

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, 14 September 2018 commencing at 9.30 am.

Fiona McTavish
Chief Executive
7 September 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
Appointees:	Mayor A Bonne (Whakatane District Council), Mayor M Campbell (Kawerau District Council), Mayor S Chadwick (Rotorua Lakes Council), Councillor R Curach (Tauranga City Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Mayor J Forbes (Opotiki District Council), Councillor A Iles (Alternate, Whakatane District Council), Councillor B Julian (Alternate, Kawerau District Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Councillor T Molloy (Alternate, Tauranga City Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency), Councillor L Thurston (Alternate, Bay of Plenty Regional Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor K Young (Alternate, Opotiki District Council)
Attendees:	Inspector B Crowe (Road Safety Advisor, BOP District Police), J Galbraith, D Kneebone (Port Advisor/Property & Infrastructure Manager, Port of Tauranga)
Committee Advisor:	T Nerdrum-Smith

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 Declarations of Conflicts of Interests**
- 6 Previous Minutes**
 - 6.1 Regional Transport Committee minutes - 15 June 2018**
- 7 Reports**

11

7.1	Update from Committee Members and Advisors	23
7.2	New Zealand Transport Agency Update	25
7.3	Comparison between the National Land Transport Programme and the Regional Land Transport Plan	27
	APPENDIX 1 - 2018-21 National Land Transport Programme Bay of Plenty Regional Summary	31
	APPENDIX 2 - National Land Transport Programme by the numbers	39
7.4	Regional Land Transport Plan variations	45
	APPENDIX 1 - RLTP Variation – Rotorua Lakes Council Rotorua Lakefront and Whakarewarewa Forest	49
	APPENDIX 2 - RLTP Variation – Kawerau District Council Kawerau Container Terminal	55
8	Consideration of General Business	

Previous Minutes

Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 15 June 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)

Members: Mayor J Forbes (Opotiki District Council), Deputy Mayor D Donaldson (Alternate, Rotorua Lakes Council), Councillor R Curach (Tauranga City Council), Councillor B Julian (Alternate, Kawerau District Council), Councillor A Iles (Alternate, Whakatāne District Council), Councillor D Thwaites (Western Bay of Plenty District Council), Councillor J Palmer (Alternate, Western Bay of Plenty District Council), A Talbot (Alternate, New Zealand Transport Agency)

In Attendance:

Bay of Plenty Regional Council

N Poutasi (General Manager, Strategy & Science – Acting) G Maloney (Transport Policy Manager), B Healey (Senior Transport Planner), Nic Newman (Principal Advisor), T Nerdrum-Smith (Committee Advisor)

Councillors

D Love (Bay of Plenty Regional Council)

Other

John Galbraith (Freight Advisor), Mark Haseley (Principal Transport Planner, New Zealand Transport Agency), Dan Kneebone (Port of Tauranga), Martin Parkes and Clare Cassidy (Tauranga City Council), Carole Gordon, Heidi Hughes and, David Harte (Public Forum speakers)

Apologies:

Mayor Campbell, Mayor A Bonne (Whakatāne District Council), Cr T Molloy (Alternate, Tauranga City Council, Mayor S Chadwick (Rotorua Lakes Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Cr L Thurston (Alternate, Bay of Plenty Regional Council), Cr K Young (Alternate, Opōtiki District Council), Inspector Brent Crowe (Safety Advisor, NZ Police)

1 Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the following apologies tendered at the meeting: Mayor Campbell, Mayor A Bonne (Whakatāne District Council), Cr T Molloy (Alternate, Tauranga City Council), Mayor S Chadwick (Rotorua Lakes Council), P McLean (Regional Director Waikato/BOP, New Zealand Transport Agency), Cr L Thurston (Alternate, Bay of Plenty Regional Council), Cr K Young (Ōpōtiki District Council) and Inspector Brent Crowe (Safety Advisor, NZ Police).**

Iles/Curach
CARRIED

2 Public Forum

Carole Gordon

Refer PowerPoint Presentation – Objective ID A2900954

Points of Presentation

- Crisis – Declining PT Patronage
 - *Concerned how increased patronage will be achieved*
 - *sites for park and ride access to bus route services queried*
- Ease of use and access to public transport made a strategic difference
- Bold efficient vision
- Park and ride needed to be further encouraged.

Staff Follow-Up

- Respond to presenter regarding strategies for increased public transport patronage.

Heidi Hughes – Greater Tauranga

Points of Presentation

- Expressed concerns regarding the interaction with Council as part of the RLTP consultation process
- It was challenging to engage with Council in an effective manner
- Concerned that the public transport/bus service had been deprioritised in the final draft RLTP
- Sought a 'modern, quick and easy' bus service
- Greater Tauranga represented almost 1000 people
- Outlined key points of submission to the Public Transport Blueprint
- Views of Greater Tauranga did not appear to be well represented in the Public Transport section of the RLTP.

In Response to Questions

- Considered wording used in the RLTP did not represent a real change in the current thinking.

Staff in Response to Questions

- The Regional Public Transport Plan was an operational, rather than strategic document and as such, wider public consultation (beyond the legal requirements) was not proposed.

David Harte

Key Points

- Wanted to be a committed public transport user, but found it challenging due to lack of access/convenience, delays etc

- Queried the amount BOPRC was seeking from Central Government towards Public Transport vs what was contributed by the Bay of Plenty region
- Concerned that the amounts being sought were significantly lower than what should be requested.

Staff Follow-up

- Provide indicative answer on the contribution by the Bay of Plenty region, noting that the LTAs would not approve their Long Term Plans 2018-28 until the end of June 2018.

3 **Acceptance of Late Items**

Resolved

That the Regional Transport Committee:

- 1 **Considers, pursuant to section 46A of the Local Government Official Information and Meetings Act 1987, the following items at this meeting:**
- 2 **Late report: Regional Land Transport Plan Variation - Western Bay of Plenty District Council - Omokoroa Road Corridor;**
- 3 **Reason for lateness: Approval is required from the Regional Transport Committee to meet the NZTA's timeframes for application.**

Iles/Nees
CARRIED

4 **General Business**

Nil

5 **Declaration of Conflicts of Interest**

Noted the declaration of interest from Deputy Mayor Donaldson and Cr Crosby on any discussion and decision making relating to Rotorua Airport.

6 **Previous Minutes**

6.1 **Regional Land Transport Plan Hearings Subcommittee Minutes - 25 May 2018**

Resolved

That the Regional Transport Committee:

- 1 **Confirms the Regional Land Transport Plan Hearings Subcommittee minutes - 25 May 2018 with some minor spelling amendments.**

Nees/Donaldson
CARRIED

7 **Reports**

7.1 Update from Committee Members and Advisors

Key Points

Rotorua:

- Urban Scion-Redwood cycle link had been completed and was well used
- Draft Spatial Plan had been recommended by Rotorua Strategy Group to Rotorua Lakes Council
- Fully funded Tarawera Road intersection upgrade and four-laning was progressing.

Western Bay of Plenty

- Recognised the late report seeking NZTA contribution for WBOPDC
- Northern cycleway link was progressing well
- Seal extension was welcomed by rural ratepayers.

Ōpōtiki

- Noted the decision by Central Government to not fund the Ōpōtiki Harbour improvement project
- Ōpōtiki had enjoyed hosting the NZTA Board
- Interested to see if the increased use of E-bikes would have an impact on bus patronage.

Kawerau

- Kawerau was in clean-up mode after the recent storm event
- Progressing Kawerau Container Terminal project and associated roading upgrades as potential opportunities under the Provincial Growth Fund.

Whakatāne

- A second traffic bridge and a pedestrian bridge were being flagged through the Long Term Plan 2018-28
- SH1/29 East Coast Main Trunk Line governance meeting had been postponed until August 2018.

Tauranga

- TCC LTP deliberation had been completed
- Cancellation of cycleway trial at Pilot Bay had generated public commentary
- Interchange discussions for Bayfair and the CBD
- Noted the free student bus service trial in Welcome Bay, planned to commence in February 2019.

