

The Members

Regional Transport Committee

NOTICE IS GIVEN that the next meeting of the **Regional Transport Committee** will be held in **Council Meeting Room One, Bay of Plenty Regional Council, 5 Quay Street, Whakatāne** on:

EMBARGOED

Until 2 working days before meeting on:

Friday, 3 February 2012

commencing at 9.30 a.m.

Mary-Anne Macleod
Chief Executive

26 January 2012



Regional Transport Committee - Terms of Reference

Delegated Function

Section 105(1) of the Land Transport Management Act 2003 requires the Regional Council to establish a Regional Transport Committee for its region. Section 105 is a new section dealing with the establishment of Regional Transport Committees and was inserted in the Act by the Land Transport Management Amendment Act 2008 which commenced on 1 August 2008.

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;

One person to represent the agency;

One person to represent the objective of economic development;

One person to represent the objective of safety and personal security;

One person to represent the objective of public health;

One person to represent the objective of access and mobility;

One person to represent the objective of environmental sustainability; and

One person to represent cultural interest.

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).

Term of the Committee

As soon as practicable after each triennial election, every regional council must establish a regional transport committee under Section 105(1) of the Land Transport Management Act 2003 for its region.

Specific Responsibilities and Delegated Authority

To prepare for approval by the Regional Council:

A Regional Land Transport Strategy for its region, any variations to it and any reports on it.

A regional land transport programme for its region and any variations to it.

Any advice and assistance the Regional Council may request in relation to its transport responsibilities generally.

Approve submissions to central government, local authorities and other agencies on Regional Transport Committee related matters.

Each Regional Transport Committee must adopt a policy that determines significance in respect of variations made to regional land transport programmes and regional land transport strategies.

Procedure of the Committee

The persons appointed to represent the objectives of economic development, safety and personal security, public health, access and mobility, environmental sustainability; and cultural interest have full speaking rights but are not entitled to vote on matters related to regional land transport programmes.

The persons appointed to represent the objectives of economic development, safety and personal security, public health, access and mobility, environmental sustainability; and cultural interest are entitled to vote on matters related to regional land transport strategies and regional fuel tax schemes.

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 committees.

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.

Public Forum

1. A period of up to 15 minutes shall 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.

Committee Membership

Chairman: J Nees

Deputy Chairman: D Owens

Appointees:

Territorial Authorities
Mayor T Bonne (Whakatane District Council)
Councillor R Chase (Kawerau District Council)
Mayor S Crosby (Tauranga City Council)
Mayor J Forbes (Opotiki District Council)
Mayor R Paterson (Western Bay of Plenty District Council)
Mayor K Winters (Rotorua District Council)

NZ Transport Agency

H Wilson

Representatives

B Pointon (Public Health)
N Pope (Access and Mobility)
T Reynish (Economic Development)
T Richardson (Environmental Sustainability)
M Tapsell (Cultural Interest)
Inspector K Taylor (Safety and Personal Security)

Secretary: S Kameta

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

Agenda

1 **Apologies**

2 **General Business and Tabled Items**

Items not on the agenda for the meeting require a resolution under section 46A of the Local Government Official Information and Meetings Act 1987 stating the reasons why the item was not on the agenda and why it cannot be delayed until a subsequent meeting.

3 **Reports**

3.1	Update from the New Zealand Transport Agency	11
3.2	Update on Regional Land Transport Strategy Process	13
3.3	The Draft Waikato Regional Land Transport Programme 2012 - 2015	15
3.4	Workshop on the Regional Land Transport Programme 2012-15	19

3.5	Prioritised List of Activities for inclusion in Regional Land Transport Programme	23
3.6	Monitoring and Review of the Regional Land Transport Programme	31
	APPENDIX - Monitoring and review Appendix 1	
3.7	Regional Land Transport Programme Significance Policy	35
	APPENDIX - Significance Policy RLTP Appendix 1	
4	Consideration of General Business	

Reports

File Reference: 2.00101
Significance of Decision: Receives Only - No Decisions



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Fiona McTavish, Group Manager Strategic Development

Update from the New Zealand Transport Agency

Executive Summary

Representatives from the New Zealand Transport Agency will provide an update on its progress on State highway projects and activities and other matters of interest.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

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

2 Introduction

Representatives from the New Zealand Transport Agency will provide an update on its progress on State highway projects and activities and other matters of interest.

