

Minutes of the Regional Transport Subcommittee Meeting (Regional Land Transport Plan Deliberations) held in Council Chamber, Western Bay of Plenty District Council, 1484 Cameron Road, Greerton on Friday, 25 May 2018 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: Councillor A Iles (Whakatane District Council)
Councillor B Julian (Kawerau District Council)
Deputy Mayor D Donaldson (Rotorua Lakes Council)

In Attendance: Bay of Plenty Regional Council:
F McTavish (General Manager: Strategy & Science), G Maloney (Transport Policy Manager), B Healey (Senior Planner Transport), N Newman (Principal Advisor), Y Tatton (Manager Governance), M Pansegrouw (Committee Advisor)

NZTA:
A Talbot, M Haseley, C O'Keefe

Other
J Galbraith (Freight Advisor)

Apologies: Councillor R Curach (Tauranga City Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency),

1 Apologies

Resolved

That the Regional Transport Subcommittee:

- 1 Accepts the apologies tendered by Councillor R Curach (Tauranga City Council) and P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency).

Crosby/Donaldson
CARRIED

2 Public Forum

Nil.

3 Acceptance of Late Items

Nil.

Order of Business

With the leave of the Subcommittee, the Chairman advised that item 7.1, "Regional Land Transport Plan Deliberations" would be dealt with as the last item on the agenda.

4 General Business

G Maloney, Transport Policy Manager, confirmed that Greater Tauranga had contacted Bay of Plenty Regional Council staff expressing dissatisfaction regarding the manner in which their submissions had been represented in the Global Research Analysis Report. Mr Maloney advised the Committee that Greater Tauranga had received responses/feedback from over 1,000 other people which were included under the umbrella of its submission. He confirmed that this matter was currently being considered by staff in regard to how changes should be made to the Global Research report. He added that the submissions by Greater Tauranga appeared to primarily focus on how activities had been programmed, rather than prioritised (although Greater Tauranga took the opposite view).

5 Declarations of Conflicts of Interest

Chair S Crosby and Deputy Mayor D Donaldson declared their interest in relation to items pertaining to Rotorua Airport.

6 Previous Minutes

6.1 Regional Transport Subcommittee Minutes (Regional Land Transport Plan Hearings) 10 - 12 April 2018

Resolved

That the Regional Transport Subcommittee:

- 1 Confirms the Regional Transport Subcommittee Minutes (Regional Land Transport Hearings) of 10 - 12 April 2018 as a true and correct record.

Nees/Iles
CARRIED

7 Reports

7.1 Regional Land Transport Plan Deliberations

Bron Healey, Senior Transport Planner presented the report and provided updated recommendations.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report “Regional Land Transport Plan Deliberations”.

That the Regional Transport Subcommittee recommends that the Regional Transport Committee:

2. Approves the recommendations in the following Regional Land Transport Plan Deliberations papers, subject to amendments arising from the deliberations:
 - a) Regional Land Transport Plan Deliberations Paper - Policy Framework
 - b) Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities
 - c) Regional Land Transport Plan Deliberations Paper - Road Network
 - d) Regional Land Transport Plan Deliberations Paper - Public Transport
 - e) Regional Land Transport Plan Deliberations Paper - Rail
 - f) Regional Land Transport Plan Deliberations Paper - Walking and Cycling
 - g) Regional Land Transport Plan Deliberations Paper - General and Other Matters
3. Recommends to the Bay of Plenty Regional Council that the Bay of Plenty Regional Land Transport Plan 2018, as amended as a consequence of the deliberations, be approved.

That the Regional Transport Subcommittee delegates to the Chairperson and Deputy Chairperson the authority to approve amendments to the deliberations papers and the Bay of Plenty Regional Land Transport Plan 2018, arising from the deliberations.

