

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, 2 February 2018 commencing at 9.30 am.

Fiona McTavish
Acting Chief Executive
26 January 2018



Regional Transport Committee

Terms of Reference

Delegated Function

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

Membership

Each regional council must appoint to its regional transport committee:

- Two persons to represent the regional council;
- One person from each territorial authority in the region to represent that territorial authority; and
- One person to represent the New Zealand Transport Agency.

Each regional council must appoint from its representatives the chair and deputy chair of the committee.

At any meeting of a regional transport committee, the chair, or any other person presiding the meeting:

- Has a deliberative vote; and
- In the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Quorum

In accordance with Council standing order 10.2, the quorum at a meeting of the committee is five, consisting of the majority of the number of members.

Term of the Committee

Under section 105(1) of the Land Transport Management Act 2003, every regional council must establish a regional transport committee as soon as practicable after each triennial election.

Meeting frequency

Quarterly.

Specific Responsibilities and Delegated Authority

- To prepare a regional land transport plan, or any significant variation to the plan, for the approval of the Regional Council.
- To approve any non-significant variation to the regional land transport plan.
- To 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.
- To provide the Regional Council with any advice and assistance the Regional Council may request in relation to its transport responsibilities.
 - To approve submissions to central government, local authorities and other agencies on Regional Transport Committee matters.
 - To approve the regional Road Safety Action Plan.

Procedure of the Committee

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.

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.

Note:

- The Regional Transport Committee does not have any financial delegation.
- Under the Local Government Act 2002 the Regional Transport Committee is not defined as a joint committee.
- The Regional Transport Committee reports directly to the Regional Council.
- The New Zealand Transport Agency (appointed member) can nominate an alternative representative to attend Regional Transport Committee meetings, as resolved by 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.

Membership

Chairperson:	S Crosby (Bay of Plenty Regional Council)
Deputy Chairperson:	J Nees (Bay of Plenty Regional Council)
Appointees:	Bay of Plenty Regional Council Councillor L Thurston (Alternate) Kawerau District Council Mayor M Campbell, Councillor B Julian (Alternate) Opotiki District Council Mayor J Forbes, Councillor K Young (Alternate) Rotorua Lakes Council Mayor S Chadwick, Deputy Mayor D Donaldson (Alternate) Whakatane District Council Mayor A Bonne, Councillor A Iles (Alternate) New Zealand Transport Agency P McLean (Regional Director Waikato/BOP), A Talbot (Alternate) Tauranga City Council Councillor R Curach, Councillor T Molloy (Alternate) Western Bay of Plenty District Council Councillor D Thwaites, Councillor J Palmer (Alternate)
Attendees:	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith (Freight Advisor), D Kneebone (Port Advisor)
Committee Advisor:	S Kameta

Recommendations in reports are not to be construed as policy until adopted.

Agenda

- 1 Apologies**
- 2 Public Forum**
- 3 Acceptance of Late Items**
- 4 General Business**
- 5 Confidential Business to be transferred in open**

6	Declarations of Conflicts of Interests	
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Previous Minutes

Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Wednesday, 22 November 2017 commencing at 9.30 a.m.

Present:

Chairman: S Crosby (Bay of Plenty Regional Council)

Deputy Chairman: J Nees (Bay of Plenty Regional Council)

Appointees: Mayor J Forbes (Opotiki District Council), Mayor M Campbell (Kawerau District Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Mayor A Bonne (Whakatāne District Council), Councillor T Molloy (Alternate, Tauranga City Council), Councillor R Curach (Tauranga City Council), Councillor B Julian (Alternate, Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor L Thurston (Alternate, Bay of Plenty Regional Council), Councillor A Iles (Alternate, Whakatāne District Council), Councillor K Young (Alternate, Opotiki District Council), Councillor D Thwaites (Western Bay of Plenty District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency), J Galbraith (Freight Advisor), Inspector B Crowe (Road Safety Advisor, BOP District Police)

In Attendance: F McTavish (General Manager Strategy & Science), G Maloney (Transport Policy Manager), B Healey (Senior Transport Planner), M Hasley (Principal Transport Planner), J Galbraith, D Kneebone (Property & Infrastructure Manager, Port of Tauranga) G Bunting (Network Manager, NZ Transport Agency), M Stensness (Committee Advisor).

Apologies: Mayor J Forbes

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 **Accepts the apologies from Mayor J Forbes and late arrival for Mayor Bonne and Mayor Campbell tendered at the meeting.**

**Malloy/Nees
CARRIED**

2 General Business and Tabled Items

No general business or items tabled.

3 **Declaration of conflicts of interest**

No conflicts of interest were declared.

4 **Public Forum**

5 **Previous Minutes**

Correction

Minute item 5.1 Regional Transport Committee minutes – 15 September 2017 incorrectly recorded as ‘Spatial Plan Forum Committee’ and ‘Tarawera Roundabout’ to be amended to “Strategy Policy and Finance Committee” and “Te Ngae Road from Tarawera Roundabout to the Airport...”.

5.1 **Regional Transport Committee minutes – 15 September 2017**

Resolved

That the Regional Transport Committee:

- 1 Subject to the corrections above, confirms the Regional Transport Committee Minutes of 15 September 2017 as a true and correct record.**

**Crosby/Nees
CARRIED**

6 **Reports**

6.1 **Update from Committee Members and Advisors**

Committee members and external advisors gave a verbal update on transport initiatives and matters impacting their respective areas.