3 Financial Implications

Current budget

No current financial implications from this paper

Future implications

No future financial implications from this paper

Ten Year/Annual Plan Implications

No Ten Year/Annual Plan financial implications from this paper

Garry Maloney
Transport Policy Manager

for Group Manager Strategic Development

18 January 2012

File Reference: 7.00047
Significance of Decision: Receives Only - No Decisions



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Fiona McTavish, Group Manager Strategic Development

Update on Regional Land Transport Strategy Process

Executive Summary

The Bay of Plenty Regional Council has adopted the Regional Land Transport Strategy. Once the document has been printed it will be released.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Update on Regional Land Transport Strategy Process.**

2 Introduction

Members will recall that at its 21 October 2011 meeting the Committee recommended to the Bay of Plenty Regional Council that it adopt the Bay of Plenty Regional Land Transport Strategy 2011 - 2041.

I am pleased to report that at the 15 November 2011 Council meeting the Bay of Plenty Regional Council did indeed adopt the Strategy.

The final document is currently undergoing proofing and once that process is completed, will be printed and released. Copies of the document will be available at the meeting for any member whom would like one (note the document may contain some errors as proofing has yet to be completed).

In terms of work going forward, Regional Council staff are in the very early stages of preparing an implementation plan. We will report that work to the Committee as it progresses.

3 Financial Implications

Current budget

No current financial implications from this paper.

Future implications

No future financial implications from this paper.

Ten Year/Annual Plan Implications

No Ten Year/Annual Plan financial implications from this paper.

Garry Maloney
Transport Policy Manager

for Group Manager Strategic Development

24 January 2012

File Reference: 8.00045
8.00049
Significance of Decision: Low



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Garry Maloney, Transport Policy Manager

The Draft Waikato Regional Land Transport Programme 2012 - 2015

Executive Summary

The Waikato Regional Land Transport Programme (RLTP) for 2012 - 2015 is the Waikato Regional Transport Committee's view of the transport issues facing the Waikato region and priorities for funding. Waikato Regional Council is now receiving submissions on the Waikato RLTP.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, The Draft Waikato Regional Land Transport Programme 2012 - 2015.
- 2 Delegates to the Committee Chair the authority to approve a submission on behalf of the Regional Transport Committee on the 'Draft Waikato Regional Land Transport Programme 2012 – 2015'.
- 3 Confirms that the decision is within the Bay of Plenty Regional Council's strategic planning framework (Council's Ten Year Plan, and planning documents and processes under the Resource Management Act 1991, Biosecurity Act 1993, Land Transport Management Act 2003, Civil Defence and Emergency Management Act 2002, and Local Government Act 1974 and 2002).

2 Introduction

As members are aware, the RLTP is the basis for requesting government funding for transport activities and specifying regional transport committee's (RTC) view of the transport issues facing their regions and what their priorities for funding are.

The Draft Waikato RLTP 2012 – 2015 is currently out for public consultation. It is based on activity programmes submitted by local councils in the Waikato region, the regional council and the NZ Transport Agency and includes:

- a prioritised list of transport activities for which government funding is sought during 2012-15

- a statement of the Waikato Regional Transport Committee's view of the land transport priorities for the Waikato region over the next six years.

Rather than include an extra 80 pages with your Agenda, I have not appended Waikato's Draft RLTP. For those that are interested, it can be accessed through the following link:

- <http://www.waikatoregion.govt.nz/Council/Policy-and-plans/Transport-policy/RLTP/Draft-RLTP/>

Unfortunately, due to the short notice given them, representatives from the Waikato Regional Council have other prior commitments and are unable to attend today's meeting to speak to their document.

3 **Investment Priorities**

The Draft Waikato RLTP has prioritised key transport activities taking into account the strategic focus of government as outlined in the Government Policy Statement on Land Transport Funding and the key transport issues and transport outcomes identified for the region in the Waikato Regional Land Transport Strategy.