Nees/Iles
CARRIED

7.2 Regional Land Transport Plan Deliberations Paper - Policy Framework

Bron Healey, Senior Transport Planner and Nic Newman, Principal Advisor provided background to the report, outlining the following:

Key Points

- The significant number of submissions received on the draft Bay of Plenty Regional Land Transport Plan 2018 (RLTP) had been to categorised into seven topic-based deliberations papers to assist the Regional Transport Subcommittee in making recommendations to the Regional Transport Committee
- A benefits and objectives framework and a series of policies had been included to guide the implementation of the Policy Framework
- Some submissions had focused on the use of the policy framework in project prioritisation, rather than the framework per se
- Proposed changes to the Policy Framework aimed at providing greater clarity.

Members' Suggested Changes to the Draft RLTP 2018 and Policy Submissions Appendix

- Page 61, point 3.3.4, "Freight within Energy Efficiency": wording in the recommendation column "and goods are moved" be changed to read "*people choose the best way to travel and move goods*"
- Page 64, "Traffic Congestion": Suggested that the wording in the recommendation column and the document be changed to reflect that traffic congestion affected the quality of life of residents "*and productivity*"
- Page 65, "Policies, Access and Resilience": wording in the submission column be reworded to reflect that this work could still potentially be undertaken. Words should be formulated from a policy perspective "*To work collaboratively to address access and barriers...*"
- Currently there was no policy on encouraging walking and cycling to support health outcomes
- Stronger targets required in the monitoring section
- Include proposed timelines for projects
- Page 28, point 2.3.2: statistics relevant to the Port of Tauranga required updating to reflect latest increases.

Items for Staff follow-up

- Liaise with NZTA on the implementation of a data source for travel times between Rotorua CBD and Rotorua Airport
- Update the Policy Submissions Appendix and Draft Bay of Plenty Regional Land Transport Plan 2018 to reflect changes suggested by the Regional Transport Subcommittee.

Resolved

That the Regional Transport Subcommittee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Policy Framework, with the incorporation of the amendments as suggested.**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :

- 1 Amends the Introduction section (1) to add the words '*for all*' to the regional vision statement.**
- 2 Amends the Problems section (3.1 para 2) to add:**
 - a. that congestion is leading to '*impediments to the movement of strategic freight*'**
 - b. '*including the urban arterial network*' to major routes in Tauranga.**
 - c. '*This is impacting on the quality of life for all residents affected by congestion and resulting in a loss of economic productivity*', at the end of the paragraph.**
- 3 Maintains the proposed weightings in the Benefits section (3.2), but update the prioritised activities (7.4) based on new information that was provided in the submissions process.**
- 4 Scores and prioritise the projects that meet the significance criteria and deliver on the objectives but were too late to be scored in the draft RLTP.**

- 5 Amends the Regional Programme (7.0) to enable greater clarity and completeness by: including the table of investment management activities and the prioritised projects by activity class.
- 6 Amends the access and resilience objective (3.3.1) to include ‘a *multi-modal response*’ as part of a transport system to achieve the objective.
- 7 Amends the land Use and Transport Integration objective (3.3.3) to add that access can be impeded by: ‘*network delays to the movement of freight*’ and to include ‘*multi modal freight efficiency*’ as part of long term planning for regional growth.
- 8 Amends the land Use and Transport Integration objective (3.3.3) to clarify that this objective includes ‘*current and future*’ land use, and that achieving the objective will require a ‘*multi modal response*’.
- 9 Amends the land Use and Transport Integration objective (3.3.3) to add ‘*There is a strong relationship between land use and transport*’ to the beginning of the paragraph and ‘*and services*’ to factors influencing the type of land use patterns that emerge.
- 10 Amends the Monitoring Section (9.1) to add ‘undertaking a comprehensive review of targets for Key Performance Indicators in the plan’.
- 11 Amends the Environmental Sustainability (3.3.2) KPI to read ‘*reduce transport emissions in the region, in line with national emissions reductions targets for the transport sector, that are recommended by the Climate Commission under the Zero Carbon Act*’ and add a footnote ‘this KPI will be updated with specific reductions when these are available.
- 12 Amends the Energy Efficiency objective (3.3.4) to include the words ‘*and goods are moved*’ alongside the words ‘people choose’ the best way to travel.
- 13 Amends the Energy Efficiency (3.3.4) KPI to include ‘*double the number of Electric Vehicle registrations in the region annually from 2016 levels*’.
- 14 Amends the Public Health (3.3.5) KPI to include ‘*increase the public transport network coverage from 2016 levels to make an ongoing difference in people’s health*’.
- 15 Amends the Safety (3.3.6) KPI to read ‘zero deaths and serious injuries on the regions road and rail network, from 2016 as a baseline year’ in the objective statement and the KPIs.
- 16 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box.