Councillor Curach - Tauranga City Council

- In developing the TCC Long Term Plan \$192million had been budgeted for transport related projects comprising of: \$64million for better transport choices; \$32million assigned to cycling and \$6.6million allocated to regional support for public transport initiative. It was noted that the allocations still needed to go through the various stages for approval noting that variations to the draft funding allocations may trigger an increase in rates by up to 13.5%.
- Cycle action plan consultation process received 1570 feedback forms.
- Tauranga Transport Plan received 2,361 submissions with overwhelming support from community for better public transport and cycling initiatives.
- Joe Metcalfe from Regional Council assisted TCC in drafting a plan to help mitigate the impact of the Baypark - Bayfair congestion that included providing a specific bus service as a joint funding initiative.
- Trial of a connecting cycling bridge around Pilot Bay to the end of the Mount was underway.
- TCC was looking at incentivising ride sharing (2 or more in a car) with incentives such as free parking.

Councillor Crosby – Bay of Plenty Regional Council

As Vice-President of National Council, Councillor Crosby has completed a LGNZ Roadshow and some issues by councils raised during this roadshow were:

- Is the NZTA business plan process fit for purpose moving forward.
- Implications of Forestry activity on local roads For example, in Wairoa handled 50 cars a day was now accommodating 50 logging trucks.
- NZTA transformation process and concerns were raised.
- BOPRC update was that NZTA notified acceptance of The Western Bay Blueprint Business Case and Procurement Plan.

Councillor K Young - Opotiki District Council

- Concerns and resilience was a major issue regarding coast roads being blocked which resulted in a major cost to business and major inconvenience right around the east coast roads through the Waimana Gorge.
- Single bridge access over much of the Opotiki area was of concern where a single accident could result in roads being blocked.

Dan Kneebone – Port of Tauranga

- The Port was experiencing growth particularly in containerised product volumes rather than bulk product.
- From 2015 – 2017 there has been a 20% increase of containerised trans-shipment or rail increase which was not necessarily the result of more movements on the roads.

J Galbraith - Freight Advisor

- Review of the Land Transport Plan was timely, particularly regarding big rail movements from the east therefore it was timely to factor those in;
- Current focus was on driver training – a working group across industry operators had been formed to focus on initiatives to attract younger people to sign up with the logistics sector.

Councillor J Nees – Bay of Plenty Regional Council

- Port of Auckland gave a comprehensive presentation on their port strategy focussed on sustainability as one of the key platforms. It was noted that they may need to move out of central Auckland in the future however, interim plans had been outlined;
- Minister Shane Jones had requested that the Ministry of Transport provide the terms of reference ('TOR') document relative to the Upper North Island Port strategy. The ministry were consulting to ensure that the TOR was robust. The ministry invited general discussion regarding what should be considered (i.e. logistics, protection around evidence base approach with a functioning of strategy for the future, independency).
- Needed to re-visit the UNISA shared statement on transport in light of the new government. It was noted that stakeholders would feed into UNISA to foster independency and transport infrastructure.
- Ministry of Transport advised that the GPS would be updated before Christmas, however the full policy would not be available at that time.

Chairman D Leeder – Bay of Plenty Regional Council

- Some projects would not get traction as Minister Parker stated that the appropriations cease on March-April 2018;
- Trade flows established an increase by rail of up to 90% noting that Fonterra utilised the Port of Tauranga and other areas such as Whareroa and Taranaki were predominantly rail use.

Mayor Chadwick – Rotorua Lakes Council

- Te Puia Park space has been well received and RLC were hopeful that they had found a solution for the iconic sculpture.
- Te Manawa was now operational from 29 October with a good response from the community despite some reservations early on.
- There was a mode or shift in cycling with 30% increase in 12 months. Links with cycle ways into the city may see an increase in cycle use.
- Introduction of Uber bikes has slowed down due to the requirement of the code of practice safety stock report. RLC may launch in late 2018.
- Secured \$30K from ACC to increase cycle skills programme. Delivery of the programme was offered in te reo maori as RLC was now a reo rua (two language) council.
- RLC awaited Minister Jones announcement regarding forestry and foresight into the impact on freight. Real synergy between the Transport and the Housing Accord.. RLC were concerned with the impact of increased traffic to Te Ngae Road and how that may affect the working relationship forged with local iwi to free up land under their control.
- Concerned that the public free buses to Toi Ohomai would now be charging a fare from next year.

Bay of Plenty Regional Council Transport Manager Mr G Maloney advised members that the decision to charge bus fare to Toi Ohomai campus was not a regional council decision. Mr Maloney confirmed that Toi Ohomai had implemented that change and a report would be tabled at the Public Transport meeting on 23 November 2017 to address the matter.

Councillor Thwaites – Western Bay of Plenty District Council

- Similar to TCC, WBPDC was focused on the Long Term Plan. In the past WBPDC was committed to sealing 3km of roading per year with a surplus of \$30,000 allocated funding.
- Cycling and walking accessibility was a large part of WBOPDC's consultation and was gaining traction.

Resolved

That the Regional Transport Committee:

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

**Malloy/Crosby
CARRIED**

6.2 New Zealand Transport Agency Update

Refer Power Point Presentation Objective ID A958507

Regional Director Waikato/BOP, New Zealand Transport Agency Mrs P McLean provided a brief verbal update noting that the new government was focussed on rapid transport options. Ms McLean highlighted the following key points from the report:

- Letter from Minister Twyford were sent out to Local Government organisations;
- NZTA CEO was working primarily with Minister Twyford, and also Ministers Jones and Genter to understand the new government's priorities moving forward.

