016.

Minister of Local Government Nanaia Mahuta said she has asked officials at the Department of Internal Affairs to investigate a review of the Act after one recount appeal kept Wellington waiting and another led to a controversial outcome. The review would include examining whether recounts should be required before a coin toss.

Low voter turnout again saw calls for a move to online voting in 2022. This came from the leaders of the two private companies running the majority of our local elections, and the general manager of democracy services at Auckland Council.

Finance Minister Grant Robertson will be announcing a Budget Policy Statement on 11 December – the major borrowing (which will take advantage of low interest rates) will bring forward major investments in New Zealand’s infrastructure.

Infrastructure, transport and spatial planning

Big spend up promised

Finance Minister Grant Robertson will be announcing (announced by the time you read this) a Budget Policy Statement on 11 December – the major borrowing (which will take advantage of low interest rates) will bring forward major investments in New Zealand’s infrastructure. The exact details are not yet available but, Robertson has promised that the package will provide certainty to the construction industry about upcoming infrastructure projects. Education is an early big winner with a focus on school infrastructure. Roads and housing may be at the centre of the 11 December announcements.

Auckland port move discussion

Cabinet are currently reviewing plans on the proposed move of Auckland’s used-car and container port to Whangarei while former Prime Ministers Helen Clark and Sir John Key came out publicly to endorse plans.

The involvement of luminaries such as Key and Clark pits them against former Key Cabinet Minister Steven Joyce who wants the port retained in Auckland. [An NZIER report](#) (commissioned by Ports of Auckland) also poured cold water on the move, stating if imported goods were transported by rail from either Northport or Tauranga back to Auckland, national GDP would fall by approximately \$1.3 billion.

Mayor Phil Goff is in favour of the move, but also wants evidence it would work. [The Government’s Upper North Island Supply Chain Strategy Working Group’s](#) preferred option is to progressively close the CBD used-car (with the exception of the cruise ship operation), for the **Port of Tauranga** to grow to capacity and the deep water port at Marsden Point south of Whangarei be developed.

To support this, a new inland port would be established in West Auckland, which would be a magnet for support industries and distribution centres. The Government’s role would be to invest in modern rail and roading between Auckland, **Tauranga**, Whangarei, Marsden Point and the new and existing inland ports. It is understood all this would come with a cost of perhaps \$200m - \$300m a year over the next decade above the cost of propping up the failing status quo.



We find it interesting to note that the **Port of Tauranga** has not yet 'publicly' entered the fray with a position on the cost/benefit of a further enhancements of Tauranga, rather than Northland.

Resource Management Review – Issues and Options Paper

The Resource Management Review Panel released its [issues and options](#) paper on 13 November.

The review has a dual focus - improving outcomes for the natural environment and improving urban and other development outcomes. The Panel said its "*review is expected to resolve debate on key issues, including the possibility of separating statutory provision for land use planning from environmental protection of air, water, soil and biodiversity*".

The document emphasises "*enabling a new role for spatial planning*".

The report sets out 14 areas which the panel believes could be addressed – they include how Māori values might be better integrated into a future RMA, how to get consistency and better quality planning processes and plans, and seeing whether some incentive system could be devised to get local authorities to collaborate more effectively.

Issues of particular relevance to this committee are:

Urban areas are struggling to keep pace with population growth. It says, "*the system needs to deliver necessary development capacity for housing and enable urban land markets to operate effectively within environmental limits.*"

Capability and capacity challenges in central and local government. "*While there are some clear problems with the legislation, a significant contributor to the problems with the RMA has been insufficient capacity and capability in central and local government to fulfil the roles expected of them.*"

It seems everything will be up for reassessment. The net effect appears to be a move away from the management of the effects of resource use toward planning for a sustainable future. There is also the possibility of separating out 'natural resource 'use' effects from planning'. (PS we found it somewhat disturbing to see NO acknowledgement anywhere in the discussion document of anything positive about the regime which has existed since 1991).

Responses are due by February 3 with a final report to Environment Minister Hon David Parker by May 31 2020.

Infrastructure Commission

More than 500 investments in public infrastructure with a total value of \$21.1 billion are in the [pipeline](#) over the next 10 years, according to a refreshed estimate published by the Infrastructure Commission, Te Waihangā.

Transport projects make up the largest proportion of the \$21.1b of projects tallied so far, counting for about a third of the forecast spending.

Government spending on infrastructure has become a sensitive topic. Some commentators have argued economic growth has hitched a ride on increased migration, without the required investment yet having been made to support the country's higher population.



Kāinga Ora, a new Crown agency

October 1 2019 saw the official establishment of Kāinga Ora, bringing together Housing New Zealand and its development subsidiary HLC, and the KiwiBuild Unit. Under the Ministry of Housing and Urban Development (MHUD) umbrella, Kāinga Ora is soon to have a portfolio of powers and forms a big part of the reforms in the Government's ambitious Urban Growth Agenda (UGA), and billion-dollar Housing Infrastructure Fund plans.

Urban Development Minister Phil Twyford says "*Kāinga Ora will be a world-class public housing landlord and work in partnership to enable, facilitate and build urban development projects of all sizes. The new agency will be the Government's lead developer for urban development, to create a one stop shop that will build thriving communities with a diverse mix of public, affordable and market housing.*"

Infrastructure – a key election issue

The Prime Minister has signalled her commitment to infrastructure spend, telling business leaders at the Trans Tasman Business Circle in November that the Government is heavily involved in building greater resilience into the economy and addressing long-term challenges. She says one of the major ways the Government is doing this is by focusing on infrastructure.

She said, "*a priority for us to ensure that we have the modern infrastructure we need to boost productivity and enable our transition to a low emissions economy.*"

However, we see conflicts on the details across the coalition.

Transport Minister Phil Twyford and his associate from the Greens, Julie Anne Genter are wedded to priorities of public transport and associated "good to haves," such as cycleways, while others, including Infrastructure Minister Shane Jones, see economic and practical justifications for addressing the need for enhanced highway construction. Caught in the middle of this ideological debate, tinged with elements of climate change requirements, is the road contracting industry hampered by financial uncertainties over forward capital expenditure on plant and equipment to meet likely demand.

Robertson's December announcement needs to clarify and give certainty to the industry in this area: much of the plant and equipment needed for a focussed highway construction programme is being offloaded to Australia where new roading infrastructure provision has a political and economic priority.

National's coupling of the finance and infrastructure portfolios under the stewardship of Paul Goldsmith is indicative of the importance it attaches to the issue. It looms as a significant point of difference in election campaigning next year.

Let's Get Wellington Moving

New Mayor Andy Foster wants to renegotiate the timing of a second Mt Victoria tunnel and congestion charging for the capital. After a meeting with regional council chair Daran Ponter and [Transport Minister Phil Twyford](#) late in November, the trio said "*we all agreed to move forward with the business cases for both rapid transit and roading, including the second Mt Vic tunnel*". But Twyford says mass rapid transit remains the Government's priority.



Wellington leaders will continue to lobby the Government for congestion charging even though Twyford previously ruled out a congestion charge in Wellington in July 2019.

Speaking at a Wellington Chamber of Commerce before the meeting, Foster was sharply critical of Let's Get Wellington Moving, claiming it lacked specific details, was released before it was ready and was presented as final even though the public had not been consulted on it.

Productivity Commission

The Commission has been examining how New Zealand can maximise the opportunities and manage the risks of disruptive technological change and its impact on the future of work and the workforce in a series of draft reports. The new draft report looks at [Employment, labour markets and income](#) (three more are due in December).

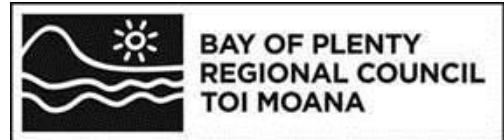
- The main problem facing New Zealand today isn't too much technology, it's not enough. New Zealand needs to embrace technology, not treat it as a threat. Technology adoption is a key means of enhancing labour productivity to achieve higher incomes and living standards.
- The Commission proposes a new labour-market model for New Zealand - "flexicurity" - a blend of technology adoption and policies that focus on income security over job security (portable individual redundancy accounts, unemployment insurance, or changes to benefits & tax credits) for a dynamic labour market.

Other news to note:

- **The 'Sustainable New Zealand'** party was launched - a possible ally for national as Vernon Tava's political views are to the right of centre. National is showing its green credentials to a much higher degree as the election approaches.
- Climate mitigation - the **Zero Carbon Bill** was passed through the House in November.
- **Building Act** - The Government has cut through some of the red tape of the Building Act, removing what Building and Construction Minister Jenny Salesa describes as old inefficiencies which make building slow and expensive. She says the rule changes will make high-quality, large-scale manufacturing of prefab houses a reality.
- **Surplus** - The country is now running its biggest surplus since before the Global Financial Crisis. The Crown accounts for the year to June 2019 show a \$7.5bn surplus. The surplus is \$4bn higher than expected in May's Budget.
- **NZTA Review** in October an independent review found [NZTA failed to properly regulate the transport sector](#) under the previous Government, and Transport Minister Phil Twyford says the Government is now moving to strengthen the agency's regulatory role. Twyford says the review found previous Transport Ministers had directed NZTA to focus on building roads at the expense of keeping people safe.
- **NZTA Board Appointments** - there's been concern in the media and infrastructure sector over the new [appointments to the NZTA Board](#). Critics have seen the change as a clean out of "road friendly" members, to be replaced by people who are more inclined to favour solutions like light rail and other alternatives to road transport. Transport Minister Phil Twyford says no one has been sacked from the board or been pushed, and the terms of all those who left had expired.



- **Congestion Pricing** - [NZIER research says congestion pricing](#) is the best way to moderate road usage and generate funding. A paper by institute principal economist Chris Nixon says it is key to driving public transport patronage, and to provide funding for more transport infrastructure as increasing take up of electric vehicles reduces fuel taxes. But the paper says it will be a tough ask for motorists to accept it. He says overseas experience suggests congestion pricing is very effective in some cases.
- **PGF boost for Northland rail** - Pressure on State Highway 1 between Auckland and Whangarei is expected to be eased by a massive upgrade of the rail line between the two centres. [The \\$94.8m Provincial Growth Fund investment in the rail line](#) will finally bring the track out of managed decline and preserve future investment opportunities.
- **Palmerston North Transport Hub** planned by KiwiRail was [announced with \\$40m](#) from the PFG as a catalyst to developing the hub. This funding allows KiwiRail to design the hub, purchase land for it and have the land designated for rail use.
- **Brian Corban** is the new Chair of KiwiRail Holdings Limited and the New Zealand Railways Corporation.



Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Regional Transport Committee Terms of Reference and 2020 Work Programme

Executive Summary

The decision-making functions assigned to the Regional Transport Committee are provided for in the terms of reference attached to this report. The Committee is asked to confirm the appointment of external advisors to the Committee. An indicative work programme for the next 12 months is also presented for adoption.

Key decision-making functions of Regional Transport Committees required under the Land Transport Management Act include:

- preparing a Regional Land Transport Plan and recommending it to the Regional Council;
- approving all non-significant variations to the Regional Land Transport Plan, and making recommendations to the Regional Council on any variations that it determines to be significant; and
- adopting significance policies for prioritised activities and variations to the Regional Land Transport Plan.

The terms of reference allow the Regional Transport Committee to appoint external advisors to assist with Committee business. The report recommends that the Committee confirms the four existing advisors in their roles.

The Committee also has the delegated authority to approve non-significant variations to the Regional Land Transport Plan. Under section 106(2) of the Land Transport Management Act a significance policy must be adopted.

The 2020 work programme presented in Appendix 2 for approval is based on the designated functions of the Committee.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Transport Committee Terms of Reference and 2020 Work Programme;**

- 2 Confirms Inspector Brent Crowe, Bay of Plenty Road Policing Manager as the Road Safety Advisor to the Regional Transport Committee;**
- 3 Confirms John Galbraith as the Freight Advisor to the Regional Transport Committee;**
- 4 Confirms Dan Kneebone as the Port Advisor to the Regional Transport Committee;**
- 5 Confirms Glen Crowther as the Environmental Sustainability Advisor to the Regional Transport Committee;**
- 6 Approves the procedure for making decisions on Regional Land Transport Plan variations as detailed in Section 3 of the report; and**
- 7 Approves the 2020 Regional Transport Committee Work Programme in Appendix 2 of the report.**

1 Background

Section 105(1) of the Land Transport Management Act 2003 requires every regional council to establish a Regional Transport Committee (RTC) for its region. The RTC is a statutory committee that is established by the Regional Council, and therefore the Regional Council approves the terms of reference for the Committee. However, the RTC can make a recommendation to the Regional Council to amend its terms of reference if the need arises.

The Regional Transport Committee (RTC) terms of reference are included at the front of the meeting agenda. The section on the role of the Committee outlines its specific responsibilities and functions. The key decision-making functions of the RTC required by the Land Transport Management Act are to:

- prepare the Regional Land Transport Plan (RLTP) and recommend it to the Regional Council;
- approve all non-significant variations to the RLTP, and make recommendations to the Regional Council on any variations that it determines to be significant¹; and
- adopt significance policies for prioritised activities and variations to the RLTP (these policies are included within the RLTP itself).

The terms of reference also outlines a number of additional functions relating to the activities of the Committee. These are designed to support the Committee having general oversight in terms of the integration between land use and transport matters at the regional level, and to make submissions and provide advocacy on transport issues that are important to the region as a whole.

2 Appointment of external advisors

In common with several other regions, the Bay of Plenty RTC terms of reference enable the Committee to appoint external advisors to provide advice on the matters

¹ Conferred by the Regional Council

before it². In the past two trienniums, the RTC has made decisions to appoint four external advisors: Road Safety (Inspector Brent Crowe), Freight (John Galbraith), Port (Dan Kneebone) and Environmental Sustainability (Glen Crowther).

Past experience has shown that having external advisors who are able to provide significant technical knowledge and different perspectives has added real value to RTC discussions. As noted in the terms of reference, external advisors are given speaking rights at the discretion of the Committee, but are not entitled to vote on Committee matters. On the basis of previous experience, the recommendation in the report is that the four existing external advisors to the Committee are re-confirmed in their roles.

3 Decisions on Regional Land Transport Plan variations

Section 18D of the Land Transport Management Act enables the RTC to prepare a variation to the RLTP for approval by the Regional Council if good reason exists for doing so. A variation may be prepared at the request of an approved organisation or the NZ Transport Agency (NZTA). Public consultation is not required for any variation that is not significant; or arises from the declaration or revocation of a state highway.

Through the Committee terms of reference, the Regional Council has delegated to the RTC, the authority to approve non-significant variations to the RLTP. The procedure for making decisions on variations established under the previous Committee is summarised in Figure 1. Under this procedure, all variation requests are considered first by the Regional Advisory Group (RAG)³, which then makes a recommendation to the RTC on:

- a) whether to accept or decline the request; and
- b) whether the variation is significant for the purposes of public consultation.

In the case of the latter, RAG applies the criteria in the RLTP significance policy (see Appendix 1 to this report). The RTC then has the discretion to accept or decline any RAG recommendation. If the RTC determines that a variation is significant, then it must go through a process of public consultation before being forwarded to the Regional Council for approval.

Figure 1 Decision-making procedure for RLTP changes and variations

Change or Variation	Considered by	Process and reporting
Change	NZTA Planning and Investment	<ul style="list-style-type: none"> • NZTA review procedures • s18E decisions reported to RTC
Non-significant variation <\$20M	RAG and RTC	<ul style="list-style-type: none"> • RAG recommendation to RTC • RTC decision
Variation >\$20M	RAG and RTC	<ul style="list-style-type: none"> • RAG recommendation to RTC • RTC decision on significance • If not significant, RTC decision

² Other regions have appointed between 0 and 6 advisors to their Regional Transport Committees.

³ The Bay of Plenty Regional Advisory Group was established to provide advice and assistance to the RTC in carrying out its functions. Membership is comprised of transport officers from the organisations that are voting members of the RTC i.e. the Regional Council, city and district councils and the NZTA.

Change or Variation	Considered by	Process and reporting
		to approve/decline <ul style="list-style-type: none"> If significant (see below)
Variation >\$20m and deemed significant for purposes of public consultation	RAG, RTC and Regional Council	<ul style="list-style-type: none"> RTC undertakes public consultation RTC recommendation to Regional Council Regional Council decision to approve/decline

4 Regional Transport Committee 2020 work programme

An indicative 2020 work programme for the RTC is included in Appendix 2. This is based on the functions designated to the Committee in the terms of reference. The development of RLTP 2021 will be the key policy development process for the Committee over the next 18 months.

5 Budget Implications

5.1 Current Year Budget

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

5.2 Future Budget Implications

Future work to support the Regional Transport Committee is provided for in Council's Long Term Plan 2018-2028.

6 Community Outcomes

The work of the Regional Transport Committee directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

12 December 2019

APPENDIX 1

Significance Policy for Variations to the Regional Land Transport Plan

9.4.1 RLTP variations

Section 106(2) of the LTMA requires each RTC to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation of the RLTP in the six years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

The significance of proposed variations to the Bay of Plenty RLTP will be determined on a case by case basis. In reaching its decision, the RTC will be guided by whether the variation involves:

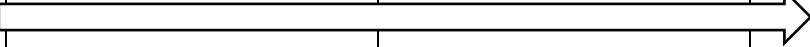
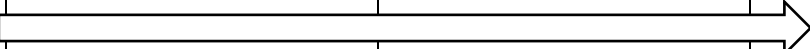
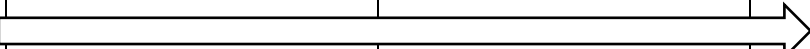
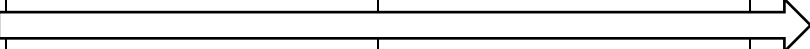

- the addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million;
- the addition or removal of a phase or phases of a prioritised activity that varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme;
- a scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total anticipated cost of the activity by more than \$20 million in the six years of the programme; and
- any other variations the Bay of Plenty RTC deems to be significant by way of resolution.

APPENDIX 2

Regional Transport Committee - Indicative Work Programme 2020

Regional Transport Committee – Indicative Work Programme 2020

Topic	24 February	10 May	7 August	6 November
Committee Chair’s report				
Updates from Committee members				
RLTP 2021 development	<ul style="list-style-type: none"> Review strategic context/drivers 	<ul style="list-style-type: none"> Review/confirm policy framework (vision, problems & benefits, objectives, transport priorities, policies, measures and targets) 	<ul style="list-style-type: none"> Review/confirm networks and corridors information Review/confirm prioritisation framework Develop regional programme of activities 	<ul style="list-style-type: none"> Decision on releasing draft RLTP for public consultation
(reports and/or workshops)		Regional public transport programme development and integration within RLTP		
			RLTP engagement planning	
RLTP 2018 implementation and reporting	RLTP 2018 Implementation Report		RLTP 2018 Implementation Report	RLTP Annual Report Card 2019/20
	RLTP 2018 variations			
Submissions	Draft GPS Rail legislation and draft NZ Rail Plan		Draft NZTA transport investment proposal	

Topic	24 February	10 May	7 August	6 November
	Tackling Unsafe Speeds legislation			
Transport planning - general	NZTA updates			
	Transport planning updates			
		Ministry of Transport update		
Spatial planning	Urban Form and Transport Initiative reporting/outputs			
Integrated planning	Regional Collective Action updates and next steps			
Road safety reporting		Regional Road Safety Report (statistics)		Regional Road Safety Report (statistics)
Stock truck effluent	Stock truck effluent strategic case and next steps			



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

New Zealand Transport Agency Update

Executive Summary

The purpose of the report is for New Zealand Transport Agency representatives to update the Committee on current national and regional initiatives.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, **New Zealand Transport Agency Update.**

1 Introduction

New Zealand Transport Agency (NZTA) representatives will update the Committee on current national and regional initiatives. The NZTA quarterly report to the Committee is appended.

2 Budget Implications

2.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

2.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

3 Community Outcomes

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019

APPENDIX 1

NZ Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

Transport Agency Quarterly Report to Bay of Plenty Regional Transport Committee

20 December 2019

CONTENTS PAGE	
1. Investment Decision-Making Framework	2
2. Regional Relationship Teams	2
3. Arataki – Our plan for the land transport system	3
4. Speed management update	3
5. Bay of Plenty System Improvements	4
6. Safe Network Programme	7

1. INVESTMENT DECISION–MAKING FRAMEWORK

- The Investment Decision–Making Framework (IDMF) Review involves three stages – investigation, design, and implementation.
- The investigation stage was completed mid–year, and was informed by national and international research, topic–specific workshops and national roadshows.
- Last month we released the investigation stage report – detailing the findings from the investigation stage and highlighting key areas we’ve been focusing on in the design stage.
- The design stage has involved significant work, including a number of workshops that have included representatives from local, district and regional councils.
- We released the draft design report and consultation document on 11 December. We’re seeking feedback from the sector from now – until 21 February 2020.
- All feedback to be submitted through our online form – www.nzta.govt.nz/idmf

2. REGIONAL RELATIONSHIP TEAMS

- The success of our organisation is determined by how well we work together to deliver the best outcomes for New Zealand and your communities.
- We recently underwent some structural changes to better align our business groups for delivery – and to build stronger relationships with our business partners.
- We’re developing 10 regional relationship teams – these teams are made up of our key staff working with you in the region and who will be empowered to work in a new approach to partnering with local government.
- An Executive Leadership Team (ELT) member will sponsor these relationships working the Directors of Regional Relationships and our regional teams. The ELT member for the Bay of Plenty is Brett Gliddon, General Manager System Design and Delivery.
- Each team will be set–up to be operational from late this year/early 2020 to deliver an individualised approach aligned to each region’s needs.

