Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 20 December 2019 commencing at 9.30 a.m.

Click here to enter text.

**Present:**

**Chairperson:** Councillor Lyall Thurston – Bay of Plenty Regional Council

**Deputy Chairperson:** Councillor Jane Nees - Bay of Plenty Regional Council

**Appointees:** Mayor Malcolm Campbell - Kawerau District Council), Deputy Mayor Faylene Tunui - Alternate, Kawerau District Council, Mayor Lyn Riesterer - Ōpōtiki District Council, Councillor David Moore - Alternate, Ōpōtiki District Council, Mayor Tenby Powell – Tauranga City Council, Mayor Garry Webber - Western Bay of Plenty District Council, Deputy Mayor Andrew Iles - Alternate, Whakatāne District Council, Councillor Norm Bruning - Alternate, Bay of Plenty Regional Council

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

Bay of Plenty Regional Council: Fiona McTavish – Chief Executive, Doug Leeder – Chairman, Namouta Poutasi – General Manager Strategy and Science, Debbie Hyland – Finance and Transport Operations Manager, Ruth Feist – Team Leader Urban, Amanda Namana – Committee Advisor

Other: Janeane Joyce - Channeled Planning and Contracting, Robert Brodnax – UFTI Project Director, Craig Richards – BECA, Bernice Elvy – Public Forum Speaker

**Apologies:** Mayor Steve Chadwick – Rotorua Lakes Council, Mayor Judy Turner – Whakatāne District Council, Deputy Mayor David Donaldson – Rotorua Lakes Council, Ross l’Anson – New Zealand Transport Agency, Deputy Mayor John Scrimgeour – Western Bay of Plenty District Council and Dan Kneebone – Port of Tauranga

# Apologies

Resolved

That the Regional Transport Committee:

1. Accepts the apologies from Mayor Steve Chadwick – Rotorua Lakes Council, Mayor Judy Turner – Whakatāne District Council, Deputy Mayor David Donaldson – Rotorua Lakes Council, Ross l’Anson – New Zealand Transport Agency, Deputy Mayor John Scrimgeour – Western Bay of Plenty District Council and Dan Kneebone – Port of Tauranga tendered at the meeting.

Thurston/Nees

CARRIED

# Public Forum

## Bernice Elvy – Drift Circuit for the Bay of Plenty

*Refer Tabled Document 1 - Objective ID A3453869*

Key Points

* Parent of a young adult going through the court system for sustained loss of traction
* Noted that over the past ten years there had been a steady increase of ‘skidding’ or sustained loss of traction by drivers, predominately young males in the 18-28 year old age group
* Drifting was a recognised sport and there was no venue in the Bay of Plenty offering a safe place for this
* There was no malicious intent in the act of drifting, rather it was about socialising, showcasing vehicles and their abilities to sustain loss of traction
* People were becoming less tolerant as the population rose and the region needed to address the lack of entertainment facilities to accommodate everybody
* Supported the venue for the drift circuit being at TECT All Terrain Park.

Namouta Poutasi – General Manager, Strategy and Science in Response to Questions

* The potential establishment of a Western Bay Road Safety Subcommittee would impact on who should consider this request
* Any requests for additional funding would need to go through all respective councils.

Members’ Comments

* Referred to the Tauranga City Council and Western Bay of Plenty District Council Annual Plans which included plans to create a drift facility at TECT All Terrain Park and suggested submitting to these plans to show increased public support.

# Acceptance of Late Items

Nil.

# General Business

Nil.

# Declaration of Conflicts of Interest

Nil.

# Previous Minutes

## Regional Transport Committee Minutes - 6 September 2019

Resolved

That the Regional Transport Committee:

1. Receives the Regional Transport Committee minutes - 6 September 2019.

**Campbell/Nees**

**CARRIED**

# Reports

## Committee Chair's Report

General Manager, Strategy and Science Namouta Poutasi provided key highlights from the report.

Key Points

* Government Policy Statement on Land Transport Plan 2021 (GPS) had been postponed and engagement on the draft GPS could now be expected in March 2020
* Resource Management Act (RMA) review had a component in relation to spatial planning, for which submissions would close on 3 February 2020
* Draft New Zealand Rail Plan (Rail Plan) was released on 13 December 2019 as a ten year vision for rail which highlighted key priorities for funding and established a framework which would require changes to the Land Transport Management Act.

Members’ Comments

* It was important to consider how to align feedback on new documents in relation to the timeframes for the Committee.

In Response to Questions

* Whilst the Rail Plan was open for feedback at present, it would officially be consulted on around the same time as the GPS in March 2020.