Port of Tauranga

- Driver Action Group was working with Toi-Ohomai to develop cadetships for professional road users
- Trade volumes continued to be strong at the Port of Tauranga
- Before committing funding to rail studies, it was important to understand the impact of commuter vs freight trains and the Port of Tauranga had gathered data that would be of assistance.

Resolved

That the Regional Transport Committee under its delegated authority:

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

**Crosby/Julian
CARRIED**

7.2 New Zealand Transport Agency Update

Alistair Talbot, NZTA, updated the Committee on current New Zealand Transport Agency national and regional initiatives.

Refer PowerPoint Presentation – Objective ID A2897362

Points of Presentation

- 30 June 2018 – RLTP developments and final Government Policy Statement (GPS) release date
- Draft Agency Investment Proposal (TAIP)
- Partnering with Local Government
- Update on Bay of Plenty projects
- The next steps for Tauranga Northern Link was being discussed as project re-scoping was flagged to align with the new GPS
- Proposed speed limit adjustments always involved consultation with the local community
- Re-evaluation of projects to align with the new GPS was expected to take 3-6 months, with the main focus being on SH2 and SH29
- Baypark to Bayfair (B2B) and urban works projects were not part of the re-evaluation.

Resolved

That the Regional Transport Committee under its delegated authority:

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

**Mayor Forbes/Cr Julian
CARRIED**

Adjournment

The meeting adjourned at 10.33am and reconvened at 10.53am.

7.3 Bay of Plenty Regional Land Transport Plan 2018

Refer PowerPoint Presentation – Objective ID A2897109

G Maloney, Transport Policy Manager, B Healey, Senior Transport Planner and N Newman, Principal Advisor provided an outline of the Regional Land Transport Plan (RLTP) process.

Key Point of Presentation

- Timeline of consultation period
- Submissions
 - Number received
 - Key themes
 - Hearings
 - Deliberations

- Recommended changes to the Plan
- Recommendations to Agencies
- Recommendations on process/outputs.

Key Points - Staff

- Case study for SH2 North was 'work in progress' and would be included in the final published RLTP
- Staff would work with Western Bay of Plenty District Council and NZTA in the development of the case study
- Further amendments to the RLTP were expected once the GPS had been adopted at the end of June 2018.

Key Points - Members

- The Regional Transport Subcommittee had considered all submissions received and the draft Plan had been amended as a result
- Noted that the RLTP had to be adopted by 30 June 2018
- The WBOPDC member was concerned there was no funding allocated to the SH2-Ōmokoroa Road intersection project and sought increased priority of this project
- Noted the significant work of the Subcommittee in developing the recommendations for the Committee to consider
- The priority and responsibility of the Public Transport National Ticketing Programme was not clearly identified.

Noted that Deputy Mayor Donaldson and Cr Crosby would not participate in the discussion and vote of matters relating to Rotorua Airport (Prioritised Activity 14), due to a conflict of interest.

Amendments to the Draft Plan (Supporting Document to Agenda):

- Add 'largest' in front of 'Container Port'
- Pg. 19 – Rail: Add 'North Island Main Trunk Rail Line'
- Pg. 54 – Rail network - Investment in rail: Include reference to electrification
- Pg. 65 – Question marks in the table should be 'ticks'
- Maps - Katikati – commitment vs allocation: (staff noted that maps in the Plan were still to be updated and that activities identified as 'committed' had implementation/construction phases committed)
- Pg. 96 – Local road improvements – Priority 3: correct the date from '2-18-20' to '2018-20'
- Pg. 107 – Other funding: Include tolls
- Pg. 140 of Plan swap priorities: SH29 Tauriko West Network Connections with SH2/Ōmokoroa Road Intersection Upgrade.

Staff Follow-up

- PowerPoint presentation to be made available to the public as part of the meeting record
- Obtain road closure data from NZTA that is more recent than 2016 (pg. 44 of Plan).

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Bay of Plenty Regional Land Transport Plan 2018.**
- 2 Approves the Regional Land Transport Plan Subcommittee's recommendations in the appended deliberation's papers and notes the associated resolutions in the Minutes of the Subcommittee's deliberations meeting on 25 May 2018:**

- a. Policy Framework;
 - b. Regional Programme and Prioritised Activities;
 - c. Road Network;
 - d. Public Transport;
 - e. Rail;
 - f. Walking and Cycling; and
 - g. General and Other Matters.
- 3 Endorses the Bay of Plenty Regional Land Transport Plan 2018 as appended to the report, Bay of Plenty Regional Land Transport Plan 2018 including any amendments arising from discussion of this report;
 - 4 Notes that it is satisfied that the draft Bay of Plenty Regional Land Transport Plan 2018 meets the requirements of Section 14 of the Land Transport Management Act 2003 (Core requirements of regional land transport plans);
 - 5 Delegates to the Committee Chair the authority to make minor changes, to the draft Bay of Plenty Regional Land Transport Plan 2018 prior to its approval by the Bay of Plenty Regional Council.

Crosby/Iles
CARRIED

Cr Thwaites opposed the motion.

That the Regional Transport Committee recommends that the Regional Council:

- 6 Receives the report, Bay of Plenty Regional Land Transport Plan 2018.
- 7 Notes that the Regional Transport Committee has prepared the draft Bay of Plenty Regional Land Transport Plan 2018 on the Regional Council's behalf in accordance with the Land Transport Management Act 2003;
- 8 Approves the Bay of Plenty Regional Land Transport Plan 2018.

Crosby/Donaldson
CARRIED

- 9 Notes that future changes to the GPS and /or FAR rates, the Provincial Growth Fund and any other future Local or Central Government direction will require further amendments to the Regional Land Transport Plan;
- 10 Notes that further financial data with regards to the projects will also be added to the RLTP by the Project Owner, when available.

Crosby/Mayor Forbes
CARRIED

7.4 Draft Regional Public Transport Plan

Garry Maloney, Transport Policy Manager provided an outline of the report.

Key Points - Staff

- All comments received on the Regional Public Transport Plan would be presented to the Public Transport Committee for consideration and reported back to the Regional Transport Committee.

Key Points - Members

- Recognised that some of Council's stakeholders may require further understanding with regards to the level of public engagement in operational vs strategic plans.

Staff Follow-up

- Amendment: Point 145: Promote public transport as the preferred add 'vehicular' mode for travel in urban centres.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Public Transport Plan.**
- 2 Notes that it has been consulted on the review of the Regional Public Transport Plan and that the Draft Plan is well aligned with the Draft Regional Land Transport Plan.**

**Crosby/Nees
CARRIED**

7.5 Regional Land Transport Plan Variation - Tauranga City Council Eastern and Western Corridor Local Transport Improvements

Clare Cassidy, Tauranga City Council: The variation would require being 'pulled through' as the RLTP progressed and there might be some adjustment.

In Response to Questions

- The identified stormwater projects were road related.
- Incomplete projects with retrospective approval came under the umbrella of the Eastern Corridor Growth Projects and Western Corridor Growth Projects, and it might be necessary to separate out some projects or adjust budgets over time as the business case stages for other projects in those corridors evolved.

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Plan Variation - Tauranga City Council Eastern and Western Corridor Local Transport Improvements.**
- 2 Adds 'Tauranga City Council Eastern and Western Corridor local transport improvements 2015-18' to the Bay of Plenty Regional Land Transport Plan 2015-45.**
- 3 Determines that the variation is not significant for the purposes of public consultation.**

**Curach/Crosby
CARRIED**

8 **Discussion of Late Item**

8.1 **Regional Land Transport Plan Variation - Western Bay of Plenty District Council - Ōmokoroa Road Corridor**

Resolved

That the Regional Transport Committee under its delegated authority:

- 1 **Receives the report, Regional Land Transport Plan Variation - Western Bay of Plenty District Council - Ōmokoroa Road Corridor.**
- 2 **Adds 'Western Bay of Plenty District Council Ōmokoroa Road Corridor' to the Bay of Plenty Regional Land Transport Plan 2015-45.**
- 3 **Determines that the variation is not significant for the purposes of public consultation.**

**Thwaites/Mayor Forbes
CARRIED**

The meeting closed at 11.52 am.