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 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 the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 17 **Amends the Strategic Response (4.0) to add a text box highlighting approaching technological changes and the need to be flexible and responsive in our approach.**
- 18 **Amends the Integrated planning section (4.1.1) to include ‘*maintenance and enhancement of strategic freight corridors*’, to the list of descriptors of integrated planning (para 1).**
- 19 **Amends the Safe System section (4.2) to add ‘Improved road safety for the Bay of Plenty region is essential’.**
- 20 **Amends Access and Resilience (5.1) to add a new policy to ‘Work collaboratively to identify barriers to maintaining and improving access to regionally and nationally significant freight hubs in the region (NZTA, city and district councils, Port of Tauranga, KiwiRail, BOPRC)’.**
- 21 **Amends Land-Use and Transport Integration (5.3 #9) to include ‘*brownfield developments*’ alongside greenfield.**
- 22 **Amends Economic Efficiency (5.7 #27) to include ‘*and prioritise investment*’ after co-ordinated planning.**
- 23 **Amends Economic Efficiency (5.7 #30) to include Waikato Regional Council as an implementation agency.**

Crosby/Julian
CARRIED

7.3 Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities

Bron Healey, Senior Transport Planner presented the report and outlined an overview of the higher priorities the vast majority of submitters sought.

Members' Comments

- Concern was raised about the lack of project timing on the priority list
- Expressed the view that the table on page 69 (Figure 1) did not accurately reflect the collective submissions by Greater Tauranga. Staff confirmed that notes would be added to the graph to note that these submissions were taken into account when making recommendations on the priority list
- Noted that the SH2/Ōmokoroa Road Intersection Upgrade was a new separate addition to the RLTP (Regional Land Transport Plan)
- Noted that SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport) dropped from position 12 to position 14 as a result of movement of other activities.
- SH2 Ōpotiki to Gisborne (Resilience and Safety) should be categorised as a strategic regional route
- The wording/descriptions to be submitted to NZTA on the priority of projects be amended to reflect the urgency highlighted in public submissions.

Key points raised by staff

- Fiona McTavish, General Manager: Strategy & Science advised that although the development in Tauriko was a future event, it was important to note that TNP SH29 Tauriko West Network Connections remained a critical priority as SmartGrowth had identified Tauriko as an urban growth corridor. A change to the Bay of Plenty Regional Policy Statement had been proposed, amending the urban limits to include land at Tauriko West to support demand for new housing in the area.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Regional Programme and Prioritised Activities, with the incorporation of the amendments as suggested.**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan:

- 1 Adds text to RLTP section 7.3 (Committed activities) to the effect that the region expects NLTF funding to be allocated to the completion of activities (or applicable activity phases) listed in this section before funding is allocated to the proposed activities that the region has prioritised in section 7.4 (Prioritised activities). Where applicable, adds an 'equivalent priority' to the activity to reflect the priority of related activity phases in the prioritised list.**
- 2 Approves Option 1 in Appendix 1 of this paper as the list of prioritised activities in the RLTP, with the following amendments:**
 - a) W2T Omokoroa to Te Puna (Transformed) – Priority 1**
 - b) SH2/Ōmokoroa Road Intersection Upgrade – Priority 2**
 - c) W2T Waihi to Omokoroa (Safer Corridor) – Priority 3**
 - d) TNP SH29 Tauriko West Network Connections – Priority 4**
- 3 Adds activities included in the draft TAIP but not previously included in the draft RLTP and notes these activities meet the criteria for a significant activity but are late additions to the programme meaning they were unable**

