

# Minutes of the Regional Transport Committee Meeting held in Mauao Rooms, Bay of Plenty Regional Council Building, 87 First Avenue, Tauranga on Friday, 15 March 2019 commencing at 9.30 a.m.

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## Present:

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

**Deputy Chairman:** J Nees

**Appointees:** Deputy Mayor D Donaldson - Alternate, Rotorua Lakes Council, Mayor A Bonne - Whakatāne District Council, Councillor T Molloy - Alternate, Tauranga City Council, Councillor R Curach - Tauranga City Council, Councillor B Julian - Alternate, Kawerau District Council, Councillor D Thwaites - Western Bay of Plenty District Council, R I'Anson - Acting Regional Director Waikato/BOP, New Zealand Transport Agency, Councillor L Thurston - Alternate, Bay of Plenty Regional Council, A Talbot - Alternate, New Zealand Transport Agency

**In Attendance:** J Galbraith - Freight Advisor, D Kneebone - Port Advisor/Property & Infrastructure Manager, Port of Tauranga,

BOPRC: Chairman Leeder, Cr David Love, Cr Norm Bruning, Namouta Poutasi – General Manager Strategy & Science, Bron Healey – Senior Transport Planner, T Nerdrum-Smith – Committee Advisor

Other: David Cunliffe – Stakeholder Strategies, Janeane Joyce - Channeled Planning and Contracting

**Apologies:** Mayor J Forbes - Ōpōtiki District Council, Councillor K Young - Alternate, Opotiki District Council, Mayor S Chadwick - Rotorua Lakes Council, Councillor A Iles - Alternate, Whakatāne District Council, Mayor M Campbell - Kawerau District Council,

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## 1 Apologies

### Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor M Campbell - Kawerau District Council, Mayor J Forbes - Ōpōtiki District Council, Councillor K Young - Alternate, Opotiki District Council, Mayor S Chadwick - Rotorua Lakes Council, Councillor A Iles - Alternate, Whakatāne District Council tendered at the meeting.

Bonne/Curach  
CARRIED

## 2 Public Forum

Nil

## 3 Acceptance of Late Items

Nil

## 4 General Business

Nil

## 5 Declaration of Conflicts of Interest

Nil

## 6 Previous Minutes

### 6.1 Regional Transport Committee Minutes - 23 November 2018

#### Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 23 November 2018

Nees/Donaldson  
CARRIED

## 7 Reports

### 7.1 Update from Committee Members and Advisors

#### Dan Kneebone – Port of Tauranga

##### Key Points

- The planned expansion into Sulphur Point was progressing well, with demolition of Port sheds being the initial stage
- Had liaised with local iwi and hapū in the consenting process
- Was working with NZTA and TCC regarding traffic flow at the surrounding roading network, including the potential to change in status of Totara Street and Hull Road to State Highway.

##### Key Points – Members

- There was a significant process surrounding changing the status of roads and a report could be brought to the Committee for consideration of possible support, once further information was available.

#### Ross l'Anson – New Zealand Transport Agency

##### Key Points

- Introduced himself as the interim NZTA representative on the Committee, following the departure of Parekawhia McLean.

**John Galbraith – Freight Advisor****Key Points**

- A network of Toi Ohomai training posts for drivers and operators was being established
- The training could also include bus drivers.

**Mayor Bonne – Whakatāne District Council****Key Points**

- Noted the fatal accident at the Matatā straight where three road workers had been killed and Health & Safety regulations would be re-emphasised as a result
- The amount of roadwork on the roading network meant drivers no longer paid attention to the lowered speed limits
- 30km/h speed limit meant there were people working along the road.

**Cr Stuart Crosby (Chairperson) – Bay of Plenty Regional Council****Key Points**

- Focus had been on public transport since December 2018 and recognised the significant issues with the implementation of the new service provider and changed routes
- Main challenge was the lack of trained bus drivers and remedial actions had been put in place, with the main priority being school buses
- Three community meetings had been held and mainly addressed concerns regarding changed routes
- Effective delivery of bus services was a national issue, with the lack of qualified drivers being the main challenge
- A report regarding a review of the entire public transport network would be presented to the Public Transport Committee meeting on 29 March 2019.

**Cr Jane Nees (Deputy Chairperson) – Bay of Plenty Regional Council****Key Points**

- Recognised the ongoing review of the Bay of Connections and the impact on the wider Bay of Plenty region.

**Deputy Mayor Dave Donaldson – Rotorua Lakes Council****Key Points**

- Supported Mayor Bonne on the roadwork signage concerns and encouraged this to be further discussed with NZTA
- Noted the improvement with regards to road signs not being left when there was no works being undertaken which had created a blasé attitude
- A new parking regime had been introduced in Rotorua CBD
- Parking and traffic flow in the CBD would be discussed at the RLC's Annual Plan Forum today.