Confirmed

Cr Stuart Crosby
Chairperson, Regional Transport Committee

Date

Reports



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 14 September 2018

Report From: Garry Maloney, Transport Policy Manager

Update from Committee Members and Advisors

Executive Summary

The purpose of the report is to enable Committee members and advisors to provide a brief verbal update on 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 Vibrant Region Community Outcome in the Regional Council's Long Term Plan 2018-2028.

2.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

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

Future Budget Implications

Future work on this activity is provided for in Council's Long Term Plan 2018-2028.

Garry Maloney
Transport Policy Manager

5 September 2018



Receives Only – No Decisions

Report To: Regional Transport Committee

Meeting Date: 14 September 2018

Report From: Garry Maloney, Transport Policy Manager

New Zealand Transport Agency Update

Executive Summary

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

Recommendations

That the Regional Transport Committee 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, in particular the National Land Transport Programme 2018-2021 and the TAIP re-evaluation process of such activities as Tauranga Northern Link. The NZTA quarterly report to the Committee will be tabled on the day.

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

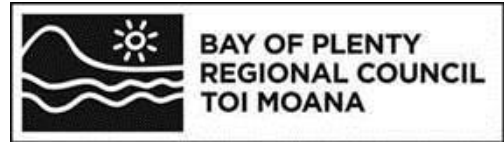
The report does not require a decision so there are no current Regional Council budget implications.

Future Budget Implications

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

Garry Maloney
Transport Policy Manager

7 September 2018



Receives Only – No Decisions

Report To: Regional Transport Committee
Meeting Date: 14 September 2018
Report From: Garry Maloney, Transport Policy Manager

Comparison between the National Land Transport Programme and the Regional Land Transport Plan

Executive Summary

The National Land Transport Programme 2018-21 (NLTP) was released on the 31 August 2018. The NLTP contains all the land transport activities that the New Zealand Transport Agency (NZTA) anticipates funding over the three years.

Key highlights for the Bay of Plenty include:

- \$665 million forecast Bay of Plenty investment (3.9% of the national spend);
- \$324 million forecast to be spent on maintenance and operations;
- \$70 million forecast to be spent on public transport (2.3% of the national spend);
- \$16 million forecast to be spent on walking and cycling (4.1% of the national spend);
- \$245 million forecast to be spent on regional network improvements; and
- 35% will target safety equating to \$235 million forecast to be spent (5.4% of the national spend).

Information at the activity class level is not currently available to enable comparison to be made between what has been approved in the National Land Transport Programme and the region's priorities as set out in the Regional Land Transport Plan.

Recommendations

That the Regional Transport Committee:

- 1 **Receives the report, Comparison between the National Land Transport Programme and the Regional Land Transport Plan.**

- 1 **Introduction**

The National Land Transport Programme 2018-21 (NLTP) was released on the 31 August 2018 (see <https://www.nzta.govt.nz/assets/planning-and-investment/nltp/NLTP-2018-21.pdf>). The NLTP contains all the land transport activities that the New Zealand Transport Agency (NZTA) anticipates funding over the three years.

The NLTP is underpinned by the priorities identified in the Government Policy Statement on Land Transport (GPS).

Based on GPS 2018, NZTA advises that it will ensure that its investment decisions in the NLTP will support a land transport system that:

- *“is a safe system, free from death and serious injury;*
- *improves access to economic and social opportunities, improved resilience, and transport choices for urban and regional New Zealand;*
- *enables better environmental outcomes through reducing adverse effects of transport on the climate, the local environment and public health; and*
- *delivers the best possible value for money through investing in the right infrastructure and services to the right level at the best cost”* (page 8, NLTP 2018-21).

Key strategic shifts in NZTA investment are:

- *“a step-change in reducing deaths and serious injuries;*
- *an increased focus on environmental outcomes and greater parity across economic, social and environmental outcomes;*
- *a proactive modal shift in urban areas from roads to public transport and active modes, with a particular focus on rapid transit;*
- *a new emphasis on the role of transport infrastructure in ‘urban place-making’, to support liveable cities;*
- *a substantial increase in local and regional investment – through local road improvements, safety improvements, inter-regional passenger and freight connections, and resilience (including climate change adaptation);*
- *increased investment in optimising the efficiency of the system across modes, e.g. through integrated urban and transport planning, travel demand management and new technologies; and*
- *a reduced emphasis on state highway improvements, while keeping maintenance and resilience treatments at an optimal level”* (page 9, NLTP 2018-21).

2 Bay of Plenty Highlights in the NLTP

The NZTA has released NLTP summary documents for all regions in New Zealand (see Appendix 1). Key highlights for the Bay of Plenty are shown in Appendix 2 and include (note - the population of the Bay of Plenty was estimated to comprise about 6.3% of the national total as at June 2017 and account for 5.3% of New Zealand GDP as at March 2017):

- \$665 million forecast Bay of Plenty total (NZTA and local authority) investment (3.9% of the national spend);
- \$324 million forecast to be spent on maintenance and operations;

- \$70 million forecast to be spent on public transport (2.3% of the national spend);
- \$16 million forecast to be spent on walking and cycling (4.1% of the national spend);
- \$245 million forecast to be spent on regional network improvements; and
- 35% will target safety equating to \$235 million forecast to be spent (5.4% of the national spend).

Investment highlights include:

- SH2 Waihi to Ōmokoroa safety improvements (priority 3 in the RLTP);
- SH33 Paengaroa to Te Ngae Road safety improvements (priority 17 in the RLTP);
- Western Bay of Plenty new public transport access programme;
- urban cycling – complete Rotorua Cy-way and develop business case for Tauranga urban cycling programme to provide better transport choice;
- Rotorua, SH30 eastern corridor between Sala Street and Iles Road, stage 1 safety improvements investigations;
- develop Tauranga’s urban transport safety programme to improve access, safety, reliability, urban development and liveability and
- Tauriko Network Plan, support urban development to improve access (priority 4 in the RLTP).

3 Comparison between the NLTP and RLTP

Information at the activity class level is not currently available to enable comparison to be made between what has been approved in the NLTP and the region’s priorities as set out in the RLTP.

4 Council’s Accountability Framework

4.1 Community Outcomes

This project/proposal directly contributes to the Vibrant Region Community Outcome in the Council’s Long Term Plan 2018-2028.

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

This work is being undertaken within the current budget for the Transport Planning Activity in Year 1 of the Long Term Plan 2018-2028.

Future Budget Implications

This matter does not require a decision, so there are no future budget implications.

Garry Maloney

Transport Policy Manager

5 September 2018

APPENDIX 1

2018-21 NLTP Bay of Plenty Regional Summary

BAY OF PLENTY



The transport system in the Bay of Plenty supports a strong and growing economy by providing access that is safer, more resilient and efficient across the region.

The Bay of Plenty is part of the upper North Island, which is home to more than half of New Zealand's population and employment opportunities. The Port of Tauranga is a significant contributor to New Zealand's economy. Projected growth will drive significant demands on the transport network through freight movements, especially on the key strategic road network, such as SH29. The rail network is an important part of the region's transport system, supporting the demands for freight movement.

Freight volumes are forecast to increase by 59 percent across the upper North Island in the next 30 years, increasing pressure on road and rail to and from the Port of Tauranga, including SH29 and SH2, north and east.

The development, growth pressures and opportunities across the region differ. Medium to high population growth is projected across the western Bay of Plenty and Rotorua. In the eastern Bay of Plenty, lower population growth is forecast. The response of the transport system to the challenges will differ across the region, requiring strong partnerships and innovative system-wide solutions.

