



## **NOTICE OF AN EASTERN BAY OF PLENTY JOINT COMMITTEE MEETING**

**Ōpōtiki District Council Chambers,  
108 St John Street, Opotiki  
Wednesday 8<sup>th</sup> June 2016  
commencing at 10 am**

**Please note morning tea is at 9.30am with  
lunch provided at 12.30 pm**



# Eastern Bay of Plenty Joint Committee – Terms of Reference

## 1 Purpose

- 1 Eastern Bay of Plenty Joint Committee (“EBOPJC”) is a collaboration between Bay of Plenty Regional Council (“BOPRC”), Kawerau District Council (“KDC”), Ōpōtiki District Council (“ODC”) and Whakatāne District Council (“WDC”) for responding to and managing a range of Eastern Bay of Plenty issues.
- 2 The purpose of EBOPJC is to form, explore and make recommendations for strategic collaborative initiatives between the partner councils.
- 3 EBOPJC will be guided by this Terms of Reference and the EBOPJC Memorandum of Understanding (MOU) as agreed by the partner councils.
- 4 For the purposes of this Term of Reference, “Eastern Bay of Plenty” is defined as the Territorial Authority areas of KDC, ODC and WDC.

## 2 Membership

Members of the EBOPJC will be:

- Two elected members as appointed by, and representing, BOPRC.
- Two elected members as appointed by, and representing, KDC.
- Two elected members as appointed by, and representing, ODC.
- Two elected members as appointed by, and representing, WDC.

The members of EBOPJC will act in accordance with the Memorandum of Understanding.

## 3 Delegations

EBOPJC is a joint committee of councils that will make recommendations to constituent councils.

EBOPJC can make recommendations on the following:

- 1 Opportunities for joint collaboration on initiatives that support the needs of Eastern Bay of Plenty communities;
- 2 Coordination of and encouragement of beneficial interrelationships and connections between activities/services across the Eastern Bay of Plenty;
- 3 Mitigation of adverse cross boundary effects of decisions, planning and activities on other regions, cities and districts;
- 4 Resolution of differences and conflicts, and ensuring no surprises, where activities in one district may affect another;
- 5 Sharing of information, expertise, databases and research where there is a mutual interest and benefit;

- 6 Encouraging integration and consistency of planning across the Eastern Bay of Plenty;
- 7 Developing agreed positions as appropriate on matters of importance and major government initiatives and, through each respective council, communicate these positions to central government and relevant national organisations;
- 8 Investigating opportunities for achieving cost efficiencies by sharing responsibilities and services.
- 9 Where appropriate and applicable, recommendations must be supported by cost-benefit analyses.
- 10 Each Council participating in a joint initiative will fund its own proportion of that joint initiative as determined by EBOPJC.

#### 4 **Meetings**

- 1 EBOPJC meetings will be held in accordance with the requirements of Schedule 7 of the Local Government Act 2002 and the requirements of the Local Government Official Information and Meetings Act 1987.
- 2 A meeting is duly constituted if a quorum is present, whether or not all of the members are voting or entitled to vote.
- 3 Business may not be transacted at any meeting unless at least a quorum of members is present during the whole of the time at which the business is transacted.
- 4 The quorum at a meeting of EBOPJC is half of the members if the number of members (including vacancies) is even, or a majority of members if the number of members (including vacancies) is odd.
- 5 The members of EBOPJC will engage with their respective councils on strategic issues under discussion and all councils will maintain their own operational inter-council relationships as normal.
- 6 The Chief Executive, or the Chief Executive's representative, of each partner council shall attend meetings and will act as advisors to the EBOPJC.
- 7 Meetings will be coordinated and recorded by staff from the partner council as scheduled by EBOPJC.
- 8 Meetings may be attended by further staff support as considered appropriate by their Chief Executive.
- 9 External speakers and participants, including mayors from territorial authorities who are not parties to EBOPJC, with specific interests in the items under discussion, may be invited to attend meetings.
- 10 Meetings will be held at times and in places set out in an agreed schedule.
- 11 Any formal public communications from meetings will be approved by EBOPJC prior to release.

- 12 The Chairpersons of EBOPJC shall be determined, on an annual basis, by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.
- 13 Each Chairperson will have a term of one year.
- 14 A member cannot be appointed as the Chairperson, if either of the previous two Chairpersons were representatives of that member's constituent council.
- 15 Decisions on recommendations of the Committee shall be made in accordance with Clause 24 of Schedule 7 of the Local Government Act 2002 – by vote of majority of members that are present and voting.
- 16 The Chairperson will have a deliberative vote.
- 17 In the case of equality of votes, the Chairperson of EBOPJC does not have a casting vote and the status quo is preserved.
- 18 A Deputy Chair shall be determined by the process as set out at clause 25 of Schedule 7 of the Local Government Act 2002.
- 19 The Deputy Chair shall act in the absence of the Chairperson.
- 20 If a Chairperson resigns from their position before the end of their term, the Deputy Chair shall take their place and will serve out the remainder of the term as Chairperson.
- 21 If a Chairperson resigns and the Deputy Chair becomes Chairperson, clause 25 does not apply.
- 22 Nothing in this Terms of Reference precludes EBOPJC from appointing an independent chairperson.
- 23 If an independent chairperson is appointed they will also be appointed as a member and will continue to be a member until the end of their term.

## **5 Establishment Provisions**

- 1 For the initial period of establishment (until the first meeting of the next triennium – late 2013) an interim chairperson shall be appointed.
- 2 The interim chairperson's term shall end at the next meeting of EBOPJC after elected members have been sworn in (October 2013).
- 3 The interim chairperson shall be determined by EBOPJC at its first meeting in accordance with clause 25 of Schedule 7 of the Local Government Act 2002.
- 4 If the interim chairperson is appointed, clause 25 of this Terms of Reference does not apply.



## Eastern Bay of Plenty Joint Committee Membership

<b>Chairperson:</b>	Councillor L Riesterer (Ōpōtiki District Council)
<b>Deputy Chairperson:</b>	Mayor M Campbell
<b>Appointees:</b>	Mayor A Bonne (Whakatane District Council), Mayor J Forbes (Opotiki District Council), Deputy Mayor A Holmes, (Kawerau District Council), Councillor J Turner (Whakatane District Council), Chairman D Leeder, Councillor N Bruning (Bay of Plenty Regional Council)
<b>Secretary:</b>	Gae Newell

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### AGENDA

Apologies

Declaration of any interests in relation to opening meeting agenda items

Order Paper

Confirmation of Minutes

	Page
1. Minutes – Eastern Bay of Plenty Joint Committee minutes – 9 March 2016	9

Reports

2. Bay of Plenty District Health Board	17
3. Fire Service Review	19
4. Health and Safety at Work Act	21
5. Spatial Planning in the Bay of Plenty	23
6. Eastern Bay Cycle Trail Update	27
7. Freshwater Futures Update	29
8. District Roding Networks – Updated on local and national road management activity	39
9. Kawerau Container Terminal update	51
10. Agenda reports	53







**MINUTES OF A MEETING OF THE EASTERN BAY OF PLENTY JOINT COMMITTEE MEETING  
HELD ON WEDNESDAY, 9 MARCH 2016 IN THE OPOTIKI DISTRICT COUNCIL CHAMBERS, 108  
ST JOHN STREET, COMMENCING AT 12.33PM**

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**PRESENT:** Councillor Lyn Riesterer – Chairperson and Mayor J Forbes (Ōpōtiki District Council, Mayor A Bonne and Deputy Mayor Turner (Whakatāne District Council), Deputy Mayor A Holmes (Kawerau District Council), Councillor N Bruning (Bay of Plenty Regional Council)

**IN ATTENDANCE:** From Ōpōtiki District Council – A Lawrie (Chief Executive Officer) and Barbara Dempsey (Planning and Regulatory Manager). From Whakatāne District Council – M Grenfell (Chief Executive Officer) and J Gardyne (General Manager Strategy and Economic Development), From Kawerau District Council – S Haines Policy Analyst/Strategic Planner), From Bay of Plenty Regional Council – Mary-Anne Macleod (Chief Executive Officer, Ken Tarboton (Eastern Bay Area Manager), Ruth Feist (Senior Planner) and D Phizacklea (Regional Integrated Planning Manager), From Toi-EDA – J Galbraith (Executive Chairman) and Barbara MacLennan (Project Manager, Toi-EDA Workforce Project), From Bay of Plenty District Health Board – Sarah Stevenson

**APOLOGIES:** Mayor M Campbell (Kawerau District Council), CEO Russell George (Kawerau District Council), Chair Doug Leeder (BOP Regional Council)

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The Chairperson welcomed everyone to the first Joint Committee meeting for 2016. She extended a special welcome to Whakatāne District Council Deputy Mayor Judy Turner who replaces Scott Jarrett on the Committee.

Ruth Feist introduced Sarah Stevenson from Toi Te Ora Health who was attending the meeting as an observer.

**APOLOGIES**

Malcolm Campbell, Russell George, Doug Leeder

**RESOLVED**

**That the apologies be sustained.**

Bruning/Bonne

**Carried**

**DECLARATION OF ANY INTERESTS IN RELATION TO OPEN MEETING AGENDA ITEMS**

Nil.

## **1.0 MINUTES – EASTERN BAY OF PLENTY JOINT COMMITTEE MEETING – 8 DECEMBER 2015**

The Chairperson asked that Updates on Economic Development in the Eastern Bay of Plenty and Tourism Workshop Feedback (pg 11 and pg12) be placed on later agendas to ensure updates come back to the Committee in accordance with the resolutions.

Aileen Lawrie suggested an Action Schedule would be a good way of tracking items to be followed up. The Committee agreed with that suggestion.