3. ARATAKI – OUR PLAN FOR THE LAND TRANSPORT SYSTEM

- Arataki is our first 10-year plan for what we think is required and where to shape the land transport system.
- Arataki will deliver on the government’s long-term outcomes, such as those in the Ministry of Transport’s Outcomes Framework, and the shorter-term priorities that government has set for the land transport sector such as through the GPS, upcoming climate change targets and regional development.
- In particular, Arataki will provide the basis for our investment plan (known as the Transport Agency Investment Proposal (TAIP)) – and give input to Long Term Plans (LTPs), the strategic front of RLTPs and the NLTP.
- We are uniquely positioned to provide this national perspective, and we have translated this for each region as an input to the development of RLTPs. The summaries are the Transport Agency’s national view for each region and should not duplicate the critical role of RLTPs in developing regional plans. Our expectation is that the RTCs will consider and draw from Arataki alongside other partner plans and strategies in developing their RLTPs.
- We’re not proposing a formal consultation with Arataki but from December, we have started to seek your feedback to inform our view. We know our view will not be complete and we will update Arataki next April and then again in August. What’s important is developing a shared understanding of the evidence, its implications, and an agreed approach on how we respond to these as a sector during the next decade.

4. SPEED MANAGEMENT UPDATE

The Transport Agency is currently identifying state highways where reviewing speed limits could make a big difference in preventing deaths and serious injuries, and where communities are calling for change. These speed reviews are now getting underway across the country. There are four reviews currently identified in the Bay of Plenty region:

1. **SH33 Paengaroa/SH33 and SH30 Okere Falls to Rotokawa Road**

Formal consultation for proposed speed limit changes along SH33 and SH30 between Paengaroa and Rotokawa Road closed in September 2019. The submissions for this consultation are currently being analysed. We expect to be able to announce an outcome in the coming months, which will be published on our website and we will also notify the community via newspaper and email.

2. SH2 Katikati to Bethlehem

Formal consultation for proposed speed limit changes along SH2 between Katikati and Tauranga closed in November 2019. The submissions for this consultation are currently being analysed. We expect to be able to announce an outcome in the coming months, which will be published on our website and we will also notify the community via newspaper and email.

3. SH5/SH30 Old Taupo Road to Hemo Road Roundabout

Preliminary stakeholder engagement for the proposed speed limit changes started late 2019, this will resume early 2020, followed by public engagement. Formal consultation will be confirmed in 2020.

4. SH5 Waiotapu

Formal consultation for proposed speed limit changes along SH5 in Waiotapu closed in October 2019. The submissions for this consultation are currently being analysed. We expect to be able to announce an outcome in the coming months, which will be published on our website and we will also notify the community via newspaper and email.

5. BAY OF PLENTY SYSTEM IMPROVEMENTS

Baypark to Bayfair Link (SH2 and SH29A)

- Investigation of cycle and pedestrian grade-separated options at Bayfair roundabout
- We are currently investigating the feasibility of retaining and extending the existing Bayfair underpass in order to make a decision about whether to progress to detailed design (Option 5).
- Option 5 is one of 15 options we considered for a grade-separated pedestrian and cycling solution at Bayfair. We are also investigating the feasibility of an overbridge north of Concord Avenue (option 14).
- To achieve Option 5, the bridge structure, abutments and ground improvements would need to be retested and redesigned. Retaining the existing underpass structure also has complexities with ground improvements, relocation of services and buoyancy challenges given the high-water table in this area. A final cost would be determined at the detailed design stage – if the decision is made to progress to that stage.

- We are progressing at speed to confirm the feasibility of option 5, especially given the time constraints and potential impact on the construction programme. It would be a case of one or the other – option 5 or option 14 – not both.
- The Bay Link project will still include a signalised pedestrian crossing at the Bayfair roundabout, regardless of the outcome of the above options.
- We will continue to work with our partners and the recently-established working group on progress over the coming months and keep the community updated.
- The existing underpass will remain open until early next year – even if Option 5 progresses. We are working through the final design for temporary signalised pedestrian crossings to provide a safe crossing across SH2 while work on the new Bayfair roundabout and Bayfair flyover takes place.

Welcome Bay Lane

- The Transport Agency has completed a series of safety improvements specifically designed to improve safety at the entry and exit points of Welcome Bay Lane.
- Tauranga City Council re-opened the lane to cars in late November.

Hairini Wetlands

- Two wetlands are being expanded and restored in the Hairini area as part of a collaborative project between the Transport Agency and local hapū Ngati Hē, Ngati Ruahine and Ngāi Te Ahi.
- Work is now underway at the Tongaparaoa wetland at Ila Park and Te Pahou wetland at Hammond Street Reserve on more than five hectares (50,000m²) of Transport Agency and Tauranga City Council-owned land.
- More than 60,000 plants will be planted over the next five years – both to restore the current wetlands and expand them to include an additional 12,000m² of wetland.

Pyes Pa School parking facility

- The Transport Agency and the Ministry of Education have partnered to deliver a new off-road parking facility for Pyes Pa School on State Highway 36. The project aims to improve safety of children, parents and the community by allowing school drop offs and pick-ups to occur off the state highway.
- The parking facility includes designated drop-off and pick-up areas, a bus stop, pedestrian crossing, turnaround facility and visitor parking.
- Construction is planned for December 2019 – January 2020.

Elizabeth St / Barkes Corner roundabout metering.

- Ongoing monitoring of the SH29A Barkes Corner and Elizabeth Street roundabout metering continues to show positive improvements in both the AM peak and PM peak.
- Monitoring will continue through December and we anticipate finalising the trial in early 2020.

Eastern Corridor: SH30 / Te Ngae Road

- Construction of the Eastern Corridor Stage 1 project in Rotorua will start in early 2020.
- The project includes the upgrade of the Tarawera roundabout to a signalised intersection operated by traffic lights.
- Other key improvements include four-laning a section of the highway between Allan Mills and Iles roads, Sala Street intersection improvements, new shared paths along the corridor, new watermains, and undergrounding the overhead powerlines.
- The Transport Agency will revisit the Stage 2 Business Case in early 2020 with a view to completing it in the second half of the year.

Central Corridor: SH30A / Amohau Street

- The detailed design phase for the Central Corridor is expected to be completed by early 2020.
- Revocation of SH30A is progressing, next steps will be to complete a Multi-Party Funding Agreement with Rotorua Lakes Council
- This project includes walking and cycling improvements, as well as safety initiatives, to enable the further growth and revitalisation of business and tourism in the city centre.

SH5/SH36 Ngongotaha Roundabout

- The Ngongotaha roundabout is following the Business Case Approach. This is currently in the Point of Entry phase, which means the Transport Agency will assess the roundabout to determine if a business case should be completed.

Waioeka Bridge cleaning

- The restoration of the Waioeka Bridge on State Highway 2 in Opotiki is now complete.
- The bridge has been professionally cleaned and repainted following requests from the community.

6. SAFE NETWORK PROGRAMME

Ngongotaha to Tarukenga (SH5)

- The Business Case for this work was endorsed at the start of July and pre-implementation was approved, subject to funding becoming available.
- Timing for the pre-implementation phase is yet to be confirmed.

Wainui Road to Opotiki (SH2)

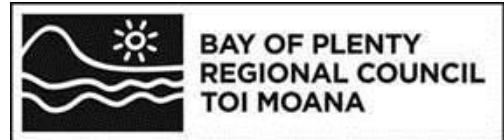
- As part of the Safe Network Programme, \$7.6 million funding has been confirmed for safety improvements on State Highway 2, from the SH2/Wainui Road intersection to Ōpōtiki.
- The safety improvements will be split into three stages. The funding enables the project team to move forward with the design for the three stages and construction of the safety improvements on SH2, between the Wainui Road intersection and Ōpōtiki.
- Stage one includes shoulder widening, side barriers at high risk locations, and edgeline and centreline rumble strips. Timing is TBC.
- Stages two and three, SH2/Waiōtahe Valley Back Road, SH2/Ōhiwa Beach Road and SH2/Wainui Road intersection, require more time to finalise property and consents. Construction funding for these sections will be considered as part of the 2021–24 National Land Transport Programme (NLTP).
- In July 2019, \$7.1 million was approved for Whakatāne and Ōpōtiki District Councils to complete the design and construction the safety improvements for Wainui Road, between SH2 and Ōhope.

Te Ngae Junction to Paengaroa safety improvements (SH33)

- Work between the Paengaroa straights and Allport Road (Stage 2B) and on the existing passing lane south of Allport Road (Stage 2A) are planned to be completed by the end of the year.
- Work on Stage 3B, a 4km length from the south end of Allport Road, are planned to start before the end of the year. The work includes establishing a new passing lane for vehicles travelling southbound on SH33 up the long hill towards Rotorua.
- Work on Stage 2C, a 4km length north of Okere Falls, is planned to start early 2020.
- In Okere Falls, planned updated line markings and other safety improvements in the area were paused, pending the outcome of the speed review.
- The entire project is expected to be complete by mid-2021

Waihi to Omokoroa Safety Improvements (SH2)

- Section one safety improvements, between Heath Road and Trig Road near Waihi, will be completed this month. As part of the annual maintenance programme parts of this section will be resurfaced. This work will happen sometime over the next 12 months.
- For the remaining nine sections, we have two main active construction sites underway, one north and one south of Katikati. Trig Road to Athenree Gorge (Sections 2 and 3) are underway and due for completion early 2021. Work south of Katikati is underway between Wharawhara Road and Sharp Road (due for completion late 2020).
- Preliminary work has started, such as identifying underground services, on the Kauri Point Road to Lindemann Road section and between Wainui South Road to Esdaile Road.
- As part of the annual maintenance programme, the road is being rebuilt near Forta Leza. While this work was underway, it made sense to complete the planned safety improvements at the same time (road widening and installing wide centre line and side barriers).



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Update from Committee Members and Advisors

Executive Summary

The purpose of the report is to enable Committee members and advisors to provide a brief verbal update on strategic transport matters impacting on their respective areas.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Update from Committee Members and Advisors.**

1 Introduction

This standing item is included in the agenda to enable Committee members and advisors to provide a brief verbal update (maximum of 5 minutes) on strategic transport matters impacting on their respective areas.

2 Budget Implications

2.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

2.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

3 Community Outcomes

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019



Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Regional Land Transport Plan 2021 Development

Executive Summary

This report outlines the context for the development of the Bay of Plenty Regional Land Transport Plan 2021 and seeks the Committee's approval of the high level scope and timeframes for the development process.

The Regional Land Transport Plan is a statutory document that must be prepared and reviewed in accordance with the Land Transport Management Act, with the Regional Transport Committee being responsible for preparing the Plan.

The report outlines the legislative and policy context, and the statutory requirements in terms of content, policy alignment and consultation. Key national policy considerations will be the next Government Policy Statement on Land Transport, a range of other Government policy initiatives with implications for transport, and NZ Transport Agency policies associated with the development of the next National Land Transport Programme. At the regional level, key considerations will include the outcomes of spatial planning processes, such as the western Bay of Plenty Urban Form and Transport Initiative, and the Regional Freight Flows study.

A high level timeline for developing the next Regional Land Transport Plan shows development of the strategic framework occurring in the first half of 2020, followed by programme development and prioritisation processes in the second half of the year. The timeline aims to release a draft plan for public consultation in November 2020. The report notes that the national election timed for around October 2020 has the potential to be a major disruptor if there is a change of Government and subsequent change in national transport policy direction.

The report outlines key elements of the current Regional Land Transport Plan 2018 strategic framework, before presenting three options for the high level scope of the 2021 development process. Option 2 – 'Built on what we have' is the recommended option. This involves building on the existing framework but applying fresh thinking to develop the next iteration of the Plan.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan 2021 Development;**

2 Approves Option 2 – ‘Build on what we have’ as the high level scope for the Regional Land Transport Plan 2021 development process.

1 Purpose

To outline the context for the development of the Bay of Plenty Regional Land Transport Plan (RLTP) 2021 and to seek the Committee’s approval of the high level scope and timeframes for the development process.

2 Background

The RLTP is a statutory document that must be prepared and reviewed in accordance with the Land Transport Management Act (LTMA). Under the LTMA, the Regional Council must ensure that the Regional Transport Committee (RTC) prepares a RLTP every six years and completes a review every three years.

The Bay of Plenty RLTP was first prepared in 2015. A comprehensive review was then completed in 2018. As a consequence, the current Bay of Plenty RLTP 2018 became operative at the beginning of the 2018/19 financial year and is in force for three years (2018/19-2020/21). The process of preparing and approving a new RLTP must be completed before the end of the third financial year (by June 2021).

Unlike many regions, the recent Bay of Plenty review process included a ‘first principles’ review of the problems and benefits in the Investment Logic Map (ILM)¹ underpinning the strategic framework in the Plan. The entire plan then underwent a full public consultation process in early 2018.

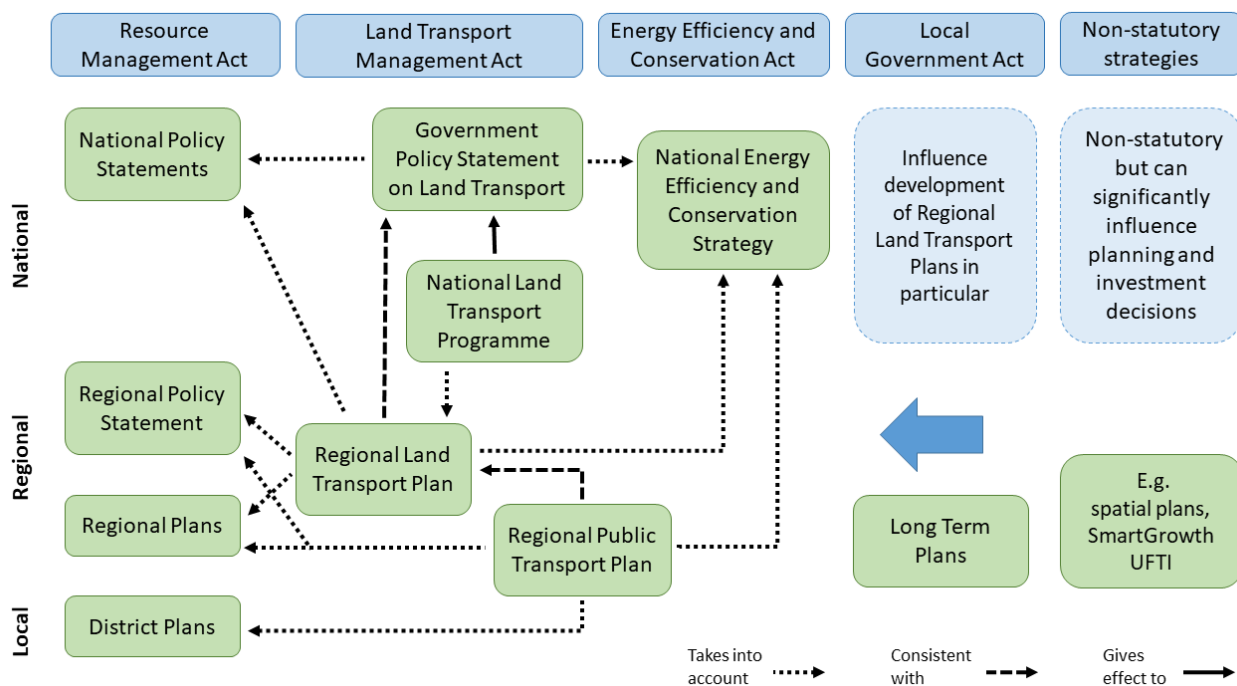
The current task for the RTC is to make a decision on the scope of the RLTP 2021 development process, taking into account the information presented in this report.

3 Legislative and policy context

The RLTP sits within a broad legislative and policy context which must be considered in the preparation of the plan. Some of the key relationships as they relate to the Bay of Plenty context are summarised in Figure 1.

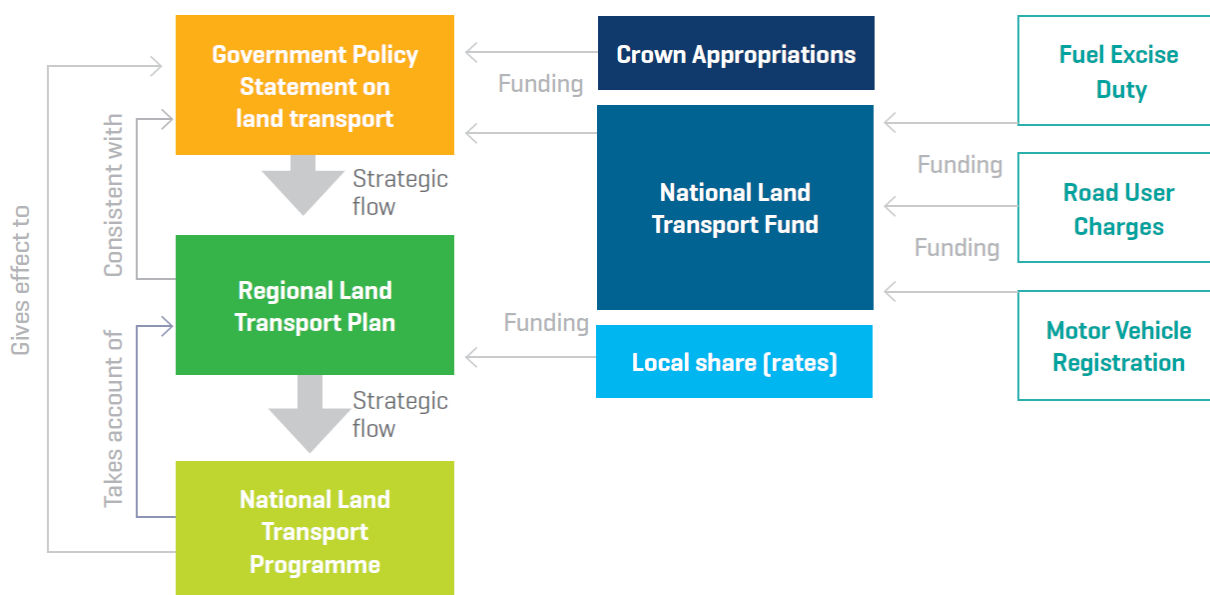
¹ Investment logic mapping is a key requirement of the NZTA’s business case approach to land transport planning and investment.

Figure 1 *Legislative and policy context*



The planning and investment framework established in the LTMA forms a part of this broader context (Figure 2). The key relationships are that regional land transport plans must be 'consistent with' the Government Policy Statement on Land Transport (GPS) and must be 'taken into account' when the National Land Transport Programme (NLTP) is developed.

Figure 2 *LTMA planning and investment framework*



3.1 Statutory requirements

Statutory requirements for the preparation of RLTPs are primarily set out in LTMA sections 14 and 16.

3.1.1 Policy alignment

In terms of policy alignment, section 14 states that before submitting an RLTP for approval, the RTC must:

- be satisfied that the plan:
 - contributes to the purpose of the LTMA: *'an effective, efficient, and safe land transport system in the public interest'*; and
 - is consistent with the GPS; and
- have considered:
 - alternative regional land transport objectives that would contribute to the purpose of the LTMA; and
 - the feasibility and affordability of those alternative objectives; and
- have taken into account any:
 - national energy efficiency and conservation strategy; and
 - relevant national policy statements and any relevant regional policy statements or plans in force under the Resource Management Act 1991; and
 - likely funding from any source.

3.1.2 Form and content

Section 16 sets out the detailed statutory requirements on the form and content of RLTPs. These state that the RLTP must include the following²:

Primary content

- the region's land transport objectives, policies, and measures for at least 10 financial years from the start of the plan (2021-22);
- a statement of the region's transport priorities for at least 10 financial years from the start of the plan;
- a list of activities that have been approved by the NZTA as qualifying for payments from the National Land Transport Fund (NLTF) but have not yet been completed [approved activities];
- a 6 year programme of activities proposed³ by the NZ Transport Agency (NZTA) and Approved Organisations in the region for which funding is sought from the NLTF, and the order of priority of significant proposed activities [proposed activities];

² The LTMA orders these differently, but they have been categorised in this report as primary or secondary requirements to aid interpretation.

³ An organisation may only propose an activity for inclusion in the regional land transport plan if it or another organisation accepts financial responsibility for the activity.

- a 10 year financial forecast of anticipated revenue and expenditure on activities.

Secondary content

- identification of any activities that have inter-regional significance;
- regionally significant expenditure on land transport activities to be funded from sources other than the NLTF for the 6 years of the programme;
- an assessment of each activity prepared by the proposing organisation, including the measures that will be used to monitor the performance of the activities;
- an assessment of how the RLTP complies with LTMA section 14;
- an assessment of the relationship of Police activities to the RLTP;
- a description of how monitoring will be undertaken to assess implementation of the RLTP;
- a summary of the consultation carried out in the preparation of the RLTP; and
- a summary of the policy relating to significance adopted by the RTC.

Meeting these statutory requirements will need to be front of mind when developing the content in the RLTP.

3.1.3 Consultation

Section 18 LTMA covers the requirements for consultation when preparing an RLTP. This states that a RTC must consult in accordance with the consultation principles in section 82 of the Local Government Act (LGA) and may use the special consultative procedure in the LGA. Section 18A notes that a regional transport committee complies with section 18 if the required consultation on the RLTP is carried out in conjunction with the relevant regional council's consultation on its long-term plan.

In essence, this means that the statutory requirements for consultation are met if consultation on the RLTP mirrors, or forms part of, consultation on the Regional Council's long-term plan. By definition, a full public consultation process is necessary to fulfil the LTMA requirements. An RLTP engagement plan will be developed to cover both the formal consultation process and stakeholder engagement as the draft RLTP is being prepared.

4 Policy context

4.1 Government Policy Statement on Land Transport

The Government Policy Statement on Land Transport (GPS) is the key document outlining the Government's direction for land transport planning and investment. The new RLTP must be consistent with the version of the GPS that is in force at the time the NLTP is released.

The current GPS (2018/19-27/28) was issued by the Government in June 2018. The key strategic priorities are safety and access, with supporting strategic priorities being value for money and environment (Figure 3).