Under the Toi Moana Bay of Plenty Regional Growth Study, transport is pivotal to economic growth in the region with a focus on:

- efficient and reliable connections between eastern Bay of Plenty and Tauranga.
- support development of new industries in eastern Bay of Plenty.
- driver licensing programmes to support access to education, training and jobs.
- support tourist initiatives such as the 'Rainforest Highway' between Murupara and Lake Waikaremoana.

\$665 MILLION

FORECAST TOTAL
BAY OF PLENTY
INVESTMENT

**\$324
MILLION**

FORECAST
MAINTENANCE
AND OPERATIONS

**\$70
MILLION**

FORECAST
PUBLIC
TRANSPORT
INVESTMENT

**\$16
MILLION**

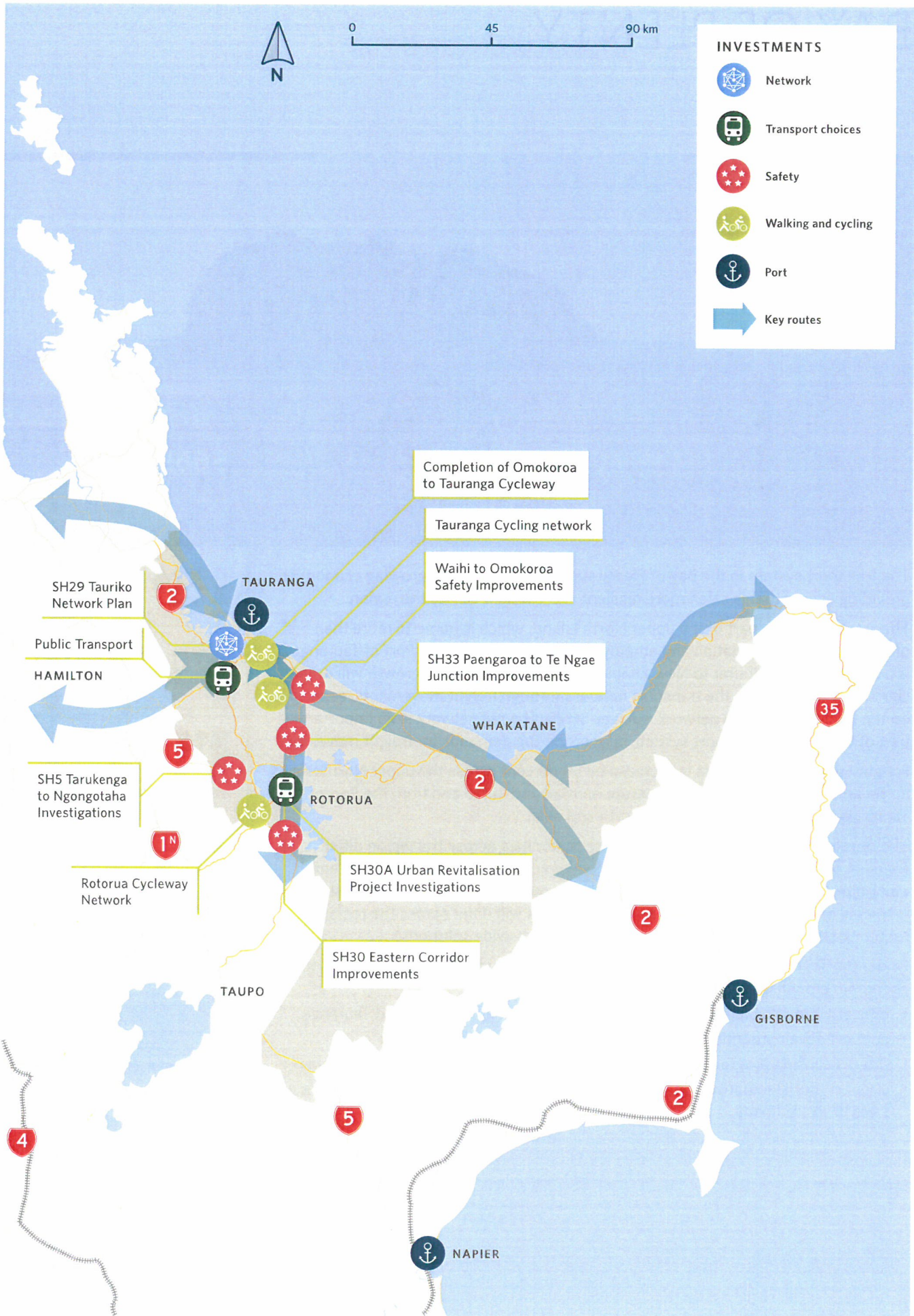
FORECAST
WALKING
AND CYCLING

**\$245
MILLION**

REGIONAL
NETWORK
IMPROVEMENTS

35%

SPEND
TARGETING
SAFETY



DEVELOPMENT AND GROWTH IN THE BAY OF PLENTY

Population growth in the western Bay of Plenty is projected to continue, together with significant land use change. In Tauranga, 97 percent of people travel in single occupancy private vehicles to work, and 90 percent in Rotorua, above the national average of 79.5 percent. Providing and promoting improved access through more affordable, safe and convenient travel choices is needed to support desirable urban spaces and liveable communities. The collaborative land use and transport planning work for the future growth area at Tauriko and the existing Tauranga urban area are examples of the development of a more balanced transport system for the western Bay of Plenty. In Rotorua, medium growth is predicted with a focus on urban regeneration, growth in the eastern corridor (State Highway 30) and game changing cycling investment.

Limited population and land use changes in eastern Bay of Plenty is projected. Providing safer, more reliable and affordable access to transport services and choices will unlock opportunities for people and communities in the area. This includes connections for people, freight and tourists that support regional economies and wellbeing. Initiatives such as the Toi Moana Bay of Plenty Regional Growth Study may identify new opportunities for transport to support wider regional growth outcomes. Current initiatives being investigated include the Ōpōtiki Harbour development and the Kawerau Container Terminal.

CONTINUED SAFETY INVESTMENT

Investment in safety continues to be a vital factor on the region's key routes, such as SH2 and SH29, and within urban areas such as Tauranga.

One example of where the Transport Agency is targeting significant investment in safety is along SH2 between Waihi and Omokoroa. An immediate programme of work on the Waihi to Omokoroa section of the corridor is to be carried out over the next five years. This work is focused on preventing head-on and run-off crashes, and providing safer connections for the local community.

Further examples are the programmes of work include SH33 Paengaroa to Te Ngae Junction and SH5 Tarukenga to Ngongotaha.

More generally, the Transport Agency will also continue to address areas where speed limit management would dramatically improve the safety on key corridors.

TOURISM

Improving tourism in the Bay of Plenty presents a significant regional economic development opportunity. It is important that the region's transport network delivers safe and reliable journeys for the growing number of visitors to the region, as well as for those who travel beyond it.

Tourism is a significant contributor to Tauranga's economy, with high domestic visitor numbers during the peak summer months alongside the rapidly growing cruise ship industry. Tourism is also a key economic driver for Rotorua, one of the country's top five tourist destinations.

Tourism is essential to the eastern Bay of Plenty, including to attractions around Whakatāne and further east towards and beyond Ōpōtiki. Areas such as Te Urewera, while an already important tourism location, are the focus of investigations to understand future opportunities. This work is progressing collaboratively with Ngāi Tūhoe, the Whakatāne and Wairoa district councils and the Transport Agency.

PUBLIC TRANSPORT

In December 2018, the new Western Bay of Plenty Public Transport Blueprint network will be implemented. It will provide higher frequency services based around key routes, more direct services from key origins and destinations and extended operating hours. The fleet will also be improved, including the introduction of electric buses.

With the new network in place, the focus will turn to optimising and improving existing infrastructure to provide priority to public transport. Improved infrastructure will allow for the more effective operation of new routes. Opportunities on the existing transport network are being investigated for high occupancy vehicle lanes and priority bus lanes to support this.