Over the three year period of the Draft Waikato RLTP the investment priorities place a significant focus on strategic corridors (principally the Waikato Expressway) to address freight and population growth issues and to provide for economic development and productivity, road safety projects and the maintenance of our existing land transport system.

The Draft Waikato RLTP lists the Waikato region's top transport priorities as:

- Maintenance, operations and renewal of the existing regional land transport network (local road and state highway assets and public transport services)
- Completing the Waikato Expressway
- Associated State highway and local road projects that will optimise the Waikato Expressway investment (Waikato Expressway Network Plan)
- Safety improvement projects
- Enhancing State Highway 1 passing opportunities to enhance route efficiency and safety (south of Tirau).

The three year investment breakdown for the 2012 to 2015 period of the Waikato RLTP shows a strong focus on investment in the maintenance, operation and renewal of existing state highway and local road networks, as well as continued commitment to the construction of the Waikato Expressway.

Diagram 1 below shows the Draft Waikato RLTP's three year investment breakdown by activity class 2012 -2015.

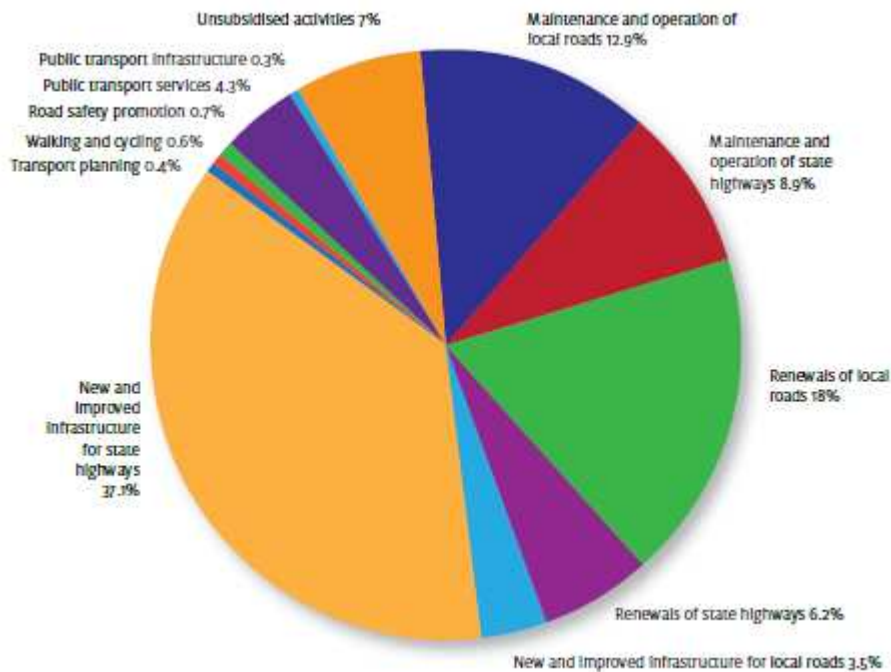


Diagram 1: Draft Waikato three year investment breakdown by activity class 2012 - 2015

4 **Activities of inter-regional significance**

The Draft Waikato RLTP lists activities that it considers to be of “inter-regional significance”. With regard to activities affecting the Bay of Plenty region they are:

- NZ Transport Agency Waikato/Bay of Plenty Network Plan (Period 2012-2015)
- Continued focus on safety on inter-regional state highways particularly those linking Auckland – Waikato with the Bay of Plenty (Period 2016 – 2022).

5 **Submission**

The Draft Waikato RLTP is currently open for public consultation. Submissions close on 20 February 2012 – some weeks before the next RTC meeting.

With this timeframe in mind, I recommended that Regional Council staff prepare what will probably only be a simple submission in support of the Draft Waikato RLTP and that the Committee delegate to the Chair the authority to approve the submission on its behalf.

6 **Financial Implications**

Current Budget

There are no current budget implications.

Future Implications

There are no future budget implications.