With reference to Item 10 – Consents & Compliance – it was noted that individual TAs could extend an invitation for a presentation of the reports if they wished.

### **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the Eastern Bay of Plenty Joint Committee minutes – 8 December 2015.**

Riesterer/Bruning

**Carried**

*Ken Tarboton entered the meeting at 12.41pm.*

*The Chairperson noted an addition to the report template – ‘Relevance to Eastern Bay of Plenty’.*

## **2.0 APPOINTMENT OF DEPUTY CHAIRPERSON**

Mayor Forbes moved:

1. That the report be received; and
2. Mayor Malcolm Campbell be appointed as Deputy Chairperson for the EBOP Joint Committee for the next year.

Mayor Campbell has confirmed his willingness to take on the role.

The Committee accepted the motion put forward by Mayor Forbes.

### **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report “Election of Deputy Chairperson”.**
- 2. Confirms that Mayor Malcolm Campbell be appointed as Deputy Chairperson of the EBOP Joint Committee for the next year.**

Forbes/Bonne

**Carried**

### **3.0 TOI MOANA ECONOMIC ACTION PLAN**

John Galbraith gave some background to the report and noted the importance of keeping Councils well informed on Action Plan implementation.

When the Regional Growth Study Action Plan was launched it was not so apparent what level of funding was required and this is summarised in the report.

A Business Plan is to be developed for each Action Plan and funding pursued. There is a suite of contestable funding opportunities and in the fullness of time some of the projects will not get over the line but it is hoped most of them will.

John Galbraith advised there were no further updates from the first full Action Leads meeting held on 1 March 2016.

#### **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "Toi Moana Growth Study – Action Plans".**
- 2. Notes the likely demand for additional resources and expertise required to implement the identified action plans in the Eastern Bay.**

Forbes/Holmes

**Carried**

### **4.0 PATHWAYS TO WORK**

Barbara MacLennan gave a PowerPoint presentation in support of the agenda report, covering the following points:

- Workforce Planning Project Phase One
- Ōpōtiki Aquaculture and harbour Employment, FTEs
- Seasonal Workforce Requirements for Kiwifruit – Eastern Bay of Plenty
- EBoP Kiwifruit Growth Projections
- Workforce Planning Project Phase Two
- The Focus
- Ōpōtiki Progress
- Education and Training Pathways to Work – Ōpōtiki 2016

- Ōpōtiki – Next Steps
- Whakatāne and Kawerau Progress and Next Steps
- Draft Structure

The Chairperson acknowledged Barbara MacLennan's facilitation in obtaining the assistance of the Todd Foundation.

It was noted that work being done in Kawerau under the Mayors Taskforce For Jobs and Social Sector Trials initiatives is an outstanding example of what can be done.

John Galbraith stated that in order to maximise the local benefit and uptake, it is important to educate our own people as much as possible in order for them to get the jobs. Timing is also very important and current linkages need to be looked at. One example is North Island Mussels Limited processing opportunities which are complementary to the kiwifruit season.

## **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "Pathways to Work".**

Riesterer/Forbes

**Carried**

*John Galbraith left the meeting at 1.14pm and returned at 1.16pm*

*Mary-Anne Macleod left the meeting at 1.17pm and returned at 1.19pm*

## **5.0 OPOTIKI HARBOUR TRANSFORMATION PROJECT UPDATE**

Aileen Lawrie took the report as read. She referred to the Project Management Organisation chart on pg.37 of the agenda, noting in particular the Minister's name in the box at the top. This gives some level of comfort that central Government is taking the project very seriously.

Thanks were extended to the Bay of Plenty Regional Council for providing Fiona McTavish and to Whakatāne District Council for availing Jim Finlay until the end of April.

A compulsory briefing was being held on Monday in Ōpōtiki for those who have expressed a Statement of Interest and Ability for the investigation design and construction of the Ōpōtiki Harbour Development Project. The briefing was attended by representatives of 23 firms. Two or three preferred tenderers will be selected by the end of April.

Ōpōtiki District Council has had an increase in the number of Building Consent applications and LIM requests along with increased pressure on infrastructure. Accommodation within the district has also been under pressure for the last two years.

## **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "Ōpōtiki Harbour Transformation Project Update".**

Bruning/Bonne

**Carried**

## **6.0 DRAFT EASTERN BAY – BEYOND TODAY**

Members were provided with a copy of the map 'Our Links to the Region and the World' (page 11) which failed to print in the agenda.

Barbara Dempsey stated that four Councils have been working on the Eastern Bay – Beyond Today document. Collaboration is not easy and at times there have been four different points of view come to the table and time has been constrained. It was acknowledged that the four organisations have worked well together and thanks were extended to Ruth Feist for the work she has put in to get the document to where it is today.

Ruth Feist highlighted page 6 of the document to the Committee.

Mayor Forbes asked for a line to be added in around specialist manufacturing under "Growing a High Value Economy". He gave, as examples, Surtees and Extreme Boats. Referring to the map (page 11) Mayor Forbes considered the road link between Kawerau and Rotorua was very important and should be shown as a full red line.

Councillor Bruning acknowledged the work staff have put into this project, capturing something of the essence of the Eastern Bay of Plenty. He moved the recommendations with the slight adjustments discussed above.

## **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "Draft Eastern Bay – Beyond Today".**
- 2. Approves Draft Eastern Bay – Beyond Today for release for engagement.**
- 3. Confirms the draft Key Opportunities.**

Bruning/Riesterer

**Carried**

## **7.0 UPDATE ON THE CHANGES TO THE RESOURCE MANAGEMENT ACT**

David Phizacklea spoke to the report, highlighting some of the changes to the Resource Management Act:

- Natural hazards

- Increasing Māori engagement
- Removal of financial contributions
- Removal of hazardous substance function
- Overlap between Regional Councils and District Councils

Mary-Anne Macleod asked that all the Eastern Bay of Plenty Councils ask to be heard together in order to have more hearing time. This course of action was agreed to and a further part was added to the recommendation to record the Committee's support for a collective presentation to the Select Committee.

## **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report titled "Update on Changes to the RMA".**
- 2. Notes the draft changes proposed by the Resource Legislation Amendment Bill 2015 and any implications of this reform as outlined in this report.**
- 3. Supports a collective presentation to the Select Committee from the Eastern Bay of Plenty Councils.**

Forbes/Bonne

**Carried**

*Ruth Feist left the meeting at 2.02pm and returned at 2.04pm.*

## **8.0 2016 FIELD TRIPS**

Julie Gardyne asked for feedback on the proposed field trip visits noted in the report.

Additional suggestions were noted, although it may not be possible to accommodate all of them:

- Whakatāne Hospital site visit
- Presentation on Marine Precinct (this could be facilitated by Tauranga City Council)

The Chairperson expressed her thanks for the endeavours being made to fit in two extra tours, acknowledging that a lot is learned from the tours.

It was agreed that invitations to join the Tauranga tour be extended to Western Bay of Plenty District Council and Tauranga City Council.

The Chairperson asked that a presentation from the District Health Board being included in the next agenda.

## **RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "2016 Field Trips".**

**2. Notes the additional suggestions for the field trips.**

Bonne/Holmes

**Carried**

**9.0 2016 AGENDA REPORTS**

Suggestions for topics of future reports were put forward and added to the recommendations.

**RESOLVED**

**That the Eastern Bay of Plenty Joint Committee under its delegated authority:**

- 1. Receives the report "2016 Agenda Reports".**
  
- 2. Include the following topics in the future reports to the Eastern Bay of Plenty Joint Committee agendas:**
  - Action Schedule
  - Forestry Update
  - Industrial Symbiosis
  - Road/Rail Connection

Turner/Riesterer

**Carried**

**THE MEETING CLOSED AT 2.29PM**

**THE FOREGOING MINUTES ARE CERTIFIED AS BEING A TRUE AND CORRECT RECORD AT A SUBSEQUENT MEETING OF EASTERN BAY OF PLENTY JOINT COMMITTEE HELD ON 8 JUNE 2016**

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**COUNCILLOR LYN RIESTERER  
CHAIRPERSON**







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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **BARBARA DEMPSEY, PLANNING AND REGULATORY MANAGER**

Subject: **BAY OF PLENTY DISTRICT HEALTH BOARD**

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## **1.0 COMMENTARY**

Board members and senior staff from the Bay of Plenty District Health Board will be in attendance to provide the members with information about the BOPDHB, including;

- BOPDHB Strategic Priorities
- Health trends in the Eastern Bay of Plenty
- Health in all policies.
- How they can assist support the development of the Eastern Bay – Beyond today Spatial Plan

The following Members and staff will be in attendance.

- Sally Webb, Board Chair
- Marion Guy, Board Member
- Judy Turner, Board Member
- Helen Mason, Chief Executive
- Simon Everitt, GM Planning and Funding

### **RECOMMENDATION:**

1. **THAT** the report "Bay of Plenty District Health Board" be received.

Barbara Dempsey  
**PLANNING & REGULATORY MANAGER**





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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **BARBARA DEMPSEY, PLANNING AND REGULATORY MANAGER**

Subject: **FIRE SERVICE REVIEW**

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## **2.0 REASON FOR THE REPORT**

The reason for this report is to provide members with an update on the progress regarding the amalgamation of the urban and rural fire services.

## **2.1 BACKGROUND**

In November 2015, government announced that they would amalgamate urban and rural fires services into one fire service organisation.

The new organisation will be a merger of the 52 rural fire authorities, the National Rural Fire Authority and the New Zealand Fire Service.

It has been stressed that the new organisation will not be a take-over by the urban fire service but will be a totally new organisation. The organisation will be called Fire and Emergency New Zealand.