Public transport services in Rotorua and the eastern Bay of Plenty give access to employment, education and social opportunities, with a particular focus of enabling access to those with limited transport choice. This includes connections between communities and towns throughout the region. Public transport in Rotorua links the city centre to the surrounding suburbs, the airport, hospital and key visitor destinations. The introduction of bike racks on buses in Tauranga supports integration with the cycling sector.

ENHANCING WALKING AND CYCLING

Improvements to and construction of new walking and cycling networks will encourage more people to choose to walk or cycle to work, school, the shops, and for recreation, as well as tourist attractions.

In Tauranga, completing the strategic urban network of cycleways connecting the suburbs to the CBD and completing the links to key journeys from residential areas to education, employment and social opportunities are progressing. In Rotorua, investment will allow the 'Cy-Way' programme to be completed. In the east, the Motu Cycle Trail, one of NZ's Great Rides, is looking to extend through Whakatāne, providing further tourism and safety opportunities.

Funding will also be used to promote walking and cycling, as well as cycle skills education, in schools.

MAINTAINING THE NETWORK

To support a safe and reliable transport network, maintaining the region's transport links is a primary objective of the NLTP. The Transport Agency is working with councils in the Bay of Plenty to strengthen the resilience of the network, particularly between Tauranga, Ōpōtiki and Gisborne. Investigations are also being prioritised to provide sustainable alternative options in the event of network disruption.

INVESTMENT HIGHLIGHTS

- SH2 Waihi to Omokoroa safety improvements.
- SH33 Paengaroa to Te Ngae Road safety improvements.
- Western Bay of Plenty new public transport access programme.
- Urban cycling - complete Rotorua Cy-way and develop business case for Tauranga urban cycling programme to provide better transport choice.
- Rotorua, SH30 eastern corridor between Sala Street and Iles Road, stage 1 safety improvements investigations.
- Develop Tauranga's urban transport safety programme to improve access, safety, reliability, urban development and liveability.
- Tauriko Network Plan, support urban development to improve access.

CASE STUDY

WEIGH RIGHT

The nationwide Weigh Right Programme is designed to reduce heavy vehicle overloading on New Zealand roads. It will also help improve productivity and safety, while ensuring heavy vehicle operators pay their fair share of road maintenance.

The programme will see the installation of roadside technology and the development of intelligent software to direct potentially overloaded vehicles into 12 weigh stations throughout New Zealand. To do this, four existing weigh stations are being upgraded and an additional eight will be built at new sites.



This network will cover almost half of all New Zealand's freight kilometres travelled. The national sites are:

- Marsden in Northland
- three locations in the Auckland region (North Shore, Stanley St and Bombay)
- Tauranga Port
- Paengaroa (Bay of Plenty)
- Taupō
- Napier
- Ohakea (Manawatū)
- Mackay's Crossing (Wellington)
- Rakaia (Mid Canterbury) and
- Glasnevin (North Canterbury).

The sites have been selected based on heavy vehicle volumes and risk profile. The highest volume sites are close to major centres, ports or significant highway junctions. These sites cover almost half of New Zealand's freight kilometres travelled. It is expected to have all sites operational by December 2020.

By addressing the impacts of heavy vehicle overloading, the Weigh Right Programme will contribute to increased productivity for compliant operators through fewer weigh station stops. It will also support a level playing field across the commercial heavy vehicle industry.

Currently, competitors who are illegally overloading can unfairly disadvantage compliant operators. Heavy vehicle safety will also improve by reducing the risk of rollovers from overloading.

To support weight compliance, the programme is building a new easy-to-use heavy vehicle permits system.