Figure 3 **GPS 2018 strategic direction**



The Ministry of Transport is currently preparing a new draft GPS with the intention of releasing it for consultation late 2019 or early 2020, and releasing a ‘final’ GPS in June 2020. Expectations are that this new GPS will follow the general direction set by the current one. However, if there is a change of government following elections timed for around October 2020, then there is potential for a change of national direction and a re-write of the GPS late in the RLTP development process. One way of mitigating the risk of a change in Government direction will be to focus on enduring outcomes in the RLTP process that are applicable regardless of the Government of the day.

4.2 Other Government policy initiatives

While the GPS is the key government policy document for land transport planning and investment, there are a range of other Government policy initiatives with implications for the next iteration of regional land transport plans. These include:

- **Climate Change Response (Zero Carbon) Amendment Act 2019** - this includes a national target to reduce all greenhouse gases (except biogenic methane) to net zero by 2050. It also establishes a system of emissions budgets to act as stepping stones towards the long-term target. There is the

possibility that implementation may include the setting of sector-based targets, either directly or through other policy instruments such as the GPS.

- **Road to Zero: New Zealand Road Safety Strategy 2020-2030** – the final road safety strategy and the first plan of actions are due to be released by the end of 2019. The ‘Road to Zero’ consultation document included an interim target to reduce national deaths and serious injuries by 40% from 2018 levels by 2030. This is likely to provide a strong directive in terms of setting targets and prioritising road safety interventions in RLTPs.
- **Future of Rail Review** and the development of a **10 year Rail Plan** - the Future of Rail review is looking how rail planning and funding can be better integrated into the transport system. The Rail Plan will have a 10-year horizon and set out a range of matters, including:
 - the Government’s longer-term strategic vision for rail;
 - the planning and operating environment for rail;
 - a 10-year programme of indicative investments and benefits, roles and responsibilities for the entities involved;
 - funding sources and principles; and
 - a plan to monitor the performance of rail against the Government objectives.

Expectations are that the draft Rail Plan will be consulted on in conjunction with the draft GPS.

- **Proposed National Policy Statement on Urban Development (NPS-UD)** – this is part of the Government’s response to the wide range of problems they are currently seeing in housing and urban development, including worsening traffic congestion and lack of transport choice. It applies particularly to the ‘major urban centres’ of Auckland, Hamilton, Tauranga, Wellington, Christchurch and Queenstown.

The proposed NPS-UD requires a greater share of urban intensification being located around centres with access to employment, services and public transport than is currently the case. Many of the proposed policies refer to transport, including enabling higher-density development in areas where urban amenities and services are easily accessible by existing or planned active transport and public transport networks. The NPS-UD also seeks a significant change to the traditional approach of requiring developments to have a certain amount of on-site car parking, arguing that this has led to oversupply and perverse land use outcomes.

Current proposed timeframes have the NPS-UD coming into force in the first half of 2020 (subject to Ministerial and Cabinet approval). The final NPS-UD will then need to be taken into account in the development of RLTP 2021.

- **Resource Management Act (RMA) reform** – in July 2019, the Government announced that it was launching a comprehensive overhaul of the RMA. The scope includes investigating ways to better enable urban development. The comprehensive overhaul is likely to be a longer term process, with an initial proposal not expected until mid-2020. However, the Government has also signalled that an amendment bill will also be introduced to address more urgent issues in the short-term. Both aspects of the reform process may have implications for the relationship between RLTPs and RMA policy documents.

4.3 National Land Transport Programme development

RLTPs are essentially developed as inputs into the NLTP (as noted earlier, they must be taken into account when the Programme is developed). The NZTA is currently working on a number of initiatives designed to provide direction or guidance to the sector as it develops RLTPs ahead of the NLTP 2021-24. Key initiatives are outlined below.

4.3.1 Arataki

Arataki is a non-statutory document being developed as the NZTA's 10-year plan for the land transport system. The intention is to identify the most significant changes that will impact the land transport system and the 'step Change' responses the NZTA could take over the next decade. The NZTA has stated that Arataki will provide the Agency 'with a national perspective of transport challenges and opportunities to bring to the table as we consider government priorities, and council planning and co-investment partner needs and priorities'.

The Local Government New Zealand (LGNZ) Regional Sector has provided an initial collective response back to the NZTA on the purpose and role of Arataki. Further engagement is expected through the first quarter of 2020.

4.3.2 Investment Decision Making Framework (IDMF) Review

The IDMF is the decision-making tool the NZTA uses to assess investment proposals and determine a national priority for activities in the NLTP. The NZTA is currently undertaking a comprehensive review of the IDMF. Included in the scope is a review of the business case approach, with a view to 'right-sizing' the process according to the level of existing work and the scale of investment.

The first release of information from the review will be related to the development of business cases and the assessment of investment proposals. Guidance on prioritisation will follow once the draft GPS 2021 has been released.

A key consideration for RLTP development will be the relationship between the process regions will use to prioritise activities in RLTPs, and the national prioritisation framework.

4.3.3 Transport Agency Investment Proposal (TAIP)

The TAIP encompasses the State Highway Activity Management Plan (SHAMP) and other activities proposed by the NZTA for inclusion in RLTPs and the NLTP 2021-24.

The TAIP will contain specific activities proposed for inclusion in each RLTP. In each region, these will be evaluated alongside activities proposed by local authorities to determine regional priorities. Current timeframes for TAIP development are seeking NZTA Board endorsement in mid-2020 before being submitted to each RTC.

4.3.4 Sub-regional integrated land-use and transport planning

Work on developing integrated land-use and transport plans is currently underway at the sub-regional level. Authorities in the western Bay of Plenty sub-region are working on the Urban Form and Transport Initiative (UFTI), a spatial planning exercise has been completed in the Rotorua sub-region, and there is economic development and housing work being carried out in the Eastern Bay of Plenty sub-region. A key

consideration will be how the outcomes of this work is integrated into the new RLTP. A paper providing an update on UFTI and some initial thinking on its relationship with the RLTP is included as a separate agenda item.

5 Lessons learnt from the RLTP 2018 review process

Following the completion of RLTP reviews in 2018, lessons learnt processes were undertaken both at a national level, and regionally with technical officers who were involved in the Bay of Plenty RLTP process.

5.1 National RLTP development workstream

At a national level, the process emerged from a concern that although significant effort was put into developing RLTPs, including prioritising programmes as required by the LTMA, there was little evidence of the outcomes of regional processes being reflected in the NLTP.

As a result, through the LGNZ Transport Special Interest Group (TSIG), regional transport officers from regional councils and other authorities responsible for preparing RLTPs are now working together to investigate ways to improve the value of RLTPs in transport planning and investment decision making. A key aspect of this is seeking to improve the consistency of RLTPs across the country, including a more consistent structure and framework for the strategic direction and a common prioritisation approach. This includes engagement with NZTA as they look to issue guidance on RLTP development.

The outcomes from this work is likely to have significant implications for both the structure and form of the next Bay of Plenty RLTP and the methodology employed to prioritise the activities proposed in the Plan.

5.2 Bay of Plenty lessons learnt

The Bay of Plenty lessons learnt process focused on the technical process the Bay of Plenty Regional Advisory Group (RAG)⁴ used to put together the regional programme and prioritise significant activities within it. Some of the key issues raised were:

- the prioritisation process occurring at a time of high workload when local authorities were finalising their draft transport programmes;
- limited information on some projects makes it difficult to assess them;
- a lack of comparative measures makes it difficult to compare projects; and
- it is also difficult to compare projects that are not alike within one process (e.g. walking and cycling v roading v public transport).

Suggestions for improvement in the RLTP 2021 development process included:

- more advance preparation to capture project information as early as possible;
- consider developing a set of 'headline' measures to improve comparison between projects;

⁴ The Bay of Plenty Regional Advisory Group was established to provide advice and assistance to the RTC in carrying out its functions. Membership is comprised of transport officers from the organisations that are voting members of the RTC i.e. the Regional Council, city and district councils and the NZTA.

- continue with the practice of prioritising projects by activity class (introduced in the final version of RLTP 2018); and
- re-introduce the practice of RAG assessing projects collectively rather than individual scoring of projects.

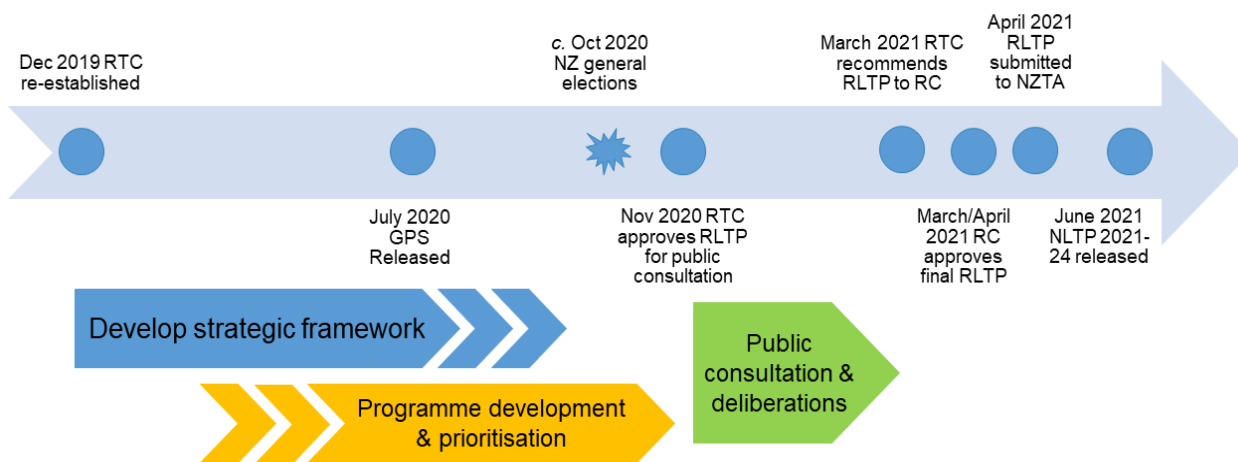
Many of these improvements can be incorporated relatively easily into the RLTP 2021 process, providing they are consistent with the guidance to be issued by the NZTA and the outcomes of the national RLTP development workstream.

6 Timeframes

A new RLTP must be prepared by the RTC, approved by the Regional Council, and submitted to the NZTA by 30 April 2021 to meet the statutory requirements in the LTMA. This is to enable the release of the NLTP 2021-24 on 30 June 2021.

Figure 4 shows a high level timeline for developing the next RLTP. Further detail on the steps in the process and their timing with scheduled RTC meetings is provided in the agenda report on the RTC work programme for 2020. The current timeline assumes that RLTP development progresses in a linear fashion. As noted earlier, national elections timed for around October 2020 have the potential to be a major disruptor if there is a change of government and a consequent change in national transport direction, as was the case in the RLTP 2018 development process. The timeline will also be updated to take into account any changes to broader national processes including GPS development and requirements issued by the NZTA.

Figure 4 RLTP 2021 development timeline



7 Scope

The background section notes that a comprehensive review of the RLTP, including a full public consultation process, was completed in June 2018. This included the RTC undertaking a ‘first principles’ review of the problems and benefits in the ILM that forms the basis of the strategic framework in the plan. The initial decision for the Committee is to determine the scope of the RLTP 2021 development process and the extent to which the problems, benefits and objectives identified in RLTP 2018 are still fit for purpose.

7.1 RLTP 2018 strategic framework

The RLTP 2018 ILM, and the Benefits Map that tracks high level benefits through to key performance indicators (KPIs) and measures, are shown in Appendix 1.

The four problems in the ILM were identified as the core land transport issues that the region as a whole was seeking to resolve in the RLTP, with the weighting reflecting the relative importance of each problem to the region. The problems can be summarised as:

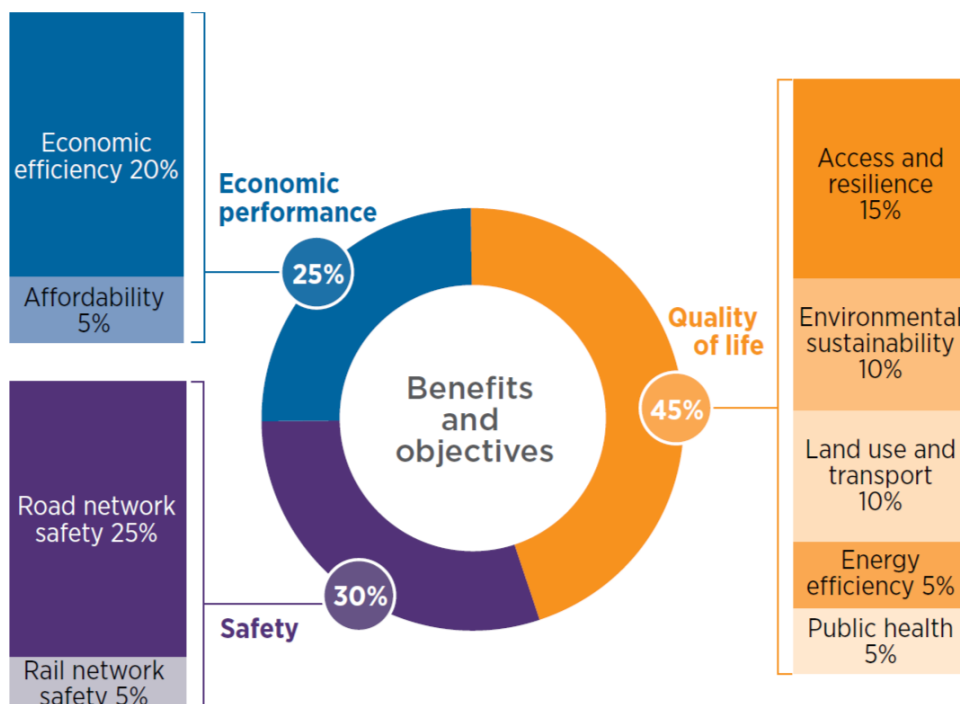
- Traffic growth/congestion (40%)
- Road safety (30%)
- Network resilience (20%)
- Environmental/public health effects of transport (10%)

It is important to note these, as is necessary in a RLTP, are defined as high level regional problems, recognising that the impacts of each will be distributed unevenly across the region. The key benefits of resolving these problems are then identified as:

- Better quality of life (45%)
- Increased safety (30%)
- Improved economic performance (25%)

These are obviously inter-related rather than mutually exclusive concepts, for example, increased safety and improved economic performance both contribute to better quality of life outcomes. However, they have been separated out (somewhat artificially) in order to meet the requirements (and constraints) of the ILM framework.

Figure 5 Relationship between Bay of Plenty RLTP 2018 benefits and objectives



Better quality of life is the broadest of the three benefits categories and is given the highest overall weighting. This category is given more expression as it is translated into a number of objectives. As Figure 5 shows, quality of life encompasses objectives covering access and mobility, environmental sustainability, land use and transport integration, energy efficiency and public health.

A summary document of RLTP 2018, including both the strategic framework and key programme elements, can be found in Appendix 2.

7.2 Options

The purpose of this report has been to provide the context for RLTP 2021 development and seek a decision on the scope of the process going forward. Moving forward into RLTP 2021 development, there appear to be three potential options for the scope of the process:

- **Option 1 - Start at the beginning** - begin the plan development process again from ‘first principles’.
- **Option 2 – Build on what we have** - build on the existing framework but apply fresh thinking to develop the next iteration of the RLTP.
- **Option 3 – Let’s meet requirements** - undertake a more limited process focusing on updating the current RLTP and meeting statutory requirements.

The following table summarises the three options and their relative advantages and disadvantages:

Option	Description	Advantages	Disadvantages
1 Start at the beginning	This option would involve starting with a blank sheet (or template). The process would likely commence with workshops to firstly identify strategic issues and a new vision for the region before identifying and prioritising the region’s key problems and benefits using an ILM process or similar.	Full scope to re-develop the RLTP from the beginning, including how the strategic framework is structured. Greater flexibility to respond to changes in the complex operating environment as it evolves.	Risks disregarding the good thinking that went into the RLTP 2018 review process and undermining value of the extensive public engagement that occurred in 2018. There will be additional resourcing requirements to enable multiple RLTP workstreams to progress in parallel. Will require a greater commitment from RTC members in the first 6 months of 2020 to undertake a more intensive policy development process. This will likely require the scheduling of additional workshops.
2 Build on what we have	This option is built on the premise that the existing framework is essentially sound but needs a	Builds on the good work that went into the RLTP 2018 review process and	Less scope to completely ‘re-invent the wheel’. There may be some

Option	Description	Advantages	Disadvantages
	refresh to reflect new thinking and the current operating environment. This would likely begin with a strategic gap analysis and process for identifying what we would like to change.	<p>takes the outcomes of the public consultation process into account.</p> <p>Provides a logical structure that is consistent with the recommendations emerging from the regional sector's RLTP development workstream.</p> <p>Allows sufficient flexibility apply new thinking and respond to changes in the operating environment.</p>	additional time and resourcing requirements.
3 Let's meet requirements	This is essentially the 'do minimum' option. It would focus on updating the information in the plan to ensure that it responds to the current operating environment and meets all statutory requirements. The starting point for this option would be a stocktake of the existing plan.	<p>Full recognition of the value of the 2018 public consultation process.</p> <p>Time and resource efficient process.</p> <p>A less time intensive process for RTC members.</p>	<p>Little scope to apply new thinking to the RLTP.</p> <p>Not a dynamic approach that would enable the RTC to engage with community on new ideas.</p>

On balance, the recommendation in this report is that the RTC proceeds with Option 2. This option provides sufficient flexibility to enable new thinking to be applied to the RLTP strategic direction and respond to changes in the operating environment, while recognising the sound thinking that was applied to the RLTP 2018 review process and the value of the extensive public engaged that occurred. It is also manageable given current time and resourcing constraints, and is consistent with the thinking that is coming out of the regional sector at the national level.

Regardless of the scope of the RLTP 2021 development process, key components of the strategic framework that will need to be reviewed or updated include:

- the strategic drivers for land transport in region (currently grouped under the four broad themes of society, economy, environment and technology);
- the objectives, policies and measures in the plan; and
- the evidence base underpinning the RLTP strategic context.

8 Budget Implications

8.1 Current Year Budget

This work is being undertaken within the current budget for the Transport Planning Activity in the Long Term Plan 2018-2028.

8.2 Future Budget Implications

Future work on RLTP 2021 development is provided for in Council's Long Term Plan 2018-2028. There may be some additional resourcing requirements arising from the recommended option but detailed costing is yet to be undertaken.

9 Community Outcomes

This item directly contributes to the 'A Vibrant Region' community outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019