- Focus was on future active modes of neutral approach transport availability and implementation of modes for public transport, rail, cycling and walking, coastal shipping.
- Major urban centres - Auckland and Wellington were focussed on rapid transit – light rail.
- BOP continued to be a commitment however while the Tauranga Northern Link and Katikati was discussed there were no reviews at this stage.
- Projects signed off by the NZTA Board would continue as Associate Ministers were yet to receive their formal delegated authorities.
- Indications that Minister Genter had a strong agenda regarding safety and her top priority was reducing the road toll.
- NZTA would receive a revised GPS before the end of 2017 and proposed engagement would happen early 2018 with further revision likely to be middle 2018 with strong focus on fundamental change to enable rail.
- No dates were available on public consultation with regard to tolling on the Northern Tauranga Link.

Members recognised the shift of focus of investment away from road use to give people more options such as light rail but were conscious of the flow on effects to future funding commitments required. Ms McLean confirmed that all the options were on the table at this point and that NZTA had no intention to back away from Bay of Plenty commitments. Members discussed the limited funds against the current commitments, commenting that NZTA may need to shift priorities to accommodate for the new government's rapid transport focus. Ms McLean stated that the Committee would need to have further discussions around other funding avenues or partnerships available to the Committee to accommodate for the shift in focus as NZTA confirmed that funds in the National Land Transport Fund were limited.

Resolved

That the Regional Transport Committee:

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

**Crosby/Chadwick
CARRIED**

6.3 Speed Management

It was noted that Mr Glen Bunting (Network Manager, NZ Transport Agency) flight from Wellington was delayed and he would present his report later in the meeting.

6.4 Draft Regional Land Transport Plan

Refer Power Point Presentation Objective ID A958507

Bay of Plenty Regional Council Transport Manager Mr G Maloney and Senior Transport Planner Mr B Healey explained that no decisions were required by members at this stage as they continued to work on the draft Regional Land Transport Plan ('RLTP') while waiting for the final GPS. Mr Healey advised members that the feedback received at the meeting held 15 September 2017 had been incorporated into the revised version of the RLTP including latest facts and figures, strengthened wording on

carbon emissions, climate change and updating public transport that reflected the current situation.

Mr Healy advised that the RLTP presentation sent to members was outlined in three parts;

1. An overview of what the RLTP plan;
2. Covering off on the draft RLTP as of 15 November 17 (awaiting final GPS) responding to new government direction; and
3. Next steps in the process.

Members were pleased that the revised RLTP reflected current statistics and facts, however it was noted that there was still scope for further tightening and strengthening of the language around future growth around the Bay of Plenty that would make the Committee's case stronger. Members enquired into the inter-regional feedback process and agreed that more work was required around planning taking into account the environmental impacts, and that the new government position of rapid transport (specifically rail) needed to be incorporated into the RLTP.

Members also underlined the possible implications of the new government's focus on ongoing projects for smaller rural and provincial areas and projects such as Smart growth. All members agreed that there was a need to protect these projects and not let them fade into the background. Members requested staff to look into the possibility of injecting smaller projects into the larger projects as a means to keep those projects in the fold. Members also commented that there may also be scope to highlight growth issues while the housing accord could also be strengthened to make the case stronger.

Mr Healey and staff from NZTA provided further context to members as follows:

- The final RLTP was due April 2018 however there may be some push back due to the new government;
- BOPRC was worked regularly with NZTA in drafting the RLTP;
- Chapter 7 – the spreadsheet provided a list of activities approved but not complete as the Regional Council was waiting on funding approval. The planning process was underway for the Tarkio network and still needed to be entered into the programme;
- Staff would identify smaller projects where feedback could be provided into the formal state highway proposals to give them formal status;
- “Committed” meant approved funding for that particular phase of the approved activity;
- Eastern corridor stage 2 naturally aligned with the state highway through to the Rotorua Airport – Ministers had promised a move from business case to action as there was a strong need for this project to be elevated;
- Draft priority list spreadsheet had 6 different scenarios highlighted to assist members;
- NZTA confirmed the Katikati bypass would be reported on in the near future,
- The Ōmokoroa project needed to be highlighted as a connection between growth and transport;
- Safety and resilience was noted as an issue for Rotorua and Kawerau that required further consideration by NZTA by the next committee meeting. In the interim staff would provide technical advice regarding Rotorua that may need a special meeting to discuss.

Meeting adjourned 10.42 am.

Meeting reconvened 11.05 am.

Mr Healy informed members that part three included responding to government direction and next steps, he surmised the RLTP as follows:

- Reflects previous draft GPS;
- Development had included engagement with Regional Advisory Group ('RAG) and had good alignment (generally); and
- RAG requested two activities be added to the 6 year programme and provided other feedback on scope, content and timing of activities;
- RAG recommended feedback via a formal letter from the Committee to NZTA; and
- Staff were waiting on the timing and content of new draft GPS;
- Possible implications from deadline – 30 April 2018; and
- The above information would enable a modified RLTP consultation and approval process to be mapped out;
- Recommended the Committee meet early February 2018 to progress the RLTP.

Resolved

That the Regional Transport Committee:

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

**Crosby/Nees
CARRIED**

6.5 Speed Management

Refer Power Point Presentation Objective ID A958507

NZTA Network Manager Mr G Bunting delivered a comprehensive presentation to members focussed on 'A new process for setting speed limits'. The following information was noted:

- Objectives – nationally consistent approach, deliver safe system and network efficiency, assist councils to prioritise opportunities, support new conversation on road risk and speed;
- Key changes – apply new approach in the guide, enables 110km/h on selected routes, streamlines process for temporary and emergency speed limits, offers outcomes based approach to repeater signs;
- High benefit opportunities – provide speed management information, encourage high benefit opportunities first, have regard to this information when reviewing speed limits;
- Technical megamaps – effective engagement, increase community understanding, enables constructive conversations, creates suitable environment for consultation;
- Identifying safe and appropriate speeds;
- Infrastructure risk rating – eight features
- Engagement comes before consultation with formal consultation requirements;
- The bylaw process – rules and requirements;
- Streamline the process – develop with councils and key stakeholders, set out three year plan, consult with sector and community on plan, changes to limits made via council resolution.