APPENDIX 2

NLTP by the numbers

OVERALL FORECAST INVESTMENT

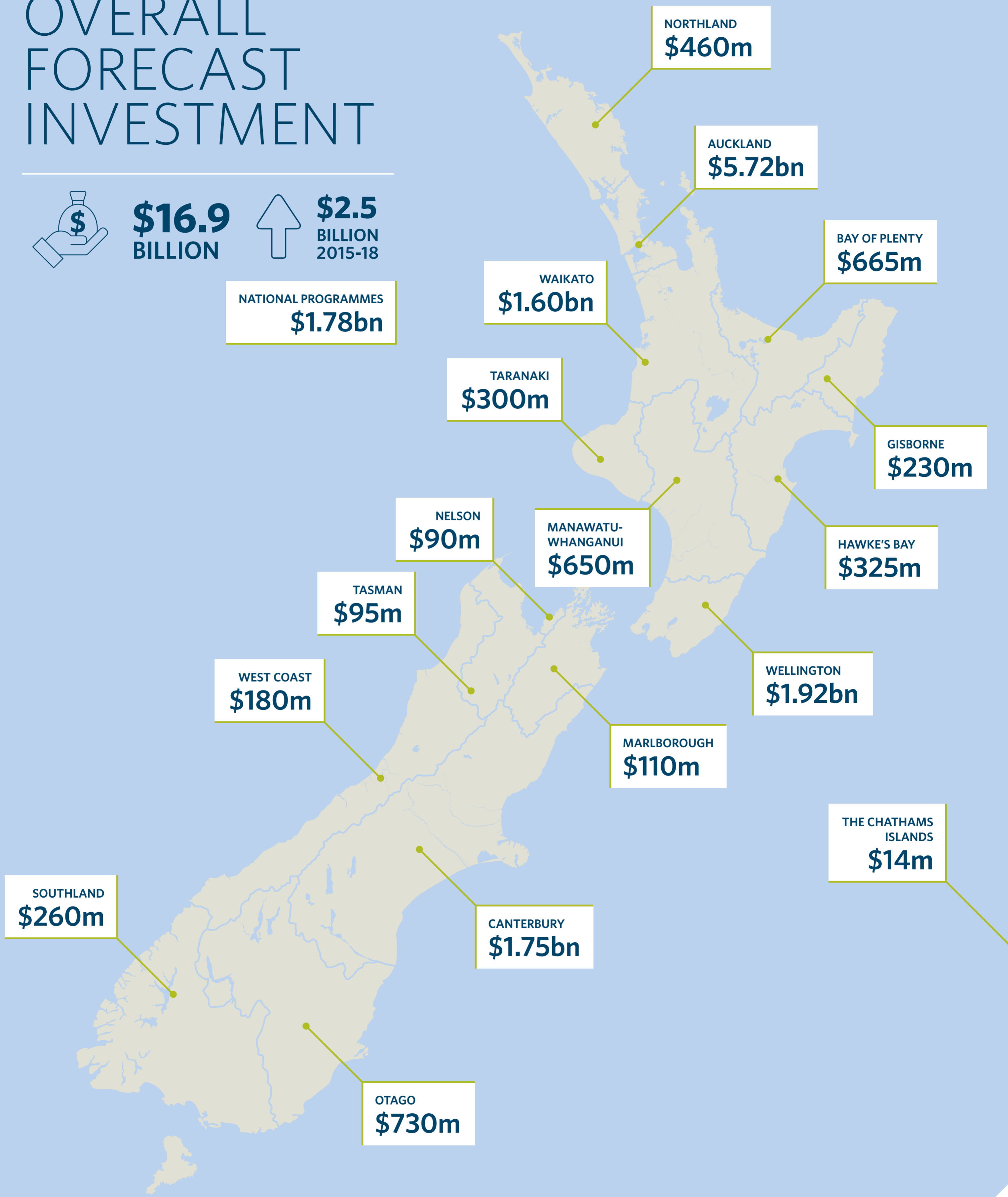


\$16.9
BILLION



\$2.5
BILLION
2015-18

NATIONAL PROGRAMMES
\$1.78bn



SAFETY FORECAST INVESTMENT

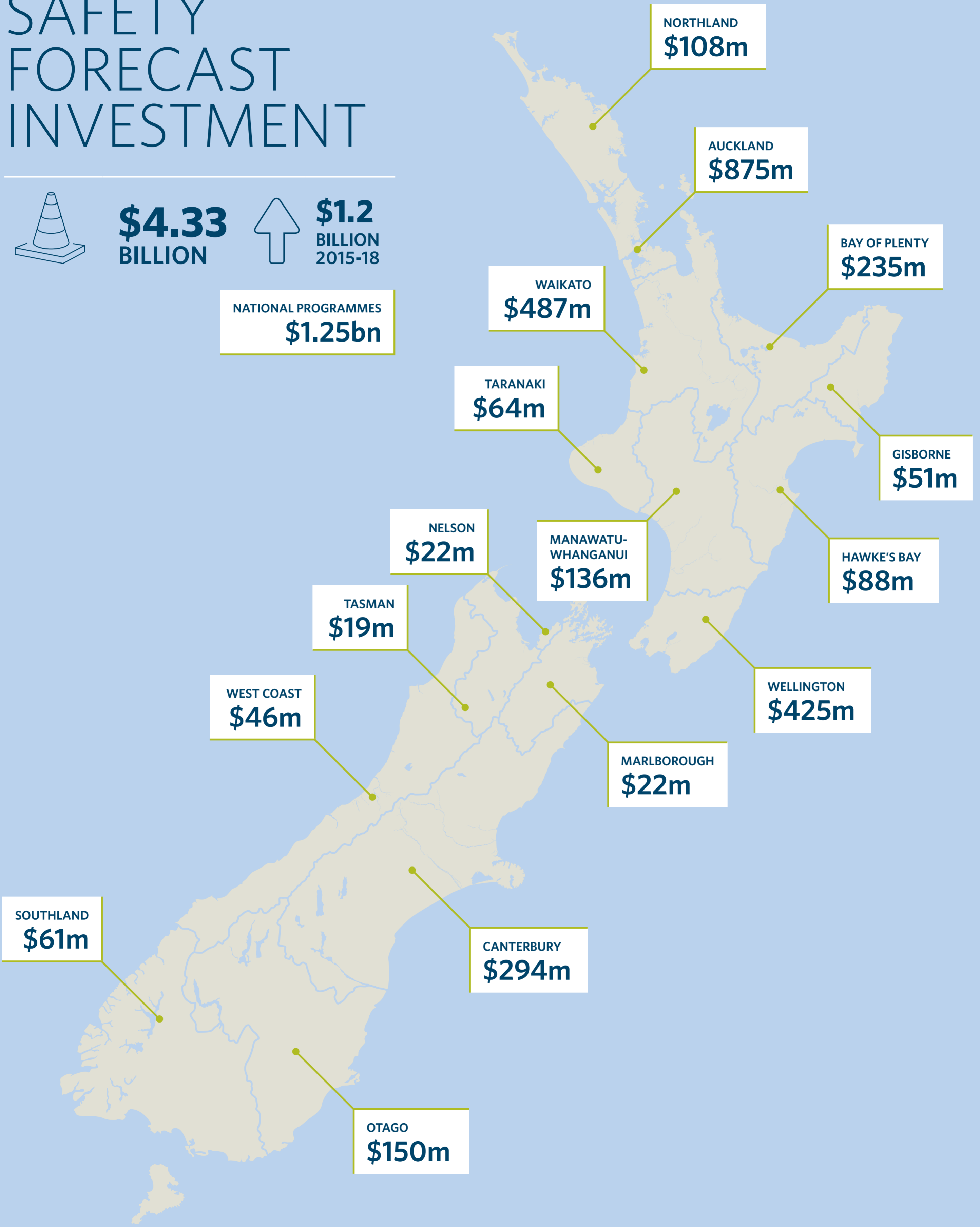


\$4.33
BILLION

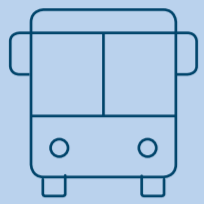


\$1.2
BILLION
2015-18

NATIONAL PROGRAMMES
\$1.25bn



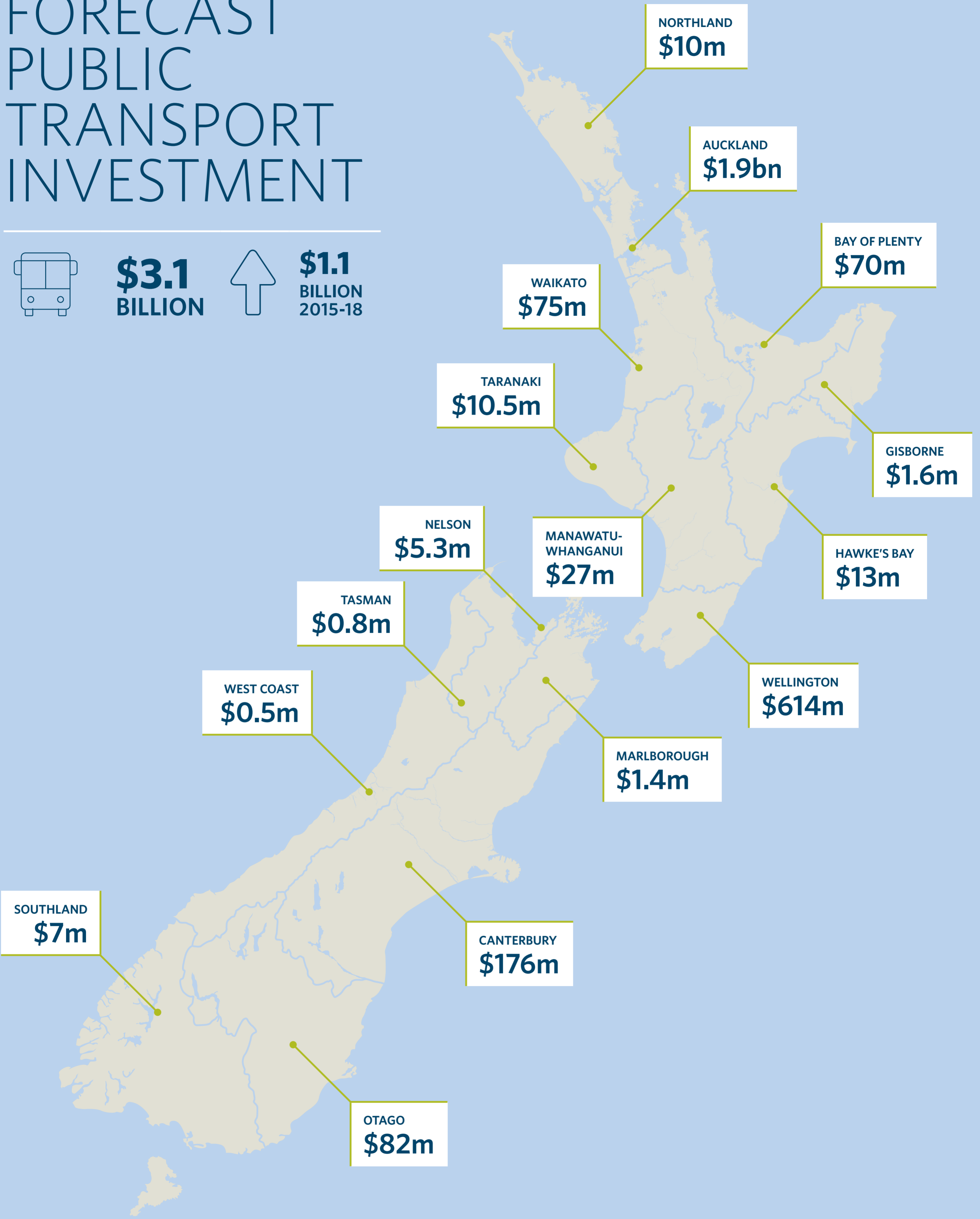
FORECAST PUBLIC TRANSPORT INVESTMENT



\$3.1
BILLION



\$1.1
BILLION
2015-18



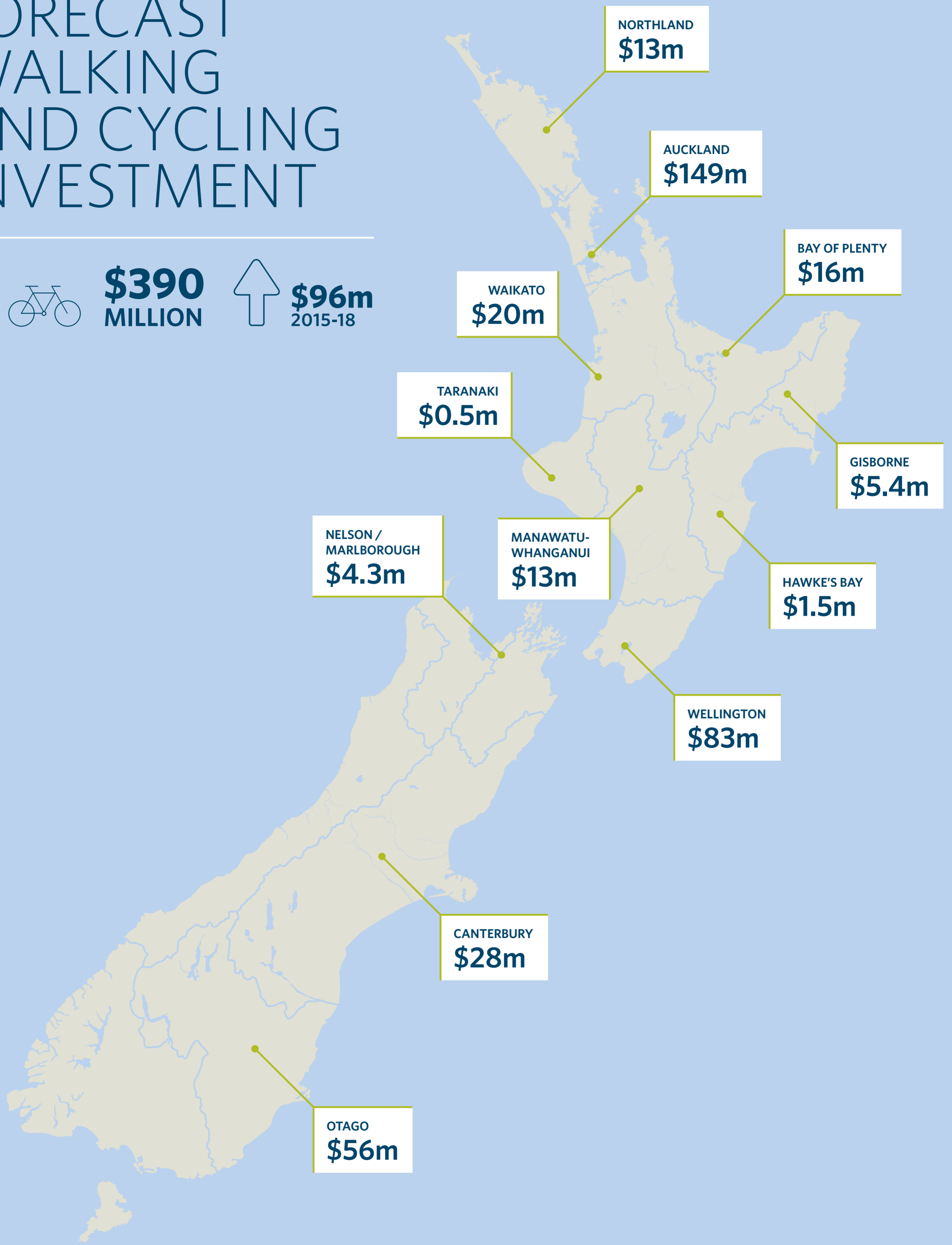
FORECAST WALKING AND CYCLING INVESTMENT



\$390
MILLION



\$96m
2015-18



Report To: Regional Transport Committee
Meeting Date: 14 September 2018
Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Plan variations

Executive Summary

Rotorua Lakes Council has requested variations to the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) to add the following activities:

- Rotorua Lakefront and Whakarewarewa Forest;

Kawerau District Council has also requested that the following activity be added to the RLTP:

- Kawerau Container Terminal.

In both cases the variation requests are related to Provincial Growth Fund (PGF) applications. Regional economic development projects that are transport projects or projects with transport components need to be referenced in an RLTP in order for them to be considered for funding from the National Land Transport Fund and/or the PGF.

The Regional Advisory Group (RAG) has considered the variation requests and recommends that they are approved by the Committee in accordance with its delegated authority.

Recommendations

That the Regional Transport Committee:

- 1 Receives the report, Regional Land Transport Plan variations;**
- 2 Adds the Rotorua Lakefront and Whakarewarewa Forest activities to the Bay of Plenty Regional Land Transport Plan 2018;**
- 3 Adds the Kawerau Container Terminal activity to the Bay of Plenty Regional Land Transport Plan 2018; and**
- 4 Determines that the proposed variations are not significant for the purposes of public consultation.**

1 Introduction

Rotorua Lakes Council (RLC) has requested variations to the RLTP. The requests were for the addition of the following activities:

- Rotorua Lakefront and Whakarewarewa Forest.

Kawerau District Council (KDC) has also requested that the following activity be added to the RLTP:

- Kawerau Container Terminal.

In both cases the variation requests are related to PGF applications. Regional economic development projects that are transport projects or projects with transport components need to be referenced in an RLTP in order for them to be considered for funding from the National Land Transport Fund and/or the PGF.

2 Rotorua Lakefront and Whakarewarewa Forest