The scope of the review includes:

- mandate and governance,
- legislation modernisation,
- funding,
- rural and urban fire structures,
- coordination with other emergency services and
- Volunteer and workforce engagement and support.

It is intended that the new organisation will have regional committees that will ensure the particular interest of the regions are taken into account.

Ron Devlin, Fire Regional Manager will attend the meeting and provide an update on the changes.

### **3.0 RELEVANCE TO EASTERN BAY OF PLENTY**

Kawerau, Ōpōtiki and Whakatāne District Councils currently provide rural fire services and have recently gone through change to join the Central North Island Enlarged Rural Fire Authority. Councils have equipment, resources and/or contracts to undertake fire suppression. The change to legislation means that the rural fire service will be transitioned to the new organisation, therefore there will be further change.

#### **RECOMMENDATION:**

1. **THAT** the report "Fire Service Review" be received.

Barbara Dempsey  
**PLANNING AND REGULATORY  
MANAGER  
ŌPŌTIKI DISTRICT COUNCIL**

2 June 2016



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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **BARBARA DEMPSEY, PLANNING AND REGULATORY MANAGER**

Subject: **HEALTH AND SAFETY AT WORK ACT**

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## **1.0 REASON FOR THE REPORT**

The reason for this report is to provide members with an update on the Health and Safety at Work Act 2015.

## **2.0 BACKGROUND**

The enactment of the Health and Safety at Work Act in 2015 resulted in significant change to the way in which organisations implement Health and Safety in the workplace and the roles and responsibilities for all people, including Chief Executives, senior managers, middle managers, workers, volunteers and contractors.

There are many courses and seminars relating to the changes and to some degree there have been mixed messages regarding, in particular the role and responsibilities of Councillors.

Lee Marjoribanks and Kim Severinsen both Worksafe Inspectors based in Rotorua have agreed to present at the meeting. They have been asked to provide information on the following:

- Update on the focus of Worksafe
- Information on Councillors responsibilities
- How the changes relate specifically to Councils
- Where do Worksafe see Councils in the big picture?

## **3.0 RELEVANCE TO EASTERN BAY OF PLENTY**

All organisations are required to comply with the new legislation; the Joint Committee is a good platform for Worksafe New Zealand to provide an update on the legislation.

### **RECOMMENDATION:**

1. **THAT** the report "Health and Safety at Work Act 2015" be received.

Barbara Dempsey  
**PLANNING & REGULATORY MANAGER**  
**ŌPŌTIKI DISTRICT COUNCIL**





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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **WEDNESDAY 8 JUNE 2016**

Written by: **RUTH FEIST AND JAMES LOW, SENIOR PLANNERS, BAY OF PLENTY REGIONAL COUNCIL**

Subject: **SPATIAL PLANNING IN THE BAY OF PLENTY**

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## **1.0 EXECUTIVE SUMMARY**

There are five spatial planning projects in the Bay of Plenty. Invest Bay of Plenty is not being completed at this time and will be revisited at the start of the next Triennium. Substantial progress has been made on the Eastern Bay - Beyond Today, and Bay of Plenty Regional Council spatial plans, while implementation of SmartGrowth continues. Rotorua Lakes Council is progressing a spatial plan for the Rotorua community.

## **2.0 REASON FOR THE REPORT**

The purpose of this report is to:

- Provide an overview of spatial planning in the Bay of Plenty region.
- Update the Committee on engagement with key stakeholders on Draft Eastern Bay – Beyond Today.

## **3.0 BACKGROUND**

There are five spatial planning projects in the Bay of Plenty undertaken by the region's local authorities. These include four local spatial plans that were to originally feed into an overarching spatial plan for the Bay of Plenty (Invest Bay of Plenty).

Substantial progress has been made on the Eastern Bay - Beyond Today and Bay of Plenty Regional Council spatial plans, while implementation of SmartGrowth continues. Rotorua Lakes Council is progressing a spatial plan for the Rotorua community. More information on each of these plans is provided in this report.

## **4.0 INVEST BAY OF PLENTY**

Invest Bay of Plenty was commenced by the Triennium on 13 May 2013 to guide collaborative strategic investment and decision-making in the Bay of Plenty. It was intended to be a spatial plan for the Bay of Plenty region.

Invest Bay of Plenty was intended to integrate across existing legislation, including the Land Transport Management Act, Resource Management Act and the Local Government Act; so the region would have agreement on investment requirements and changes necessary to address the big issues for the region over the next 50 years.

Considerable research has been undertaken by Invest Bay of Plenty under the direction of the Triennial-appointed Leadership Group, building a clear picture of looming issues and opportunities facing the Bay. This work has been widely used and, for example, contributed to Government's Regional Growth Study and the Local Government Futures work. A core theme from much of the research work is that each part of the region plays an important and different role, but that we are all interconnected.

For a number of reasons, including differing council priorities, at its 8 April 2016 meeting the Triennium stopped the project, at least until each of the three sub-regions had its own spatial plan. The Triennium agreed that "the Invest BOP project not be completed at this time and to revisit it at the start of the next triennium".

## **5.0 BAY OF PLENTY REGIONAL COUNCIL DEVELOPMENT PLAN**

Now that Invest Bay of Plenty has been stopped Bay of Plenty Regional Council (BOPRC) is compiling the evidence base gathered in that work into its own "Development Plan". The Regional Development Plan will link into Invest Bay of Plenty (should it be reactivated) and is intended to spell out clearly how BOPRC is responding to the issues faced by the region within the scope of its own functions.

The Regional Development Plan will not direct what other agencies do (including other councils), though it is expected to be considered by them when developing their own plans.

## **6.0 EASTERN BAY – BEYOND TODAY**

At the EBOP Joint Committee meeting on 9 March 2016, the Committee approved the release of Draft Eastern Bay – Beyond Today and engagement with key stakeholders. The staff project team have since been meeting with stakeholders, including:

- Central government social sector agencies
- Economic development agencies
- Representatives of the Tertiary Intentions Strategy, and Regional Growth Study work
- NZTA
- BOP DHB and Toi Te Ora (public health)
- Iwi
- Key Eastern Bay businesses
- Staff from the partner councils

Engagement has been focused around information needed to develop an Implementation Plan around the Key Opportunities in Eastern Bay – Beyond Today. Meetings will continue during June. Initial feedback has been positive, and the Key Opportunities have been well received.

The next steps are:

- Complete engagement with key stakeholders.
- Obtain direction from the Eastern Bay Spatial Plan Subcommittee on possible changes to Eastern Bay – Beyond Today and development of an Implementation Plan.
- Finalise documents and maps.
- Bring final documents to the EBOP Joint Committee on 7 September for approval (then to the partner councils for adoption).



## 1.0 ROTORUA SPATIAL PLAN

Rotorua is currently developing a spatial plan; Rotorua Spatial Plan 2050. It will have a focus on land use planning, and will recognise the significant work already carried out as part of the Vision 2030 process. It has a tight time frame in that it is to be completed by December 2016.

The Rotorua Spatial Plan 2050 will build on the earlier Vision 2030 work, and update it for 2050 through among other things a Futurism Symposium and Visioning processes with key stakeholders. Some significant work will be required on economic growth that will broaden the land use focus, as a key priority of the spatial plan project will be growing the economy as opposed to just accommodating or managing population growth.

## 2.0 SMARTGROWTH

The SmartGrowth Strategy is well into its implementation phase now. As an entity, SmartGrowth has recently presented to the Select Committee on urban planning and is recognised as a leading model of collaborative planning.

Growth management remains a key focus. Current work includes planning to accommodate as many as 50,000 new residents in the West and East of the Tauranga, as well as supporting growing pressure to take a more 'people focussed' approach to community development. A new environment forum has been formed and sits alongside others charged with bringing tangata whenua, developer, social sector and ageing views to the SmartGrowth table.

The biggest current SmartGrowth challenge is achieving political commitment to massive landuse change in the face of imperfect information.

## 3.0 RELEVANCE TO EASTERN BAY OF PLENTY

Eastern Bay – Beyond Today is a spatial plan for the Eastern Bay. The spatial plan (or 'development plan') is to chart the 30-50 year vision for the area. Eastern Bay – Beyond Today is an important component in a suite of spatial plans being developed in the Bay of Plenty region to respond to challenges and future changes to our population and environment.

### RECOMMENDATION:

1. **THAT** the report "Spatial Planning in the Bay of Plenty" be received.

David Phizacklea  
Regional Integrated Planning Manager  
Bay of Plenty Regional Council

Chris Jensen  
Manager, Regulatory and Planning  
Kawerau District Council

Barbara Dempsey  
Planning and Regulatory Manager  
Ōpōtiki District Council

David Bewley  
General Manager Planning, Regulatory and  
Corporate Services  
Whakatāne District Council





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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **MIKE HOUGHTON, COMMUNITY FACILITIES MANAGER**

Subject: **EASTERN BAY CYCLE TRAIL UPDATE**

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## **1.0 EXECUTIVE SUMMARY**

The Working Group convened recently to discuss a new funding opportunity for cycle trails which was recently announced by the Minister for Tourism. The Working Group intends progressing to develop a Business Case for the proposal.

## **2.0 REASON FOR THE REPORT**

To provide a progress report to the Joint Committee

## **3.0 BACKGROUND**

The Eastern Bay Cycle Trail Strategy was adopted separately by each Council in October 2015. Ōpōtiki and Kawerau District Councils have progressed components of the trail in each respective district.

Recently the Minister of Tourism has announced that some millions of additional funding will be made available to extend or enhance existing NZCT Great Rides. Details of the funding criteria, eligibility and application process is yet to be confirmed.