APPENDIX 1

Bay of Plenty RLTP 2018 Investment Logic Map & Benefits Map

Responding to the Bay of Plenty's Transport Needs

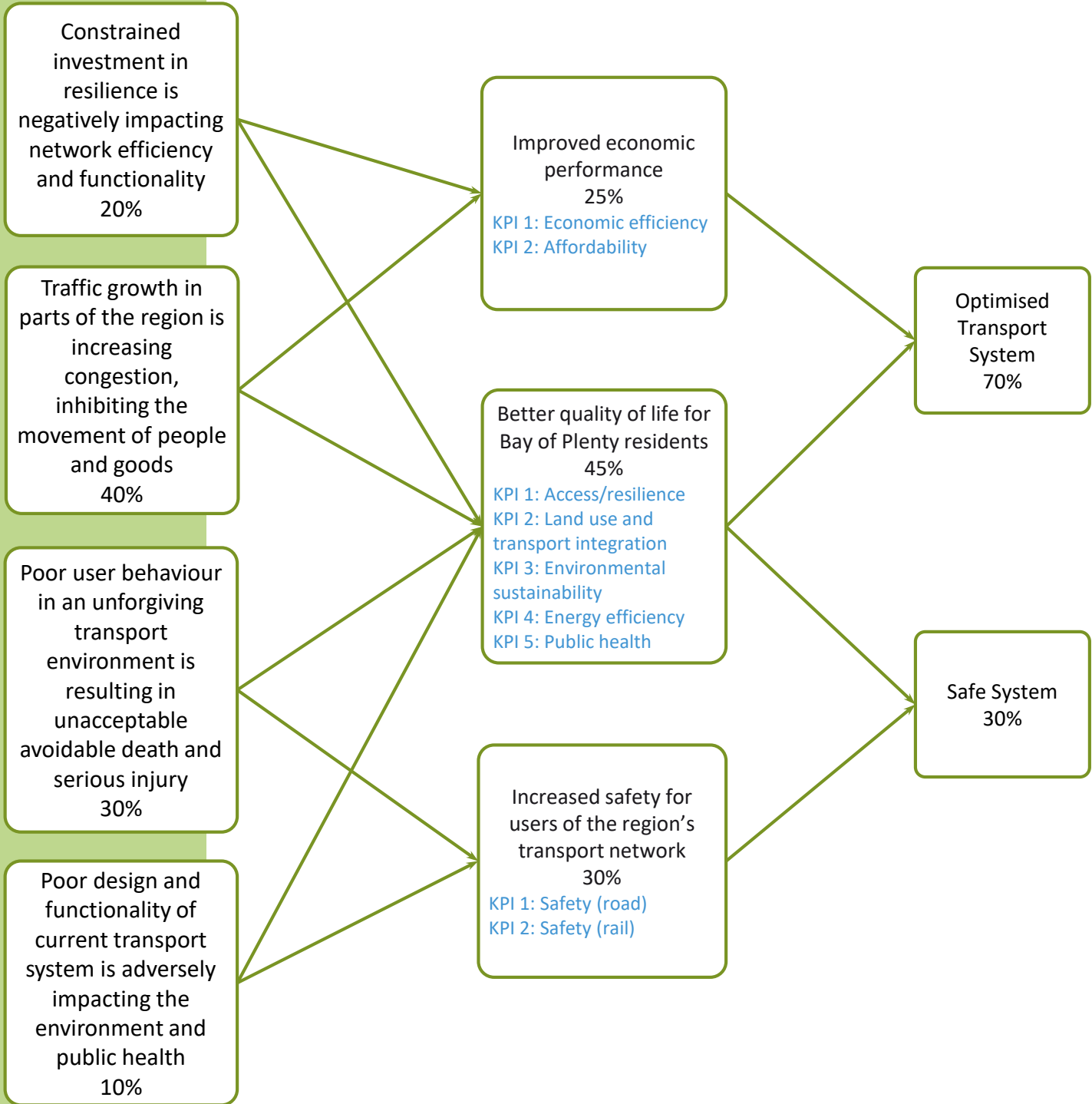
Regional Land Transport Plan

INVESTMENT LOGIC MAP Program

PROBLEM

BENEFIT

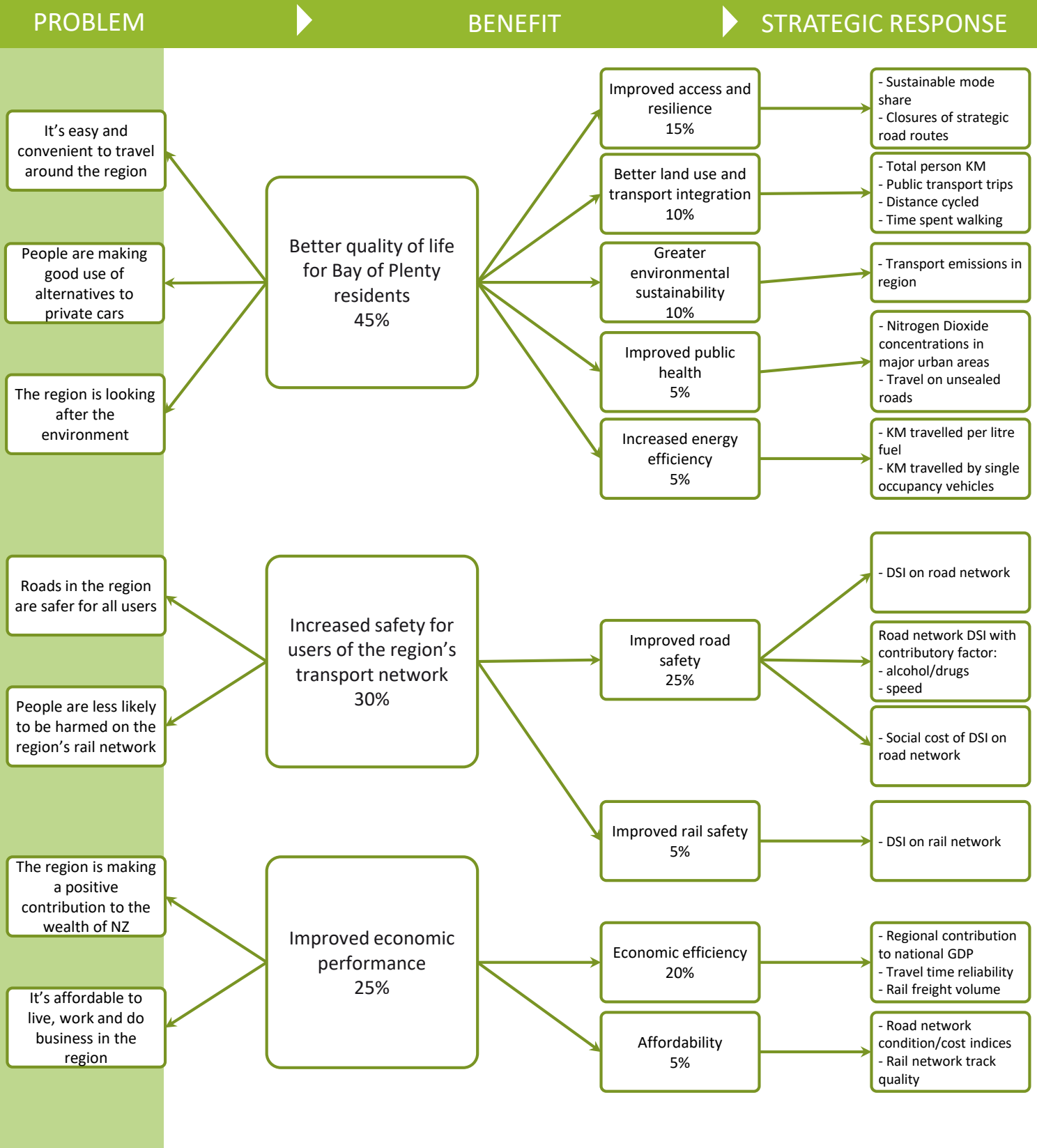
STRATEGIC RESPONSE



Responding to the Bay of Plenty's Transport Needs

Regional Land Transport Plan

Benefit Map



APPENDIX 2

RLTP 2018 Summary Document



Bay of Plenty Regional Land Transport Plan 2018 **Summary**

Introduction



Introduction

Transport is fundamental to our way of life. It enables businesses to get their goods to market, employees to get to work, students to school and visitors to reach their destinations. But along with economic and population growth comes additional demand for transport, placing pressure on our existing networks. In some parts of the region, we have reached the point where 'more of the same' will not be enough. We must find new ways of meeting the transport needs of a vibrant and growing region, while responding to global imperatives such as climate change and technology that may fundamentally alter how transport is delivered in the future.

Councillor Stuart Crosby

Chair, Bay of Plenty Regional
Transport Committee

The Bay of Plenty region's
transport vision is:

**Best transport systems for
a growing economy and a
safe, healthy and vibrant
Bay lifestyle for all.**

What is the Regional Land Transport Plan?

The Regional Land Transport Plan combines proposals from all of the Bay of Plenty's councils and the New Zealand Transport Agency for our land transport network.

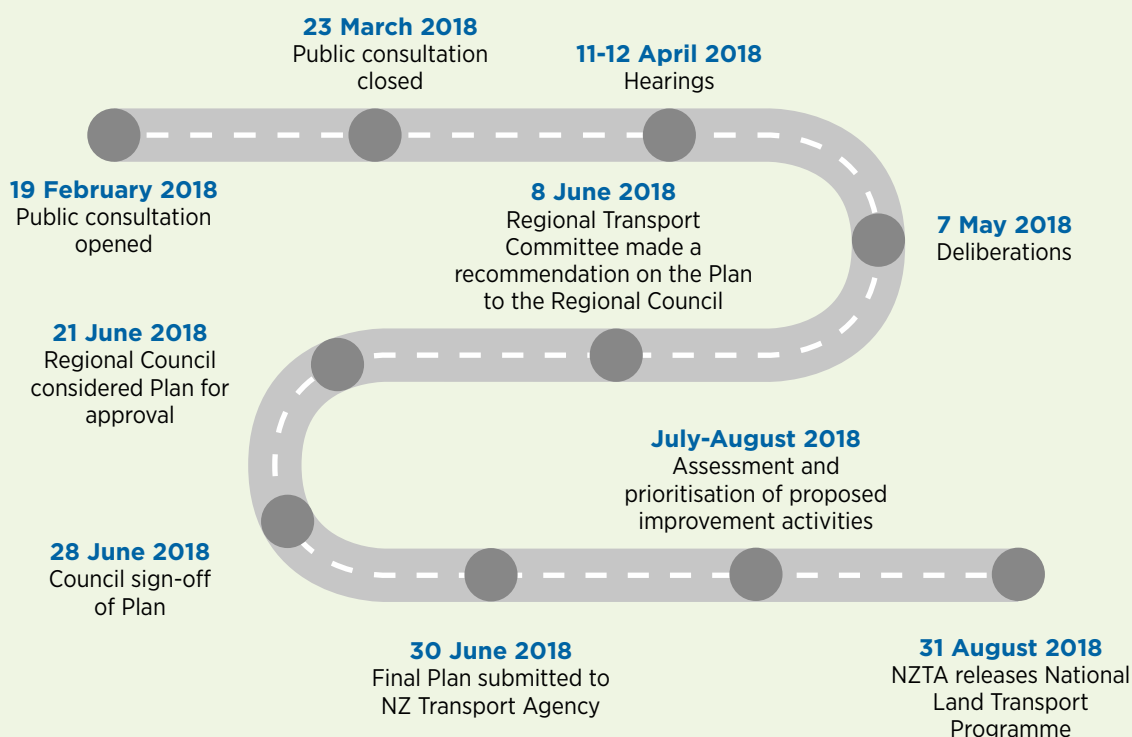
The 2018 Plan sets out the priorities and activities the region will work towards in the next six years with a long term view of what might happen in the next 30 years.

Through the plan, we are seeking central government funding for activities ranging from road safety, to walking and cycling, to public transport and road improvements.

The community has a wide range of different transport needs, making it a complex issue. But we all want good transport options that help us move around quickly and safely.

We may have to re-visit our plan in 2019 as the next stage of the Government Policy Statement is set to be released. This will likely include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

Our road to the future



Why is a successful transport plan important for Bay of Plenty?

Bay of Plenty's location in the Upper North Island (UNI) means we are part of New Zealand's "Golden Triangle", where a lot of the country's economic and population growth is occurring.

Together, the Auckland, Northland, Waikato and Bay of Plenty regions are responsible for generating more than half of New Zealand's GDP, housing more than half the population and moving more than half of New Zealand's freight.

It is also home to the Port of Tauranga, New Zealand's largest export port which handles 30% of the country's imports and exports. The Port is a key connection between the UNI and international markets.



What are our transport challenges and opportunities?

There are a number of issues that are currently impacting on the region - or that have the potential to in the future - which have been identified.

Grouped under the broad themes of society, economy, environment and technology, each influences and shapes our transport strategy.

Society

The Bay of Plenty's population is currently estimated at 293,500, making it the fifth highest in New Zealand, with it expected to increase to 334,000 by 2033. As a result, population growth is putting pressure on our transport infrastructure and daily traffic has increased more than 8% in the region over the past two years. We also have an ageing population which means we need access to a wider range of mobility options.

Economy

The region provides 5.2% of national GDP, with freight volumes expected to grow by 35-42% by 2042. Key export sectors are forestry and wood products, horticulture and agriculture. Logs and processed forest products represent 53% of the total export tonnes handled by Port of Tauranga.

Environment

Transport contributed 31% of the region's total carbon emissions in 2015/16. Weather events have the greatest potential impact on the region, with ex-tropical cyclones bringing heavy rainfall and high winds. Parts of the region are particularly vulnerable to frequent flooding, and Natural Hazard events like slips which frequently affect parts of our transport network.

Technology

Freight delivery has become more efficient through technology, while new safety features in cars have the potential to reduce death and serious injury on our roads. New systems can help better manage traffic flows, while there is the potential for a rapid uptake of electric and low emissions vehicles.



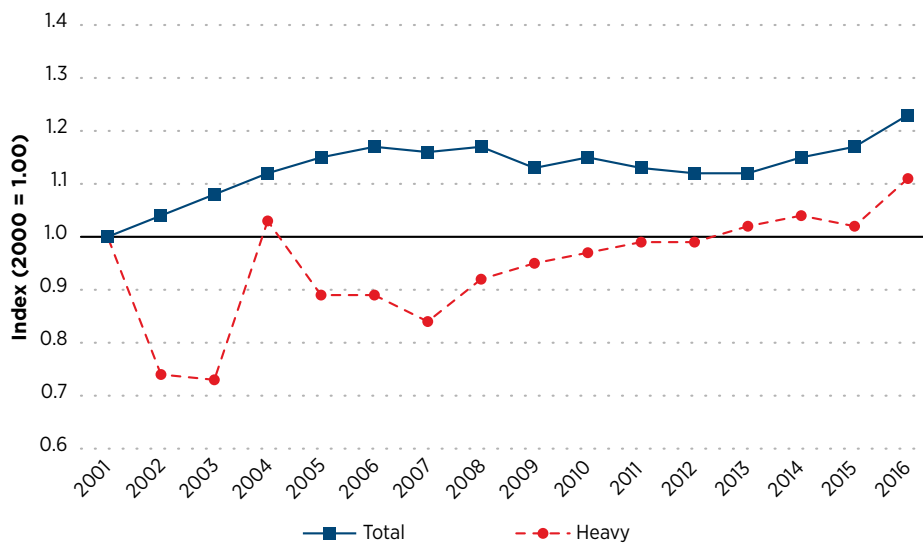
Dealing with the problems

An Investment Logic Mapping process has been used to identify the region’s priority problems and benefits. This involves key stakeholders working together to develop a map that tracks the relationship between identified problems and the benefits of resolving them.

Traffic growth in parts of the region is increasing congestion, hindering people and goods moving around efficiently (40%)

Transport demand is growing, particularly in areas experiencing rapid population and economic growth. Increases in domestic and international visitors are adding to this demand, while freight volumes are the fourth highest in the country and forecast to grow strongly in the future.

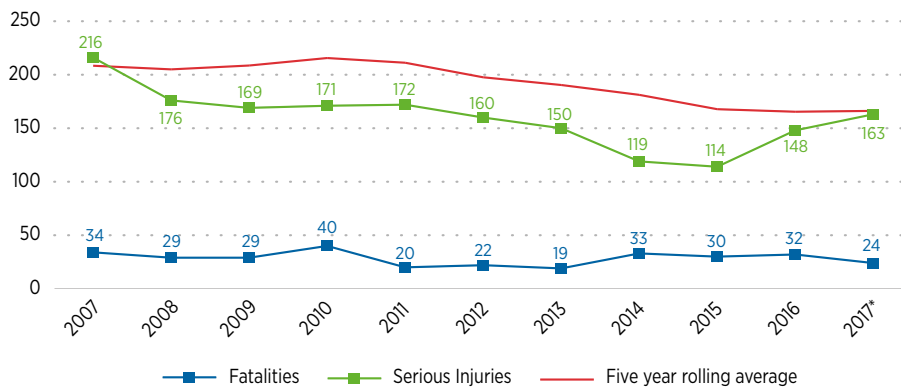
State highway traffic volumes (at continuously monitored sites)



Death and serious injury is occurring because of poor drivers (30%).

In 2017, the social cost of deaths and serious injuries amounted to \$283 million. While the overall statistics have shown some improvement over recent times, they still remain. These figures do not show the impact of crashes on families, the wider community and the health system.

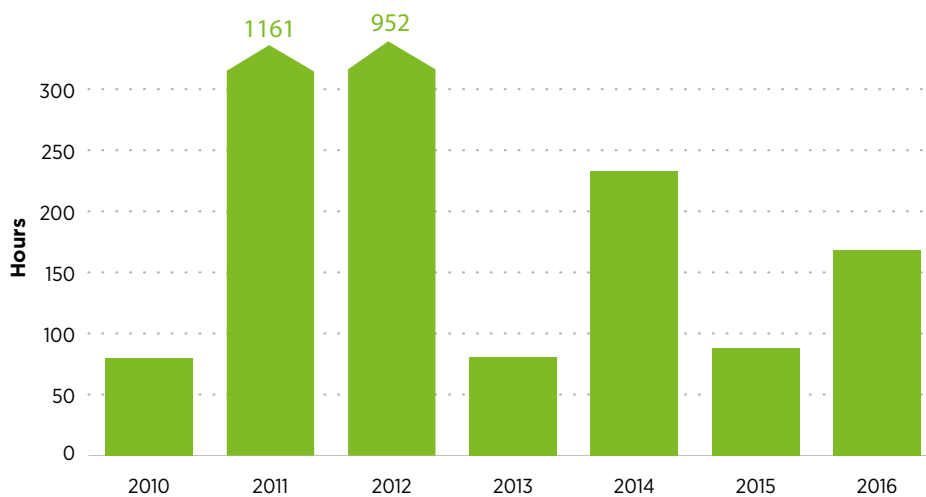
Bay of Plenty road fatalities and serious injuries (2007- 2017)



Failure to invest in areas susceptible to unplanned events is negatively impacting network efficiency and functionality (20%)

The region's road and rail networks are heavily constrained by mountain ranges, large harbours, rivers, lakes and narrow coastal strips. This makes the Bay of Plenty reliant on just a few key social and economic lifelines. Parts of the network are susceptible to unplanned events, particularly road crashes and natural hazards. This has meant our state highways have been closed for between 80 and 1130 hours per year over the past seven years.

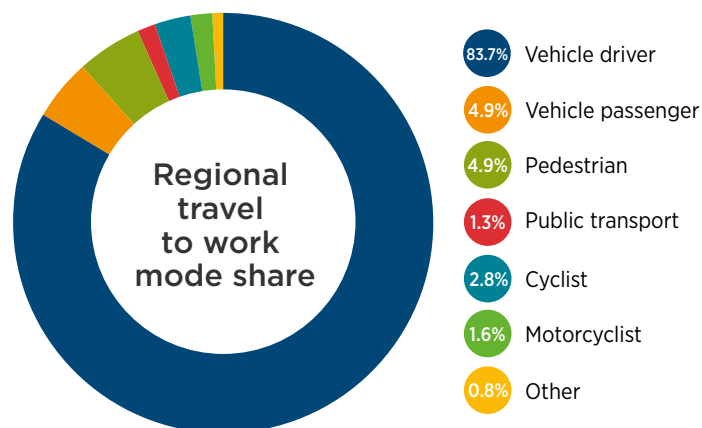
State highway road closures



Poor design of the current transport system is negatively impacting the environment and public health (10%)

To date, the region's transport system has been designed to cater for the growth in motor vehicle travel. This has made it relatively cheap and convenient for people to meet their daily travel needs by car, however it also means the Bay of Plenty is heavily reliant on vehicles. Travel to work by motor vehicle in the region is 88.6% of all journeys. Over 99% of the region's vehicle fleet also use fossil fuels as their primary source of energy.

Regional travel to work mode share

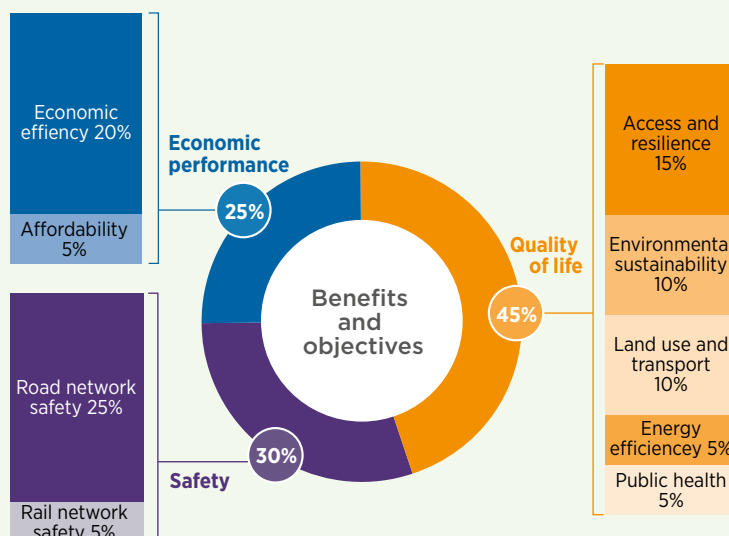




If we identify our priority problems correctly, and work towards solving them, we should be able to achieve:

- 1 Better quality of life for Bay of Plenty residents (45%).
- 2 Increased safety for users of the region's transport network (30%).
- 3 Improved economic performance (25%).

These benefits form the high level transport priorities for the region. Each benefit is supported by one or more objectives and key performance indicators, designed to measure whether the anticipated benefits are being realised.



Our Transport Strategy

The Bay of Plenty's response to the transport challenges is an Optimised Transport System.

Analysis of future travel demands has found that a 'business as usual' approach would mean levels of private vehicle use that would create significant challenges, especially in urban areas at peak times. This would also have detrimental effects on the regional economy.

An Optimised Transport System means considering a hierarchy of four interventions, to ensure our land transport system is working as affectively and effectively as possible.

Integrated planning

Network optimisation

Demand management

New and improved infrastructure

What do we invest in?

Investment in new and improved infrastructure will be necessary once other options in the intervention hierarchy have been fully explored.

Road Network: It's predicted 74% of trips travelled in the region in 2040 will be car based, meaning we will need to continue to invest in new infrastructure. Investment focus areas will include safety improvements, strategic freight networks and connectivity improvements.

Rail Network: Investment should focus on supporting the movement of products to and from the Port of Tauranga, as well as the potential re-introduction of inter-regional passenger rail services.

Public Transport: The Western Bay of Plenty Public Transport Blueprint focuses on improving services and infrastructure in Tauranga City, with high frequencies on key urban bus routes and express buses to growth areas.

Walking and Cycling: Investment should focus on the continued development of urban cycle networks in Tauranga, Rotorua and Whakatāne. In terms of walking, priority should be given to pedestrian improvements that support key areas, such as town centres, complement increases in public transport, or integrate with new urban growth areas.



Future Focus and Technology

The 2018 RLTP includes investment in a Bay of Plenty Rail Study, which will assess the feasibility of the rail network to provide for: increased movement of freight by rail, inter-regional passenger rail between the Bay of Plenty and Auckland, and potential commuter rail in the region.

Rapid Transit (e.g. busways) options in the Western Bay of Plenty sub region could also be explored as part of this.

Technology is changing many aspects of our lives and transport is no exception, however the exact nature and scale of this change is uncertain. We do know that the development of new technologies will continue to influence how the transport system operates.

As a result, we need to be flexible and responsive in our approach. Part of this will be increasing our understanding of community and customer expectations around the future use of technology.



Feedback prompts changes

Over 1350 submissions were received by the Regional Transport Committee in relation to the draft RLTP.

Most of the submissions focused on major roading activities in the draft plan. Over 450 individual submissions on the road network expressed concerns over the State Highway Two corridor between Waihi and Tauranga, particularly in relation to safety and congestion.

In addition to the trauma caused by road crashes, submitters frequently cited the effects on quality of life, including stress and anxiety about family members and friends regularly using the road.

As a result of the submissions the three State Highway Two projects were moved to the top of the priority list, with improving the stretch between Te Puna and Omokoroa jumping from number 11 to number one, while the corridor between Waihi and Omokoroa is now third, moving from its original sixth priority placing.

This is an important example of the planning process at work, and the RLT Committee particularly acknowledges and thanks those who took the time to submit on the draft plan.

"The road is no longer fit for purpose. We can sit on our deck and hear the sirens of emergency services, and half an hour later check local media to find there's been another accident."

"I hope your recommendation will be that upgrading the road becomes the number one priority."