Following the 23 August RAG meeting, members considered a variation request from RLC to add Rotorua Lakefront and Whakarewarewa Forest activities to the RLTP.

The background to the request and an assessment against the RLTP is included in the memo in Appendix 1.

RAG reviewed the evidence provided by RLC and accepted the recommendations in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority

3 Kawerau Container Terminal

Also following the 23 August RAG meeting, members considered a variation request from KDC to add the Kawerau Container Terminal activity to the RLTP.

The background to the request and an assessment against the RLTP is included in the memo in Appendix 2.

RAG reviewed the evidence provided by KDC and accepted the recommendations in the memo. RAG is now recommending that the variation request be approved by the Committee in accordance with its delegated authority.

4 Council's Accountability Framework

4.1 Community Outcomes

This proposal directly contributes to the Community Outcome of a Vibrant Region in the council's Long Term Plan 2018-2028.

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

4.2 Long Term Plan Alignment

This work is planned under the Transport Planning Activity in the Long Term Plan 2018-2028.

Current Budget Implications

Reporting on RLTP variations is being undertaken within the current budget for the Transport Planning Activity in the Regional Council's Long Term Plan 2018-2028.

Future Budget Implications

Future reporting on RLTP variations is provided for in the Regional Council's Long Term Plan 2018-2028.

Bron Healey
Senior Transport Planner

for Transport Policy Manager

5 September 2018

APPENDIX 1

RLTP Variation - RLC Rotorua Lakefront and Whakarewarewa Forest

To: Bay of Plenty Regional Advisory Group
From: Portia McKenzie, Rotorua Lakes Council
27 August 2018
Subject: Bay of Plenty Regional Land Transport Land Transport Plan (RLTP) 2018
Proposed Variations

1. **Summary**

Rotorua Lakes Council (Council) is currently working on implementing the Rotorua Vision 2030 and Rotorua Spatial Plan. Two projects have been identified for driving economic growth, the Rotorua Lakefront and Whakarewarewa Forest. These two projects were granted funding from the Ministry of Business, Innovation and Enterprise in June to undertake detailed design and complete the business cases to apply to the Provincial Growth Fund (PGF) for capex.

For PGF and National Land Transport Fund (NLTF) funding eligibility purposes, the projects must be listed in the RLTP.

2. **Purpose**

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the RLTP to include the Rotorua Lakefront and Whakarewarewa Forest projects as walking and cycling improvement activities.