Commentary to date however suggests that Mōtū Trails is well positioned to qualify for funding of trail extension proposals as is a trail linking Kawerau to Te Ara Trail in Rotorua. Negotiations with land owners and consenting requirements have commenced for each of these proposals. The intention of the Eastern Bay Cycle Trail is to link these two projects via Rangitaiki Plains / Whakatāne and Ōhope which pose some significant challenges.

The Eastern Bay Cycle Trail Working Group met on 27<sup>th</sup> May and agreed to engage a Better Business Case Expert Practitioner endorsed by Treasury to initiate the process for the strategic case.

#### **4.0 RELEVANCE TO EASTERN BAY OF PLENTY**

Development of the Eastern Bay Cycle Trail contributes to the visitor industry and economic development across the Eastern Bay of Plenty.

#### **5.0 OPTIONS**

The Joint Committee:

1. Endorses the proposal to develop a strategic case for Better Business Case using a Treasury Expert Practitioner or
2. Propose an alternative approach

Option 1 is recommended as the preferred all of Government approach to Business Case development.

#### **RECOMMENDATION:**

1. **THAT** the report Eastern Bay Cycle Trail be received.
2. **THAT** the committee endorses engaging a Treasury endorsed Expert Practitioner to prepare a strategic case as a first step of a Better Business Case.

Mike Houghton  
**COMMUNITY FACILITIES MANAGER**  
**ŌPŌTIKI DISTRICT COUNCIL**

2 June 2016



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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **IAN MORTON**

Subject: **FRESHWATERS FUTURES UPDATE**

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## **1.0 EXECUTIVE SUMMARY**

This report provides an update of internal and external water work involved in implementing the National Policy Statement for Freshwater Management 2014 (NPSFM).

Since our last report in December 2015, we have made really good progress in working with community groups and iwi on identifying values, which will be used as a basis to set limits. We are proposing to prepare regional values, models and approaches which will be of relevance to the Eastern Bay of Plenty Joint Committee (EBOPJC).

At a national level, there have been community engagement hui/meetings seeking feedback on the implementation of the NPSFM. A review of how regional councils are carrying out this implementation is also currently underway. Also of note is a recent radio interview with Minister Smith which has provided some further clarity around the Government's position in relation to Freshwater, specifically around iwi water rights.

## **2.0 REASON FOR THE REPORT**

The purpose of this report is to share key activities and/or discussion points from our engagement in implementing the NPSFM and to highlight matters of relevance for the Eastern Bay of Plenty. The report also provides an update on national freshwater matters.

## **3.0 BACKGROUND**

BOPRC is required to implement the National Policy Statement for Freshwater Management (NPSFM) by setting limits for water quality and water quantity across the region by 2025.

We have adopted a two-step process. Step 1 : Region wide water quantity plan change to address some immediate issues, and Step 2 : Work with local communities to set both water quality and water quantity limits across the region.

BOPRC agreed to split the region into nine water management areas (WMAs), these are Tauranga harbour; Kaituna Maketū and Pongakawa; Rotorua Lakes; Rangitāiki; Whakatāne and Tauranga; Ōhiwa Harbour and Waiotahi; Waioeka and Otara; East Coast.

A phased approach for implementing NPSFM was agreed, with two WMA's proceeding first. These first two WMAs are Kaituna Maketū and Pongakawa, and Rangitāiki. The assessment for choosing these first WMA's included an assessment of potential land use change, existing data availability and the status of treaty settlements. The Freshwater Futures Process has been split into four phases:

<b>Phase 1:</b>	Nov 14 –Apr 15:	Planning
<b>Phase 2:</b>	May 15 –Jun 16:	Values determination
<b>Phase 3:</b>	Jul 16 – Dec 17:	Limit setting and Draft Plan Change
<b>Phase 4:</b>	Jan 18 –Dec 18 <sup>1</sup> :	Schedule 1 process – Proposed Plan Change

Phase 1 is complete and Phase 2 is on track to be completed by June 2016. At the end of Phase 2 we will have values sets for Rangitāiki and Kaituna Maketū and Pongakawa WMAs

### **3.1 PHASE 3 – LIMIT SETTING PHASE (JUNE 2016 – DECEMBER 2017)**

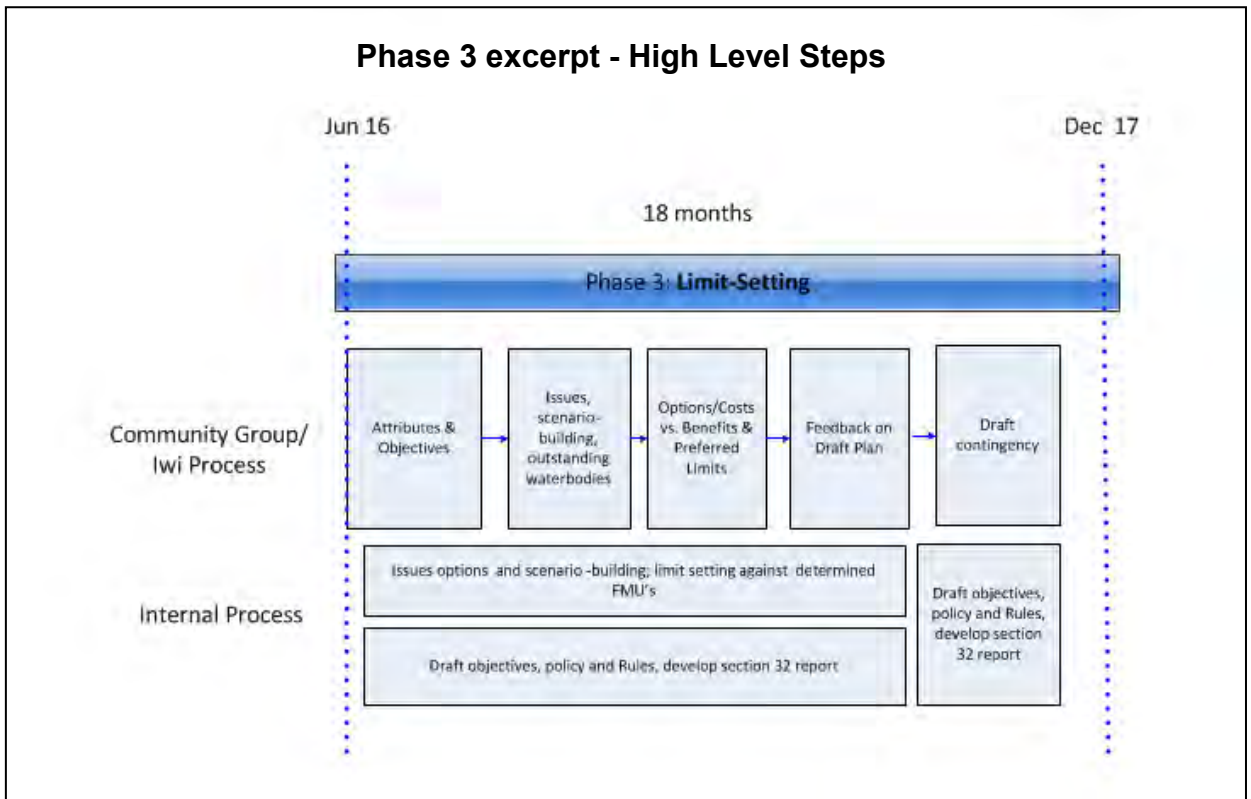
Phase 3 (Limit Setting) of the Freshwater Futures Project involves development of objectives, water quality and quantity limits, and methods for freshwater management units based on local freshwater values.

This is a large area of work that will involve iterative modelling of scenarios (for future land use, population growth and effects on freshwater), development of preferred management options and assessment of implications (including social and economic implications), and development of plan change scope and content.

A series of key decisions will need to be made throughout this process. Key information and advice will be provided to the Community Groups, Tāngata whenua and key stakeholder groups such as Co-Governance forums, the Regional Water Advisory Group and Territorial Authorities. On the basis of this information and advice positions will be developed which will be brought back to Council for key decision-making.

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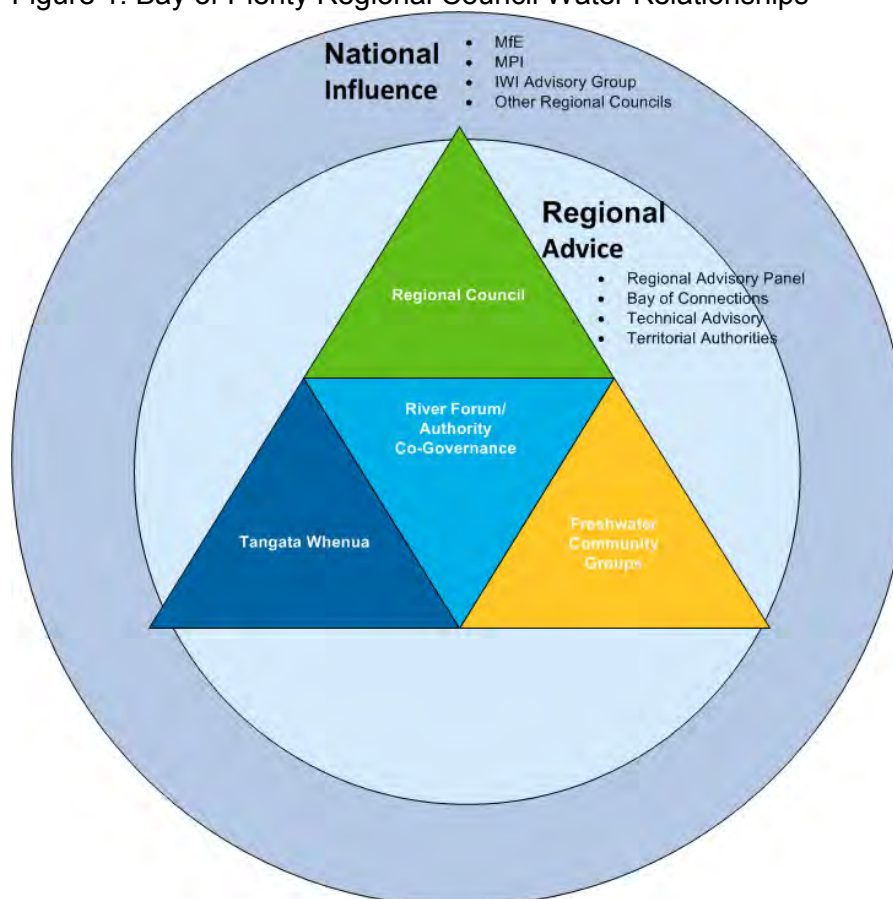
<sup>1</sup> Possible Appeals not included



#### 4.0 FRESHWATER FUTURES ENGAGEMENT UPDATE

Past Freshwater Futures presentations have included a diagram of how these committees, panels and groups work together (Figure 1). Council is the decision maker with recommendations from Co-Governance groups who have had input from both Community Groups and Tangata Whenua. Council also seeks advice both at a national and regional level.