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, Speed Management.**

**Crosby/Chadwick
CARRIED**

6.6 Regional Land Transport Plan Variations - SH33 Safety Improvements and LED Street Lighting Conversions

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 **Receives the report, Regional Land Transport Plan Variation – Accelerated LED Street Lighting Conversations (Western Bay of Plenty district);**
- 2 **Adds the ‘Accelerated Light Emitting Diode (LED) Street Lighting Conversations (Western Bay of Plenty district) activity to the Regional Land Transport Plan; and**
- 3 **Determines that the variation is not significant for the purposes of public consultation.**

**Crosby/Curach
CARRIED**

6.7 General Business

Members discussed the national road pricing (tolling) as a means to ease congestion of major roads during peak hours. It was noted that all costs would be directly charged to the road users however, this could be mitigated with the introduction of an incentivised program to encourage users to utilise alternative means of transport.

The Chair noted that Mayor Campbell was unable to attend the meeting due to a vehicle crash on State Highway 33.

The meeting closed at 12.26 pm.

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee
Meeting Date: 02 February 2018
Report From: Fiona McTavish, Chief Executive

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 transport initiatives and issues impacting on their respective areas.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 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 on transport initiatives and issues impacting on their respective areas.

2 Council's Accountability Framework

2.1 Community Outcomes

This item directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Regional Council's Long Term Plan 2015-2025.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

This report does not require a decision so there are no current financial implications.

Future Budget Implications

This report does not require a decision so there are no future financial implications.

Garry Maloney
Transport Policy Manager

for Chief Executive

11 January 2018



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 02 February 2018

Report From: Fiona McTavish, Chief Executive

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 under its delegated authority:

- 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.

2 Council's Accountability Framework

2.1 Community Outcomes

This activity directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Regional Council's Long Term Plan 2015-2025.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

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

Future Budget Implications

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

Bron Healey
Senior Transport Planner

for Acting Chief Executive

25 January 2018



Report To: Regional Transport Committee
Meeting Date: 02 February 2018
Report From: Fiona McTavish, Chief Executive

Draft Regional Land Transport Plan for Consultation

Executive Summary

This report presents a draft Regional Land Transport Plan (RLTP) for the Committee to consider and approve for public consultation. It also discusses the implications of not having a draft Government Policy Statement on Land Transport (GPS) available before releasing the draft RLTP for public consultation.

Amendments made to the draft document following the Regional Transport Committee (RTC) meeting on 22 November 2017 are summarised. Key areas of focus have been responding to the Committee's feedback and aligning with the Government's priorities set out in a letter received from the Minister of Transport. Other amendments include changes to the activities in local authority transport programmes and the inclusion of financial forecasts.

The report notes that the variation to the RLTP arising from the review process is significant, which in turn triggers the need for a public consultation process. The timetable for consultation is outlined before the Committee's direction on the composition of the RLTP hearings committee is sought.

Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Draft Regional Land Transport Plan for Consultation;**
- 2 Confirms that a review of the Bay of Plenty Regional Land Transport Plan 2015 has been carried out in accordance with section 18CA of the Land Transport Management Act 2003;**
- 3 Determines that the variation to the Regional Land Transport Plan arising from the review is significant for the purposes of public consultation;**
- 4 Approves the draft Bay of Plenty Regional Land Transport Plan 2018, including any amendments arising from discussion of the report, for public consultation in accordance with the requirements of the Land Transport Management Act 2003;**
- 5 Delegates to the Committee Chair the power to make minor amendments to the draft Regional Land Transport Plan prior to its release to the public;**

6 Decides whether the Regional Transport Committee or a sub-committee is appointed to undertake hearings and deliberations, and determines the size and membership of any sub-committee.

1 Purpose of Report

The purpose of the report is to present the draft RLTP for the RTC to consider and approve for public consultation.

2 Background

At its previous meeting on the 22 November 2017, the RTC considered and provided feedback on the draft RLTP. At the time of the meeting, the incoming Government had signalled that it was requesting a re-write of the draft Government Policy Statement on Land Transport 2018/19-27/28 (GPS) with indications being that an initial draft may be available early in 2018. On this basis, staff recommended delaying a decision on releasing the draft RLTP for public consultation until the GPS could be factored into the document.

However, at the time of writing this report, the GPS was still not available with the latest indications being it will be released some time in February or March. In the meantime, the NZ Transport Agency (NZTA) has extended the deadline for submitting the final RLTP by two months (moving it from 30 April to 30 June). Even with this time extension, the point is now approaching where there will be insufficient time available to complete the public consultation process and still meet the 30 June submission deadline.

Therefore, this report recommends that the RTC makes a decision to release the draft RLTP in its current form for public consultation. It is worth noting that the draft RLTP is in effect a 'work in progress' up until the time it is submitted to the NZTA because it is subject to a number of other planning processes such as the development of local authority Long Term Plans and the development of the State Highway Investment Proposal. Similarly, the draft GPS, once released, can be factored into the RLTP through the consultation process.

It should also be noted that the Government has signalled that the GPS may be revised in two stages:

- the first stage being a revision within the current GPS framework (GPS 2018); and
- the second stage possibly requiring more fundamental changes to the scope of the GPS, for example, exploring how rail investment is incorporated within the GPS and the National Land Transport Fund (NLTF).

The second stage may itself trigger a significant variation to the RLTP within the three year time frame when it must next be reviewed, meaning there are likely be further opportunities to re-consider whether the content of the RLTP is still 'fit of purpose' as new information becomes available.