3. **Recommendation**

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- **Includes** the Rotorua Lakefront and Whakarewarewa Forest projects in the activity list in Appendix 3 (walking and cycling improvements).

4. **Background**

Regional economic development projects that are transport projects or projects with transport components need to be referenced in an RLTP in order for them to be considered for funding from either the NLTF and/or the PGF. This is to encourage integrated transport planning that takes a wider view of how transport can enable positive economic, social and environmental outcomes in regions, including decisions about the best mode for doing this.

The RLTP draws its evidence base from a range of sub-regional growth studies, in Rotorua’s case the Spatial Plan. Two of the projects listed in the Spatial Plan are the redevelopment of the Rotorua Lakefront and Whakarewarewa Forest. These two projects are also listed as priority projects for the Bay of Plenty in the Regional Tourism Strategy by Bay of Connections.

Appendix 3 of the RLTP 2018 lists a number of projects and their activity class. For eligibility for the PGF, this section needs to include Rotorua Lakefront and Whakarewarewa Forest.

5. Alignment with GPS and Regional Policy

The lakefront and forest project contributes towards the strategic priority of access in that there is an anticipated increase in access to economic and social opportunities, enabling transport choices and access that is resilient.

Also the projects will contribute towards the priority of environment with an activity class of walking/cycling.

6. RLTP Variation Consideration

Section 9.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

“Section 106(2) of the Land Transport Management Act 2003 (LTMA) requires each RTC to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation is not significant or arises from the declaration or revocation of a state highway.

The significance of proposed variations to the Bay of Plenty RLTP will be determined on a case by case basis. In reaching its decision, the RTC will be guided by whether the variation involves...” (Column 1 – Criteria, below):

RLTP/LTMA Criteria	Rotorua Lakefront	Whakarewarewa Forest
<i>Public consultation is not required for any variation that arises from the declaration or revocation of a State highway.</i>	N/A	N/A
<i>The addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million;</i>	The project has a total cost of \$40m. \$20m of this total is approved funding through the Rotorua Long Term Plan 2018-2022. The remaining \$20m is being requested by the PGF. The transport component of this project equals \$17.3m (no more than \$20m).	The project has a total cost of \$15m. \$7.5m of this funding has been approved through the Rotorua Long Term Plan 2018-2022. The remaining \$7.5m is being requested from the PGF.

RLTP/LTMA Criteria	Rotorua Lakefront	Whakarewarewa Forest
<i>The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A	N/A
<i>A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A	N/A
<i>Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.</i>	RTC has discretion to deem it a significant variation.	RTC has discretion to deem it a significant variation.

7. Conclusion

In conclusion, it is considered that the decisions to vary the RLTP by adding the Rotorua Lakefront and the Whakarewarewa Forest activities are not deemed as significant for the following reasons:

- The projects are priorities in Vision 2030, the Rotorua Spatial Plan and the Bay of Connections Regional Tourism Strategy.
- The projects seek to contribute towards the strategic priorities of the GPS and the RLTP.
- The transport components of both projects are valued below the \$20m threshold. The transport improvements provide more travel choices, contribute towards multimodal objectives, better access and a more resilient community.
- The requirement for consultation on these activities has been achieved through the consultation undertaken on the Rotorua Long Term Plan 2018-2028.

APPENDIX 2

RLTP Variation - KDC Kawerau Container Terminal

To: Bay of Plenty Regional Advisory Group
From: Kawerau District Council
29 August 2018
Subject: Bay of Plenty Regional Land Transport Land Transport Plan (RLTP) 2018
Proposed Variation

1. Summary

The Kawerau District Council and Industrial Symbiosis Kawerau (ISK) are promoting the establishment of a container terminal facility in Kawerau to serve local exporters by providing greater access to the Port of Tauranga. The Container Terminal is one of a three connected development projects, collectively known as the Kawerau Putauaki Industrial Development (KPID). An application for the first stage of the KPID project has been submitted for Provincial Growth Fund (PGF) investment.

For PGF and NLTF funding eligibility purposes, the project must be listed in the RLTP activity list.

2. Purpose

This memo seeks a recommendation from the Bay of Plenty Regional Advisory Group (RAG) to vary the Bay of Plenty Regional Land Transport Plan 2018 (RLTP) to include the Kawerau Container Terminal in the RLTP activity list under State Highway Improvements and Local Road Improvements.

3. Recommendation

That the Bay of Plenty Regional Advisory Group:

Recommends that the Regional Transport Committee, in accordance with its delegated authority:

- **Includes** the Kawerau Container Terminal in the activity lists in Appendix 3 under State Highway Improvements and Local Road Improvements.

4. Background

For regional economic development projects that are transport projects or projects with transport components, they need to be referenced in a Regional Land Transport Plan (RLTP) activity list in order for them to be considered for funding from either the NLTF and/or the PGF. This is to encourage integrated transport planning that takes a wider view of how transport can

enable positive economic, social and environmental outcomes in regions, including decisions about the best mode for doing this.

Currently the Kawerau Container Terminal is referenced in the Regional development section (2.4.2) in the RLTP; however, it is not included within the activity list in Appendix 3 of the RLTP.

The wider KPID project that the container terminal is part of consists of three components:

- Phase 1 - Putauaki Industrial Land Development – Roading Infrastructure developments (this application) - An internal local road and the formation of a roundabout and right turn bay on State Highway 34. An Application for \$2m has been submitted for the first stage of this project, the right turn bay and is currently being considered for PGF. The second stage of this phase of the project will be approximately \$6.5m;
- Phase 2 - Kawerau Container Terminal Development - Rail siding and related infrastructure. The request to PGF will be for approximately \$10-12m in form of a grant in early 2019; and
- Phase 3 - Off Highway Road Development – Linking current industry - A new local road connection off the state highway. The request to PGF will be for approximately \$1.2m in the form of loan funding in December 2018.

5. Alignment with GPS and Regional Policy

The project contributes towards the strategic priority of access in that there is an anticipated increase in access to economic and social opportunities. It also contributes to the RLTP Objectives of economic efficiency and environment by the anticipated optimised and sustainable movement of freight.

6. RLTP Variation Consideration

Section 9.4.1 of the RLTP sets out the significance policy for variations to the RLTP. This section states the following:

“Section 106(2) of the Land Transport Management Act 2003 (LTMA) requires each RTC to adopt a policy that determines significance in respect to variations made to its RLTP. The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation is not significant or arises from the declaration or revocation of a state highway.

The significance of proposed variations to the Bay of Plenty RLTP will be determined on a case by case basis. In reaching its decision, the RTC will be guided by whether the variation involves...” (Column 1 – Criteria, below):

RLTP/LTMA Criteria	Kawerau Container Terminal
<i>Public consultation is not required for any variation that arises from the declaration or revocation of a State highway.</i>	N/A
<i>The addition or removal of an activity with a total anticipated cost in the six years of the programme of more than \$20 million;</i>	The total cost for the KPID project is \$34,550,000 (estimated, subject to final costings from KiwiRail). \$2 million is currently being sought for the first phase from the PGF, with approximately a further \$19.7 million (dependent on the results of KiwiRail's current project that is analysing the optimal design/location for the terminal) being sought from the PGF in the future.
<i>The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A
<i>A scope change to a prioritised activity that impacts on the contribution of the activity towards GPS objectives and/or varies the total cost of the activity by more than \$20 million in the six years of the programme;</i>	N/A
<i>Any other variations the Bay of Plenty RTC deems to be significant by way of resolution.</i>	RTC has discretion to deem it a significant variation.

7. Conclusion

In conclusion, it is considered that the decisions to vary the RLTP by adding the Kawerau Container Terminal project to the activity list is not deemed as significant for the following reasons:

- The projects seek to contribute towards the strategic priorities of the GPS and the RLTP.

- The requirement for consultation on these activities has been achieved through the consultation undertaken on the RLTP where the activity was referenced in the Regional Economic development projects chapter.