Figure 1: Bay of Plenty Regional Council Water Relationships



A report was provided to the EBOPJC at the December meeting. This report will provide details on external engagement and work carried out over the period since December 2015.

#### 4.1 RANGITĀIKI RIVER FORUM

Currently the Rangitāiki Rive Forum (RRF) is working through a proposed change to the Regional Policy Statement to take into account the agreed *Te Ara Whanui o Rangitāiki – Pathways of the Rangitāiki* document.

From a freshwater futures programme perspective, we will be seeking feedback against the identified community values at the June 2016 RRF meeting.

#### 4.2 REGIONAL FRESHWATER WATER ADVISORY PANEL

This group meets quarterly and the purpose of the Regional Water Advisory Panel (“the Panel”) is to provide advice and recommendations to Bay of Plenty Regional Council on regional issues associated with the implementation of the NPSFM.

The Panel membership includes Forest and Bird; Irrigation NZ; TrustPower; Bay of Connections; Department of Conservation; Beef and Lamb NZ; Horticulture NZ; Fish and Game; PF Olsen; Te Arawa Lakes Trust; Dairy NZ; Wood processing representative; Federated Farmers; Environmental consultant; and a Tourism Consultant

To date a large focus for the RFWAP has been advice on the ‘Region Wide Water Quantity Plan change’.



Going forward we will be seeking advice from the RFWAP for the freshwater futures process, specifically around:

- Subject Matter Expertise from their sectors around issues, objectives and attributes
- Modelling strategy and model selection
- Scenario options and credible solutions (from a sector perspective)
- General advice on draft policies.

At their last meeting in May 2016 a presentation was provided by IrrigationNZ, which defined the process for agreeing areas that require irrigation. This input is linking in with a Regional Growth Study (RGS) action on 'Water Data Strategy'.

#### **4.3 TERRITORIAL LOCAL AUTHORITIES FRESHWATER COLLABORATION GROUP**

This group meets quarterly and the attendees include all Territorial Local Authorities (TLA) in the region and BOPRC. The purpose of the Territorial Local Authorities Freshwater Collaboration Group is to provide advice and recommendations to Council on regional issues associated with the implementation of the NPS-FM from a TLA perspective.

In addition this collaboration group will provide advice/input to ensure the relevant teams within the TLAs are engaged with the Freshwater Futures Programme.

To date a large focus for this group has been advising on the 'Region Wide Water Quantity Plan change'. Going forward we will be seeking advice from this group for the freshwater futures process, specifically around:

- Issue definition
- Outstanding freshwater bodies and links to district plans
- Baseline economic/social analysis available
- Modelling strategy and selection
- Developing scenarios, costing up options around scenarios (specifically for 3 waters), identifying any rating impacts
- General advice on draft policies.

#### **5.0 WATER MANAGEMENT AREA COMMUNITY GROUPS**

##### **5.1 FRESHWATER FUTURES COMMUNITY GROUPS**

BOPRC is activity working with local communities in two Water Management Areas (WMAs), the Rangitāiki and the Kaituna Maketū and Pongakawa WMAs. Community groups have been set up for these WMAs.

To date we have held three workshops with these community groups, (i) initial meet and greets, (ii) to provide current state (science/economic/social/cultural) information to the community groups for their respective WMAs, (iii) Community values identification.

The next step is to seek feedback from the co-governance forums on the values identified and to seek approval of these values by the Regional Council.

Following this – we will start our engagement on limit setting (Phase 3) as described above.

## **5.2 TANGATA WHENUA HUI**

We have also held multiple hui covering current state (science/economic/social/cultural) information and values (based on existing iwi management plans).

Following the same process described above in section 5.2, the next step is to seek feedback through co-governance forums and the Regional Council. This will then be followed by engagement on limit setting (Phase 3).

## **6.0 NATIONAL UPDATES**

The National Policy Statement for Freshwater Management (NPS-FM) was introduced in 2011, and then amended in 2014. This document provides direction as to how freshwater quality and quantity should be managed and directs regional councils to change regional plans in order to give effect to it.

Some of the key requirements of the NPS-FM include:

- implementing a National Objectives Framework including:
  - identifying freshwater management units (FMU) that include all freshwater bodies in the region
  - identifying the values that tāngata whenua and communities have for water for each FMU, and assigning water quality measures (called attributes) for these values
  - on the basis of the above, setting freshwater objectives and limits on resource use
  - establishing appropriate methods to meet the objectives and limits
- taking reasonable steps to involve iwi and hapū in identifying their values and interests in freshwater, and in the management of fresh water.

The NPS-FM requires regional councils to implement the requirements by 2025.

## **6.1 NEXT STEPS FOR FRESHWATER**

MFE released a consultation document on the “Next Steps for Freshwater” in February 2016.

A series of public meetings and hui were carried out across New Zealand in March 2016, of which two hui (Tauranga and Whakatāne) and one meeting (Rotorua) were held in the region.

The Regional Council has lodged a submission on the Next Steps for Freshwater document. Feedback generally aligns with other regional councils and Local Government NZ submissions seeking further details.

The Ministry for the Environment's Freshwater Reform timeline is detailed below:

<b>Timeframe</b>	<b>Details</b>
Oct 2016	Allocation (including iwi water rights – options)
Late 2016	Updated consultation document and next round of public meetings and hui across NZ
Feb 2017	Update to NPS-FM 2014

Based on the feedback from the national series of meetings/hui, Central Government officials have been tasked with carrying out a review of how regional councils are implementing the NPSFM. This review is currently taking place with results being anticipated later in 2016.

## **6.2 MINISTER SMITH'S RADIO INTERVIEW**

Minister Smith was interviewed on Radio NZ on 3<sup>rd</sup> May about freshwater. This covered topics such as:

- Who owns it?
- Should there be a 'price' on it?
- What are the rights and interests of Maori in it?

In the interview the Minister provided clear direction on the Government's stance on these topics. See hyperlink below:

<http://www.radionz.co.nz/national/programmes/ninetonoon/audio/201799250/environment-minister-fronts-up-on-water>

## **6.3 OTHER NATIONAL CHANGES**

In addition to the changes noted above, there are also changes occurring associated with:

- Resource Management Act Amendment Bill
  - The hearing of submissions occurred over April and a report back to Parliament is anticipated in June 2016. There is no set date for enactment although the Ministry for the Environment staff are anticipating this will occur before December 2017.
- Local Government Reform
  - A Bill reflecting the proposals in the 'Better Local Services' reform is expected to be introduced in June 2016 followed by public submissions to select committee in August 2016. It is expected that the new legislation will be enacted to ensure councils have access to the changes early in the 2016-2019 Triennium.
- Local Government Futures
  - The Local Government Futures project is focussed on opportunities for improving local government efficiency and effectiveness in the Bay of Plenty and adjacent areas.

- Participating Councils have agreed to work together on a research project to understand the opportunities that exist.
- Evidence based reports will be produced that can be used for future analysis and decision making, including functional assessments of water (potable), wastewater and transportation.

## 7.0 RELEVANCE TO EASTERN BAY OF PLENTY

### 7.1 FRESHWATER FUTURES PROCESS

Regional councils have a requirement to work with local communities to set water quantity and water quality limits across the region by 2025. The region has been split up into nine Water Management Areas (WMAs). See Figure 2 below.