3 The draft document

At the 22 November 2017 meeting, RTC members provided feedback on the draft RLTP. This included:

- recognising State Highway 5 (Rotorua – Hamilton) as a key inter-regional journey;
- highlighting connections to the National Policy Statement on Urban Development Capacity and strengthening the links between committed transport investment and housing growth;
- adding reference to passenger rail to Auckland and also the need for sufficient capacity on the East Coast Main Trunk (ECMT) line to provide for growth in freight volumes;
- noting the recent turnaround of rural economies and identifying potential transformational activities that could generate new jobs and shape transport demand on certain corridors; and
- referencing transport emissions figures for Tauranga city.

The draft RLTP has been amended in response to the Committee's feedback and to align with the Government's priorities set out in a letter received from the Minister of Transport in November (Appendix 1). Other amendments made to the previous draft include changes to the activities in local authority transport programmes and the inclusion of financial forecasts. The proposed amendments are shown in tracked changes in the draft RLTP attached to the agenda.

The following sections provide more detail on the amendments made to each chapter.

4 Strategic Context (Chapter 2)

- **2.1.1 Inter-regional journeys** – a reference to SH5 Rotorua to Hamilton being an inter-regional journey of strategic significance has been added. Consequential amendments have been made to the accompanying map (Figure 1).
- **2.2 Strategic drivers (environment)** – a reference to the proportion of carbon emissions generated by transport in Tauranga city has been added.
- **2.3.4 Rail** – this section has been updated to outline a regional response to the Government's intentions to increase the use of rail for passenger and freight use. The text notes strategic rail projects previously identified for the Bay of Plenty that potentially align with the Government's policies.
- **2.4.1 Urban growth** – this section has been added to highlight the linkages between the region's urban growth areas and proposed transport investment. It also provides an introduction to more detailed information in the relevant corridors and networks (Chapter 6).
- **2.4.2 Regional development** – this section has been added to note the turnaround of the region's rural economies and to highlight additional growth opportunities. It also strengthens the links between the RLTP and the Government's regional development agenda, noting several relevant projects identified through the Toi Moana Bay of Plenty Regional Growth Study.

5 Strategic Response (Chapter 4)

- **4.1.4 New and improved infrastructure (rail network)** – the text has been updated to note that investment in additional rail capacity will need to factor in the potential re-introduction of inter-regional passenger rail services on the ECMT.

6 Corridors and Networks (Chapter 6)

- This chapter has been updated to provide more contextual detail to support the sections on urban growth and regional development added to the strategic context.
- Urban growth issues and their implications for transport demand and investment have been highlighted for the following corridors or networks:
 - 6.1 Piarere – Tauranga
 - 6.2 Waihi – Tauranga
 - 6.3 Tauranga Urban Network
 - 6.4 Rotorua Urban Network
- The accompanying maps have been updated to show the relevant urban growth areas in each corridor or network. It should be noted that the maps are currently working drafts and more polished versions are being prepared for the consultation document.
- Regional development projects and their potential impacts on transport demand have been highlighted for the following corridors:
 - 6.8 Paengaroa – Whakatane
 - 6.9 Rotorua – Whakatane
 - 6.10 Whakatane – Opotiki – Gisborne
 - 6.11 Kawerau – Murupara

7 Regional Programme (Chapter 7)

- **7.1 Overview** – the table showing the total cost of activities submitted for NLTF funding in the six year programme has been populated and shows proposed expenditure for each activity class by year.
- **7.3 Committed activities** – the table has been updated following the pre-Christmas announcement by NZTA that funding has been committed for the property and pre-implementation phases of three activities in the Waihi to Tauranga programme.
- **7.4 Prioritised activities** – following the previous RTC meeting, RAG revisited the prioritised list taking into account the alternative scenarios that were shared with the Committee and the Government’s priorities set out in the letter from the Minister of Transport. The RAG recommendation is to retain the original prioritised list based on the weightings derived from the RLTP Investment Logic Map.
- The rationale underlying the RAG recommendation is that the ILM prioritised list provides the most well balanced investment programme (for example, key safety, public transport, walking and cycling, resilience and growth projects

are all well-placed) and also shows alignment with the Government's priorities. RAG members also noted that there will be opportunities to make adjustments to the prioritised list in response to submissions as the consultation process unfolds.

- The following three new significant activities have been added to the list as local authorities have continued to develop their draft transport programmes:
 - Maunganui Road Walking and Cycling Improvements (TCC)
 - Opotiki Harbour Access Roads (ODC)
 - Opotiki to Ohiwa Cycle Trail (ODC)
- A note has also been added to the effect that these activities are late additions to the regional programme so they have not yet been prioritised in the draft RLTP. Again, there will be an opportunity to assess the activities and make a recommendation on their priority as the consultation process unfolds.
- **7.4.1 Activities not included in the draft State Highway Investment Proposal** – three projects have been added to the table of activities the RTC has requested be included in the State Highway Investment Proposal (SHIP). This is based on the feedback from members at the previous RTC meeting, which was subsequently sent to the NZTA (Appendix 2).
- This feedback was on the initial version of the draft SHIP that was released by the NZTA in August 2017. NZTA has now set out a timetable for issuing a revised SHIP to align with the revised GPS once it is released.