- to be regionally prioritised in the RLTP alongside the other significant activities.
- 4 Adds activities previously in the draft SHIP and prioritised in the RLTP but not subsequently included in the draft TAIP to the list of activities that the RTC requests be included in the TAIP in section 7.4.1.
 - 5 Prioritises significant activities in section 7.4 of the RLTP according to their ranking in their respective activity classes, and amends their regional priority in Appendix 3 accordingly.
 - 6 Includes the indicative timing and national profile of prioritised activities where this information is available. Where relevant notes activities highlighted as being urgent in public submissions.
 - 7 Adds a single integrated list as an Appendix to the RLTP showing the ranking of activities across all activity classes according to how they measured against RLTP objectives.
 - 8 Adds the following two activities of inter-regional significance:
 - a. Electrification of the North Island Main Trunk rail line (NIMT) between Papakura and Papatoetoe; and
 - b. Hamilton to Auckland Transport Connections Strategic Business Case and Inter-Regional Passenger Rail Interim Project.
 - 9 Updates the RLTP regional programme to incorporate the latest versions of local authority land transport programmes and the TAIP on the date that the final RLTP is produced for Regional Transport Committee approval.
 - 10 Notes that the draft GPS has expanded the previous 'road safety promotion' activity class to include funding for 'road safety promotion and demand management' and there is scope to subsequently include demand management proposals by way of an RLTP variation.

Crosby/Nees
CARRIED

Deputy Mayor Donaldson opposed recommendation 2, with specific reference to SH30 Eastern Corridor, Connect Rotorua (Stage 2: Iles Road to Airport) being identified as priority 14.

Adjournment

The meeting adjourned at 10.55 am and reconvened at 11.15 am.

7.4 Regional Land Transport Plan Deliberations Paper - Road Network

Bron Healey, Senior Transport Planner presented the report.

Members' Comments

- Reaffirmed that SH2 Ōpotiki to Gisborne be classified as a strategic regional route
- Road freight – Port of Tauranga (EM8) – “2.3.1 Road” –amend to include “urban and rural arterial corridors”

- Add “the loss of productivity / unreliable travel time”, along with quality of life/health to the proposed case study, as highlighted by the community, but with safety to remain the first priority
- Include Port of Tauranga updated figures.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Road Network, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority recommends that the Regional Transport Committee:

- 2 Refers all requests seeking specific action on parts of the road network to the appropriate road controlling authority;**
- 3 Requests that the NZTA conduct an urgent review of speed limits along the entire SH2 Waihi to Tauranga corridor.**
- 4 Requests that the Road Efficiency Group complete an urgent review of the current One Network Road Classification for State Highway 2 between Waihi and Tauranga.**
- 5 Requests that the NZ Police allocate resources to enable an enhanced enforcement presence on SH2 between Waihi and Tauranga, and consider the deployment of fixed or mobile speed cameras on the corridor.**
- 6 Requests that the NZTA allocate resources to ensure that SH2 Waihi to Tauranga is maintained to service levels appropriate for a state highway carrying its current volumes of general and heavy vehicles.**
- 7 Requests that when the NZTA undertakes its process of re-evaluating activities on the SH2 Waihi to Tauranga corridor as indicated in the draft TAIP it takes a whole of corridor approach that includes consideration of current and future land uses and involves affected communities and stakeholders.**
- 8 Requests that the process for updating KiwiRap collective and personal risk ratings based on the most recent five year period is expedited for all state highways and the outcomes are communicated to the public in an appropriate form to enable meaningful comparison of the risk associated with travelling on different state highways.**
- 9 Requests that the Ministry of Transport and NZTA investigate the potential for applying differential road user charges to incentivise the use of preferred corridors for certain road freight journeys.**
- 10 Prepares a case study for inclusion in the published RLTP highlighting the issues on State Highway 2 between Waihi and Tauranga in terms of the key benefits being sought by the region (safety, efficiency and quality of life).**

Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan:

- 11 Amends 2.1.1 (Inter-regional journeys) by adding: ‘It is important to note that the efficiency of urban networks plays a critical role in the overall efficiency**

of these inter-regional journeys. For example, the efficient movement of freight to and from the Port of Tauranga through the Tauranga urban area is vital to the region's productivity and competitiveness'. Adds reference to Opotiki to Gisborne (State Highway 2) as an inter-regional journey of strategic significance;

- 12 Amends 2.3.1 (Road) to read 'Urban *and rural* arterial corridors...'
- 13 Amends 6.3 (Tauranga Urban Network - Problems) to read 'Urban congestion is impacting on the growing demand for efficient freight access to the Port of Tauranga...'
- 14 Amends 6.7 (Rotorua-Taupo – Inter-regional factors) and 6.11 (Kawerau-Murupara – Inter-regional factors) to include 'Roads accessing the corridor through the Rerewhakaaitu area operate as a secondary freight route between the Central North Island and the eastern Bay of Plenty. This places increasing safety and maintenance demands on local roads.'

Donaldson/Iles
CARRIED

7.5 Regional Land Transport Plan Deliberations Paper - Public Transport

Garry Maloney, Transport Policy Manager presented the report and noted that in regard to:

- New infrastructure – bus priority – 883 people had supported Greater Tauranga's request for bold investment in priority measures; and
- Free bus services - 889 people had supported Greater Tauranga's request for free school bus services in Tauranga.

Staff follow-up

- Staff to amend wording relevant to strategic response - public transport/active transport modes to be less passive
- Since the current Kawerau Bus Services was perceived to be less user friendly, routes needed to be reassessed.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

1. Receives the report, Regional Land Transport Plan Deliberations Paper - Public Transport, with the incorporation of the amendments as suggested.

That the Regional Transport Subcommittee recommend that the Regional Transport Committee:

- 1 Notes that the submitters' concerns on new and/or improved Tauranga and Western Bay of Plenty District bus services should be addressed as part of the implementation of the Western Bay of Plenty Public Transport Blueprint at the end of 2018.

- 2 Notes that the submitters' concerns on automated payment methods will in general, be addressed as part of the implementation of the new regional consortium electronic ticketing system.
- 3 Notes that the draft Regional Land Transport Plan contains an activity to investigate the feasibility of passenger rail.
- 4 Notes that opportunities for park and ride and bus priority will be considered in the future as part of multi-modal investigations and refer relevant submissions to the appropriate road controlling authority to consider.
- 5 Notes that the Regional Council will consider recommendations from its Public Transport Committee in regard to fare-free bus travel for school students in Tauranga.
- 6 Notes that the Regional Council has received requests for new bus services through submissions to its Long Term Plan and they will be responded to through that process.
- 7 Notes that the Regional Council has procured the provision of electric buses for the new Tauranga contracts.
- 8 Notes that the Draft Regional Public Transport Plan includes a policy to "aggressively pursue" MaaS for Total Mobility customers and for community based transport providers.
- 9 Notes that the Regional Council will investigate requests for better services, including on-bus provision for disabled people, in the eastern Bay of Plenty Sub-region.
- 10 Notes that the Regional Council will consider a recommendation through its Long Term Plan deliberations, that SmartGrowth it fund a research project on engaging older people in transportation planning.
- 11 Notes that the Regional Council has conducted a review of its fare policy and apart from introducing fare concession in to Rotorua, decided not to make any further changes at this time.
- 12 Recommends to the Bay of Plenty Regional Council that it uses the submissions on public transport improvements to inform its planning, and revisits its programme, in light of the weight of submissions, the GPS focus in support of this mode, and other potential national policy changes.