Emlyn Hatch
Senior Planner (Transport)

for Transport Policy Manager

26 January 2012

File Reference: 8.00049
Significance of Decision: Receives Only - No Decisions



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Fiona McTavish, Group Manager Strategic Development

Workshop on the Regional Land Transport Programme 2012-15

Executive Summary

This report provides the Regional Transport Committee with information relating to the workshop on the development of the Regional Land Transport Programme (RLTP) 2012-15.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1. Receives the report, Workshop on the Regional Land Transport Programme 2012-15.**

2 Introduction

Members will recall that the Regional Transport Committee met in December 2011 and participated in a workshop discussing the list of prioritised projects promoted by the Regional Advisory Group for inclusion in the Regional Land Transport Programme (RLTP) 2012-15.

Members will also see a subsequent paper in the Agenda seeking their approval in principle of those priorities.

Out of the December workshop discussion, members highlighted two other areas they were interested in receiving further information on. They were:

1. an understanding of the large projects; and
2. an understanding of how the projects have been programmed.

To address those two matters, it is proposed that the Chair adjourn the February Regional Transport Committee meeting once the Committee reaches this Agenda item, to enable Council staff to conduct a workshop with members. Once that workshop is complete it is further proposed that the Chair will reconvene the meeting to address subsequent Agenda items.

3 RLTP Workshop

The significant themes of the workshop will be:

- describe a representative sample of generally large projects (that is, expenditure greater than \$5 million);
- discuss programming; and
- discuss investment and revenue.

3.1 Projects

Arising from the last meeting of the Regional Advisory Group (RAG), it was agreed that a representative sample of projects for which RAG members will provide greater detail to the Committee were:

Sub-region	RLTS Key Implementation Area	Project
Eastern Bay of Plenty	Eastern Bay of Plenty Route Security	Route Security
Rotorua	Rotorua Growth	Rotorua Eastern Arterial
		Victoria St Arterial
Western Bay of Plenty	Western Bay of Plenty Growth	Maunganui/Girven Rd I/S Improvements
		Tauriko Upgrade
		Tauranga Northern Link
		Hairini Link Stages 3 and 4
		Domain Rd 4 Laning
		Tauranga school buses

Should members have questions about some of the other projects in the RLTP, RAG members will be in attendance on 3 February and will be able to provide answers.

3.2 Programming

The RLTP must contain, for the three financial years to which the programme relates:

1. activities relating to local road maintenance, local road renewals and local road minor capital works and existing public transport services;
2. activities relating to State highways in the region that are proposed by the Agency; and
3. activities other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the Programme.

Staff will provide greater detail at the workshop on what the region's Approved Organisations have programmed.

3.3 Investment and Revenue

The RLTP must include a financial forecast of anticipated revenue and expenditure on activities for the next ten years to demonstrate that the RLTP is affordable.

Regional Council staff will address this matter in detail at the workshop.

4 **Next steps**

The table below provides a timeline for the further development of the Regional Land Transport Programme 2012-15.

Process	Date
RTC approves and adopts draft RLTP for consultation	22 March 2012
Consultation	April
Hearings and deliberations	May
RLTP finalised by RTC	6 June
RTC adopted by Regional Council	28 June 2012
Submit final programme to NZTA and publication	By 30 June 2012

5 **Financial Implications**

Current budget

No current financial implications from this paper.

Future implications

No future financial implications from this paper.

Ten Year/Annual Plan Implications

No Ten Year/Annual Plan financial implications from this paper.

Garry Maloney
Transport Policy Manager

for Group Manager Strategic Development

26 January 2012

File Reference: 8.00049
Significance of Decision: Low



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Garry Maloney, Transport Policy Manager

Prioritised List of Activities for inclusion in Regional Land Transport Programme

Executive Summary

This paper seeks the Committee's endorsement of the list of prioritised activities for inclusion in the Regional Land Transport Programme (RLTP).

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, **Prioritised List of Activities for Inclusion in Regional Land Transport Programme**.
- 2 Endorses the prioritised list of activities for as contained in the report, **Prioritised List of Activities for Inclusion in Regional Land Transport Programme**.
- 3 Confirms that the decision is within the Bay of Plenty Regional Council's strategic planning framework (Council's Ten Year Plan, and planning documents and processes under the Resource Management Act 1991, Biosecurity Act 1993, Land Transport Management Act 2003, Civil Defence and Emergency Management Act 2002, and Local Government Act 1974 and 2002).