8 Funding (Chapter 8)

- **8.1.3 National Land Transport Fund** – this section has been amended to note the expected timeline for delivering a revised GPS. National funding bands will need to be added once they are available.
- **8.1.4 Regional improvements activity class** – the wording in this section has been made more generic, but may need to be revisited if there are changes to the criteria previously applied by the NZTA in order to give effect to the revised GPS.
- **8.2 Financial forecast** – the table and associated graphs have been populated. The updated section also notes that the financial forecast only covers seven years (previously it has been ten years). This is because NZTA has limited forecasts to seven years in its Transport Investment Online database (this is the key information resource used to develop regional programmes), based on the interpretation that the RLTP 2018 is a 'mid-term' review of the existing RLTP 2015.
- The financial forecast section also compares RLTP 2015 and RLTP 2018 forecasts noting the significant increase in forecast spend on state highway improvements in the 2018 proposal.
- **8.2.2 Financial forecast (non-NLTF)** – the table has been populated with KiwiRail and local authority unsubsidised expenditure forecasts. The local authority figures are likely to increase as information is yet to be collated from several authorities.

9 Statutory and Policy Context (Appendix 1)

- The statutory and policy context has been updated to reflect the latest information available when the draft RLTP was being finalised. Significant policy additions include:
 - the revised New Zealand Energy Efficiency and Conservation Strategy 2017-2022;
 - the National Policy Statement on Urban Development Capacity;
 - the draft Rotorua Spatial Plan; and
 - Eastern Bay – Beyond Today.

10 Regional Programme (Appendix 3)

- **Investment Management** – several programme business cases have been added for Whakatane.
- **Local Road Improvements** – an activity has been added for Opotiki Harbour Access Roads and there have been some adjustments to indicative costs.
- **Local Road Maintenance** – there have been some changes to indicative costs for maintenance programmes.
- **Public Transport** – there have been cost adjustments to the Regional Council' public transport programme. It has also been noted (not in the draft RLTP) that the proposed investment in public transport infrastructure for Tauranga does not seem to match the level of investment in public transport services.
- **Road Safety Promotion** – there have been some adjustments to indicative costs.
- **State Highway Improvements** – there have been cost adjustments for several activities.
- Indicative totals for activities in the Waihi to Tauranga programme have reduced as funding for property and pre-implementation phases has moved into the committed bucket.
- The state highways low cost/low risk improvements programme has been added, with proposed expenditure of \$23.7M for 2018-21. On this basis, the 2021-24 forecast is also likely to increase significantly when the programme is developed for the 2021-24 period.
- **Walking and Cycling Improvements** – the following activities have been added:
 - Maunganui Road Walking and Cycling Improvements (TCC)
 - Opotiki to Ohiwa Cycle Trail (ODC)

11 Consultation process

Once the RTC has carried out a review of the RLTP in accordance with section 18CA of the Land Transport Management Act (LTMA), it must determine whether the proposed variation to the RLTP is significant and, if so, release it for public consultation. In carrying out the review, the RTC has made substantive changes to the

document including to the significance policy itself. Consequently, the proposed variation must be deemed significant and the public consulted.

The public consultation process must be conducted in accordance with the LTMA and the special consultative procedure in the Local Government Act. The two month extension to the deadline for submission of the final document means that the RLTP consultation process can now be aligned with the consultation on the Regional Council's draft Long Term Plan. The benefits of doing so include a more efficient process of engagement with stakeholders and reduced risk of the public suffering from 'consultation fatigue'. The following table sets out a revised timeline for consultation and approval of the final RLTP.

Date	Action
2 February	Regional Transport Committee meeting – approves draft RLTP for consultation
19 Feb – 23 Mar	Submission period
11 - 12 April	Hearings
7 May	Deliberations
8 June	Regional Transport Committee meeting - recommends final RLTP to Regional Council
21 June	Regional Council meeting - approves RLTP or refers it back to RTC
30 June	Final RLTP submitted to NZTA
30 August	NZTA releases 2018/21 National Land Transport Programme

11.1 Hearings and deliberations

The consultation timetable has hearings and deliberations scheduled in April and May. There is no scheduled RTC meeting between now and when the Committee meets in June to consider recommending the final RLTP to the Regional Council.

Staff are therefore seeking direction from the RTC about the make-up of the committee for hearings and deliberations. The RTC has the following two options:

- 1) the full RTC hears and deliberates on submissions; or
- 2) the RTC establishes a smaller sub-committee for this purpose.

The RTC has previously used smaller sub-committees for hearings and deliberations. These have generally been comprised of elected members, with an NZTA representative present in an advisory capacity.

Should the Committee's preference be to establish a sub-committee, its size and membership will need to be determined and direction is also sought on this.

12 Council's Accountability Framework

12.1 Community Outcomes

This proposal directly contributes to the Regional Collaboration and Leadership and Economic Development Community Outcomes in the Council's Long Term Plan 2015-2025.

The LTMA requires every regional council to establish a RTC. It also sets the functions of the RTC and a mandate for preparing the RLTP. The RLTP supports regional collaboration on transport issues and the provision of a more effective and efficient transport network.

12.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2015-2025.

Current Budget Implications

The development of the RLTP is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2015-2025.

Future Budget Implications

Future work on the RLTP review is provided for in the Regional Council's Long Term Plan 2015-2025.

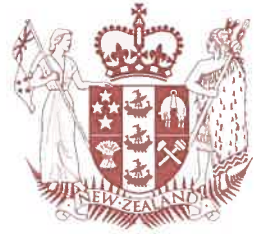
Bron Healey
Senior Transport Planner

for Chief Executive

26 January 2018

APPENDIX 1

Letter from Hon Phil Twyford - Minister of Transport - 20 November 2017



20 NOV 2017

Tēnā koutou,

Thank you for your engagement with the Ministry of Transport over the past 18 months to help inform the development of the Government Policy Statement on land transport 2018 (GPS).