Julian/Donaldson
CARRIED

7.6 Regional Land Transport Plan Deliberations Paper - Rail

Nic Newman, Principal Advisor presented the report and provided an outline as follows:

Key Points

- Submissions overwhelmingly supported investment in rail and had proposed that work be undertaken to investigate the wider use of the rail network
- The 2018 GPS also signalled government's intent to make better use of the rail network

- Recommended that the RLTP be amended to include clearer reference to the Bay of Plenty Rail Study and respond to the signals from the 2018 GPS
- In response to submissions, suggested that reference to rail in objectives and policies be strengthen.

In response to Questions

- Noted that the submission by ISK (Industrial Symbiosis Kawerau) had not been listed in the Rail Submissions Appendix as the submissions were specifically related to KiwiRail.

Staff follow-up

- Amend the document by adding wording that the Bay of Plenty Regional Council supported the electrification of the rail network as per the ISK recommendation.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper – Rail, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority, recommends that the Regional Transport Committee:

- 1 Advances the Bay of Plenty Rail Study as a matter of urgency to ensure that the outputs are able to respond to a potential second stage GPS in 2019, and ensure that the allocated budget is sufficient to deliver on the scope of the study.**
- 2 Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :**
- 3 Amends the Strategic Response (4.0) chapter, to highlight the proposed Bay of Plenty Rail Study and future alignment of the RLTP with a potential revised GPS in 2019, by including the following box:**

Future Focus

A second stage GPS (possibly to be released in 2019), will include a further focus on rail and rapid transit modes, along with any implications on transport from the Climate Commission.

This 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 the potential of commuter rail in the region. This study will inform a subsequent review of the RLTP and potential access to the (transitional) rail activity class of funding.

An associated action will be to further explore the potential of Rapid Transit (e.g. busways) in the Western Bay of Plenty sub region. This would complement the Rail Study and provide a basis for potential to accessing funding from the GPS Rapid Transit activity class.

These two pieces of work will inform a future focused land transport system in the region that delivers on the regional and national objectives.

- 4 Amends the Land Use and Transport Integration (3.3.3) Key Performance Indicators, to include a new KPI to *'increase the proportion of freight that is moved by rail in the region, using 2016 as a baseline year (and using freight movements to the Port of Tauranga as a proxy measure and data source)*.
- 5 Amends the Affordability Objective (3.3.8) KPI, for Track Quality Index, to replace 'decline' with *'no adverse movement'*.
- 6 Amends the Policy Section (5.7 #28) to include *'future passenger rail'* alongside intra-regional freight in the strong advocacy.
- 7 Amends the Activities of Inter-regional Significance (7.6) to include *'the investigation of inter-regional passenger rail'* and *'the extension of the electrification on the North Island Main Trunk line'*.
- 8 Amends the Corridors and Networks, Kawerau to Murupara (6.11), to correct the reference from the EMCT, to the *'Murupara Line'*.
- 9 Requests KiwiRail to consider the specific rail network comments of Industrial Symbiosis Kawerau, in relation to the Murupara Line.
- 10 Amends the Strategic Context, Rail (2.3.4) section to:
 - a. make reference to the *'interim passenger rail service proposal between Hamilton and Auckland'* as the initial stage in the 'Golden Triangle', and
 - b. include *'the electrification of the NIMT from Papakura to Pukekohe'* in the potential network improvements with implications for the Bay of Plenty.
 - c. include *'The Bay of Plenty would also support the electrification of the balance of the NIMT'*.

Crosby/Iles
CARRIED

7.7 Regional Land Transport Plan Deliberations Paper - Walking and Cycling

Nic Newman, Principal Advisor presented the report provided an outline as follows:

Key Points

- A large number of submissions had supported investment in walking and cycling, requesting more investment and faster implementation
- Over 800 people had supported Greater Tauranga's request for the Tauranga Cycle Action plan to be completed in ten not 30 years
- A number of submitters had not supported the prioritisation of cycle action plans above State Highway 2 projects
- Specific submissions had been made that could enhance walking and cycling in the Plan and others made specific suggestions for cycleway infrastructure.