Resolved

That the Regional Transport Committee:

1. Receives the report, Committee Chair's Report.

**Thurston/Webber**

**CARRIED**

## Regional Transport Committee Terms of Reference and 2020 Work Programme

General Manager, Strategy and Science Namouta Poutasi presented this item.

Members’ Comments

* It was important to get processes aligned with the timing of the development of the new Regional Land Transport Plan (RLTP)
* There were other areas of responsibility progressing that needed to be factored in, e.g. the approval of the Speed Management Plan
* Needed to be mindful to keep in step with the direction of Central Government.

Chief Executive’s Comment

* Approving the Work Programme as a draft only at this time was prudent considering relevant changes being made to the RMA and the Committee’s responsibilities for coordinating, integrating and adopting the new strategies and actions for sub-regional spatial plans.

In Response to Questions

* The Work Programme confirmed staff actions and direction for the year.

Resolved

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 Draft 2020 Regional Transport Committee Work Programme in Appendix 2 of the report.

**Nees/Webber**

**CARRIED**

## New Zealand Transport Agency Update

*Refer PowerPoint Presentation - Objective ID A3455068*

New Zealand Transport Agency (NZTA) Principal Planning Advisor Cole O’Keefe updated the Committee on current national and regional initiatives.

Key Points of Presentation

* Advised that the new name for NZTA was Waka Kotahi NZ Transport Agency (Waka Kotahi)
* Working together – our regional relationship teams
* Regional Land Transport Plan guidance
* Arataki – NZTA ten year plan of what’s needed to make sure the land transport system is for the future
* Investment Decision-Making Framework (IDMF) Review
* Transport Agency Investment Proposal
* Bay of Plenty speed reviews update
* Public transport fare policy changes
* Supporting road patrol.

Members’ Comments

* The Arataki framework would be regionally competitive in terms of fund allocation and understanding in a practical sense how to ensure the wider Bay of Plenty region received the funding required was imperative
* Regional Council were undertaking a fare review process and it was critical to have the relevant information and gain a clear understanding prior to March 2020 in conjunction with the preparation of the draft Annual Plan.

In Response to Questions

* The key to Arataki fund allocation would be the consultation held during 2020
* Initiatives already underway in the region placed the Bay of Plenty in a strong position for funding
* Although formal consultation on Arataki was not proposed, engagement with local government began in December 2019 and comments would be accepted up until 31 March 2020
* The IDMF draft design report had been released for consultation on 11 December 2019 and feedback would be received until 21 February 2020. All feedback needed to be submitted via the online form at: [www.nzta.govt.nz/idmf](http://www.nzta.govt.nz/idmf)
* It was unlikely there would be additional funding for fare reductions before the next National Land Transport Plan (NLTP) in June 2021.

Resolved

That the Regional Transport Committee:

1. Receives the report, New Zealand Transport Agency Update.
2. Delegates the Chairperson authority to write to the Waka Kotahi Chairperson outlining regional concerns with the Arataki Document and that it be amended in accordance with current RLTP and recent sub-regional transport and land use projects such as UFTI, Rotorua Connect and Eastern Bay Beyond Today, with the draft letter to be shared with the Mayors prior to submission.

Riesterer/Campbell

CARRIED

## Update from Committee Members and Advisors

**Mayor Lyn Riesterer – Ōpōtiki District Council**

Key Points

* Working closely with Whakatāne District Council to improve the safety on the Wainui Road portion of the road between Ōhope and Ōpōtiki and was awaiting confirmation of funding for the state highway portion
* Supported the national speed review initiative and proposed liaising with NZTA in getting the speed limits reviewed for the Ōpōtiki coast
* Noted a recent number of tragic accidents warranted consideration of temporarily lowering speed limits on the highway bridges either side of Ōpōtiki.

NZTA in Response

* Agreed to take the speed reduction request to the NZTA safety team for consideration and respond to Mayor Riesterer.

**Glen Crowther**

*Refer Tabled Document 2 – Objective ID A3461103*

Key Points

* Highlighted that 9% of New Zealand’s emissions came from the tourism sector
* Targets being used for transport planning were not aligned with the Zero Carbon Act
* The methane target being reduced to 10% had implications for transport planning.

In Response to Questions

* Suggested that targets currently being used for some transport planning did not take methane emissions into account, e.g. UFTI.

**Mayor Garry Webber – Western Bay of Plenty District Council**

Key Points

* In the process of developing a framework around the 30 year asset management plans
* Alignment with NZTA and Central Government was important in regards to methodology
* The focus of the Committee needed to be more regional compared to previous trienniums.