I understand that you are currently developing your Regional Land Transport Plans (RLTP), and the direction of the GPS is key to this process. It is a high priority of mine to ensure the GPS is reviewed quickly and reflects this Government's policies so that you have the certainty you need to finalise your RLTPs.

The priorities of this Government, which I have asked Ministry officials to revise the GPS to take account of, include:

- giving public transport greater priority in cities and expanding the public transport system to support new housing and interregional commuting
- increasing the use of rail to enable efficient passenger and freight use
- supporting regional development
- increasing support for active modes – walking and cycling
- delivering health, safety and environmental improvements
- reducing the environmental impact of transport
- mode neutrality in freight transport planning.

Many of these priorities can be reflected within the current GPS framework, and I have asked the Ministry of Transport to work to achieve this as soon as possible.

I am expecting a revised GPS by the end of 2017, and this will be made available as an engagement draft for you all to consider in early 2018.

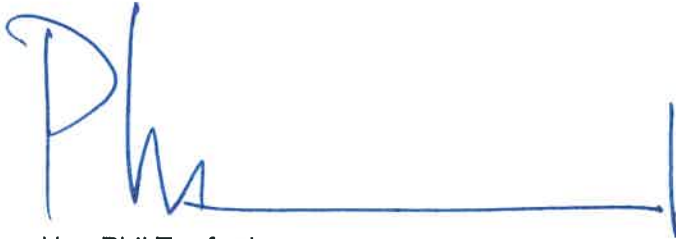
There are some priorities that may require more fundamental changes to the scope of the GPS, and also result in changes to local, regional and national planning processes. For example, exploring how rail investment is incorporated within the GPS and the National Land Transport Fund will be the focus of ongoing work.

The process for any fundamental changes to the scope of the GPS is still to be determined, but won't form part of GPS 2018 that will be released next year.

I am conscious of the need to issue a GPS as soon as practicable, given its importance in influencing transport investment. To help you advance your RLTP development in advance of the GPS 2018 being released, I suggest you consider the areas of Government focus listed above to guide your thinking.

The importance of central and local government collaborating with regards to investment in our transport system cannot be understated and I look forward to working with you as we implement an integrated, multi modal transport system.

Yours sincerely

A handwritten signature in blue ink, consisting of the letters 'P', 'H', and 'W' followed by a long horizontal line that ends in a vertical stroke.

Hon Phil Twyford
Minister of Transport

APPENDIX 2

Bay of Plenty Regional Transport Committee Feedback on the Draft State Highway Investment Proposal - 4 December 2017

Your Ref:
Our Ref: 8.00043 / 2.00768



4 December 2017

Parekawhia McLean
Regional Relationships Central North Island Director
NZ Transport Agency

BY EMAIL

Dear Parekawhia

Bay of Plenty Regional Transport Committee Feedback on the Draft 2018-21 State Highway Investment Proposal

1 Introduction

Thank you for the opportunity to provide feedback on the *Draft 2018-21 State Highway Investment Proposal (SHIP)*. This feedback represents the collective view of the Regional Transport Committee (RTC), a committee of the Bay of Plenty Regional Council, which comprises of mayors and councillors from the Regional Council, and city and district councils in the region (Tauranga, Western Bay of Plenty, Rotorua, Whakatane, Kawerau and Opotiki).

This feedback has also been prepared with input from the Bay of Plenty Regional Advisory Group (RAG), a group made up of transport officers from throughout the region that provides technical support to the RTC.

2 General

We note that the Government has signalled a new direction for national land transport investment and is proposing to issue a revised Government Policy Statement (GPS) by the end of 2017. We understand this may have significant implications for the draft SHIP. Therefore, we would like to emphasise that the attached feedback relates specifically to the draft SHIP published in August 2017 and note that the Committee may provide a different set of feedback on any subsequent versions.

Feedback on Bay of Plenty activities in the draft SHIP can be found in the attached table.

Yours faithfully,

Councillor Stuart Crosby, Bay of Plenty Regional Council
Chair – Bay of Plenty Regional Transport Committee

Activity	Comment	Outcome Sought
All	There are inconsistencies between the published SHIP and the information submitted by the NZ Transport Agency in Transport Investment Online (TIO).	Ensure the names, cost, timing and assessment of activities is accurate and consistent between the draft SHIP and TIO.
All	<p>Many of the activity names in the draft SHIP use unexplained acronyms and vague terminology. This is a public document and should be able to be read and understood by the customer i.e. the public. Examples raised at the Regional Transport Committee include:</p> <ul style="list-style-type: none"> • W2T SH2 Katikati Urban [this used to be called the Katikati Bypass]; and • W2T SH2 Omokoroa to Te Puna (Transformed). 	Rename activities so they can be understood by the customer. We recommend avoiding the use of unexplained acronyms and using names that clearly state the nature and extent of the proposed activity.
Accelerated LED Renewals for SH Street lighting	The RTC requests more information on this activity and how it might be implemented. There may be opportunities for creating efficiencies through joint contracts.	Engage with road controlling authorities in the region through RAG when developing implementation plans for this activity.
ITS [Intelligent Transport Systems] Improvement Programme	The RTC requests more information on the scope of this activity and how it might be implemented. Approved Organisations in the region would like to be involved in the development of the programme.	Engage with Approved organisations through RAG when developing the ITS improvement programme for the region.
Minor Improvements Programme 2018/21 [Low Cost/Low Risk activities]	The RTC questions the amount of funding allocated to this activity (\$5.8M over 3 years) as it is unlikely to cover what is required in the Bay of Plenty. Road controlling authorities in the region are also seeking to be involved in the development of the programme.	<p>Ensure sufficient funding is allocated to the Bay of Plenty State Highway Minor Improvements Programme.</p> <p>Engage with road controlling authorities in the region through RAG when developing this programme (not after it has been prepared).</p>
SH2 Paengaroa to Matata (Resilience and Safety) SH2 Matata to Awakeri (Resilience and Safety)	The RTC notes that these activities are currently omitted from the 6 year programme. We also note that there are higher priorities in the region for resilience and safety improvements, and that maintenance plans will mitigate some of the existing risk on these sections of corridor.	No change.
SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport)	SH30 Eastern Corridor, Connect Rotorua (Stage 1: Sala Street to Iles Road) is included in the draft SHIP as a committed activity. However, there is no similar commitment for Stage 2 (Iles Road to Rotorua Airport). The RTC understands that based on current growth rates, this section of SH30 will require four laning by 2022. The RTC has prioritised this activity accordingly.	The RTC requests that funding for SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Rotorua Airport) implementation is included in the SHIP 6 programme and it is progressed to 'committed' status as soon as possible.

