

# Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 14 September 2018 commencing at 9.30 a.m.

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## Present:

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

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

**Appointees:** Mayor A Bonne - Whakatāne District Council, Councillor R Curach - Tauranga City Council, Councillor B Julian - Alternate, Kawerau District Council, Councillor K Young - Alternate, Opotiki 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

**In Attendance:** Bay of Plenty Regional Council: Namouta Poutasi – General Manager: Strategy and Science (Acting), Fiona McTavish – Chief Executive, Garry Maloney – Transport Policy Manager; T Nerdrum-Smith – Committee Advisor

Cr Cronin, Cr Bruning and Cr von Dadelszen

Other: J Galbraith - Port Advisor and D Kneebone - Property & Infrastructure Manager - Port of Tauranga, Mark Hasley - NZTA, Rob Campbell – NZTA, Cr M Gould - Rotorua Lakes Council, Glen Crowther – Sustainable Business Network

**Apologies:** Mayor S Chadwick - Rotorua Lakes Council; Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Councillor D Thwaites - Western Bay of Plenty District Council, Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Opotiki District Council, Brent Crowe - Safety Advisor, BoP District Police

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## 1 Apologies

### Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor S Chadwick - Rotorua Lakes Council; Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Councillor D Thwaites - Western Bay of Plenty District Council, Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Opotiki District Council and Brent Crowe - Safety Advisor, BoP District Police tendered at the meeting.

Julian/Bonne  
CARRIED

## 2 Public Forum

Glen Crowther - Sustainable Business Network, presented on the Tauranga Transport Alignment Project (TTAP).

*PowerPoint Presentation – Reference A2964272*

### Key Points of Presentation

- The Wider Context
- Climate Change: BoP Context
- Cut Emissions by 1/3 by 2030
- No Need to Delay
- Tauranga Transport Alignment Project
- TTAP – 5 Point Plan
- Congestion Free PT Network
- TTAP Goals
- National Land Transport Programme (NLTP) Funding
- NLTP Public Transport Funding
- Our Proposal
- Cost of Free Fares for Children.

### Presenter in Response to Questions

- Recognised that 'drastic' measures were required to make a positive difference in carbon emissions
- Central Government had clearly indicated its wish for Regional Plans to have targets around reduction of emissions.

### Key Points – Members

- A second Government Policy Statement, which included climate change considerations, was being progressed
- Recognised that the New Zealand roading network was not set up well for a combination of transport options
- Regional Council had dedicated funds and resources to implementing a free bus trial in Welcome Bay
- Research clearly indicated that making roads wider did not encourage alternative modes of transport, rather it caused increased vehicle movements
- Adding bus lanes on SH2 between Tauranga and Katikati should not be seen as a 'magic bullet' as increased service would also be required for public transport to become a genuine alternative to personal vehicle use.

### Staff Follow-up

- Presenter to meet with Regional Council staff to discuss the TTAP proposal and establish clarity with regards to alignment with Regional Council targets.

## 3 Acceptance of Late Items

Nil

## 4 General Business

A discussion would be held later in the meeting with regards to the current and future role of the Committee.

## 5 Declarations of Conflicts of Interest

Nil

## 6 Previous Minutes

### 6.1 Regional Transport Committee Minutes - 15 June 2018

Noted that a minor amendment would be made as follows: Item 2 – Public Forum – Carole Gordon – add to 2nd bullet "...including use of AV shuttles."

### Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee minutes - 15 June 2018.

Nees/Palmer  
CARRIED

## 7 Reports

### 7.1 Update from Committee Members and Advisors

#### Dan Kneebone – Port of Tauranga

- The Port had posted a strong result for the 2017-18 financial year
- The approaching Annual General Meeting would include the current focus on sustainability
- The traffic congestion in Totara Street was a focus for the Port, as well as the community.

#### John Galbraith – Port of Tauranga

- The annual Careers Expo had attracted around 130 students to the transport/logistics initiative
- Was in the process of setting up a logistics cadetship via Toi Ohomai, however was still awaiting NZQA approval, which meant the deadline for implementation in 2019 could be missed.
- A collaboration of the region's economic development agencies was in the process of submitting an expression of interest to the Provincial Growth Fund for an integrated approach to transport and logistics in the Bay of Plenty. If successful, the consortium would support from the Regional Transport Committee in regards to subsequent applications to the Fund.