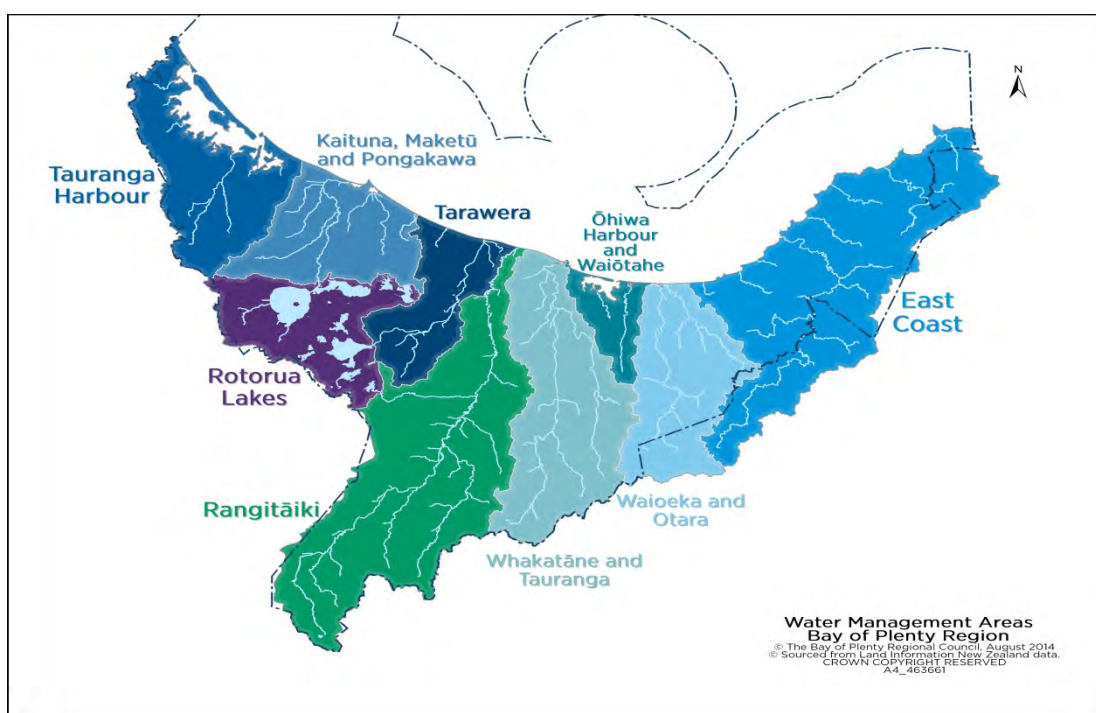


Figure 2 : Water Management Ares for BOP

Currently there are no defined limits for freshwater in the Eastern Bay. As these limits get defined the balance between economic growth and environment protection will become more clearly understood, providing clarity on community expectations for the future. The determination of the community aspirations could impact a large number of projects / functions within local government, and potentially have impacts on the economic growth for the region.

Of particular relevant to EBOPJC for the work we are currently progressing are:-

- Progress we are making in setting limits for the Rangitāiki Catchment. To date we have compiled a set of community values and we are in the process of defining Fresh Water Management Units (FMU)

- Aiming to get regional consistency where we can, to support this we are preparing a regional value set and a regional baselayer for FMUs. This will be used as a basis for limit setting against the five WMAs in the Eastern Bay of Plenty.
- Developing a modelling approach that will be used for the first two WMAs and then be used as a basis for all other WMAs.
- As a result of confirming FMUs and a modelling approach, we will review our region wide monitoring programme for the whole region, so that we can start addressing gaps (as appropriate).

## **7.2 REGIONAL GROWTH STUDY**

Within the Regional Growth Study (RGS) there are water opportunities identified. Within the eastern bay, this includes :-

- Water bottling
- Rangitāiki plains irrigation

At a regional level there is an opportunity which is relevant to EBOP around a water strategy. This strategy will include a regional scoping study to identify some key geographic areas that we should look into options for infrastructure.

In addition to the above, BOPRC is providing support to other areas of the RGS to ensure robust resource information is in place to support opportunities (e.g. Ōmaio water assessment).

## **7.3 EBOP SPATIAL PLAN**

The work we are doing in the Freshwater Futures Programme will deliver against three components of the “sustainable communities” section of the EBOP Spatial plan, specifically :-

- Sustainable use of our environmental resources (land use and water)
- Setting and achieving good water quality standards
- Water allocation – balancing environmental, cultural and economic needs.

The Freshwater Futures programme will support “growing a high value economy” by providing certainty on water quality and water quantity limits to enable investment.

Key principles highlighted in the EBOP Spatial plan, such as resilience; liveability; connectivity and collaboration will all be used whilst we go through the process of setting water quality and water quantity limits with the local communities in the EBOP.

### **RECOMMENDATION:**

1. **THAT** the report "Freshwater Futures Update" be received.

Ian Morton  
Science and Strategy Programme Manager  
Bay of Plenty Regional Council

2 June 2016





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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **WEDNESDAY, 8 JUNE 2016**

Written by: **MARTIN TAYLOR, MANAGER TRANSPORTATION, WHAKATANE DC**

Subject: **DISTRICT ROADING NETWORKS – UPDATE ON LOCAL AND NATIONAL ROAD MANAGEMENT ACTIVITY**

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#### **4.0 REASON FOR THE REPORT**

The reason for this report is to provide members with an update on the report on collaboration initiatives within the roading sector, presented to the joint committee, first in June 2014 and then updated in March last year. Two years ago, in June 2014 the following phase timeframes were agreed.

<b>Task</b>	<b>Completion Date</b>
1. Monitoring Phase	Sept 2014 – June 2015
2. Decisions	Dec 2015
3. Project to Implement Decisions	Jan – Sept 2016
4. Joint Contract (if agreed)	May / Jun 2017

According to these timeframes we anticipated making some decisions around regional collaboration in December 2015 and now be in an implementation phase.

However in the intervening time the Local Government Futures project has gained momentum, with a view of considering the efficiencies and effectiveness in the delivery of activities including the Three Waters and Transportation activities.

#### **5.0 BACKGROUND**

The March 2015 report provided a detailed background to road management change initiatives being undertaken as a result of the Road Maintenance Task Force (RMTF) recommendations. It's not intended to repeat the detail provided in that report, but the following summarised the background to date.

- 2011 - The government initiated a review of Local Authority road maintenance practices and the Road Maintenance Task Force (RMTF) was set up to undertake this review and to report back to government with its findings and recommendations for improvements.
- Around the same time the state highway arm of the New Zealand Transport Agency, Highway Network Operations (HNO) also undertook a review of its SH operations.

- Mar 2012 – The Government announces its better Local Government programme aimed at building a more productive, competitive economy and better public services. The programme focus includes;
  - encouraging more collaboration and shared services between local authorities
  - the introduction of new requirements for 30 year infrastructure strategies and better asset management planning
- Oct 2012, The RMTF report was published with 17 recommendations for sector improvement
- Jan 2013 – The Road Efficiency Group (REG) was established as a collaborative initiative by the road controlling authorities of New Zealand, tasked with carrying out the recommendations of the RMTF.
- Dec 2013 to current – In response to its internal review and the RMTF recommendations, HNO are reducing their road management structure from more than 100 contracts over 25 network areas, down to 23 new geographically focused network areas with a single all-encompassing contracts to manage all roading activities in each area. These are called Network Outcome Contracts (NOC). The term of these contracts is generally 7 years plus right of renewal for a further 2 years, so considerably longer term than historic 3-5 years contracts.
- Jun 2014 - A report to the Joint Committee recommends a timeframe for reviewing structural change opportunities between the Eastern Bay of Plenty Councils, as shown above.
- Jul 2014 - The NOC contract for the Eastern Bay of Plenty is awarded, and encompasses Rotorua, Kawerau, Whakatāne, and Ōpōtiki districts.
- Nov 2014 -The Local Government Futures project was initiated to;
  - identify options to enhance the efficiency and/or effectiveness of local government roles and functions; and
  - develop options taking into account natural communities of interest, democracy and local leadership.
- Mar 2015 –Report to Joint Committee providing an update on collaboration consideration within the Region, and noting that the first opportunity for all Councils to consider an amalgamated approach to roading management in the eastern bay would be September 2017, as noted in the timeline table above.
- Jun 2015 – LG Futures project begins its review of Transportation Management in the Bay of Plenty. This project essentially takes over from the previous collaboration review process outlined in the table above and agreed to previously by the Joint Committee.
- Jun 15 – May 16 A series of three waters and roading workshops were held by the LG Futures project to progress their mandate.



## **6.0 NATIONAL AND REGIONAL ACTIVITY**

### **6.1 State Highway's Eastern Bay of Plenty NOC Contract**

HNO advise that they continue to be pleased with the way the new Eastern Bay of Plenty NOC contract is 'bedding in', although it is still too early to be able to offer sensible commentary on efficiency gains it may be providing, or to discuss any future collaboration opportunities with Eastern Bay of Plenty / Rotorua local authorities.

However they are holding an Asset Workshop on 22 June to which the regions roading managers are invited. This workshop will provide a forum for participants to begin explore opportunities for NZTA and TAs to work closer together in the future, including joint HNO / Local Authority contracts.

### **6.2 Road Efficiency Group**

The REG has been very active over the past 2 years, promoting and bringing effect to the 17 recommendations of the Road Maintenance Task Force. REG has four active workstreams underway;

#### **6.2.1 One Network Road Classification**

This subgroup is chaired by Julie Muir, the Infrastructure Manager for Central Otago District Council. To date all local authority roads and state highways have been reclassified under the new national road classification system called the One Network Road Classification (ONRC). These new road classifications are National, Regional, Arterial, Primary Collector, Secondary Collector, Access and Low Volume Roads. Work is still underway to establish national levels of service associated with these new road classes. It's also likely future NZTA funding will be linked to these classifications and their associated Levels of Service. Currently different Road Controlling Authorities apply different standards to each other and consequently the level of investment in the asset is inconsistent across the country. Over time, as investment is re-prioritised, the different classes of roads will become more consistent with each other across the country. This may result in some roads requiring more investment if their current standard is below the new requirements, and conversely it may also mean that if some roads have been maintained to a higher level of investment that required, the level of funding available from NZA for those roads will be reduced. These changes are not expected to all be in place for the 2018-21 LTP, but that will likely be the start of an investment reprioritisation programme. Given that the new classification system has not resulted in significant changes to road classifications in the eastern bay the impacts of this investment reprioritisation is not at this stage expected to have a significant impact on funding levels for our roading networks.

#### **6.2.2 Data Improvements**

This subgroup is chaired by Dawn Inglis, Roothing Manager at Waipa District Council and Project Director of RATA. All road controlling authorities across the country utilise the same asset management system, RAMM. However not all authorities have the resources and expertise to optimise the asset management benefits this system can provide. The Data subgroup is developing systems and processes to help the sector in this area.