Activity	Comment	Outcome Sought
SH30 Kinleith to Rotorua Safety Improvements (BOP)	The RTC notes that there are other corridors in the region with a higher priority for safety improvements.	Allocate safety improvements funding to corridors in the region with poorer safety records.
SH30 Tikitere to Kawerau via Rotoma (Safer Corridor)	SH30 Tikitere to Kawerau via Rotoma (Safer Corridor) currently sits outside the 6 year programme. The RTC notes that there are also resilience issues on the corridor that should be investigated as part of the business case for this activity.	Include resilience within the scope of the business case for SH30 Tikitere to Kawerau via Rotoma (Safer Corridor).
SH30 Whakatane West Access	The draft SHIP includes this activity with implementation timed to start in 2023/24. The draft RLTP 2018 also includes a local roading improvements activity proposed by Whakatane District Council (Whakatane Urban Arterial Access) with business case development timed for 2018/19 and implementation commencing 2019/20. The RTC requests that an integrated view is presented by ensuring the development phases for these two activities are aligned.	Review SH30 Whakatane West Access timing in the draft SHIP to ensure that the development phases for these two activities are aligned.
SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3)	The RTC notes that SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3) are not included in the draft SHIP. The RTC previously approved a variation to the Bay of Plenty Regional Land Transport Plan 2015 (RLTP) to implement Stage 1 of this activity based on the understanding that Stages 2 and 3 will be included in the RLTP 2018.	The RTC requests that the implementation phases for SH33 Te Ngae Junction to Paengaroa, NSRRP (Stages 2 and 3) be included in the SHIP 6 year programme.
SH35 Opotiki to Gisborne (Resilience & Safety)	The RTC notes that SH35 Opotiki to Gisborne (Resilience & Safety) currently sits outside the 6 year programme with allocated funding of just \$90,000. SH35 provides a critical social and economic link for communities along the East Coast and has significant existing resilience and safety (personal risk) issues. As the only link along the coast, it also provides access for vulnerable users (pedestrians, cyclists, horse riders), which creates additional safety risks.	The RTC requests that SH35 Opotiki to Gisborne (Resilience & Safety) is brought forward into the SHIP 6 year programme and a business case is completed. We also request that the funding is reviewed and a more realistic amount is allocated to the activity (including for implementation).
W2T SH2 Omokoroa to Katikati (More Capacity)	The RTC notes that W2T SH2 Omokoroa to Katikati (More Capacity) currently sits outside the 6 year programme and, based on existing projections, that the current trigger year 2024/25 is appropriate. However, the region would not like to lose sight of this activity and requests that it is noted as a future project based on a capacity trigger.	Ensure that W2T SH2 Omokoroa to Katikati (More Capacity) is noted as a future project based on a capacity trigger.
W2T Omokoroa to Te Puna (Transformed)	Omokoroa is identified as an urban growth area in the SmartGrowth Strategy for the Western Bay of Plenty Sub-region. Traffic counts on Omokoroa Road (the only connection between Omokoroa	The RTC requests that SH2/Omokoroa Intersection Improvements are identified as a separate activity in the SHIP and

Activity	Comment	Outcome Sought
	<p>and SH2) have increased from 4,000 vpd in 2011 to 6,000 vpd in 2017. Structure planning is currently under way to accommodate this growth.</p> <p>SH2-Omokoroa Road intersection improvements are urgently required from a safety and efficiency perspective, and to provide certainty for urban growth management planning. However, they are currently subsumed within the 10 year SH2 Omokoroa to Te Puna programme, which provides no certainty on timing.</p>	<p>interim improvements are made prior to the development of a longer term solution as part of the SH2 Waihi to Tauranga programme.</p>
<p>SH36 Hamurana to Pyes Pa (Safer Transformation)</p>	<p>The RTC notes that SH36 Hamurana to Pyes Pa (Safer Transformation) is currently omitted from the draft SHIP. SH36 has growing traffic volumes and a poor safety record (26 DSIs between 2011-15 and a Medium-High personal risk rating). The RTC is of the view that SH36 safety improvements should be included in the SHIP.</p>	<p>The RTC requests that SH36 Hamurana to Pyes Pa (Safer Transformation) is included in the SHIP 6 year programme and an investigation is completed as soon as possible.</p>
<p>Stock Effluent Disposal Facility</p>	<p>The Bay of Plenty is currently developing a business case for additional stock effluent disposal facilities in the region. The initial strategic case has determined that there is a case for change. The RTC would like to see visible support for the process in the SHIP.</p>	<p>The RTC requests that the national component of funding for additional Bay of Plenty stock effluent disposal facilities is included as an activity in the SHIP.</p>

SUPPORTING DOCUMENT - Draft Bay of Plenty Regional Land Transport Plan 2018