#### Cr Young – Ōpōtiki District Council

- Ōpōtiki Harbour development had not been funded at the level originally sought
- The road entrance to Ōpōtiki was an unattractive and 'grubby' bridge and encouraged NZTA to contribute towards an upgrade

- Road resilience needed to be further addressed as lengthy closures due to slips had significant impact.

#### Cr Julian – Kawerau District Council

- Projects included:
  - Roading connection from the industrial area to the container terminal
  - Inclusion of the roundabout development in the Provincial Growth Fund (PGF)
  - Completed design for culvert structure to deal with stormwater
  - Cycle track to Tarawera Lake was progressing at a reasonable pace.

#### Mayor Bonne – Whakatāne District Council

- A high level meeting between Ōpōtiki District Council, Kawerau District Council and Whakatāne District Council was scheduled for the following week
- Was seeking PGF funding towards improvement of roads to allow for increased freight movement
- Safe freight alignment between Ōpōtiki and Whakatāne was a positive project
- Was working with Tuai regarding upgrade of the gravel road to Lake Waikaremoana
- The estimated cost of the damage caused by Cyclone Debbie had reached \$23m.

#### Cr Crosby – Bay of Plenty Regional Council (Tauranga)

- Recognised the presentation by the Eastern Regional Leadership Group at the 6 September 2018 Regional Council meeting
- The SmartGrowth partnership was undertaking significant work in the transport field
- John Hutching was carrying out interviews as part of this work
- John Hannah was overseeing a gap analysis of the current Western Bay Sub-regional transport network, with changes expected
- There was a need to engage at a strategic level with NZTA, which could be driven by Bay of Plenty Mayors/Chairs.

#### Cr Palmer – Western Bay District Council

- Funding was in place for the \$13m Ōmokoroa to Tauranga cycleway
- Hoped to have the Ōmokoroa to Wairoa River section finished by Christmas 2018
- Noted the four fatalities at Western Bay of Plenty roads this week and the increasing level of concerns in the community
- A hikoī would be closing the Wairoa Bridge for 30 minutes on Sunday afternoon, followed by a public meeting organised by Bay of Plenty MP Todd Mueller
- Structure plans for new residential developments in Ōmokoroa was scheduled for release next week. However, this might be negatively impacted by the significant concerns regarding the dangerous SH2 access.

#### Parekawhia McLean – New Zealand Transport Agency

- Current focus: National Land Transport Programme (NLTP); Provincial Growth Fund (PGF); passenger rail Hamilton – Auckland (and possibly Tauranga); Auckland - Hamilton corridor programme, which could have potential for Western Bay of Plenty
- 12 SH maintenance programmes were currently in place
- Reprioritisation of the Bay of Plenty region in the NLTP would be considered by the NZTA Board
- Noted the integrated transport planning approach between NZTA and other major entities, e.g. District Health Boards.

#### Rob Campbell – New Zealand Transport Agency

- There were no funding specifically dedicated to cleaning bridges, as this was not considered a priority within the NZTA Resilience and Maintenance programme

- Recognised that the slips on SH35 meant ongoing closures and there were a number of resilience programmes in place for SH35 and SH2.

10.32 am Dan Kneebone **withdrew** from the meeting.

Cr Curach – Tauranga City Council

- Stocktake of projects and a gap analysis report was being prepared prior to the SmartGrowth Leadership workshop on the proposed strategic transport hub
- Progressing the Totara Street cycleway project
- Investigations into CBD bus interchange location were ongoing
- Currently identifying options for a permanent interchange at Arataki
- In the process of developing a citywide parking plan
- The Hairini bus lane had resulted in increased bus use
- Greerton roading project was nearing completion.

Cr Gould – Rotorua Lakes Council

- Was seeking funding assistance for storm damage that occurred during the 2017-18 year, with costs currently totalling \$7m
- Maori signage had been erected in key intersections and would be continued in the wider area
- A cycleway route through Rotorua CBD was being discussed.

Cr Crosby – Bay of Plenty Regional Council (Tauranga) – Continued

- Activities and movement, rather than the size of the population, was the driving force behind NZTA funding. For instance, Eastern Bay of Plenty's commercial growth would exceed population growth and generate significant traffic movements
- The Totara Street/Hewlett Road intersection should be a priority project.

Cr Nees – Bay of Plenty Regional Council (Western Bay of Plenty)

- Emphasised the importance of the Bay of Plenty region's key priorities being identified to Central Government as part of the new Government Policy Statement and National Land Transport Programme.