Members' Comments

- Noted that it was important to include the full integrated priority list / class list as part of the RLTP.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - Walking and Cycling;

That the Regional Transport Subcommittee, under its delegated authority recommends that the Regional Transport Committee:

- 2 Maintains the focus on walking and cycling and encouraging mode shift, through the provision of investment focus on urban cycle networks, connections with growth areas, and integration with public transport.
- 3 Requests that Tauranga City Council and the District Councils use the submissions on specific cycle ways /improvements, to inform their cycle network planning and requests that Councils revisit their overall cycling programmes/implementation timelines, in light of the weight of the submissions and the GPS focus in support of this mode and other policy and funding changes.
- 4 Scores and prioritise the cycle projects, using the objective weightings, which were late additions to the Regional Programme (7.4).
- 5 Amends the Environmental Sustainability Policy (5.2) to include a new policy 'Work collaboratively with, and as, major employers, to develop Travel Planning tools for employees as a demand management initiative (City and District Councils, BOPRC, and NZTA)'.
- 6 Clarifies that the Motu Cycle Trail extension in the Regional Programme (7.4) is actually the Eastern Bay of Plenty Cycle Trail and is a partnership between Ōpotiki and Whakatāne District Councils.
- 7 Amends the Walking and Cycling Strategic Response (4.1) to explicitly reference that mobility scootering is included, and make specific reference that the creation of pedestrian environments includes mobility scooters.
- 8 Requests that Tauranga City Council addresses the Supa NZ specific recommendations on Cameron Road and Mobility Scooter Plans.
- 9 Amend the Walking and Cycling Strategic Response (4.1) to add 'enhancement of walking and cycling routes to school' to investment focus.
- 10 Amend the Public Health Policy (5.5) to add a new policy 'Actively promote walking and cycling as travel options to improve public health. (City and district councils, district health boards, NZTA, BOPRC).

Donaldson/Iles
CARRIED

7.8 Regional Land Transport Plan Deliberations Paper - General and Other Matters

Members received tabled item 1: “Replacement pages 92 to 94 of the Bay of Plenty RLTP 2018”

Bron Healey, Senior Transport Planner presented the report and provided the following outline:

Key Points

- Other matters included general statements about the RLTP, the process that had been followed and matters such as air and sea transport, freight integration, land use and transport, urban growth, regional development and funding
- General submissions also sought to emphasise a greater recognition of coastal shipping and inter-modal freight facilities
- The recommended amendments aimed at strengthening the recognition of coastal shipping; adding references to inter-modal facilities on inter-regional corridors and additional regional development opportunities.

Staff follow-up

- Page 142, Regional Development – add wording to the recommendation to reflect that the work specifically related to KiwiRail
- Amend wording to recognise the lag in development on the SH2 corridor and the catch-up required
- Staff to liaise with the Port of Tauranga regarding the provision of evidence / growth forecasts / additional information.

Members’ Comments on the Draft Bay of Plenty Regional Land Transport Plan 2018 document

- Page 7, Strategic context: SH2 Opotiki to Gisborne to be added as a strategic regional route
- Page 8, “Airports”: add a note that Rotorua Airport is forecasting strong growth in visitor arrivals
- Page 9, “Urban Growth”: wording to be amended to reflect the urgency
- Page 12, “Regional Programme”: wording to be amended to align with the proposed changes as reflected in the tabled document (*Tabled item 1, replacement pages 92 to 94 of the Bay of Plenty Regional Council RLTP*) and amend the wording to reflect the urgency, importance/priority as highlighted by the community by using highlighting/bold text formatting, with an asterisk(*)/note added to projects strongly supported by the community
- Pages 20 to 21: SH2 Ōpotiki to Gisborne - text to be added
- Page 23, “Strategic Drivers”: figures/statistics to be updated as far as possible
- Page 24, “Economy” Port of Tauranga: to insert the projections and wording on page 19 also to be included on page 24 with evidence if available
- Page 24, “Economy”: Most recent Rotorua tourism target to be included
- Page 25, “Environment”: International Climate Change Agreement to be referenced and to include a bullet under “Emissions”
- Page 28, “Regional Transport Network”: urban and rural arterial corridors cross reference to be made
- Page 33, “Urban growth”: required a stronger statement (SmartGrowth strategy had driven a settlement pattern requiring additional development/capacity on major infrastructure routes; development was currently lagging behind and needed to be addressed
- Page 46, if available, updated data to be included
- Page 48, “Objectives”: Health indicators/KPIs to be updated
- Page 51, “Safety”: amend wording to reflect a target of zero deaths and injuries
- Page 53, “Strategic response”: Possible changes/impact of future development in technology on travelling to be acknowledged