**Cr Rick Curach – Tauranga City Council**

Key Points

- A new Committee (Urban Form and Transport Development) was an amalgamation of the Transport Committee and the City Transformation Committee and would provide a more strategic direction, rather than being focussed on operational issues.
- The Committee was to be chaired by Cr Larry Baldock and the change might impact on the TCC representation on the Regional Transport Committee
- Concerned regarding oversubscriptions to national funds, e.g. the enhanced FAR, and the negative impact on the RLTP and the PT Blueprint
- Concerned regarding the deteriorating relationship with NZTA
- Noted the challenges in Greerton and Welcome Bay as a result of roading changes which did not appear to meet the community's needs.

Key Points – Members

- Concerned that engineering considerations for roading projects were overly comprehensive and possibly unnecessary, which increased costs and slowed down progress.

**Dr Don Thwaites – Western Bay of Plenty District Council**Key Points

- Welcomed Ross l'Anson as the new NZTA representative
- 15 road seal extensions taking place in the rural community
- About to embark on the second reconstruction of Omokoroa Road
- Omokoroa to Tauranga cycle/walkway was progressing well with a clip on bridge across the Wairoa River
- The start of the kiwi fruit season would increase congestion on the roads.

**Cr Bernice Julian – Kawerau District Council**Key Points

- LED street lights had been installed
- Was in the middle of the annual roading re-seal project
- Installation of the right-hand turn on SH34 into the dairy factory was underway
- There was ongoing work relating to culverts for flood protection and the railway crossing.

**Resolved**

**That the Regional Transport Committee:**

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

**Curach/Crosby  
CARRIED**

**7.2 New Zealand Transport Agency Update**

*PowerPoint presentation – Reference A3157447*

Ross l'Anson – Acting Director Regional Relationships and Alistair Talbot – Lead Strategic Planner presented this item.

Key Points of Presentation

- New Road Safety Strategy
- Creating a safe network
- Travel demand management
- Re-evaluations
- Barkers Corner roundabout metering.

Presenters in Response to Questions

- The re-evaluation of projects under the new Government Policy Statement focussed on the higher volume networks
- There was currently no list of prioritised funding
- High-risk projects were oversubscribed in the national fund
- Recognised that NZTA worked within an environment of oversubscriptions at all times.

Key Points – Members

- Concern at time taken to complete the re-evaluation of projects and provide certainty on scope and timing.
- Tenders for projects were often significantly above the costs estimated by Councils and this represented a significant issue when NZTA funding was not forthcoming
- Commuters in Pyes Pa would actively avoid Barkers Corner, which increased the pressure on the surrounding local roads
- Concerned that safety barriers on the side of the road meant drivers were unable to pull over in a safe manner, e.g. if they had a puncture.

## **Resolved**

**That the Regional Transport Committee:**

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

**Crosby/Thwaites  
CARRIED**

### **7.3 Urban Form and Transport Initiative - Western Bay of Plenty**

*PowerPoint Presentation – Reference A3157649*

David Phizacklea – Regional Development Manager introduced David Cunliffe – Stakeholder Strategies who attended the meeting to present this item.

Key Points of Presentation

- UFTI Update
- Outline/Introduction
- Potential long-term housing solutions identified, but still uncertain
- UFTI is an integrated project, aiming to deliver a fundable programme

- UFTI needs to resolve near-term housing and transport issues - and deliver an integrated, long-term, urban form and transport strategy
- At the heart of the problem are four interdependent issues
- In the next phase UFTI will develop base case answers to the questions
- The project will be undertaken in four phases
- How can UFTI benefit RTC
- Example output: EBOP freight flows may not be captured by Tauranga Traffic Model (TTM)
- Recent growth not sustainable on most Bay of Plenty State Highways
- Of the EBOP PGF projects, only water bottling has the potential to materially impact traffic
- EBOP PGF projects estimated to increase demand during summer
- Level rail crossing obstruct traffic between 1 and 15% of the time – but very few run during peak traffic hours.

#### Key Points of Presenters

- As the pressure on the existing roadwork increased, service would deteriorate unless remediation was undertaken urgently
- Collated data did not necessarily support the perception that the public considered single-occupancy vehicles as the preferred means of transport, rather there was an appetite for modal shift
- Recognised the importance of the KiwiRail study, which the Committee was supporting
- Upper North Island Supply Chain Strategy and the Auckland to Hamilton Corridor were recognised as crucial inputs into the work
- Involvement of iwi and the impact on Papakainga Housing were recognised as important
- An overall Project Director was important to ensure continuity of information supply.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Urban Form and Transport Initiative - Western Bay of Plenty.**

**Curach/Donaldson  
CARRIED**

11.05 am – The meeting adjourned.

11.25 am – The meeting reconvened.

## **7.4 Transport Planning Update**

Bron Healey – Senior Transport Planner presented this item.

#### Key Points

- In the process of preparing for the Government Policy Statement 2021
- There had been no update regarding a possible interim review of the Government Policy Statement 2018
- The National Road Safety Strategy was currently under review.

#### In Response to Questions

- The toll increase letter to NZTA, included as an attachment in the agenda, was aimed specifically at the two Bay of Plenty toll roads, however also took into consideration the potential wider aspects of toll increases.

### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Transport Planning Update;**
- 2 Endorse the letter to the Interim Chief Executive of NZTA regarding the Bay of Plenty toll road price increases.**

**Bonne/Donaldson  
CARRIED**

## **7.5 Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline**

Janeane Joyce – Channeled Planning and Contracting attended the meeting for this item and provided an outline of the report.

#### Key Points

- Was responsible for phase 1 of the Bay of Plenty Passenger and Freight Rail Investigation
- The change in Central Government had created a shift in the view on what a rapid transit system should look like
- Key aspect of the investigation was a collaborative partnership and co-operative approach
- Phase 1 also designed to meet NZTA's Strategic Business Case requirements.

#### Key Points – Members

- Positive to see this investigation underway as rail could have a significant impact on the pressurised roading networks.

### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Passenger and Freight Rail Phase 1 Investigation Outline;**
- 2 Considers and endorses the planned approach for the Phase 1 Investigation.**

**Crosby/Nees  
CARRIED**

## 7.6 **Role of the Regional Transport Committee**

Chairperson Crosby and Bron Healey – Senior Transport Planner introduced this item, which came as a result of the Regional Transport Workshop following the last meeting of the Committee.

### Key Points – Members

- The Regional Transport Committee should cement its role as a political and community transport leader
- Suggested an increased emphasis on the Regional Advisory Group’s technical advice
- There would be benefits of a member or advisor on the Committee who represented an environmental/sustainability viewpoint
- Noted that the Committee had the authority to appoint Advisors

### Staff Follow-up

- Regional Advisory Group (RAG) minutes be provided to the Committee
- Prepare a report for the Committee to appoint an external sustainability advisor.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Role of the Regional Transport Committee.**

**That the Regional Transport Committee recommends that the Regional Council:**

- 2 Approves amendments to the Regional Transport Committee’s Terms of Reference as detailed in Appendix 2 of the report.**

**Julian/Curach  
CARRIED**

12.00 pm – Cr Nees **withdrew** from the meeting.

## 7.7 **Regional Land Transport Plan Variation - State Highway 2: Wainui Road to Opotiki (Wainui Road)**

### Key Points – Members

- Noted that the Wainui Road provided an alternative to the State Highway route.

## **Resolved**



**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Variation - State Highway 2: Wainui Road to Opotiki (Wainui Road).**
- 2 Approves the requested scope change to the State Highway 2: Wainui Road to Opotiki activity in the Bay of Plenty Regional Land Transport Plan 2018.**
- 3 Determines that the proposed variation is not significant for the purposes of public consultation.**

**Mayor Bonne/Julian  
CARRIED**

**7.8 Bay of Plenty Transport-Related Provincial Growth Fund Proposals**

**Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Bay of Plenty Transport-Related Provincial Growth Fund Proposals.**

**Crosby/Thwaites  
CARRIED**

12.03 pm – Cr Nees **entered** the meeting.

**7.9 Regional Land Transport Plan Implementation Report**

Bron Healey – Senior Transport Planner presented this item.

Presenters in Response to Questions

- Stock effluent strategic case had been presented to NZTA and further information had been requested as a result.

**Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Implementation Report.**

**Crosby/Mayor Bonne  
CARRIED**

## 7.10 Regional Land Transport Plan Annual Report Card 2017/18

PowerPoint Presentation – Reference A3157449

Bron Healey – Senior Transport Planner presented this item.

### Key Points of Presentation

- A measure of progress
- Final year of RLTP 2015
- Demand Indicators
  - 12,000 more vehicles on the roads
  - State Highway traffic volumes are increasing
- Economic Performance
  - Freight volumes on ECMT rail lines are increasing
- Safety
  - Five year trend in deaths and serious injuries gradually increasing
- Resilience
  - National and regional SH routes were closed for 47 hours in 2017, 96% due to crashes

12.24 pm – Mayor Bonne **withdrew** from the meeting

- Land use and transport integration
  - Public transport trips per capita continued to decrease
- Environmental sustainability
  - 12% of all trips by more sustainable methods
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### Key Points – Members

- Recognised the significant contribution by cars to air pollution
- Alternative means of transport, e.g. electric scooters, was anticipated to have an increasing impact on traffic movements and correspondingly on air quality
- Sought information/reporting on incidents caused by phone use/texting while driving
- In some more rural areas, single vehicle travel was the only option

### In Response to Questions

- Future reporting from NZTA was expected to provide higher level of details with regards to sustainability
- Public transport transfers, i.e. use of the same or two separate tickets as part of a longer, but segmented trip, was counted as one trip if the ticket was used within the same hour.

### NZTA in Response to Questions

- SH2/SH29 resilience seen in relation to the Kaimai rail tunnel, formed part of the NZTA strategic business case.

### Staff Follow-up

- Cause of roading incidents to be reported to the Committee.

## **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan Annual Report Card 2017/18.**

**Nees/Crosby  
CARRIED**

**The meeting closed at 12.36 pm**

Confirmed DATE

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Cr Stuart Crosby  
Chairperson – Regional Transport Committee