Committed activities

The activity phases in Figure 24 have previously had funding through the National Land Transport Fund and, on this basis, were not included in the list of prioritised activities in the RLTP. Several of these activities are currently being delivered, but are yet to be completed. Many of the remaining activities have already been the subject of extensive planning with considerable costs incurred in the planning, property purchase, designation and consenting processes associated with this.

The region expects NLTF funding to be allocated to the completion of these activities (or the applicable activity phases) listed in this section **before** funding is allocated to prioritised activities. Where applicable, the priority of equivalent activity phases is listed next to the activity.

Activity	Org	Phase	Description	Indicative timing
Hairini Link - Stage 4	SDD	Construction	Creation of a direct link from SH2A to Welcome Bay beneath SH29 to reduce urban congestion at the SH29/SH2A/Welcome Bay Road intersections.	2018-19
SH2 Baypark to Bayfair link upgrade	SDD	Construction	Grade separation of the Maunganui / Girven Road and SH2/SH29 intersections to reduce delays and improve travel time reliability.	2018-20
SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road)	SDD	Implementation	Capacity improvements along SH30 Eastern Corridor.	2018-19
SH30A Urban Revitalisation, Connect Rotorua	SDD	Implementation	Urbanisation of SH30A and Amahou Street to improve connectivity for walking and cycling and support inner city revitalisation.	2018-20
SH33 (Te Ngae Junction to Paengaroa), Stage 1	SDD	Implementation	Identified in National Safer Roads and Roadsides as a section of SH with a high crash rate requiring safety improvements.	2018-19
Tauranga Northern Link	SDD	Pre-implementation, Property & Implementation	Approx. 6.5kms of new 4-lane two-way highway linking SH 2 from just North West of Te Puna through to Route K. The new route provides a bypass of Te Puna and Bethlehem.	2018-23
TNP SH29 Tauriko West Network Connections	SDD	Detailed Business Case	Project to deliver SH29 freight and safety objectives while providing appropriate access to Tauriko West and the Tauriko Industrial Estate.	2018-19
W2T Katikati Urban (previously Katikati bypass)	SDD	Property Pre-implementation	The realignment of SH2 to create an alternative route (bypass) around Katikati.	2018-23
W2T Omokoroa to Te Puna (Transformed)	SDD	Property Pre-implementation	Capacity and safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-23
W2T Waihi to Omokoroa (Safer Corridor)	SDD	Property Pre-implementation	Safety improvements on the SH2 corridor between Waihi and Tauranga.	2018-22

SDD = NZTA

State Highway improvement priorities

Priority	Activity	Organisation
1	SH2 Te Puna to Omokoroa	SDD
2	SH2/Omokoroa Road Intersection Upgrade	SDD
3	SH2 Waihi to Omokoroa (Safer Corridor)	SDD
4	SH29 Tauriko West Network Connections	SDD
5	Katikati Urban	SDD
6	SH29 Kaimai Summit to Tauriko	SDD
7	SH2: Wainui Rd to Ōpōtiki, NSRRP	SDD
8	SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	SDD
9	SH2 Ōpōtiki to Gisborne (Resilience and Safety)	SDD
10	SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 & 3)	SDD
11	SH29A Barkes to Poike Urban Access	SDD
12	SH30 Whakatāne West Access	SDD
13	SH2 Matata to Ōpōtiki (Waimana Gorge) Safer Corridor and Resilience	SDD
14	SH5/38 Intersection to Springfield Safer Corridor	SDD
15	SH36 Tauranga to Ngongotaha Safer Corridor	SDD
16	SH35 Ōpōtiki to Gisborne Safer Corridor and Resilience	SDD
17	SH5 Tarukenga to Ngongotaha Safety Improvements	SDD
18	ITS Improvement Programme	SDD
19	Weigh Right Tauranga Port	SDD
20	Accelerated LED Renewals for SH Street Lighting	SDD
21	Stock Effluent Disposal Facility	SDD

Local Road improvements

Priority	Activity	Organisation
1	Eastern Corridor Growth projects	TCC
2	Western Corridor Growth Management - Tauriko West connections	TCC
3	Improvements to Key State Highway Intersections	TCC
4	15th Avenue and Turret Road Upgrade	TCC
5	Pyes Pa Road Upgrade - Joyce Road to Aquinas	TCC
6	Domain Road upgrade	TCC
7	Whakatāne Urban Arterial Access	WDC
8	Smith's Farm Access	TCC
9	Seismic Resilience of bridges and other assets	TCC
10	Ōpōtiki Harbour Access Roads	ODC
11	Te Urewera Rainforest Route Improvements	WDC

SDD = NZTA

TCC = Tauranga City Council

WDC = Whakatāne District Council

ODC = Ōpōtiki District Council

BOPRC = Bay of Plenty Regional Council

Public transport improvements

Priority	Activity	Organisation
1	Public Transport Priority for key routes	TCC
2	New Tauranga bus services	BOPRC
3	National Ticketing Programme	BOPRC

Walking and cycling improvements

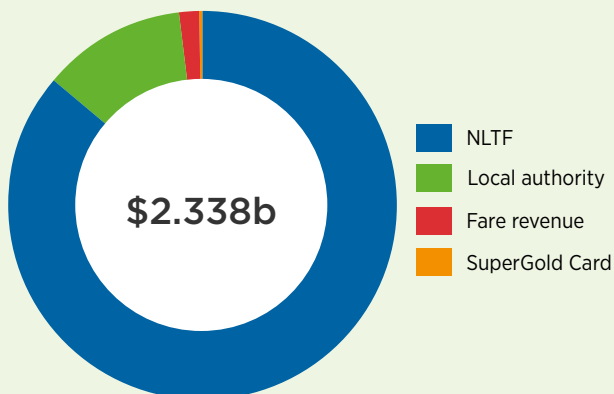
Priority	Activity	Organisation
1	Cycle Action Plan Implementation	TCC
2	Totara Street Improvements	TCC
3	Maunganui Road Walking and Cycling improvements	TCC
4	Marine Parade Walking and Cycling Facilities	TCC
5	Ōpōtiki to Ōhiwa Cycle Trail	ODC

Funding

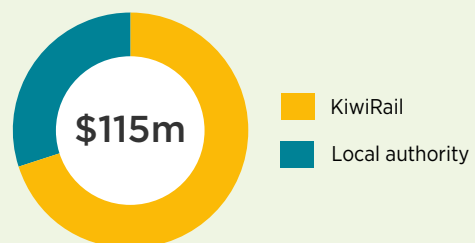
There are different funding streams available to fund the transport network. These include local government funding, the National Land Transport Fund, Crown funding, and the new Provincial Growth Fund.

The financial forecast for the Bay of Plenty region has an anticipated expenditure of \$2.339 billion over seven years on transport infrastructure. The NLTF share of this anticipated expenditure is \$2.017 billion (86%). The balance is made up from local share and other funding sources.

National Land Transport Fund



Other land transport expenditure





PO Box 364
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New Zealand
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GDS184741



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Urban Form and Transport Initiative (UFTI) Update

Executive Summary

The Urban Form and Transport Initiative for the western Bay of Plenty has recently completed Phase 3 of the programme with the delivery of the draft Interim Report to the SmartGrowth Leadership Group on the 18 December 2019. This follows the adoption of the UFTI Foundation Report in August 2019.

A further update will be given by the UFTI Project Director at the meeting.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Urban Form and Transport Initiative (UFTI) Update.**

1 Introduction

The Urban Form and Transport Initiative (UFTI) is a partnership between the SmartGrowth partners (Bay of Plenty Regional Council, Tauranga City Council, western Bay of Plenty District Council) and the NZ Transport Agency to agree a strategic and integrated delivery plan for western Bay of Plenty's future urban form and multi-modal transport system with a 50+ year horizon.

The UFTI Programme will enable the partners to plan for and deliver a number of land use, and transport changes and improvements, over time, to achieve the strategy.

A Final Report is due for completion in March 2020.

2 UFTI update

Key highlights since the last update report to the Committee in September 2019 include:

- UFTI Draft Interim Report delivered to the SmartGrowth Leadership Group 18 December 2019.

- Key research technical reports undertaken to support the UFTI evidence base, including:
 - Targeted Community Insights,
 - Economic Picture,
 - Cultural Overlay,
 - Constraints Mapping,
 - High Level Spatial Plan,
 - Comparative Places Review,
 - Social and Affordable Housing,
 - Household Travel Survey Data Further Analysis (to support transport modelling),
 - Mode Shift and Multi-Modal Solutions,
 - Regional Freight Flows, and
 - Hewletts Road Sub-Area (stage 1).
- Investment objectives, benefits and performance measures developed and agreed, to support the multi criteria assessment (MCA).
- Multi-criteria assessment criterion and process agreed.
- Expert Panel established to support the testing of the multi criteria assessment (MCA) and subsequent development of the UFTI draft programmes.
- Draft programmes of integrated urban form and transport options developed. Informed by the UFTI Foundation Report, UFTI technical research reports; key partner strategies and plans including the Draft Future Development Strategy and Tauranga Transport Programme; the spatial planning and wider stakeholder workshops.
- Multiple meetings and engagements with other urban growth Councils and partners to share evidence and continue collaboration.
- Multiple meetings and engagements with central government officials and Ministers to update on progress and continue collaboration.
- An initial hui with tangata whenua “visionaries” to discuss improving iwi engagement in the process and in SmartGrowth in general.
- Implementation of continued stakeholder involvement i.e. workshops, newsletters, and meetings, sharing of technical research reports.

Further information, including the UFTI Interim Report is available on the UFTI website at www.ufti.org.nz.

Key next steps include:

- Partner elected members and teams to review the UFTI Interim Report and work further with the UFTI team and partner Executive and Leadership Groups from February 2019 to develop the Final Report.
- Transport modelling of the highest ranked programmes occurring from January 2020.

- Developing a stronger link to mana whenua and increasing mana whenua engagement in SmartGrowth so that the treaty partner perspective is properly considered in development of the UFTI programme.
- Further technical testing and review of the highest ranked programmes supported by the developed evidence base.
- Building a formal partnership arrangement with government based off the work being done in UFTI.
- The UFTI Final Report is due for completion in late March 2020.

3 UFTI Interim Report

The UFTI Interim Report follows on from the UFTI Foundation Report about what the Western Bay of Plenty could be like in the future.

The Interim Report summarises the draft programmes and the assessment undertaken to identify those programmes that best help address the challenges outlined in the Foundation Report and subsequent agreed investment objectives, to help the sub-region to grow up and out and enable the right transport connections to enjoy our live, learn, work, and play lifestyle.

The programmes presented are draft programmes that require significant further technical work to ensure they are properly evaluated before the Final Report is completed.

A comprehensive technical document is also being developed alongside the Interim and Final Reports which contains the important details of how we developed the draft programmes, the assessment process, and the measures proposed to measure success.

4 Budget Implications

4.1 Current Year Budget

As this is an information only report there are no budget implications for the Regional Transport Committee to consider.

4.2 Future Budget Implications

As this is an information only report there are no budget implications for the Regional Transport Committee to consider.

5 Community Outcomes

This project directly contributes to 'A Healthy Environment' and 'A Vibrant Region' Community Outcomes in the Regional Council's Long Term Plan 2018-2028.

(report prepared by Janeane Joyce, Channeled Consulting and UFTI Project Manager)

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Bay of Plenty Regional Freight Flows Study

Executive Summary

This report presents the findings of the Bay of Plenty Regional Freight Flows Study. The Study was initiated to develop an updated evidence base on regional freight flows (road and rail) to, from and within the region to inform the Urban Form and Transport Initiative in the western Bay of Plenty and also to build a wider regional picture of current and future freight flows to inform the next Regional Land Transport Plan.

The Study made use of a number of data sources including GPS data from EROADS, information from the recently updated National Freight Demand Study, and data from KiwiRail. These data sets were supplemented by insights from interviews with key stakeholders.

The Study is largely complete and is currently being finalised. The draft outputs cover: current freight flows, possible future freight flows in a Business as Usual (BAU) scenario, impacts of potential disruptors, rail transport, and possible transport model considerations.

Craig Richards, the lead consultant from the study team, will present to the Committee on the key findings of the study.

Recommendations

That the Regional Transport Committee:

1 Receives the report, Bay of Plenty Regional Freight Flows Study.

1 Purpose

The purpose of this report is to update the Committee on the findings of the Bay of Plenty Regional Freight Flows Study.

2 Background

The Bay of Plenty Regional Freight Flows Study was initiated to develop an updated evidence base on regional freight flows (road and rail) to, from and within the region. A single piece of work was commissioned to inform both western Bay of Plenty Urban

Form and Transport Initiative (UFTI) planning and modelling, and to build a wider regional picture to support development of the next Regional Land Transport Plan. Beca (in conjunction with Richard Paling and Murray King) were commissioned to undertake the work.

3 Scope

The scope of the study involved:

- working with partners, stakeholders, industry and reliable data sources, to determine the current and future freight flows (road and rail) traversing the Bay of Plenty region, including origins and destinations outside of the sub-region i.e. upper North Island and inter-regional demand, pressures and linkages; and
- Identifying key opportunities and constraints (current and future) within the transport system and/or freight supply chain.

Requirements included responding to a number of key questions:

- What are the current and projected freight flows in and out of the western Bay of Plenty and Port of Tauranga (road and rail), including origin and destinations in the wider region?
- Will future freight flows continue to grow ahead of GDP?
- What will the government's Future of Rail Review mean for KiwiRail and the wider Bay of Plenty rail network?
- Are there opportunities to optimise the Bay of Plenty rail network to better manage current and future flows?
- What is the net impact of diverting a unit of road freight to rail in regards to traffic in the sub-region?
- What future scenarios could we test via UFTI, for example industry change in the eastern Bay of Plenty i.e. aquaculture, water bottling, forestry, high value horticulture?
- What Provincial Growth Fund (PGF) or other emerging projects are planned for areas other than eastern Bay of Plenty that could cause a step change in growth?
- How will national and other port strategies influence or change freight flows into the Western Bay of Plenty and Port of Tauranga?
- What proportion and type of goods/products are time restricted e.g. have no option but to travel and access port during peaks times.
- What impact will technology changes and climate have?

These were designed to provide analytical insights to assist with the future modelling of freight scenarios.

4 Study process

The study team made use of a number of key data sources, including:

- commercial GPS data obtained via EROAD;
- outputs from the Tauranga Transport Strategic Model (TTSM);

- information sourced from the update to the National Freight Demand Study (base year 2017/18) and
- information sourced from KiwiRail.

These data sources were supplemented with information and insights from key stakeholders who made themselves available for interviews with the study team. These included:

- transport officers from eastern Bay of Plenty and Rotorua councils plus John Galbraith representing the Freight Logistics Action Group (FLAG)/Toi EDA;
- the Bay of Plenty Provincial Growth Fund manager;
- Priority One;
- Waipa District Council (insights on Waikato inter-regional flows);
- OJI Lodestar; and
- TKL logistics.

5 Key findings

The Bay of Plenty Regional Freight Flows Study is largely complete, with the draft report still being finalised to the satisfaction of partner organisations.

The draft outputs from the study are arranged under the following headings:

- Current freight flows
- Possible future freight flows in a BAU scenario
- Impacts of possible disruptors
- Rail transport
- Possible transport model considerations

Craig Richards, the lead consultant from the study team, will present to the Committee on the key findings from the study to date.

6 Budget Implications

6.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

6.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

7 Community Outcomes

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Regional Land Transport Plan Annual Report Card 2018/19

Executive Summary

The Regional Land Transport Plan Annual Report Card monitors regional transport trends and measures progress towards achieving the objectives of the Plan. The report card is attached to this report.

The report card informs the Committee on key regional land transport trends and their implications. There are a number of measures which are new to the 2018 Regional Land Transport Plan, where baseline data is being collected to inform future reporting.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan Annual Report Card 2018/19.**

1 Purpose

This purpose of this report is to present the Regional Land Transport Plan (RLTP) Annual Report Card for 2018/19 monitoring regional transport trends and measures progress towards achieving the RLTP objectives.

2 Background

Monitoring is an important part of measuring progress in implementing a plan, and assessing the effectiveness of the policies and activities it contains. Monitoring provides the information necessary to complete the policy cycle (see Figure 1).

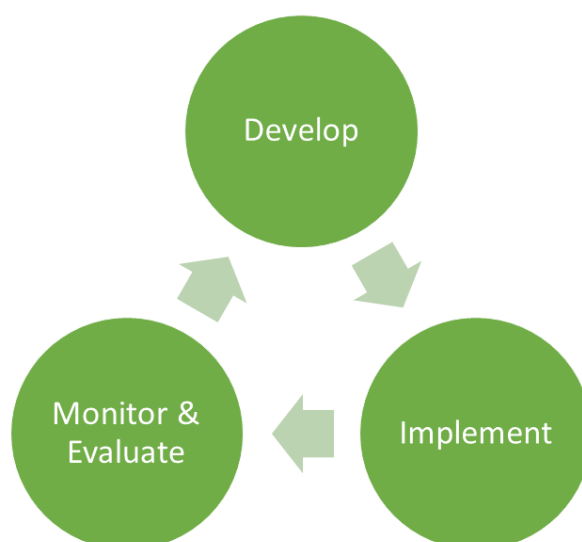
The Land Transport Management Act (LTMA) requires Regional Land Transport Plans (RLTPs) to include a description of how monitoring will be undertaken to assess implementation of the plan. To meet this requirement, the Bay of Plenty RLTP 2018 includes a commitment to undertake annual reporting of key performance indicators (KPIs) in order to measure progress towards achieving the Plan's objectives.

It is important to note that, because the RLTP encompasses the activities of all organisations in the region with statutory responsibilities for land transport, the KPIs

within it cover the full range of land transport modes and outcomes, not just those of an individual organisation. Several other regions currently take a similar approach to the Bay of Plenty in terms monitoring their RLTPs (see Appendix 1 for a comparison of regional approaches to monitoring).

In order to meet the monitoring requirements of the LTMA, data is collated from a variety of sources to produce an Annual Report Card.

Figure 1 **Simplified policy cycle**



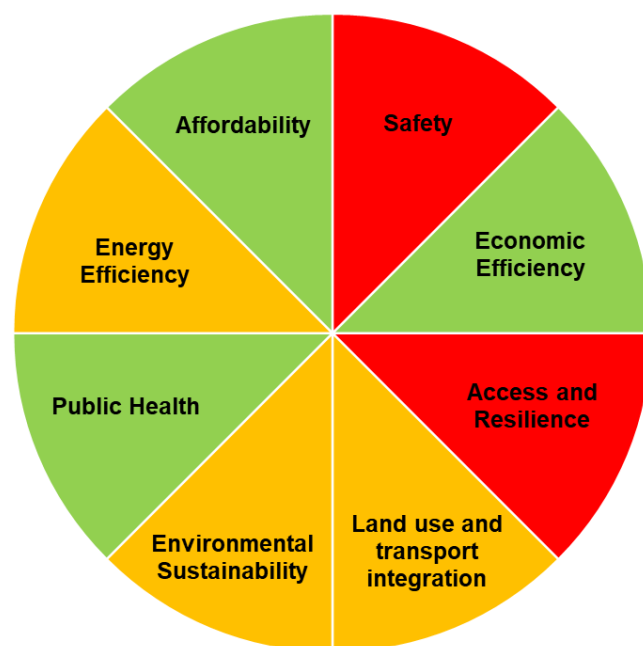
3 Regional Land Transport Plan Annual Report Card 2018/19

The RLTP Annual Report Card 2018/19 is appended to this report (see Appendix 1). It includes the transport demand indicators reported in previous years, as well as information on the current 27 KPIs that have targets in RLTP 2018.

The Report Card covers the first year of RLTP 2018 (the 2018/19 financial year). RLTP 2018 includes some changes to the indicators in the previous RLTP, so the current Annual Report Card represents a transition from previous reporting. This means it does not necessarily present a complete picture in terms of the performance of the region's transport system as new baselines need to be established before trends can then be measured. RLTP 2018 also includes a commitment to undertake a review of targets for the KPIs in the plan, which may have implications in for the development of the next RLTP and subsequent reporting periods.

The Report Card shows that of the 27 RLTP KPIs, 6 have been met or partially met, 6 are new baseline measures, 10 have not been met, and there is no or insufficient data available for 5 indicators. Taking into account the information in the Report Card, an overall assessment against the RLTP objective statements is shown in Figure 2.

Figure 2 **Assessment of progress towards RLTP objectives**



Green	<u>progress being made</u>
Amber	<u>neutral or insufficient information</u>
Red	<u>deterioration</u>

Some of the key messages that can be drawn from the data are:

- Economic and population growth is continuing to fuel transport demand.
- There are more vehicles on the roads and increasing freight volumes (both road and rail).
- Deaths and serious injuries continue to fluctuate and there is no sustained improvement in the region's road safety record.
- High risk behaviours (alcohol, drugs and speed) continue to contribute to a high proportion of death and serious injury crashes.
- Crashes and road incidents are the primary cause of road closures. These are far more frequent but tend to be of shorter duration than closures due to natural hazards.
- Overall at a region-wide level, the annual number of trips on public transport per person has continued to trend downward. This largely driven by population growth outstripping patronage growth. There have however been recent patronage increases in Tauranga following the introduction of new services that are not fully reflected in the data from the 2018/19 financial year.
- Transport emissions are impacting on local air quality, and there is only very limited uptake of more sustainable or energy efficient transport options.

As noted above, there is no or insufficient data available for six indicators. The Regional Council does not collect much of this data itself, and is instead reliant on other organisations to collect the data as part of their own monitoring systems. This means that changes to other organisations' data collection methods impacts on the ability to report on KPIs in the RLTP. Regional Council staff are working with partner organisations through the Bay of Plenty Regional Advisory Group to fill the current gaps in data collection.

There are also six indicators which are new and so the first time information is being reported as baselines. One (public transport coverage) is a new measure included in RLTP 2018. The remainder are measures based on the NZ Household Travel Survey (NZHTS) which is managed by the Ministry of Transport. In recent times, the NZHTS has moved to a new data collection system, with initial results being released for the 2015-18 period¹. We are awaiting the release of results for the 2016-19 period to enable a comparison with the existing baseline.