- Page 58, “Police activities”: wording to be updated.

Adjournment

The meeting adjourned at 12.43 pm and reconvened at 1.07 pm.

- Page 68, “Waihi – Tauranga”: under “Urban growth” wording to be amended to “is generating” as this was already happening
- “Corridors and Networks”: MBIE growth forecasts relating to tourism drivers to be included as part of the evidence base (6.5, 6.6, 6.7)
- Page 91, item 7.2.2: figure to be updated
- Pages 92 – 94: to be updated as per the as per tabled document - *Tabled item 1, (Replacement pages 92 to 94 of the Bay of Plenty Regional Council RLTP)*
- Pages 92 – 94: indicative timings to be included as best possible
- Consideration be given to the Housing Infrastructure Fund as a source of funding.
- Page 111, “Monitoring and Review”: additional bullet point to be added to note review of KPIs and add statement around additional reviews maybe required earlier than statutory timeframes
- The National Climate Change Policy and Targets to be added as annexures to the document
- Appendices to be updated where required.

Resolved

That the Regional Transport Subcommittee, under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Deliberations Paper - General and Other Matters, with the incorporation of the amendments as suggested.**

That the Regional Transport Subcommittee, under its delegated authority, recommends that the Regional Transport Committee:

- 1 Acknowledges statements made in general support of the RLTP.**
- 2 Notes feedback on the RLTP process and consultation materials and applies the lessons learned to future RLTP development and review processes.**
- 3 Prepares a final ‘Plain English’ RLTP summary document that translates the technical requirements of the Land Transport Management Act into a more readable form.**
- 4 Updates the RLTP to incorporate the draft GPS 2018.**
- 5 Notes that the RLTP policy framework is consistent with the draft GPS and that there will be further opportunities to improve programme alignment through variation and review processes.**
- 6 Recommends that the Regional Transport Committee accept the following amendments to the draft Regional Land Transport Plan :**
- 7 Amends section 2.3.2 (Sea ports) by strengthening references to coastal shipping and recognising potential funding opportunities in the second stage GPS.**

- 8 Adds references to freight hubs in the North Waikato and Hamilton to the following sections:**
 - a. 2.1.1 Inter-regional journeys;**
 - b. 6.1 Piarere-Tauranga; and**
 - c. 6.2 Waihi to Tauranga.**

- 9 Adds references to additional regional economic development opportunities in the following corridors as applicable:**
 - a. 6.8 Paengaroa to Whakatane**
 - b. 6.9 Rotorua to Whakatane**
 - c. 6.11 Kawerau to Murupara**

- 10 Adds figures for traffic growth and forecast population growth in the western Bay of Plenty sub-region to 2.2 (Strategic drivers – society – regional growth/traffic growth).**

- 11 Amends 2.4.1 (Urban growth) by strengthening references to growth pressures and integrated planning occurring in the western Bay of Plenty.**

- 12 Amends 6.8 Paengaroa to Whakatāne by adding a reference to urban growth occurring near Whakatāne.**

**Crosby/Iles
CARRIED**

The meeting closed at 1:44 pm

Confirmed

Chair – Regional Transport Subcommittee

Date