**Mayor Malcolm Campbell – Kawerau District Council**

Key Points

* Held speed concerns for State Highway 30 with increased heavy vehicle use at Kawerau
* Littering on highways was becoming a significant issue
* Concerned regarding the overall condition of the roading network.

**Deputy Mayor Andrew Iles – Whakatāne District Council**

Key Points

* Road safety improvements being undertaken in the Ōhope to Ōpōtiki corridor had come out of the Safe Road Alliance business case and was funded through NZTA
* Final restoration work was being completed to roading networks from the damage incurred during the 2017 cyclone event
* Tāneatua State Highway 2 road safety improvement work would take place in February 2020 to reduce speed and increase pedestrian safety.

Resolved

That the Regional Transport Committee:

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

**Campbell/Iles**

**CARRIED**

## Regional Land Transport Plan 2021 Development

*Refer PowerPoint Presentation Objective ID A3460465*

General Manager Strategy & Science Namouta Poutasi, Team Leader Urban Ruth Feist and Channeled Planning and Contracting consultant Janeane Joyce presented this item and responded to questions.

Key Points

* Noted that in addition to public transport, the Regional Council also had a transport planning function which centred on preparing an RLTP
* The draft GPS being released in March 2020 would set the Central Government expenditure for the next ten years
* The RLTP set priorities for the next six years for the Bay of Plenty region
* The NLTP must give effect to the GPS and take into account the RLTP
* Key direction sought was which path to take in terms of options to develop the next RLTP.

Members’ Comments

* Spatial planning changes were likely to come through an RMA amendment and would not be available at the time of developing the RLTP
* Noted that all information relevant to creating a futureproof and effective RLTP might not be available in time
* The Committee’s focus should be both strategic and tactical.

Items for Staff Follow-up

* The timeline for spatial planning changes from the RMA amendment to be communicated to members of the committee.

Resolved

That the Regional Transport Committee:

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

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

*Thurston/Nees*

*With the support of the mover and seconder the motion was* ***WITHDRAWN*.**

1. Approves a tactical review of the 2018 Regional Land Transport Plan to identify the key areas where targeted strategic analysis is required to meet Central Government direction.

**Nees/Webber**

**CARRIED**

10.38 am – The meeting **adjourned.**

10.50 am – The meeting **reconvened.**

## Urban Form and Transport Initiative (UFTI) Update

*Refer PowerPoint Presentation Objective ID: A3453336*

UFTI Project Director Robert Brodnax and Channeled Planning and Contracting consultant Janeane Joyce presented this item and responded to questions.

Key Points of Presentation

* Recapped the purpose, process, objectives and status of UFTI
* The Western Bay of Plenty sub-region is changing and will continue to change
* UFTI Project Objectives – what we’re setting out to achieve
* UFTI is part of the SmartGrowth response to these challenges
* SmartGrowth and UFTI initiative ‘Transformational Layer’
* District/ City Strategies/ Transport System Plan
* The Draft Interim Report was a mid-way checkpoint through the UFTI Programme
* What we know so far?
* We are undertaking some targeted research to help develop the UFTI programmes
* Some public transport facts to consider
* Key freight movements and generations in the Bay of Plenty
* The UFTI Programmes
* Form follows function
* The base assumptions common to all programmes
* UFTI draft programme ranking
* Tauranga urban rail enabled growth map
* Connected nodes urban village map
* Two main centres map
* Dispersed growth (base case) map
* Programmes requiring further development and evaluation
* Programmes which have inter-regional implications that will need to be weighed up in this process.

Members’ Comments

* The purpose of UFTI was to discover the best strategic solution for the sub-region
* Eastern Bay of Plenty economic development was primary industry based and needed to be taken into consideration.

In Response to Questions

* Some of the research through UFTI would be beneficial to long term planning
* New schools had been factored in
* KiwiRail train schedulers had indicated it would be feasible to run a half hour frequency train from Ōmokoroa and Te Puke to Tauranga CBD without disrupting freight flows
* Detailed planning had not yet been carried out for stakeholder workshops
* From a strictly economical perspective, a population of approximately 400,000 was required to sustain a metro rail system.

Resolved

That the Regional Transport Committee:

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

**Webber/Riesterer**

**CARRIED**

## Bay of Plenty Regional Freight Flows Study

*Refer PowerPoint Presentation Objective ID A3453166*

BECA consultant Craig Richards provided a summary overview of key findings of the Bay of Plenty Regional Freight Flows Study.