Members will also note that zero deaths and serious injuries is currently the target for all road safety indicators. These reflect the targets in RLTP 2018, which were based on early signals from the Government that it was working on a national 'Vision Zero' strategy. The Government subsequently released the 'Road to Zero' consultation document which included an interim target to reduce deaths and serious injuries by 40% from 2018 levels by 2030. The RLTP targets will likely need to be updated to align with the national target once the final Road to Zero strategy is released and the interim target is confirmed.

Transport emissions is the other key indicator that is likely to be heavily influenced by national policy direction. The Climate Change Response (Zero Carbon) Amendment Act 2019 was recently enacted. The Act includes a national target to reduce all greenhouse gases (except biogenic methane) to net zero by 2050. It also establishes a system of emissions budgets to act as stepping stones towards the long-term target.

The region currently doesn't have a transport emissions target and it remains to be seen whether central government will provide further direction on this in the short-term. The western Bay of Plenty Urban Form and Transport Initiative (UFTI) contains an objective to reduce transport emissions based on the Paris Agreement. The Regional Council's Climate Change Action Plan also includes an action to explore the possibility of a regional emissions target and an internal working group has been established to investigate this.

4 Next Steps

Ongoing work to review RLTP key performance indicators and improve access to data sources will continue at the national level through the work of the Local Government New Zealand Regional Sector Transport Special Interest Group (TSIG) and regionally, through the development of RLTP 2021 (see separate agenda report).

5 Budget Implications

5.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

¹ NZHTS is a continuous survey with results being reported for three year rolling periods in order to increase the number of responses in each dataset and reduce the margin of error.

5.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

6 Community Outcomes

This item directly contributes to the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

11 December 2019

APPENDIX 1

Regional Approaches to Regional Land Transport Plan monitoring

Region	Monitoring approach	Measures	Targets
Bay of Plenty	Monitor: <ul style="list-style-type: none"> • Delivery of RLTP activities (progress reports) • Financial information (expenditure against forecast) • Progress towards achieving objectives (KPIs) 	Key performance indicators included to measure progress towards achieving objectives	Directional targets to measure trend from a baseline year (mostly 2016)
Auckland	Monitor performance measures and targets to track progress in achieving outcomes	Performance measures track progress in four GPS areas (access, safety, value for money, environment)	<ul style="list-style-type: none"> • Some set targets to achieve by 2027/28 (ten years) e.g. no. of cycle movements past selected sites. • Some directional targets e.g. 'reduced emissions per capita'.
Waikato	Two key mechanisms for monitoring the plan include: <ul style="list-style-type: none"> • tracking progress against key performance indicators • monitoring progress against delivery mechanisms in the plan 	Key performance indicators have been identified for each problem statement and underpinning objective to provide a high level indication about whether the outcomes and benefits sought have been realised.	Directional targets to measure trend from a range of baseline years (e.g. 2015, 2017, 2018)
Taranaki	Annual monitoring report includes: <ul style="list-style-type: none"> • high level narrative on implementation of objectives • progress in implementing programme of activities • comparison of funding (approved v requested; actual expenditure) • details of variations 	No key performance indicators	No targets
Hawke's Bay	Annual monitoring report on: <ul style="list-style-type: none"> • progress of activities (expenditure, timing, scope of any changes) • performance of the land transport system according to six key criteria 	The following six criteria are measured: <ul style="list-style-type: none"> • AADTs at key locations • Annual passenger kms on bus network • Travel time reliability on Hawke's Bay Expressway (HBE) • HCVs as % of AADTs on HBE) • DSI crashes • No. of cyclists at key locations 	No targets
Manawatu-Wanganui	Quarterly updates tracking progress of the planned activities in the Plan.	Actions/measures that include a mix of actions	Some directional targets e.g. number of serious

Region	Monitoring approach	Measures	Targets
		and key performance indicators.	and fatal road crashes declining year on year.
Wellington	<ul style="list-style-type: none"> A half yearly summary report which comments on the status/progress of significant projects and other projects of regional interest set out in the Regional Land Transport Plan. An Annual Monitoring Report which will measure progress towards the outcomes and targets in the RLTP. 	Measures (KPIs) to enable monitoring of progress towards the RLTP's desired outcomes.	<ul style="list-style-type: none"> Some set targets to achieve by 2025 when compared with baseline year (2013 or 2014) e.g. increase annual PT boardings per capita to at least 76 by 2025. Some directional targets e.g. a continuous improvement in peak period PT travel times.
Canterbury	Quarterly reporting on measures designed to assess performance against objectives/outcomes; data updated as it becomes available.	Measures = key performance indicators	Targets to be developed over time, as appropriate.
Otago/ Southland	'Strategic Results Framework' to include indicators in 2018/19 to allow the monitoring and assessment of progress towards achieving long-term results and desired outcomes.	Indicators to be included.	Baseline information to be collected and targets for 2018/19 and beyond identified.

APPENDIX 2

Regional Land Transport Plan Annual Report Card 2018/19

Regional Land Transport Plan Annual Report Card 2018/19



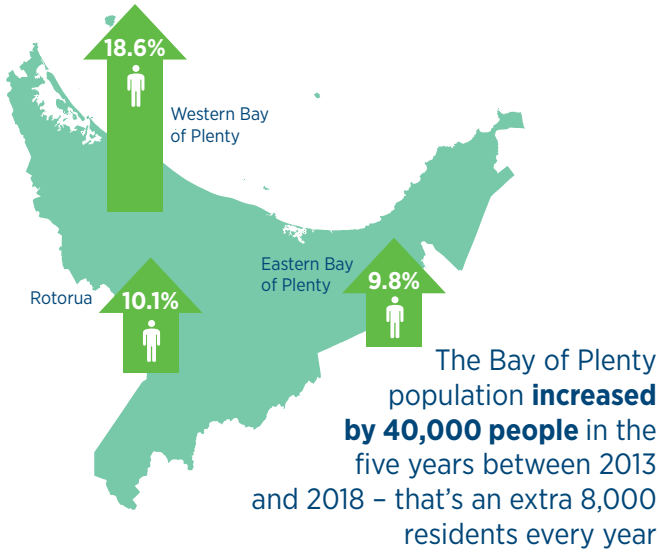
THE REPORT AT A GLANCE

TARGETS

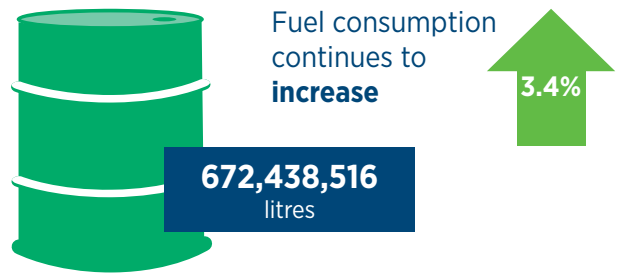
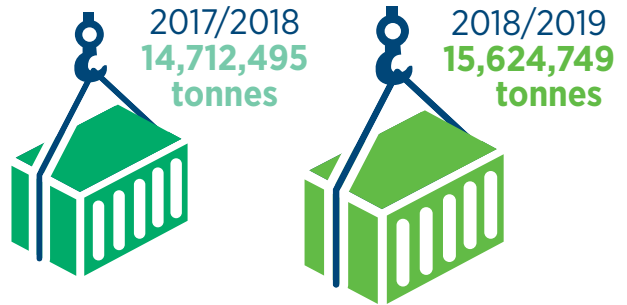
SAFETY (30%)	TARGET	ACTUAL	ENVIRONMENTAL SUSTAINABILITY (10%)	TARGET	ACTUAL
Road trauma (deaths & serious injuries)	0	182	Transport emissions	ND	ND
Alcohol (factor in deaths & serious injuries)	0	75			
Drugs (factor in deaths & serious injuries)	0	24	PUBLIC HEALTH (5%)	TARGET	ACTUAL
Speed (factor in deaths & serious injuries)	0	49	Nitrogen dioxide (NO ₂ micrograms/m ³ air – Tauranga/Rotorua)	↓ 26.33/ 21.0	27.66/ 21.80
Social cost (deaths & serious injuries)	0	\$314.9M	Travel on unsealed roads (vehicle kms travelled/day)	↓ 34,303	34,249
Rail trauma (deaths & injuries)	0	ND	Public transport coverage (% of addresses within 500m of a bus stop)	B	69.7
ECONOMIC EFFICIENCY (20%)	TARGET	ACTUAL	ENERGY EFFICIENCY (5%)	TARGET	ACTUAL
Regional contribution to national GDP (%)	↑ 5.2	5.6	Energy use (person kms/litre of fuel)	B	4.76
Network reliability - Tauranga (mins delay/km)	↓ 0.47	ND	Electric vehicles (double the previous year)	382	378
Network reliability - Rotorua (mins delay/km)	ND	ND	Single occupancy vehicles (kms/person/year)	ND	ND
Rail freight (billion net tonne kms)	↑ 1.299	1.536			
			AFFORDABILITY (5%)	TARGET	ACTUAL
ACCESS AND RESILIENCE (15%)	TARGET	ACTUAL	Local road condition/cost (% smooth travel exposure /\$ lane km for routine maintenance)	↑ 91.62/ ↓ 514	93.23/ 396
Closure of strategic road routes (hrs/yr)	↓ 70	85	State Highway condition/cost (% smooth travel exposure /\$ lane km for routine maintenance)	↑ 95.80/ ND	94.87/ ND
Sustainable mode share (% trips)	B	12	Rail track quality (track quality index)	↑ 28.34	30.01
LAND USE AND TRANSPORT INTEGRATION (10%)	TARGET	ACTUAL			
Person kilometres (million kms/year)	B	3,095			
Public transport (trips/person/year)	↑ 9.7	7.3			
Rail mode share (Port of Tauranga container terminal – % gate in / gate out)	50.1/41.6	48.4/42.2 P			
Distance cycled (kms/person/year)	B	78			
Time walking (hours/person/year)	B				

B = New baseline
ND = No/insufficient data
P = Partially achieved

DEMAND INDICATORS

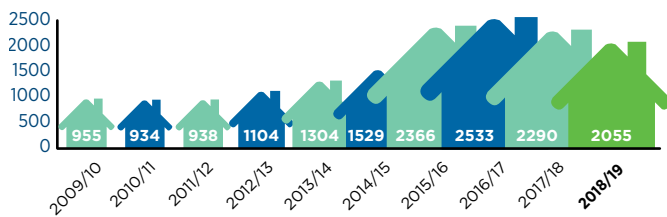


Export volumes loaded at the Port of Tauranga **increased 6.2% in the last year**



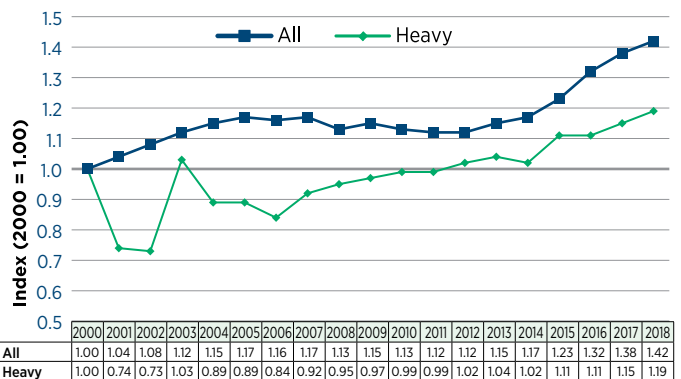
59% of the fuel sold was **DIESEL**

Housing development is **maintaining current growth trends**



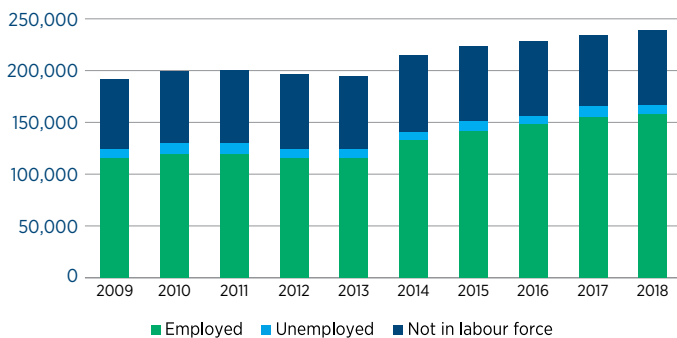
State highway general and heavy traffic volumes **continued to increase**

Indexed Bay of Plenty State Highway Traffic Volumes (continuously monitored sites)



The employed labour force continues to **grow**

Bay of Plenty Labour Force



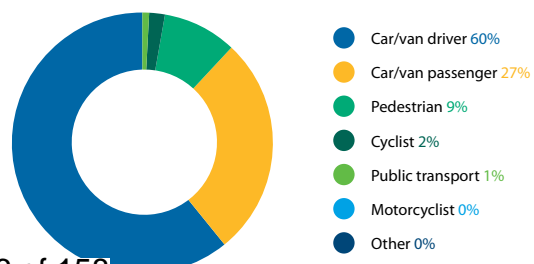
ACCESS & RESILIENCE

National and regional **strategic road routes** were closed for a total of **85 hours** in 2018

93% of these closures were for **crashes or road incidents**

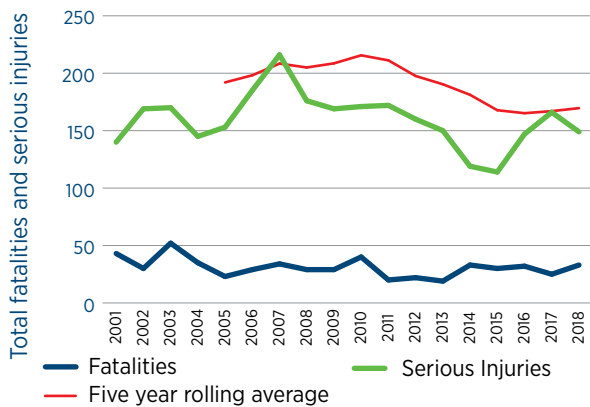


The proportion of all **trips using more sustainable modes (walking, cycling or public transport)** was **12%** for the 2015-18 period.



SAFETY

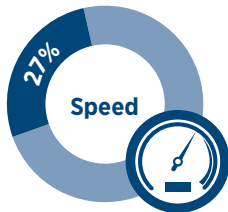
Fatalities increased and serious injuries decreased on our roads between 2017 and 2018, while the five year average continued to trend slightly upwards



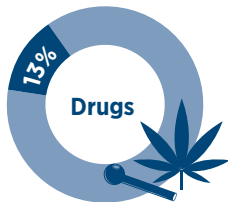
Alcohol was identified as a contributing factor in **41%** of all deaths and serious injuries.



Speed was identified as a contributing factor in **27%** of all deaths and serious injuries.



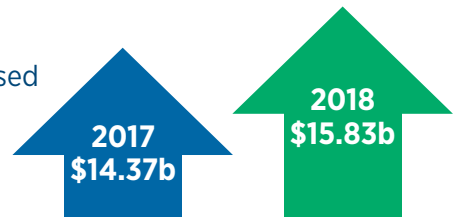
Drugs were identified as a contributing factor in **13%** of all deaths and serious injuries



+ The social cost of deaths and serious injuries on the region's road network was estimated to be **\$314.9M** in 2018

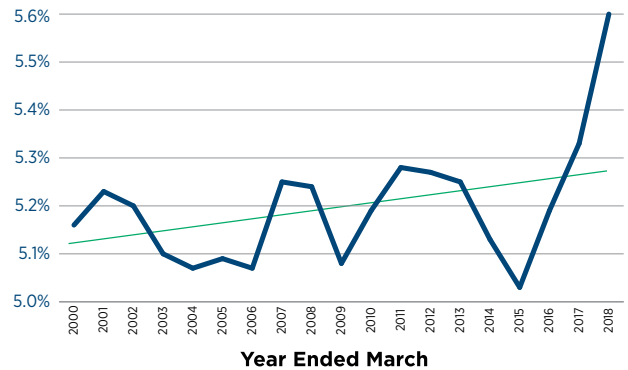
ECONOMIC EFFICIENCY

Regional GDP increased by **10.2%**



Regional GDP as a proportion of national GDP **increased**

Regional GDP (% of National GDP)



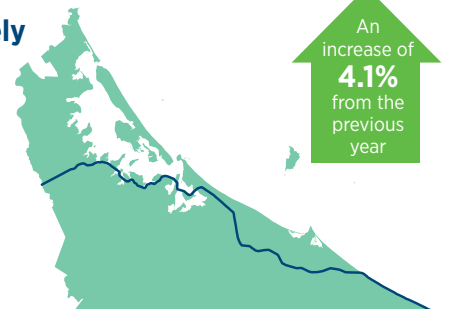
1.536 billion

net tonne kilometres of **rail freight** was moved to/from or within the region



That's up **10.1%** from the previous year

Approximately 465,000 containers were carried on the East Coast Main Trunk Rail Line



An increase of **4.1%** from the previous year

AFFORDABILITY

Routine maintenance on local roads cost **\$396** per lane km while smooth travel exposure was **93.2%**



Smooth travel exposure on the region's state highways was **94.9%**



Track quality on the East Coast Main Trunk rail line continued to **improve**

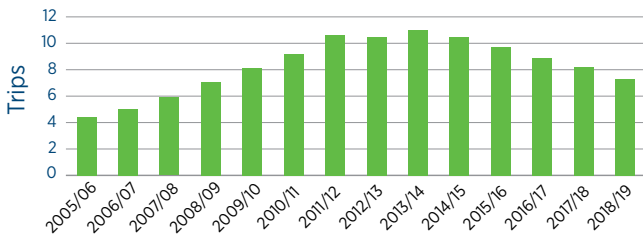
3.1%



LAND USE & TRANSPORT INTEGRATION

While **region-wide the annual number of trips on public transport** per person has continued to **trend downwards**, there have been recent **patronage increases in Tauranga**.

Annual bus trips per person, Bay of Plenty



In 2018 the mode share for land based freight movements in and out of the Port of Tauranga container terminal was...



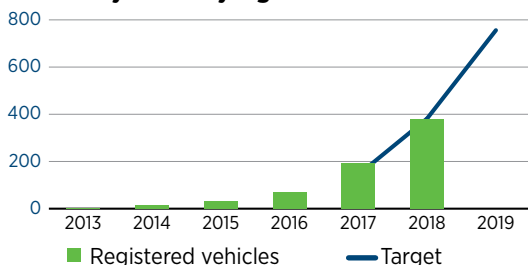
Each person walked for **31 hours** and cycled **78 kms** on average... per year over the 2015-18 period.

ENERGY EFFICIENCY

There were **378 light electric vehicles** registered in the region by the end of 2018



Bay of Plenty Light Electric Vehicles



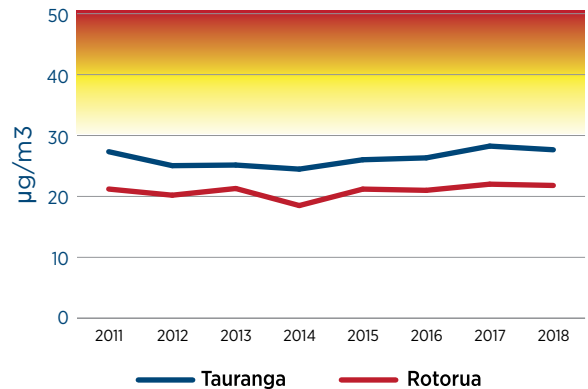
For more information visit our website www.boprc.govt.nz, call 0800 884 884 or email info@boprc.govt.nz

PUBLIC HEALTH

Average annual **nitrogen dioxide** concentrations were **27.66 micrograms/m³** of air across **6 sites in Tauranga** and **21.80 micrograms** for **1 site in Rotorua** (concentrations above 30 micrograms may have adverse effects on human health)



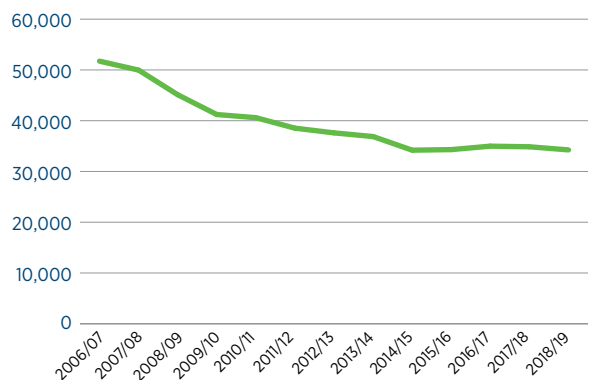
Average annual NO₂ concentrations



Vehicle **travel on unsealed roads** throughout the region is **decreasing at a slower rate than previously**



Total vehicle kms travelled on unsealed roads per day



The proportion of **addresses in the region within 500m of a bus stop** is currently **69.7%**



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: Namouta Poutasi, General Manager, Strategy & Science

Regional Collective Actions update

Executive Summary

A Bay of Plenty Collective Issues document has been developed from conversations with the region's district and city councils Mayors and Chief Executives (refer to Appendix 1 to the report).

A common theme identified in the Collective Critical Issues across the Bay of Plenty is around:

- Transport impacts/implications from growth, and alignment to growth
- Transport critical connections
- Transport planning and urban growth.

This is relevant to the Regional Transport Committee's general oversight in terms of the integration between land use and transport matters at the regional level.

Further work around the collective issues work will be progressed with the Mayoral Forum, and reported back to the Regional Transport Committee in early 2020.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Collective Actions update.**

1 Purpose of report

This report is to highlight ongoing work around regional collective issues. This is relevant to the Regional Transport Committee as a common issue across the Bay of Plenty is transport planning and urban growth/economic development.

2 Bay of Plenty Collective Issues

During mid-2019 Councillor Jane Nees from Bay of Plenty Regional Council and Janeane Joyce (Channeled Planning and Contracting) talked to the region's district and city councils Mayors and Chief Executives. The output was a list of critical issues. Bay of Plenty Regional Council's key challenges have been added to this work to form a Bay of Plenty Collective Issues document. An explanation of the local government operating environment (e.g. upcoming central government direction and decisions, significant national issues, etc) was added to the document for context.