2 Introduction

The RLTP must contain, for the three financial years to which the programme relates, the order of priority of:

4. activities proposed by approved organisations other than local road maintenance, local road renewals and local road minor capital works and existing public transport services;
5. activities relating to State highways in the region that are proposed by the New Zealand Transport Agency; and
6. activities other than those relating to State highways, that the Agency may propose for the region and that the Agency wishes to see included in the Programme.

The Regional Transport Committee (RTC) will recall that it approved the process for prioritising those activities on 21 October 2011 and on 8 December 2011 work shopped the list of prioritised RLTP activities.

In order to progress the RLTP document, the following report seeks the Committee's endorsement of that list, because:

- it will make the process for adopting the Draft RLTP on 23 March 2012 more manageable as the Committee will have seen and considered some of the significant parts of the document prior to the March meeting; and
- to give assurance to NZTA that the list is well formulated for when it commences its national moderation of all activities on 10 February.

Out of that moderation process Officers may receive feedback that results in further amendments to the priority list.

If so, these amendments will be provided to the RTC at the 23 March meeting.

Should no amendment be required arising from the Agency's moderation, endorsing the priorities today does not preclude the Committee adjusting them on 23 March.

3 **The prioritisation process**

The process for regional prioritisation is based on the investment focus in the Regional Land Transport Strategy (RLTS).

The result of this process is the prioritised list shown below. The list demonstrates:

- high priority has been given to transport planning activities which enable the region as a whole to plan for future investment;
- high priority has also been given to maintaining and optimising existing transport infrastructure;
- projects that support access to the Port of Tauranga and therefore encourage economic development are also ranked highly.

The main change compared to the last RLTP is that transport planning activities are ranked more highly this time compared to last.

5 The Prioritised List

The following is the prioritised list which we are seeking endorsement from the RTC:

Priority	Project	Organisation
1	Regional Land Transport Strategy implementation and monitoring 2012-15	BoPRC ¹
2	Regional Land Transport Programme implementation and monitoring 2012-15	BoPRC
3	Upper North Island Network Plan	NZTA ²
4	Property Acquisition Block and Fees - Bay of Plenty	NZTA
5	Maintenance, Operations and Renewals Programme 2012/15	NZTA
6	Renewal of State Highways	NZTA
7	Activity management Plan Bay of Plenty 12/15	NZTA
8	Transportation Activity Management Planning	WBoPDC ³
9	Activity Management Plan Improvements	WDC ⁴
10	Tauranga Transport Model	TCC ⁵ / WBOPDC/ NZTA
11	Maunganui Rd/Girven Rd Intersection	NZTA
12	Rotorua Eastern Arterial	NZTA
13	Victoria Street Arterial	RDC ⁶
14	Corridor Optimisation 12/15 BOP	NZTA
15	Tauriko upgrade	NZTA
16	Safety Retrofit - Bay of Plenty	NZTA
17	Regional Public Transport Plan Implementation and Monitoring 2012-15	BoPRC
18	Rotorua Transportation Centre	RDC