### 6.2.3 Procurement

This subgroup is chaired by Jamie McPherson, the Transport Network Engineer at Tasman District Council. This group is reviewing the numerous procurement models used by the roading industry and developing guidelines around when the different ones are appropriate to use. They are also looking at standardising contract documents across the country. Currently every Council writes their own documents and they are all similar but different. The differences have been highlighted by the contracting industry as a significant cost and liability risk to their members, because they don't always pick up some of the contentious clauses that some councils write into their documents.

### 6.2.4 Capability and Capacity

This subgroup is chaired by Whakatāne's Transportation Manager. There are five key areas this group is focussing on.

- The development and implementation of a series of workshops, which are being held every two months across the country to help Local Authorities meet the Transport Agency's new investment criteria for the 2018-18 LTP / NLTP. This includes refocussing Activity Management Plans into the Better Business Case Framework, and developing a fresh, evidence based, first principals approach to the investment request with NZTA.
- The establishment of a group of Regional Champions across the country to encourage and promote the REG activities across Local Authorities in their area.
- The development of a nationwide capability and capacity assessment of the roading sector, with a particular focus on asset management skills.
- The promotion of a national forum to bring together all the numerous groups and organisations who serve the roading sector in one form or other. There are a number of such groups and they all provide a range of service, but overlap, double up, gaps and silos exist and there is not really any strong communications between them of any kind of co-ordinated approach to their services to the sector. The forum is unintended to find synergies and improvements in how these groups service the sector
- Asset Management Qualification and Competency Framework. There is no formal qualifications framework for road asset management within NZ and one of the RMTF recommendations is to have one developed.

### 6.3 NZTA Planning and Investment (P&I)

NZTA's Planning and Investment arm is the one that provides the co-investment funding for Local Authority road maintenance and Improvements. During the 2015-18 National Land Transport Plan investment request between NZTA and the Government, the Minister advised that he would be seeking more robust evidence based investment from local authorities for the 2018-21 NLTP / LTP. NZTA P&I are therefore developing up what their investment requirements will be on local authorities for the 2018-21 LTP funding round. Whilst the details have yet to be finalised, they have given a clear indication of intent with the following statement;

*"We will be expecting maintenance programmes submitted to the 2018-21 NLTP to be based on first principles, having regard to the ONRC and customer levels of service and reflect best practise for activity management planning and smart procurement. We will be expecting much more evidence and rigorous analysis to support submissions and not a simple reflection of current allocation plus escalation."*

## **6.4 Regional Transport Committee's Regional Advisory Group (RAG)**

The Bay of Plenty RAG group is recognised nationally as one of the better functioning groups of its kind around the country. This is in large part due to the proactive role that our Bay of Plenty Regional Council's Transport Planning Team play in leading the group, and the high level of involvement and participation by the regions roading managers and NZTA's HNO and P&I staff. This group provides a great forum for not only matter relating to the Road Transport Committee activity, but also for wider national, regional and sub-regional roading issues to be discussed.

## **7.0 Legislation Changes**

The Government has released its better Local Government package which, amongst other things, provides councils with 'greater flexibility to create jointly-owned council-controlled organisations, owned by and operated on behalf of their local communities'. The proposal creates options for creating pre-approved or 'bespoke' transport council-controlled organisations. The two pre-approved transport council-controlled organisation models are:

### **7.1 Regional Transport Model**

A regional transport council-controlled organisation responsible for:

- Local roads.
- Public transport (including public transport services contracting).
- Transport planning.

### **7.2 Roding-only Model**

A roading-only council-controlled organisation, responsible for managing local roads only.

The regional council would continue to be responsible for:

- Public transport (including public transport services contracting).
- Transport planning.

Legislation to enable the Better Local Services package will be introduced mid-2016. The public will then have the opportunity to make submissions on the legislation during the select committee process. The legislation could be passed by the end of 2016 so new councils elected later this year will have access to the new options early in their 2016-2019 terms.

The LG Futures project is also taking this legislation into account as it carries out its service delivery assessment.

## **8.0 Eastern Bay Road Safety Committee**

The Eastern Bay Road Safety Committee, at its meeting on 16 May 2016, heard from members of the Safe Roads Alliance about a \$3.7 million road safety project to install barriers along both sides of the State Highway 30 from Awakeri to Te Teko, for 75% of the length of the SH.

Concern was expressed by Martin Taylor, the Manager Transportation for the Whakatāne District Council and Sergeant Ray Wylie, NZ Police, about the project. Given the concerns expressed by Mr Taylor and Sergeant Wylie the Committee resolved a number of actions to be taken. Specifically that a letter be

sent to the NZTA State Highway Manager, Niclas Johansson, from the Chairperson of the Committee, expressing the concerns raised at the meeting and also requesting that no further work on the safety project proceed until a meeting has been held between the local roading managers, the Police, political representatives of Kawerau District Council, Ōpōtiki District Council, Whakatāne District Council, Bay of Plenty Regional Council and Members of the Safe Roads Alliance and the NZTA State Highway Manager to work through these concerns and hopefully reach a mutual agreed solution.

Mayor Tony Bonne has spoken to Mr Johansson about this matter and a verbal update will be provided at the meeting.

## 9.0 Conclusion

Previously the Joint Committee approved a plan for the eastern Bay councils to consider regional collaboration opportunities.

This process has now been superseded by the Local Government Futures project

Additionally there is significant activity happening in the national roading space through NZTA and REG initiatives that require considerable attention and resource from local authority roading staff between now and the adoption of the 2018-21 LTPs.

Careful consideration should therefore be given to the timing of any decision to initiate further structural change to the roading sector, and it is recommended that significant change is not proposed until after the adoption of the 2018-21 LTPs.


### RECOMMENDATION:

1. **THAT** the report 'District Roading Networks – Update on Local and National Road Management Activity' be **received**.
2. **THAT** the Eastern Bay of Plenty Joint Committee **notes** the Local Government Futures Project has superseded the process previously reported to the Joint Committee on considering regional collaboration opportunities, and this Local Government Futures work is ongoing.
3. **THAT** the Eastern Bay of Plenty Joint Committee **notes** there is significant activity happening in the national roading space through New Zealand Transport Authority and Road Efficiency Group initiatives that require considerable attention and resource from local authority roading staff between now and the adoption of the 2018-21 LTPs.

Martin Taylor  
**MANAGER TRANSPORTATION**  
**WHAKATANE DISTRICT COUNCIL**

2 June 2016

## Action Sheet –Eastern Bay Road Safety Committee 16 May 2016

 <p><b>WHAKATĀNE</b> District Council</p>	Resolution or Recommendation	<b>Resolution</b>
	To be confirmed as a true and correct record at:	<b>Eastern Bay Road Safety Committee 15 August 2016</b>
	File Reference:	<b>A98515</b>

### Safe Roads Alliance – SH 30 Awakeri to Te Teko Safety Project

Refer to tabled document 24A-B.

Tim Haig, Regional Delivery Manager, and Cara Phillips Project Manager, Safe Roads Alliance (the Alliance), advised that the Alliance was a partnership between the NZTA, Beca, Bloxam, Burnett and Olliver (BBO), Northern Civil Consulting (NCC) and Corben Consulting, established in July 2015 to best deliver road and roadside safety improvements to the State Highway network. Mr Haig advised that the Safer Roads and Roadside programme was one of four components of the Safe System approach, which underpinned the Safer Journeys strategy (refer to the tabled document 24A-B). He stated that their first year activities were focused on corridors and intersections where safety was the main benefit of the investment. Their main aims were to reduce deaths and serious injuries and improve the safety rating (Kiwirap) of highways. Kiwirap rated roads on how safe they were with 1 the lowest and 5 the highest. Most roads in the Eastern Bay of Plenty had a rating of 2-3.

Mr Haig stated that in the Eastern Bay of Plenty they had identified three roads which had a history of crashes resulting in death and serious injuries:

SH 30 from Awakeri to Te Teko

SH 34, from the Rotomā Hills end, through Kawerau, to the intersection with SH2 again near Te Teko  
SH 2 Wainui Road

Mr Haig stated that for these State Highways they would look at the physical roading environment to reduce death and serious injuries resulting from crashes and chose from a range of options including installing median and side barriers, wide centre lines, shoulder widening, installing barriers along the side of the road, removing power poles and reducing speed limits.

Mr Haig stated that for the section of State Highway 30 from Awakeri to Te Teko barriers would be installed along both sides of the roads for 75% of the length of the highway. He understood that this may cause challenges for mowing maintenance contractors and access for authorities and that vehicles travelling along the road would not be able to pull over onto the shoulder of the road, however, on balance the Alliance believed that installing these barriers would not make the situation worse. In response to questioning Mr Haig stated that they would not be widening the road corridor as the acquiring of land would take too long.

It was mentioned that funding could potentially be available from the Eastern Bay Energy Trust for shifting power poles for road safety reasons. Mr Haig stated that they were not planning on shifting the power poles but would be putting barriers in front of the poles.

Mr Bullick stated that using speed management techniques to reduce speed and crashes resulting in death or serious injury was an effective management tool rather than focusing on infrastructure, such as installing barriers, and he suggested that some of these corridors would lend themselves to this, rather than engineering the road to match the speed limits.

Mr Taylor stated that the Whakatāne District Council had expressed their concerns with the programme of physical works planned by the Alliance for the SH 30 from Awakeri to Te Teko. He stated that he believed this was one of the most benign pieces of road in the district, and that if the

district was to have \$3.7M to spend on its high priority safety corridors, the section of road chosen would not be identified as one of those high priority sites. He suggested that if other corridors had been proposed for investment, such as SH30 Rotomā to Te Teko, SH2 Waioeka Gorge, SH2 Matakerepu to Ōpōtiki, or SH2 Waioeka Gorge, any of these would have been far more likely to have received the full support of the local Councils.