The document was then circulated to the respective Mayors and Chief Executives of the district and city councils to ensure their respective issues had been accurately captured.

The Bay of Plenty Region - Collective Critical Issues and Areas of Focus is attached as Appendix 1.

3 Relevance to Regional Transport Committee

A common theme identified in the Collective Critical Issues across the Bay of Plenty is around:

- Transport impacts/implications from growth, and alignment to growth
- Transport critical connections
- Transport planning and urban growth.

This is relevant to the Regional Transport Committee's general oversight in terms of the integration between land use and transport matters at the regional level. This is referred to in the report on the Committee's Terms of Reference and 2020 Work Programme in this agenda.

4 Next Steps

The district and city council Chief Executives are progressing the collective issues work with the Mayoral Forum. However, the cross-over with the Regional Transport Committee is noted in relation to transport and land use planning.

Progress will be reported back to the Committee in early 2020.

5 Budget Implications

5.1 Current Year Budget

Work on Bay of Plenty Collective Issues has been within the Regional Planning activity in the Long Term Plan 2018-2028. The current stage of the work was completed within a budget allocated for spatial planning.

There are no budget implications from this report.

5.2 Future Budget Implications

Future work around defining regional collective issues will be progressed within the Regional Planning activity and budget within the Long Term Plan 2018-2018.

6 Community Outcomes

The work of the Regional Transport Committee directly contributes to the A Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

Ruth Feist
Team Leader Urban

for General Manager, Strategy & Science

11 December 2019

APPENDIX 1

Bay of Plenty Councils - Collective Critical Issues Summary - September 2019 PDF version

Bay of Plenty Region – Collective Critical Issues and Areas of Focus

Setting the scene – the Local Government Operating Environment

Across the Bay of Plenty, the local government operating environment is dynamic and challenging.

We face global mega trends, such as:

- Technological change (especially the quicker adoption of new technologies).
- Demographic change (an ageing population). But demographic change is uneven and affects different communities in different ways. Some Bay of Plenty communities face the 65-plus age bracket doubling within 20 years (and trebling within the next 50 years).
- Digital disruption and disruptive technologies (e.g. the internet of things, AI, robots).
- Zero waste and zero carbon (leading to a circular economy).

Volatility, uncertainty, complexity and ambiguity will be the new normal.

In the Bay of Plenty, local government will face challenges around:

- Climate Change. Climate change is an environmental, social, cultural and economic issue. Local Government has the added challenge that it is an organisation (itself) but has responsibilities and obligations to the community (others).
- Natural Hazards. Our region is also more affected by natural hazards than many other regions. Section 6 of the RMA includes “the management of significant risks from natural hazards” as a matter of national importance.
- Māori economic development and partnership expectations. The Bay of Plenty is home to the second largest Māori population in New Zealand, with more than 35 Iwi groups and 200 hapu. It is important to work closely with Māori:
 - Treaty settlements (as at June 2019, 22 Treaty claims had been settled, 5 Deeds of Settlement signed, 2 Agreements in Principle, 2 negotiations in progress, 1 mandated, 3 were on hold, and 1 not active).
 - Co-governance arrangements
 - Māori economic development
 - Partners to achieve environmental, social, cultural and economic outcomes
 - Recognition and provision for Māori in the RMA.
- Integrated land use and transport planning. There is pressure on councils, partner agencies, and on the community around transport planning and land use planning, particularly in high growth areas. But there also pressures in other sub-regions.
- Four well-beings. The four well-beings have been re-introduced into the purpose of Local Government Act, and into the work of local governance. Central government has the objective of well-being data informing the development of Long Term Plans (along with effective community participation, partnerships with Māori, and alignment between local and central government).

Local government is also subject to national direction. Key national policy statements (NPS) are:

- (Proposed) NPS – Freshwater Management, and the associated National Environmental Standards (NES) for Freshwater. This NPS sets out objectives and policies in relation to freshwater management and to specify what local authorities (particularly regional councils), in their governance and management roles, must do to help achieve those objectives and policies. Te Mana o te Wai is a fundamental value in the NPS. The NES contains regulations that control activities around wetlands; culverts weirs and dams; and farming.

- (Proposed) NPS – Urban Development (UD). The NPS provides direction to local authorities about when and how cities should plan for growth and how to do this well. It directs councils (particularly in high growth centres such as Tauranga) to free up planning rules whiles focusing on high-quality streets, neighbourhoods and communities. The NPS is to allow for growth up and out in locations that have good access to existing services and infrastructure. Main implications are in the western Bay sub-region.
- (Proposed) NPS – Highly Productively Land (HPL). This NPS aims to improve the way highly productive land is managed under the RMA, particularly to protect it from inappropriate sub-division, use and development. There are potential challenges implementing the NPS-UD and NPS HPL in tandem. Together, the two documents are intended to prioritise urban intensification over sprawl.
- A draft NPS for indigenous biodiversity is due to be released for consultation later in 2019.

Central government also has two major reviews of local government functions:

- 3 waters (water supply, wastewater and stormwater). In July, the Government approved a suite of regulatory reforms to help ensure safe drinking water, and deliver improved environmental outcomes from New Zealand’s wastewater and stormwater systems.
- Local government funding and financing. The Productivity Commission found that councils need new tools to help them deal with some specific cost pressures:
 - Supplying enough infrastructure to support rapid urban growth;
 - Adapting to climate change;
 - Coping with the growth of tourism; and
 - The accumulation of responsibilities placed on local government by central government.
 They also found that there is significant scope for councils to make better use of existing funding, and improve their organisational performance, productivity and decision making.

Bay of Plenty Region – Collective Critical Issues and Areas of Focus

The below information was documented in June/July 2019 and is important to note that the region's and district's issues and opportunities will continue to evolve *and change overtime*.

TAURANGA CITY

- Transport impacts from growth
- Housing supply and affordability
- Place Making
- Need for government direction and supporting national policy

WESTERN BAY DISTRICT

- Transport impacts and alignment to growth
- Environmental management and quality of waterways
- Balancing the need for versatile soils and land-use growth pressures

ROTORUA LAKES

- Inner city housing and growth
- Community wellbeing, housing supply and workforce
- Lakefront development and water quality
- Transport critical connections



BAY OF PLENTY REGIONAL

- Implications of climate change on natural resources and communities
 - Natural resource limitations and implications
 - Transport planning and urban growth
 - Complexities of Māori engagement
 - Role of BOPRC in regional development
- Page 137 of 158

OPOTIKI DISTRICT

- Community wellbeing and prosperity
- Harbour and Aquaculture development (creation of jobs)
- Transport critical connections
- Investment in critical infrastructure including fibre optics improvements

KAWERAU DISTRICT

- Transport critical connections
- Housing supply and affordability
- Regional support for Economic Development
- Creation of Jobs

WHAKATANE DISTRICT

- Housing supply and affordability (to support implications of growth)
- Critical infrastructure connections including transport implications from growth
- Iwi and Maori economy and development aspirations
- Natural hazard effects on future growth and settlements i.e. flooding

Bay of Plenty Councils - Collective Critical Issues Summary (June/July 2019)

The below information was documented in June/July 2019 and is important to note that the region's and district's issues and opportunities will continue to evolve and change overtime.

Rotorua Lakes

Rotorua Lakes Significant Issues	
Inner city housing and growth	Focus on encouraging and managing growth including inner city housing within the CBD to enhance town centre development and workforce opportunities.
Community wellbeing, housing supply and workforce	Focus on delivering economic and community development opportunities that drive social change in deprivation levels. Key focus on housing supply, affordability and workforce opportunities.
Lakefront development and water quality	Focus on delivering sustainable urban form and redevelopment opportunities on the lakefront including improving lake water quality and management.
Transport critical connections	Focus on delivering a transport system to support economic potential and social services including critical connections to wider region and upper and central North Island opportunities.

Whakatane District

Whakatane District Significant Issues	
Housing supply and affordability (to support implications of growth)	Focus on the integrated planning and infrastructure required to encourage and support further residential and business growth including the impacts of population growth from other parts of the Bay of Plenty and wider regions.
Critical infrastructure connections including transport implications from growth	Focus on the critical resources, infrastructure and transport connections required to support growth and economic development opportunities including connections to the wider region, central and upper North Island.
Iwi and Maori economy and development aspirations	Focus on opportunities to support and grow the districts Iwi and Maori economic development aspirations and opportunities, including the critical infrastructure requirements to do this.
Natural hazard effects on future growth and settlements i.e. flooding	Focus on the integrated planning and infrastructure required to sustainably manage natural hazards and or climate change effects on future growth and settlement patterns.

Kawerau District

Kawerau District Significant Issues	
Transport Critical Connections	Focus on improvement of critical transport connections (road and rail) to support industry, product and business both accessing industry into Kawerau (raw product) and from Kawerau i.e. to Port of Tauranga or wider region and upper and central North Island opportunities.
Housing Supply and Affordability	Focus on working with neighbouring Council's on further residential / housing development to support workforce and employment issues and opportunities i.e. Whakatane.
Regional support for Economic Development opportunities i.e. Geothermal and Natural Water Resources	Focus on ensuring regional support for economic opportunities including existing unique and emerging industries to drive economic growth and wealth in the region.
Creation of jobs	Focus on economic opportunities and social services within Kawerau that will create jobs and support people into work and increased wellbeing.

Opotiki District

Opotiki District Significant Issues	
Community wellbeing and prosperity	Focus on the wellbeing needs of the community to support increased health, security, safety and social outcomes.
Harbour and Aquaculture development (creation of jobs)	Focus on the delivery of the harbour and aquaculture development to support district wide economic and employment opportunities and benefits.
Transport Critical Connections	Focus on the transport critical connections (road, rail and costal shipping) to support existing and emerging industries i.e. Aquaculture. Includes critical connections to Port of Tauranga and wider upper and central North Island opportunities.
Investment in Critical Infrastructure including fibre optics improvements	Focus on ensuring critical infrastructure is planned and investment agreed to support ongoing economic development opportunities i.e. improved telecommunications and Provincial Growth Fund delivery.

Western Bay of Plenty District

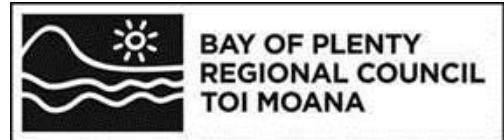
Western Bay of Plenty District Significant Issues	
Transport impacts and alignment to growth	Focus on delivery of an aligned transport system (road, rail, coastal shipping) to support significant growth and ensure the efficient and safe movement of people and products through the district including to Port of Tauranga and upper North Island.
Environmental management including quality of waterways	Focus on sustainable environmental standards and management to protect waterways and wider water quality. Includes management of rural land use; stormwater runoff; sedimentation and discharge.
Balancing the need for versatile soils and land-use growth pressures	Focus on the challenge to protect versatile soils for economic growth while also cater for increased need for housing and infrastructure.

Tauranga City

Tauranga City Significant Issues	
Transport Impacts from Growth	Focus on getting alignment of critical transport system improvements and priorities in place where the scale and timing of growth has resulted in significant capacity, congestion and safety issues on key arterials and state highway connections into and around the City.
Housing Supply and Affordability	Focus on land and housing supply to manage growth including challenges of affordable housing and financing of supporting infrastructure i.e. 3 waters.
Place Making	Focus on delivering liveable communities where people can access work and social opportunities easily and safely. Includes delivery of good urban planning and place making principles.
Need for Government Direction and Supporting National Policy (for transport; housing; funding primarily)	Focus on working in partnership with central government on the policies and direction required to sustainably manage growth in New Zealand. Includes the need for alternative funding and financing models to support significant growth.

Bay of Plenty Regional

Bay of Plenty Regional Significant Issues	
Implications of climate change on natural resources and communities	Focus on how BOPRC prepares for the regional impact, Council's role in working with partners and community to prepare, the evolving national direction around mitigation and around adaptation. Adaptation is closely linked to natural hazard planning.
Natural resource limitations and implications	Focus on how approaching resource limitations will impact natural assets and communities. Includes maintaining freshwater planning process with evolving natural direction, continuing to build a complete understanding of our natural resources, and the implementation of these resource limits with the extent of existing development and with future development expectations.
Transport planning and urban growth	Focus on pressures around transport planning and land use planning, particularly in areas of high growth. Challenges include fragmented roles and responsibilities of agencies involved in land use and transport planning, evolving national direction such as the Urban Growth Agenda and GPS 2021, and growth pressure that is ahead of the ability of the system to respond.
Complexities of Māori engagement	Focus is the complex challenge of Māori engagement. Challenges include the various layers of Māori engagement with Council, co-governance arrangements and the resourcing and evolution of these, future Treaty Settlements, national progress on Māori rights and interests and its implications, and expectations around Māori economic development and natural resource limits constraining this.
Role of BOPRC in regional development	Focus is on the role Council takes in regional economic development. There will always be pressure to use Council's unique financial position for direct regional economic development. The political landscape has also changed to be much more interventionist, with initiatives such as the Provincial Growth Fund and the Upper North Island Supply Chain Initiative.



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 20 December 2019

Report From: David Phizacklea, Regional Development Manager

Bay of Plenty Regional Road Safety Statistics

Executive Summary

This report provides an update on regional road safety statistics, focusing on the 12 month period preceding the Regional Transport Committee meeting.

In the 12 months to 2 December, official Ministry of Transport statistics show there were 344 fatalities nationally, and 39 fatalities in the Bay of Plenty. Compared to 381 and 31 for the preceding 12 month period. The Bay of Plenty recorded the third highest number of road deaths, behind the Waikato and Canterbury regions, and equal with Auckland.

A total of 192 Police-reported death and serious injury (DSI) crashes in the Bay of Plenty region have been recorded in the Crash Analysis System for the 12 months to 2 December. Drivers and passengers accounted for 64% of all casualties in these crashes, followed by motorcyclists at 19%.

The most prevalent crash type was 'bend – lost control/head on' in 39% of all DSI crashes, followed by 'straight road lost control/head on' at 17%. The three most prevalent contributing factors were recorded as alcohol (48% of all DSI crashes), poor observation (27%) and poor handling (24%).

The spatial distribution of Police-reported DSI crashes for the previous 12 months shows that a significant proportion of serious injury crashes were clustered in and around the main urban areas. SH2 north of Tauranga and SH36 between Rotorua and Tauranga also featured prominently in serious injury crashes. Another feature is the high proportion of fatal crashes that occurred on local roads and state highways at rural locations away from the main centres.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Bay of Plenty Regional Road Safety Statistics.**

1 Purpose

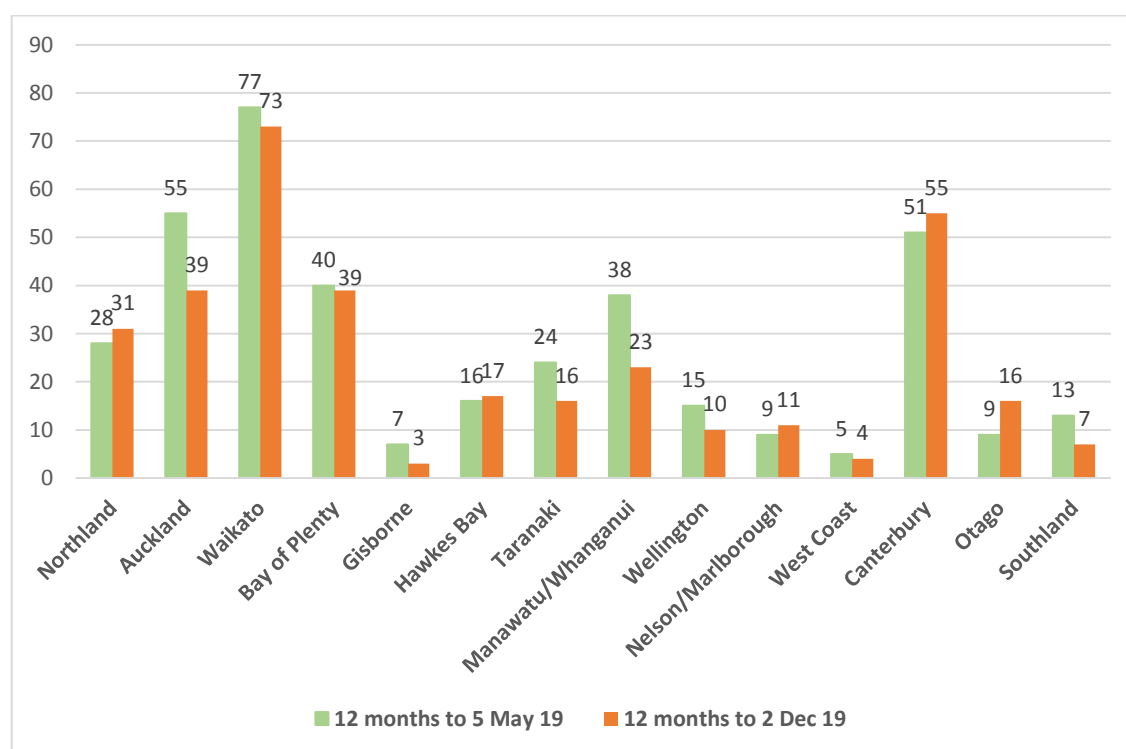
The purpose of the report is to provide an update on regional road safety statistics.

2 Discussion

As of 2 December 2019, there were 311 road deaths nationally in the 2019 year to date, with 37 fatalities in the Bay of Plenty region. This compares with 344 and 33 respectively for the same period in 2018. In the 12 months to 2 December there were 344 fatalities nationally, and 39 fatalities in the Bay of Plenty. Compared to 381 and 38 for the preceding 12 month period¹.

Figure 1 compares the overall number of road deaths by region for the 12 months to 2 December 2019. Road deaths by region for the previous reporting period (12 months to 5 May 2019) are also included for the purposes of comparison. The graph shows that the Bay of Plenty region was third equal in terms of the number of road deaths, behind Waikato and Canterbury, and equal to Auckland. The number of road deaths for the rolling 12 month period are also very similar to those for the previous reporting period.

Figure 1: Road deaths by region for preceding 12 months to 2 December 2019



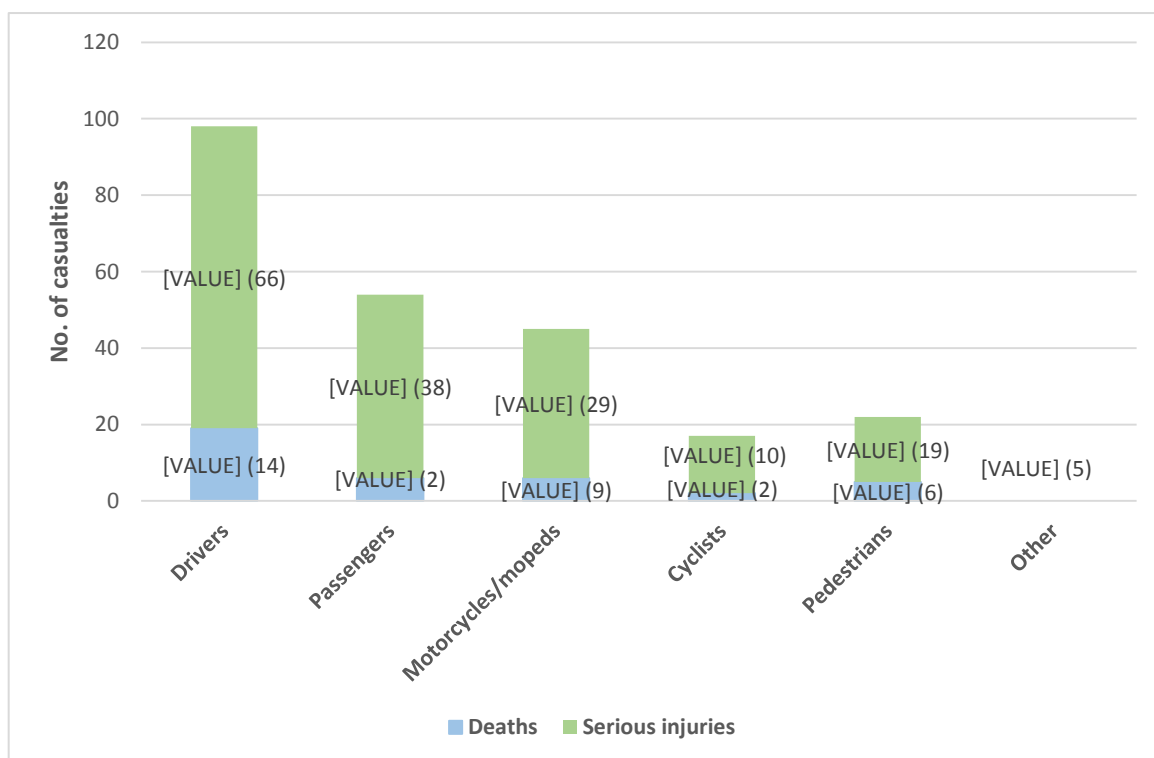
In the 12 months to 2 December, the Bay of Plenty region had a total of 192 Police-reported death and serious injury (DSI) crashes. These crashes resulted in 38 deaths and 198 serious injuries². The following graphs break these figures down further.

¹ Official (provisional) record of road deaths as reported by the Ministry of Transport.

² These are Police-reported figures as recorded in the Crash Analysis System (CAS) when retrieved on the 4 December 2019. These differ from the official statistics reported by the Ministry of Transport, which also record a fatality if a person dies from a crash up to 30 days after the crash.

Figure 2 shows casualties in Bay of Plenty DSI crashes by user group, with figures from the previous reporting period included in brackets as a comparison. In the current reporting period, drivers and passengers together accounted for 64% of all DSIs (up from 61% in the previous period). Motorcyclists, at 19% of all casualties, were the next highest road user category. The figures also show that the region performed worse across most major road user categories when compared with the previous reporting period.