¹ Bay of Plenty Regional Council

² New Zealand Transport Agency- Bay of Plenty Highways and Network Operations

³ Western Bay of Plenty District Council

⁴ Whakatāne District Council

⁵ Tauranga City Council

⁶ Rotorua District Council

Priority	Project	Organisation
19	Tauranga Northern Link	NZTA
20	Hairini Link - Stage 4	NZTA
21	Hairini Link- Stage 3	NZTA
22	Katikati By-pass	NZTA
23	Domain Rd 4 laning	TCC
24	SH2 Takitimu Dr Elizabeth St Intersection - Interim	NZTA
25	Pekatahi Road/Rail Bridge Upgrade	NZTA
26	Public Transport Programme 2012/15- Bus services	BoPRC
27	Wharawhara Road Roundabout	NZTA
28	Mangapouri Bridge Widening	NZTA
29	Tauranga Eastern Link- Mangatawa Interchange (SH2)	TCC (and NZTA)
30	Soldiers Road Realignment	NZTA
31	SH2 Route Security Kukumoa Roding Improvements	NZTA
32	Preventive Maintenance Programme 12/15	NZTA
33	Sun Valley Realignment	NZTA
34	Forest Passing Lane (SH33)	NZTA
35	Parkcliffe Curves Improvements	NZTA
36	Banksia Rd passing lane	NZTA
37	SH 29 Eastern Kamai Safe System Corridor	NZTA
38	Ōmokoroa Road interim intersection improvements	NZTA
39	Minor Improvements Programme 2012/15	NZTA
40	SH 2 Northern Corridor Safe System Programme	NZTA
41	Tauranga City Real Time Passenger Information System	BoPRC

Priority	Project	Organisation
42	Poike Road Pedestrian & Cycle Facility	NZTA
43	Maketu/Rangiuru Intersection Upgrade	NZTA
44	No3 Road Intersection Upgrade	NZTA
45	Bethlehem to Route J SI SH2 (investigation)	NZTA
46	Taneatua Rail Overbridge	NZTA
47	Rotoma Bluff slow vehicle bay	NZTA
48	Rotoma Hills passing lane	NZTA
49	Bridgman Lane passing lane	NZTA
50	Kauri Point passing lane	NZTA
51	Seismic Retrofit - Bay of Plenty	NZTA
52	High Productivity Motor Vehicles Priority Route 2B	NZTA
53	Trevarthens Hill Realignment	NZTA
54	Waipa Curve Realignment	NZTA
55	Bay of Plenty Regional Electronic Ticketing System	BoPRC
56	Directional Signage Planning	TCC
57	Landing Road Roundabout Reconstruction	WDC
58	Arden Cottage Curves Realignment	NZTA
59	Apanui Stream Culvert Replacement	WDC
60	Improved Driver Information - Bay of Plenty	NZTA
61	Central Rd Realignment	NZTA
62	Mourea Bridge Pedestrian Cycleway	NZTA
63	SH2 Apata Station Rd to Sargent Drive Median Barrier	NZTA
64	Tuapiro Rd passing lane	NZTA

Priority	Project	Organisation
65	Minden Te Puna Intersection Improvements	NZTA
66	Bethlehem to Wairoa Pedestrian & Cycle Facilities	NZTA
67	Community Advertising 12/15 - Bay of Plenty	NZTA
68	Rotorua Community Programmes 2012-2015	RDC
69	TCC/WBOPDC Road Safety promotion	TCC/ WBOPDC
70	Road Safety Promotions	WDC
71	Road Safety Promotions	BoPRC
72	Welcome Bay to Poike Pedestrian and Cycle Link	NZTA
73	SH29 Stock effluent disposal facility	NZTA
74	Rotorua weigh pit facilities (SH30/36)	NZTA
75	Waihi Beach Road Improvements	WBoPDC

6 **Amendments since the RTC workshop**

Since the December workshop a limited number of minor amendments have been made to the list that the Committee considered at that time.

There were two projects not included in the list that have now been prioritised using the approved methodology. These projects are the management of the RLTP delivery (prioritised at 2) and the eastern Bay road safety promotions (prioritised at 70).

The only other change relates to the Katikati By-pass. Following discussions with the Regional Advisory Group, the Katikati bypass priority has been reviewed and it is now prioritised at 22 (a move up the list by two places).

7 **Programming**

This paper does not address the programming (or timing) of activities. While programming is an important consideration, it will be discussed by the Committee earlier in the day. Before discussions on programming can take place, it is important that the priority of projects has been established and agreed.

8 **Financial Implications**

Current Budget

There are no current budget implications for this report.

Future Implications

There are no future financial implications from adopting the decisions in this report because the RTC will review the decision prior to approving the Draft RLTP.