## Resolved

**That the Regional Transport Committee under its delegated authority:**

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

**Curach/Crosby  
CARRIED**

10.50 am The meeting **adjourned**

## 7.2 New Zealand Transport Agency Update

*PowerPoint presentation – Reference A2962780*

Parekawhia McLean and Alistair Talbot – NZTA presented this item.

Key Points of Presentation

- Operating Framework
- A new direction

- A record investment
- 2018-28 NLTP by activity class
- 2018-21 NLTP by the regions
- A safe system
- Liveable cities
- Thriving regions
- Focus on environment and public health
- Supporting locally – delivered activities.

#### Presenters in Response to Questions

- ‘Regional improvements’ was aimed at provincial, rather than urban, areas and could include the State Highway network
- As the re-evaluation of the National Land Transport Programme (NLTP) was not yet completed, there was at this stage no funding allocated to some projects seen as priorities in the Bay of Plenty.
- Funding for additional projects, would come over and above what was already allocated in the NLTP
- There was significant pressure to operate the State Highway maintenance programme with increasing efficiencies
- Central Government was scheduled to review the Safe System
- NZTA received State Highway accident reports from the Police, who was also responsible for any reporting to the respective councils
- Enhanced Funding Assistant Rate (FAR) would include five new national level programmes
- A project included in the advanced FAR required ‘high results alignment’; 80% completion; and it could be for minor improvements.

#### Key Points – Members

- Concerned regarding the inadequate allocation of funding to the Bay of Plenty, in particular when considering the rate of growth and in comparison to other regions
- Noted that detailed information was provided to the Western Bay Road Safety Committee that should be adaptable for the Regional Transport Committee as part of the NZTA report
- ‘Safety System’ did not appear to include driving ability, which was a significant factor in road incidents.

#### Staff Follow-up

- Future NZTA reporting to the Committee to include higher level of detail regarding:
  - Accidents on SH2 and SH29 for the past three years
  - Time/place/timing/type of accidents
  - Number of vehicles involved
  - Type of injuries/fatalities
  - Condition of the road; road classification; barriers; visibility/intersections
  - Contributing factors, e.g. speed, drugs, alcohol.

## **Resolved**

**That the Regional Transport Committee:**

- 1 **Receives the report, New Zealand Transport Agency Update;**
- 2 **Acknowledges there are three State Highway corridor projects in the Bay of Plenty that are under review and all or in-parts may be added to the National Land Transport Programme (NLTP) in 2019;**
- 3 **Expresses concerns that the Bay of Plenty components of the NLTP does not meet the needs of the Bay of Plenty, in particular in the areas of safety and capacity;**
- 4 **Notes that the Bay of Plenty Regional Transport Committee would like NZTA to work more closely with the Committee and constituent councils on transport planning and delivery.**

**Crosby/Curach  
CARRIED**

### 7.3 **Comparison between the National Land Transport Programme and the Regional Land Transport Plan**

Garry Maloney – Transport Policy Manager presented this item.

#### Key Points

- Noted that the NZTA website had been updated with more recent information since the agenda was issued
- The NLTP was under review by Central Government.

#### NZTA in Response to Questions

- The Rotorua Weigh Station had not been included in the Weigh Right study.

### **Resolved**

**That the Regional Transport Committee:**

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

**Julian/Crosby  
CARRIED**

### 7.4 **Regional Land Transport Plan Variations**

### **Resolved**

**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.

Mayor Bonne/Crosby  
CARRIED

## 8 General Business

### Role of the Regional Transport Committee

#### Key Points – Members

- Being a Statutory Committee meant its Terms of Reference were relatively prescriptive
- Sought feedback from the Members regarding what the Committee could achieve within its legislative boundaries with regards to forward planning, strategies and advocacy on behalf of the Bay of Plenty region
- Encouraged increased regional and inter-regional relationship building and cooperation
- Suggested a pro-active approach by staff to identify opportunities for the Committee to pursue
- Recognised that some issues should be more actively pursued, e.g. road safety
- Changes to the Land Transport Act could impact on the Committee's responsibilities and any such changes be flagged as early as possible
- Rail was an important part of the roading network and should be higher on the Committee's 'radar'
- Suggested that Kiwi Rail be invited to address the Committee at a future meeting.

#### Staff Follow-up

- Chair and Deputy Chair to meet with staff regarding the points raised by Members and report back to the next meeting of the Committee.

**The meeting closed at 12.13 pm**

Confirmed DATE

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Cr Stuart Crosby  
Chairperson – Regional Transport Committee