Key Points of Presentation

* Intro/ scope/ method
* Three regional EROAD data maps of existing freight movements which included GPS data
* Existing freight movements data map of average daily heavy vehicles attraction
* 2018 Annual average daily traffic map showing growth in heavy commercial vehicle volumes
* Key freight movements and generations in the Bay of Plenty
* Predicted future ‘business as usual’ freight movements
* 2043 Estimated annual average daily traffic for heavy vehicles map
* Rail Freight
* Potential major disruptors
* Key implications

Members’ Comments

* Suggested displaying a larger area of the North Island to show regional relationships
* Density on map needed to be increased
* There was a non-freight component to consider in relation to empty containers
* Some of the high volume areas were in the same location as trucking depots which impacted on the network
* A large component of the building material freight movements was rock and aggregate due to the low production in the Bay of Plenty of these products
* Finding alternative sources of supply was a critical part of reducing carbon emissions.

In Response to Questions

* EROAD data maps:
* The purple route would be broken down to more clearly show the underlying data
* Where short lines of colour stopped or changed, it was due to the volume data overlapping the key parameters
* The limitations of the study were that it focused only on key commodity movements in the region
* One of the potential major disruptors as identified in the freight flows study was the growth in high value horticulture, including kiwifruit, and the associated seasonal impacts
* Takitumu Drive increase in freight movements was linked to the expansion of the Tauriko Business Estate and increased growth in the Waikato
* For every tonne of freight delivered by rail there was approximately a 66% reduction in carbon emissions as opposed to the road alternative
* Tauriko land use and industrial zoning were factored in
* Ultra high-efficiency low emission diesel vehicles were a possibility.

Resolved

That the Regional Transport Committee:

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

**Riesterer/Iles**

**CARRIED**

## Regional Land Transport Plan Annual Report Card 2018/19

General Manager, Strategy and Science Namouta Poutasi presented this item.

Key Points

* The report card covered the period July 2018 – June 2019
* The report card was not presented at the previous Committee meeting as there was not sufficient information to report.

Resolved

That the Regional Transport Committee:

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

**Webber/Campbell**

**CARRIED**

## Regional Collective Actions update

Team Leader Urban Ruth Feist and Channeled Planning and Contracting consultant Janeane Joyce presented this item.

Resolved

That the Regional Transport Committee:

1. Receives the report, Regional Collective Actions update.

**Campbell/Webber**

**CARRIED**

## Bay of Plenty Regional Road Safety Statistics

General Manager Strategy and Science Namouta Poutasi presented this item.

Key Points

* 11% of national fatalities occurred in the Bay of Plenty region.

Resolved

That the Regional Transport Committee:

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

**Webber/Iles**

**CARRIED**

## Establishment of Western Bay Road Safety Subcommittee

General Manager, Strategy and Science Namouta Poutasi and Finance and Transport Operations Manager Debbie Hyland presented this item.

Key Points

* The key decision sought was whether the Committee should assume the responsibility of the Subcommittee
* The Terms of Reference were based on the original Road Safety Committee, noting that the frequency of meetings had been increased from six monthly to quarterly at the request of Tauranga City Council and Western Bay of Plenty District Council staff
* Proposed the following amendments to the Terms of Reference (Appendix 1):
* Add New Zealand Automobile Association as an external member
* Within the Role of the Subcommittee – add ‘to review and endorse the Road Safety Action Plan and Annual Work Programme’.

Members’ Comments

* It was decided to disestablish the previous Road Safety Committee to shift the focus of road safety to a more regional level
* Parking and safety around schools was the Ministry of Education’s role.

In Response to Questions

* The Regional Transport Committee had a key role to play in relation to regional road safety matters
* Sub-regional Road Safety Committee minutes were received by the Regional Transport Committee in the past to ensure road safety was discussed at a regional level.

Resolved

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.*
4. Agreed that this matter be left to lie on the table.

**Thurston/Riesterer**

**CARRIED**

**Chairperson’s Statement**

Key Points

* The Chairperson conveyed condolences to the people of Whakatāne and those affected by the recent tragedy at Whakaari/ White Island. Deputy Mayor Andrew Iles acknowledged the support and assistance offered by councils and staff.
* Acknowledged Regional Development Manage David Phizacklea and the significant contribution he had made to the Regional Council and the Regional Transport Committee.

****

**The meeting closed at 12.23 p.m.**

Confirmed 21 February 2020                           \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_

                                                                        Councillor Lyall Thurston – Chairperson

Regional Transport Committee