Figure 2: Casualty types in Bay of Plenty DSI crashes (preceding 12 months)



The region's DSI crashes are categorised by crash type in Figure 3. 'Bend – lost control/head on' accounted for 39% of all DSI crashes in the preceding 12 months. The second highest category was 'straight road lost control/head on' at 17%. The number of 'crossing/turning' and 'bend – lost control/head on' crashes both increased relative to the previous reporting period.

Figure 3: Crash type for Bay of Plenty DSI crashes (preceding 12 months)

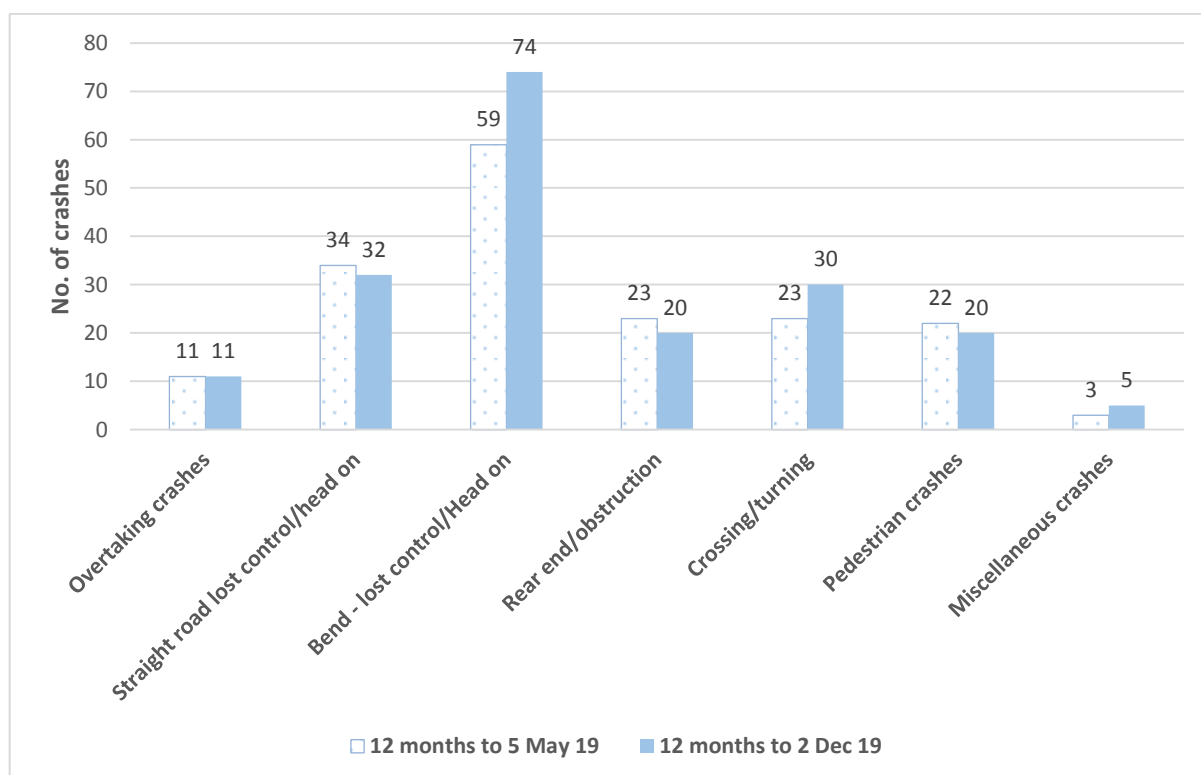


Figure 4 shows that half of all DSI crashes involved more than one party, excluding those between vehicles and pedestrians. An additional 12% of crashes were multiple party crashes between vehicles and pedestrians. The remaining 39% were single party crashes.

Figure 4: Number of parties in Bay of Plenty DSI crashes (preceding 12 months)

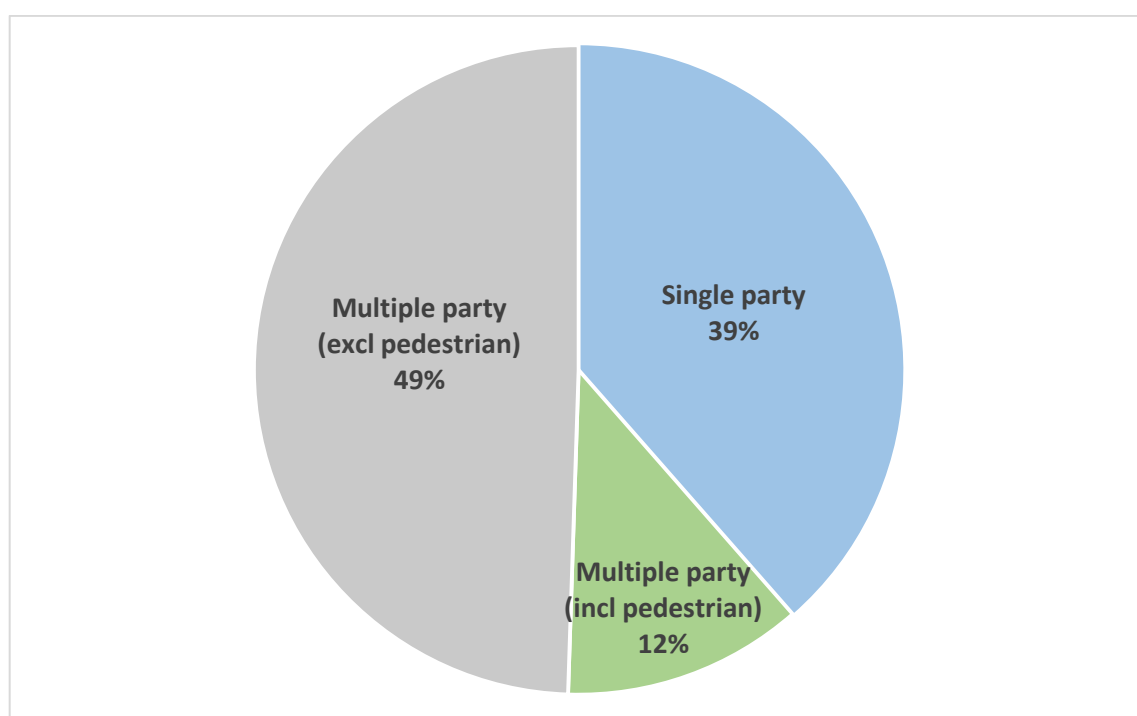
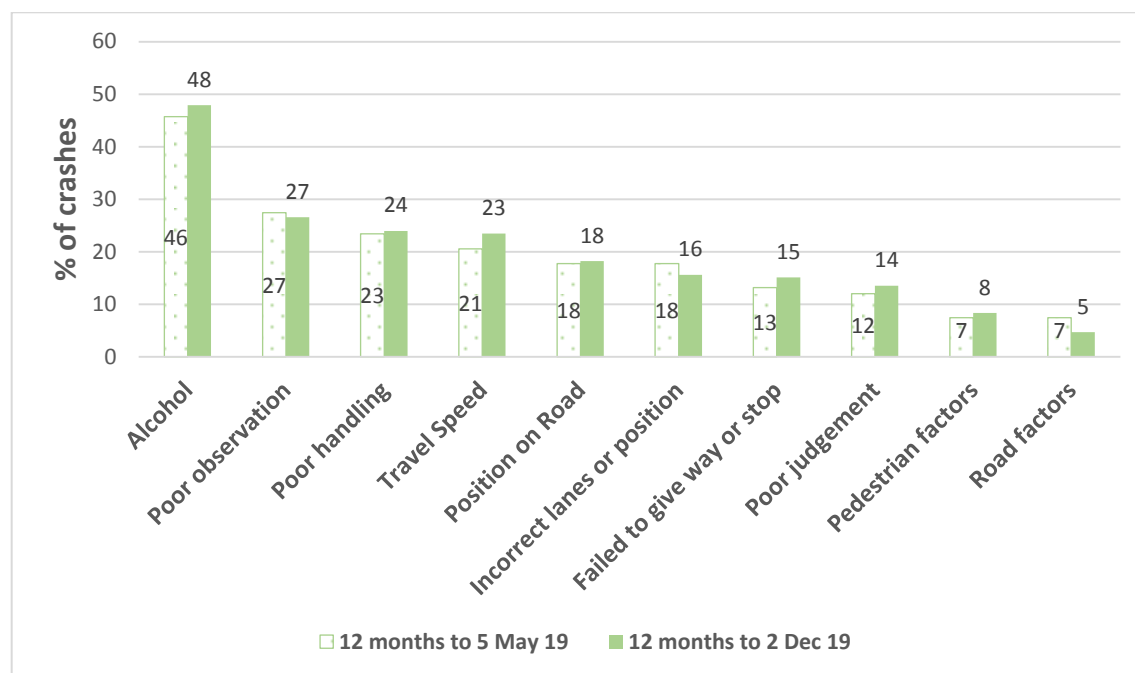


Figure 5 shows the ten most prevalent causal factors recorded for Bay of Plenty DSI crashes in the preceding 12 months, with the previous reporting period included for comparison. Alcohol was recorded as a contributing factor in 48% of all DSI crashes, followed by poor observation in 27% and poor handling in 24% of the crashes. The graph shows little change in the distribution of causal factors compared with the previous period.

Figure 5: Causal factors in Bay of Plenty DSI crashes (preceding 12 months)



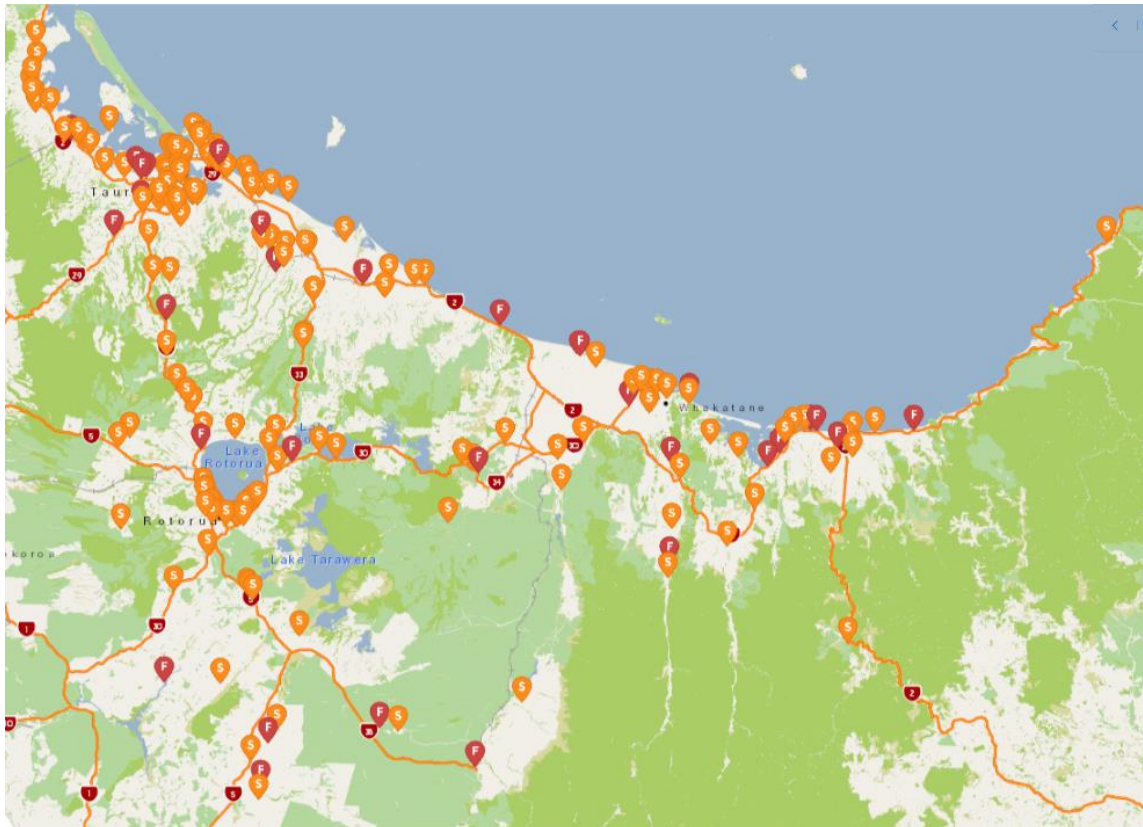
The following map shows the general spatial distribution of Police-reported DSI crashes for the previous 12 months³. A significant proportion of serious injury crashes were clustered in and around the main urban areas. SH2 north of Tauranga, and SH36 between Tauranga and Rotorua also featured prominently in terms of serious injury crashes. The number of crashes on SH36 is particularly significant because this section of state highway carried on average just 5,700⁴ vehicles per day in 2018, compared with, for example, an average of 21,000⁵ vehicles per day on SH2 at Te Puna. Another feature of the map is the proportion of fatal crashes that occurred on local roads and state highways at rural locations away from the main centres.

³ Note: the Crash Analysis System is a 'live' database that is being continuously updated. Reports for some crashes in the previous 12 month period may not yet have been registered in the database.

⁴ AADT at Oropi telemetry site 2018.

⁵ AADT at Te Puna telemetry site 2018.

Figure 6: Location of Bay of Plenty DSI crashes (preceding 12 months)



3 Budget Implications

3.1 Current Year Budget

The report does not require a decision so there are no current Regional Council budget implications.

3.2 Future Budget Implications

The report does not require a decision so there are no future Regional Council budget implications.

4 Community Outcomes

This item directly contributes to the Safe and Resilient Community Outcome in the Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Regional Development Manager

12 December 2019



Report To: Regional Transport Committee
Meeting Date: 20 December 2019
Report From: Mat Taylor, General Manager, Corporate

Establishment of Western Bay Road Safety Subcommittee

Executive Summary

This report recommends either the establishment of a Western Bay Road Safety Subcommittee under the Regional Transport Committee, or the continuation of a staff operational group due to the previous triennium's Western Bay Road Safety Joint Committee not being re-established by all three Councils.

At the Bay of Plenty Regional Council meeting held 26 November 2019 Councillors expressed a need for continued governance oversight in Western Bay road safety matters and recommended the matter be considered by the Regional Transport Committee.

The recommended approach enables strategic road safety matters to be reported up to the Regional Transport Committee thus enabling the committee to remain focused at a strategic level across the region.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Establishment of Western Bay Road Safety Subcommittee;**
- 2 Establishes the Western Bay Road Safety Subcommittee as a subcommittee of the Regional Transport Committee;**
- 3 Approves the Terms of Reference and membership as identified in Appendix 1.**

1 Background

On the recommendation of the Western Bay of Plenty District Council the Western Bay of Plenty Joint Road Safety Committee was not re-established by all three partner councils this triennium.

At the Bay of Plenty Regional Council meeting on 26 November 2019, Councillors raised the need to continue to have a governance body overseeing road safety matters in the Western Bay of Plenty. It was preferred that these matters be dealt with at a separate joint committee or subcommittee level rather than including in the Regional

Transport Committee's (RTC) Terms of Reference to enable the committee to remain focused at a strategic regional level. The Regional Council considered the lack of sub regional direction and leadership could result a significant gap in the management of road safety and the reduction deaths and serious injuries on the sub region's road.

The Regional Council resolved that the matter be referred to the Regional Transport Committee at their first meeting with a preference being the establishment of a Western Bay Road Safety Subcommittee of the Regional Transport Committee to provide oversight and leadership to ensure roads in the sub region continue to be increasingly free of death and serious injury.

2 The road safety problem and strategic response

Road crashes impose high social and economic costs on the Bay of Plenty. In 2017, the total social cost of deaths and serious injuries amounted to \$283 million. While the overall number of deaths and serious injuries have shown some improvement over the past few years, they still remain unacceptably high. Crashes where deaths and serious injury occur have not only an economic and social cost but a human impact on families, the wider community and the health system.

The Regional Land Transport Plan states poor user behaviour in an unforgiving transport environment is resulting in unacceptable avoidable death and serious injury. Up until this triennium it has been the role of the Western Bay Joint Road Safety Committee along with its partners to address this problem in the sub-region. The strategic response regionally and nationally was incorporated into this local government sector response:

- The Bay of Plenty Regional Land Transport Plan vision statement "*Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all.*"
- The New Zealand's national road safety vision "*Where no one is killed or seriously injured on our roads*".

3 Options

There are three options to be considered in response to the request from Regional Council, for the Regional Transport Committee to consider the matter of forming a governance body and providing oversight and leadership in Western Bay Road Safety matters:

3.1 Option 1: Establish a Western Bay Road Safety Subcommittee as a subcommittee of the Regional Transport Committee.

In this option membership would consist of all three partner Councils and key strategic partners' representatives with strategic matters being referred to the Regional Transport Committee for consideration and inclusion in the Regional Land Transport Plan or other key regional or subregional strategies where appropriate. Under this option the Subcommittee would report back to the Regional Transport Committee and Regional Council would become the administering body.

The benefits of having elected representatives oversight of road safety provides emphasis on the importance of road safety giving it more weight and focus.

The proposed Subcommittee's Terms of Reference are attached as Appendix 1.

3.2 Option 2: Re-establish the Western Bay Joint Road Safety Committee based on the previous triennium's Terms of Reference.

Membership would be similar to option 1 however the committee would be a joint committee of the three partner councils as defined under Schedule 7 clause 30(1)(b) of the Local Government Act 2002, with the joint committee reporting to each respective council.

Both options recommend the frequency of meetings be quarterly with any further meetings on an 'as required' basis.

3.3 Option 3: Do not establish a governance structure and formalise the staff operational Western Bay Joint Road Safety Group.

This option would not see governance oversight in road safety matters in the Western Bay. Currently an operational staff group meet and this existing arrangement would continue across all options, ensuring all main road safety organisations are represented at an operational level.

4 Membership

The proposed change to the membership for both options is to remove staff as members which is different to the previous Joint Committee's membership. The rationale for this is it will reduce the number of members while retaining staff as advisors.

5 Budget Implications

5.1 Current Year Budget

There are no financial implications as committee support can continue through existing resources and road safety budget.

5.2 Future Budget Implications

There are no financial implications.

6 Community Outcomes

This project directly contributes to the Regional Council's Safe and Resilient Communities and the Vibrant Region Community Outcome in the Council's Long Term Plan 2018-2028.

It also contributes to the Regional Land Transport Vision "Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all", and the national road safety vision "Where no one is killed or seriously injured on our roads".

Finance & Transport Operations Manager

for General Manager, Corporate

12 December 2019

APPENDIX 1

**2019-12-20 Appendix Terms of Reference for proposed
Establishment of WBRS Subcommittee,.pdf**

Western Bay Road Safety Subcommittee

Membership

Chairperson <i>(Bay of Plenty Regional Councillor)</i>	
Deputy Chairperson <i>(Member from either Tauranga City or Western Bay of Plenty District Council)</i>	
Members Councillor Members One representative from each: Western Bay of Plenty District Council Tauranga City Council External Members One representative from each: New Zealand Transport Agency Accident Compensation Corporation New Zealand Police	
Quorum	Three members being half the number of members, or more than half if an odd number of members
Meeting frequency	Quarterly

Purpose

The Western Bay Road Safety Subcommittee provides strategic direction, oversight and leadership to ensure Western Bay of Plenty and Tauranga City roads are increasingly free of death and serious injury.

Strategic direction is based on the Regional Land Transport Plan Transport Vision “Best transport systems for a growing economy and a safe, healthy and vibrant Bay lifestyle for all” and New Zealand’s national road safety vision “Where no one is killed or seriously injured on our roads.”

The New Zealand Road Safety Strategy uses the safe system approach which highlights the need to work across all elements of the road system (roads, speeds, vehicles and road use) and advocates that everyone has a responsibility for road safety.

The Western Bay Road Safety Committee will support, monitor and advocate for road safety in the Western Bay. It will do this through coordinating the work of all the Western Bay agencies that have a road safety function to ensure New Zealand’s road safety strategy 2020 and the ‘safe systems’ approach is achieved.

The Subcommittee’s scope covers all roads in the Western Bay of Plenty and Tauranga City districts, including state highways. It includes all road safety activities carried out in the

Western Bay including education and promotion, enforcement activities and engineering programmes. It coordinates these programmes and activities with regional and national road safety programmes and initiatives.

Role

- Provide support, leadership and oversight for road safety in the Western Bay of Plenty.
- To make recommendations and refer matters of strategic road safety importance to the Regional Transport Committee.
- Ensure any direction and recommendations are based on the following principles from New Zealand's new Road Safety Strategy 2020-2030:
 - Plan for people's mistakes
 - Design for human vulnerability
 - Strengthen all parts of the road transport system
 - Shared responsibility for improving road safety
 - Actions are grounded in evidence and evaluated
 - Road safety actions support health, wellbeing and liveable places
 - Safety is a critical decision-making priority
- Provide an interagency response to local, regional and national road safety strategies, and in particular, seek to achieve the Western Bay's road safety objective.
- Give effect to the national New Zealand Road Safety Strategy and the Western Bay Road Safety Action Plan when determining its local focus and priorities.
- Ensure all funders and stakeholders maintain an agreed vision and purpose;
- Provide leadership in planning and development of road safety programmes, plans and initiatives;
- Support each of the key actions within the Road Safety Action Plans;
- Contribute to the preparation of local, regional or national strategies and plans as appropriate;
- Overview the implementation of the Road Safety Action Plan by monitoring progress, evaluating and providing feedback and direction to member agencies;
- Raise the profile of road safety initiatives within member organisations and within the wider community;
- Provide networking and information sharing opportunities, with regular reporting by member organisations to the Sub-Committee on projects and priorities;
- Support community led road safety initiatives if they can be demonstrated to contribute to Western Bay road safety objectives.
- Be aware of, and monitor the progress of the objectives of the road safety programmes, plans and initiatives.

Power to Act

To make recommendations to the Regional Transport Committee on matters relating to road safety and the Regional Land Transport Plan.

To co-opt other members onto the subcommittee as deemed necessary.

Power to Recommend

To the Regional Transport Committee as it deems appropriate.

DRAFT

