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.

Click here to enter text.

**Present:**

**Chairman:** S Crosby (Bay of Plenty Regional Council)

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

**Appointees[[1]](#footnote-1):** 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), 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, Mayor M Campbell

1. Apologies

Resolved

**That the Regional Transport Committee:**

1. **Accepts the apologies from Mayor J Forbes and Mayor Campbell[[2]](#footnote-2) and late arrival for Mayor Bonne tendered at the meeting.**

**Crosby/Nees[[3]](#footnote-3)**

**CARRIED**

1. General Business and Tabled Items

No general business or items tabled.

1. Declaration of conflicts of interest

No conflicts of interest were declared.

1. Public Forum
2. 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…”.

* 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**

1. Reports
	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 one-way system incorporating a cycleway around Pilot Bay and Maunganui Road was being investigated[[4]](#footnote-4).
* 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 cost of $300,000[[5]](#footnote-5) 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.**

**Thwaites/Crosby[[6]](#footnote-6)**

**CARRIED**

* 1. **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**

* 1. 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.

* 1. **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 November17 (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[[7]](#footnote-7) 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**

* 1. **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**

* 1. **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**

* 1. **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.**

1. , 2, 3 - *Refer* *Correction, Regional Transport Committee 2 February 2018* [↑](#footnote-ref-1)
2. [↑](#footnote-ref-2)
3. [↑](#footnote-ref-3)
4. *Refer* *Correction, Regional Transport Committee 2 February 2018* [↑](#footnote-ref-4)
5. , 6 *Refer* *Correction, Regional Transport Committee 2 February 2018* [↑](#footnote-ref-5)
6. [↑](#footnote-ref-6)
7. *Refer* *Correction, Regional Transport Committee 2 February 2018* [↑](#footnote-ref-7)