Rachel Gibson
Senior Planner (Transport)

for Transport Policy Manager

26 January 2012

File Reference: 8.00049
Significance of Decision: Low



Report To: Regional Transport Committee
Meeting Date: 03 February 2012
Report From: Garry Maloney, Transport Policy Manager

Monitoring and Review of the Regional Land Transport Programme

Executive Summary

The Land Transport Management Act 2003 (LTMA) requires the inclusion in the Regional Land Transport Programme (RLTP) of a description of how monitoring will be undertaken to assess the implementation of the RLTP. This paper recommends an approach to address that requirement.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Programme Monitoring and Review.
- 2 Adopts in principle the Bay of Plenty Regional Land Transport Programme Monitoring and Review Policy contained in Appendix 1 of the report, Regional Land Transport Programme Monitoring and Review Policy.
- 3 Confirms that the decision is within the Bay of Plenty Regional Council's strategic planning framework (Council's Ten Year Plan, and planning documents and processes under the Resource Management Act 1991, Biosecurity Act 1993, Land Transport Management Act 2003, Civil Defence and Emergency Management Act 2002, and Local Government Act 1974 and 2002).

2 Introduction

Section 106 (2) of the LTMA requires a description of how monitoring will be undertaken to assess implementation of the RLTP. Regular monitoring occurs through the RTC reports on variations to the RLTP. The main mechanism for reviewing the RLTP is the three yearly development of the new RLTP.

Also being considered at this meeting is the significance policy which identifies when consultation should take place on changes to the RLTP. In the RLTP document the significance policy will follow the monitoring and review section.

3 **Discussion**

The monitoring and review section of the current RLTP states monitoring will involve gathering and reviewing information from organisations responsible for delivering RLTP activities. The policy also states that annual reporting will occur at the activity class level.

A substantial amount of monitoring is already undertaken and duplication of these processes is inefficient. The Regional Land Transport Strategy (RLTS) contains a monitoring and review process for assessing the effectiveness and continued affordability of the policies and actions contained in the RLTS. NZTA publishes an annual report which both monitors and audits the implementation of activities in the RLTP.

For these reasons, I recommend that the Committee adopt in principle the current monitoring framework with the following minor amendments (see Appendix 1 for the full text):

- Add a statement to ensure RLTP monitoring does not duplicate existing monitoring. For example the reporting requirements for the Regional Land Transport Strategy (RLTS) targets should not be duplicated. This is intended to reduce compliance costs.
- Change the requirement for “annual” reporting to “regular” reporting. In practice the RTC is updated regularly on activities contained in the RLTP both through variations and through reports from local councils and NZTA.

4 **Financial Implications**

Current Budget

There are no current financial implications from implementing the decision

Future Implications

This paper seeks to make minor amendments to the existing RLTP monitoring process. There are no future cost implications.

Rachel Gibson
Senior Planner (Transport)

for Transport Policy Manager

26 January 2012

APPENDIX

Monitoring and review Appendix 1

Monitoring and review

The RTC, with the assistance of the Regional Advisory Group, will undertake monitoring to assess the implementation of the RLTP. As much as practicable, monitoring of the RLTP will not duplicate other monitoring and review processes.

Monitoring will involve:

- Gathering and reviewing information from organisations responsible for delivering RLTP activities.
- Regular reporting on the delivery of the RLTP at the activity class level.

The RTC will review the RLTP and prepare a new programme prior to completion of the current three-year cycle on 30 June 2015.

The RTC may prepare a variation to the RLTP in the three years to which it applies at the request of an approved organisation including NZTA, or on the RTC's own motion. Any variation that exceeds the significance policy test will be considered by the RTC.

Note the significance policy will follow this section in the RLTP document

File Reference: 8.00049

Significance of Decision: Low



Report To: Regional Transport Committee

Meeting Date: 03 February 2012

Report From: Garry Maloney, Transport Policy Manager

Regional Land Transport Programme Significance Policy

Executive Summary

The Land Transport Management Act 2003 (LTMA) requires the Regional Transport Committee (RTC) to adopt a significance policy to determine the point at which variations to the Regional Land Transport Programme (RLTP) trigger the need to revisit public consultation. This report recommends a significance policy for the Committee to consider and adopt.

1 Recommendations

That the Regional Transport Committee under its delegated authority:

- 1 Receives the report, Regional Land Transport Programme Significance Policy.**
- 2 Adopts in principle the Bay of Plenty Regional Land Transport Programme Significance Policy in Appendix 1 of the report, Regional Land Transport Programme Significance Policy.**
- 3 Confirms that the decision is within the Bay of Plenty Regional Council's strategic planning framework (Council's Ten Year Plan, and planning documents and processes under the Resource Management Act 1991, Biosecurity Act 1993, Land Transport Management Act 2003, Civil Defence and Emergency Management Act 2002, and Local Government Act 1974 and 2002).**

2 Introduction

Section 106(2) of the LTMA requires each RTC to adopt a significance policy. The significance policy determines the threshold for the size of activities and the extent of changes to the priority, scope or timing of these activities at which the region decides to revisit public consultation.

Clearly public consultation contributes to the transparency and accountability of any process. However, consultation also involves a degree of time and cost. Any significance policy will need to have a threshold that is set at an appropriate level to maintain an open and transparent process without consultation occurring for every minor variation to the programme.

3 **Discussion**

The existing RLTP significance policy was developed by the RTC and adopted on 11 February 2009. The current significance policy has worked well. As such I recommend that the Committee retain the current financial threshold of \$10 million.

In the new Programme there are four activities with a total cost greater than \$10 million; at the time the policy was developed there were eight activities. Retaining the threshold at \$10 million seems appropriate given that substantial changes to the priority, scope and timing of these projects are most likely to significantly impact on the balance of the programme as a whole.

I also recommend that the Committee make some minor amendments to the Policy. They are:

- adding a further option for triggering the significance policy to allow the Committee to determine, by way of resolution, that a variation is significant (that is, the Policy could apply where the \$10 million threshold is not reached, but the Committee decides that the variation warrants public consultation);
- removing references to the New Zealand Transport Strategy because this strategy is not current government policy; and
- renaming activities to align with current New Zealand Transport Agency terminology (for example, community focused activities are now road user safety activities).

4 **Financial Implications**

Current Budget

There are no current financial implications from implementing the decision

Future Implications

The significance policy may trigger one or more rounds of public consultation in the three years of the programme. There is no budget allocated for this.

Rachel Gibson
Senior Planner (Transport)

for Transport Policy Manager

26 January 2012

APPENDIX

Significance Policy RLTP Appendix 1

Significance Policy

Introduction

Section 106(2) of the Land Transport Management Act 2003 (LTMA) requires each regional transport committee to adopt a policy that determines significance in respect to variations made to its regional land transport programme (RLTP). The significance policy applies to any process initiated under section 18D of the LTMA, which states that a variation of the RLTP in the three years to which it applies does not require public consultation providing the variation is not significant or arises from the declaration or revocation of a state highway.

Significance policy

The significance of proposed variations to the Bay of Plenty Regional Land Transport Programme will be determined on a case by case basis. In reaching its decision, the Regional Transport Committee will be guided by whether the variation involves:

- The addition or removal of an activity¹ with a total cost in the three years of the programme of more than \$10 million;
- A change in the priority of an activity with a total cost in the three years of the programme of more than \$10 million;
- The addition or removal of a phase or phases of a prioritised activity that varies the total cost of the activity by more than \$10 million in the three years of the programme;
- A scope change² 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 \$10 million in the three years of the programme
- Any other variations the Bay of Plenty Regional Transport Committee deems to be significant by way of resolution

For the purposes of clarity, the following will be not be considered significant:

- Variations to activities that are in the urgent interests of public safety;
- Variations to activities involving preventative maintenance and emergency works;

¹ An activity is a land transport output or capital project, or both.

² A scope change is a modification to the agreed activity scope as contained in the funding application submitted in Transport Investment Online. The activity scope is defined as the work that must be done to deliver a product with the specified features and functions. A product may be a project output, strategy, plan, delivery of a road safety programme. A scope change is not a variation in the timing of the activity, or a cost variation resulting from a change in input costs.

- Variations to activities relating to local road maintenance, local road renewals, local road minor capital works, existing public transport services;
- Variations to road user safety activities
- Addition of the investigation phase of a new activity