Mr Taylor stated that local roading authorities considered not only the transport function of roads (as a through route for traffic which was the primary consideration of NZTA) but also the aesthetic, amenity and place value and the local community use of the roads. He stated that he had the following concerns with the physical works proposed on this section of SH30:

- 1 The Alliances analysis of the crash history is questioned. The project is being justified on the basis that over the past 10 years there have been 13 loss of control crashes and 11 head on crashes, and the overall crash risk is therefore high enough to warrant such a high investment.
- 2 However, whilst the crash statistics quoted are correct for that stretch of SH, a slightly detailed analysis reveals that most of the 13 loss of control crashes occurred in the earliest five year time period, with only three incidences in the past five years. Similarly most of the head on crashes occurred in the earliest five year time period and only three in the last five years. This fairly simple further analysis seems to in fact demonstrate a *clearly decreasing* crash trend which would suggest the safety of the road is in fact improving.
- 3 Additionally the Alliances own report for the project identifies that both the collective risk and personal risk measures have also *decreased* over the analysis period. Their report goes on to state that this road corridor, SH2 between Te Teko and Awakeri, *is not considered to be a high risk corridor*.
- 4 It was also noted that significant investment in safety improvements over the past 10 years had already been made by the NZTA, targeting the high risk areas where these crashes had occurred, and this could perhaps help explain the decreasing trend.
- 5 Yet in spite of all this this information having been discussed with the Alliance, they remain determined to continue with their \$3.7M investment proposal for the corridor. This would be the highest ever investment in road safety in the history of the Eastern Bay, and whilst NZTA's desire to invest in our region is very much appreciated, it just does not seem, based on the facts, as if the investment is being appropriately targeted.
- 6 The type of improvement proposed is the installation of barriers over 75% of the road length. This is in fact almost all of the available roadside, because driveways and farm entrances make up the majority of the remaining 25%.
- 7 So whilst it would appear at face value that erecting a barrier on the side of the road would stop run-off road crashes, it also introduces a host of dis-benefits that need to be understood and properly assessed. These included:
  - Barriers are to be installed without any additional road widening, and in fact the traffic lanes and sealed shoulders in places, are proposed to be made narrower than they currently are. This would constrict the local road users, especially agricultural contractors with extra wide equipment who would not be able to stay within their lane and would therefore be forced to cross over into the other lane.
  - People could not pull off over to the side of the road as the guardrails prevented that use.
  - Stock will be unable to be driven down the road.
  - Motorcyclists objected to the wire rope barriers as they see these as "cheese cutters" for them in an accident situation.
  - The area was used by cyclists recreationally and they liked the road because of the wide sealed shoulder. Guardrails would remove this shoulder and narrow the gap between cyclists and all other traffic.
  - The wide sealed shoulder provided a buffer for those motorists who wandered off the road to recover. However as soon as guard rails were installed, those

wandering off the road would hit the guard rail straight away and there would be no opportunity to recover.

- The rate of head-on crashes is about as high as the run-off –road crashes, and very little of the proposed investment addresses this risk. So there seems to be an overt focus on one risk over all others.
- There is no record of people who may have errantly strayed off the road and on to the shoulder, but recovered without incident and continued on their way. With barriers installed, these minor incidents would not become a crash, as the barrier would be hit, possibly even deflecting the vehicle uncontrolled back into the traffic lanes.

In summary Mr Taylor stated that he did not believe the benefits of the project had being weighed up against the negative aspects of the project. Mr Taylor stated that he did not consider the SH from Awakeri to Te Teko to be a high risk corridor, as the Alliances own report also concurred. Yet for reasons not fully understood, or perhaps revealed, the Alliance continues to proceed with haste towards its proposed investment and does not seem willing to pause and take the time to consider the local response and reassess the projects justification.

Mr Taylor stated that he had asked NZTA to defer the project for 12 months and for an independent review to be undertaken of the project justification. He also asked if the Alliance had considered other less intrusive initiatives, such as enhanced edge marking and signage, instead of the installation of physical barriers, that may achieve the same results. He stated that as a Roothing Manager he was not convinced it was the right investment at the right time in the right place. He expressed his disappointment that NZTA was proceeding despite his concerns being outlined to them in writing, through face to face meetings and through having driven the section of State Highway with the Safe Roads Alliance team.

Sergeant Wylie stated that he supported Mr Taylor’s concerns and also struggled to understand why the investment was being spent on this particular corridor, when there were other road corridors of higher risk that the Police would prefer NZTA spent their investment on. He expressed his disappointment that it sounded like the project was a fait accompli and NZTA would proceed irrespective of these local concerns being expressed.

The Committee discussed the best form of redress and asked how the concerns expressed regarding this project could be considered by NZTA. Mr Haig stated that the State Highway Manager had made the call, based on the analysis of the risks. Mr Haig stated that the risks were still there, and they were looking to mitigate those risks. He stated that there was a long process of analysis that NZTA and the review teams went through to make sure they were doing the right thing and they supported the treatment been proposed. He stated that it was linked with the desire to deliver on the business case previous mentioned whose main aims were to reduce deaths and serious injuries and improve the safety rating (Kiwirap) of highways.

The Chairperson advised that a number of pulp and paper machines had closed at Kawerau which had reduced considerably the number of shift workers using this road, and he assumed that they were the main cause of the accidents. Ms Phillips stated that the traffic volumes on the road were still increasing.

The Committee agreed that, given the concerns expressed by Mr Taylor and Sergeant Wylie, that a further meeting should be held with the local roading managers, the Police, political representatives of Kawerau District Council, Ōpōtiki District Council, Whakatāne District Council, Bay of Plenty Regional Council, Members of the Safe Roads Alliance and the NZTA State Highway Manager to work through these concerns and hopefully reach a mutual agreed solution.

**RESOLVED:**

1. **THAT** a letter from the Eastern Bay Road Safety Committee be sent to the New Zealand Transport Agency State Highway Manager expressing the following concerns with the Safe Roads Alliance safety project for SH 30 Awakeri to Te Teko:

- Analysis of the crash history seemed to demonstrate a decreasing crash trend and the Alliances own report concludes the section of road is not considered to be a high risk corridor.
  - Specifically, while the statistics for that stretch of SH showed 13 loss of control incidents, this was mostly in the earliest five year time period, with only three incidences in the past five years. Similarly the number of head-on accidents was grouped in the earliest five year time period and only three in the last five years. These figures showed a decreasing trend that did not justify the level of expenditure proposed by the Safety Alliance.
  - Significant investment in safety improvements over the past 10 years had already been made by the NZTA, targeting the high risk areas where these crashes had occurred, and this could perhaps help explain the decreasing trend.
  - The proposed barriers over 75% of the road would constrict the local road users, especially agricultural contractors with extra wide equipment who would not be able to stay within their lane and would therefore be forced to cross over into the other lane.
  - People could not pull off over to the side of the road as the guardrails prevented that use.
  - Stock will be unable to be driven down the road.
  - Motorcyclists objected to the wire rope barriers as they see these as “cheese cutters” for them in an accident situation.
  - The area was used by cyclists recreationally and they liked the road because of the wide sealed shoulder. Guardrails would remove this shoulder and narrow the gap between cyclists and all other traffic.
  - The wide sealed shoulder provided a buffer for those motorists who wandered off the road to recover. However as soon as guard rails were installed, those wandering off the road would hit the guard rail straight away and there would be no opportunity to recover.
  - The rate of head-on crashes is about as high as the run-off –road crashes, and very little of the proposed investment addresses this risk. So there seems to be an overt focus on one risk over all others.
  - There is no record of people who may have errantly strayed off the road and on to the shoulder, but recovered without incident and continued on their way. With barriers installed, these minor incidents would not become a crash, as the barrier would be hit, possibly even deflecting the vehicle uncontrolled back into the traffic lanes.
2. **THAT** the letter to the New Zealand Transport Agency State Highway Manger also request a meeting be held with the following parties to work through the concerns expressed in resolution 1 above.
- Rooding Managers of the relevant rooding authorities
  - the Police
  - the Mayors of Kawerau District Council, Ōpōtiki District Council and Whakatāne District Council
  - the Chairperson of the Bay of Plenty Regional Council
  - NZTA State Highway Manager
  - Members of the Safe Roads Alliance
- 3 **THAT** the letter to the NZTA State Highway Manager further request that progress on the Safe Roads Alliance Safety Project for SH 30 from Awakeri to Te Teko, including the issuing of tenders, cease until the meeting between the parties is held.

Holmes/Savage

**CARRIED**



AFTER MEETING ACTION:

	Position	Date
1.	Chairperson Eastern Bay Road Safety Committee	31 May 2016
2.	Manager Transportation, Whakatāne District Council	31 May 2016
3.	Sergeant Ray Wylie, NZ Police	31 May 2016
4.	Roading Manager, Kawerau District Council	31 May 2016
5.	Engineering and Services Group Manager, Ōpōtiki District Council	31 May 2016
6.	Tim Haig, Safe Roads Alliance	31 May 2016





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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **GLENN SUTTON, ECONOMIC AND COMMUNITY DEVELOPMENT  
MANAGER**

Subject: **KAWERAU CONTAINER TERMINAL UPDATE**

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## **1. REASON FOR THE REPORT**

The reason for this report is to provide members with an update on an initiative to establish a rail and road container terminal (CT) in Kawerau.

## **2. RELEVANCE TO EASTERN BAY OF PLENTY**

There is widespread interest in the container terminal from a range of businesses across the Eastern Bay of Plenty.

The intention is that products from the Eastern Bay of Plenty would be transported to the Kawerau CT (via truck) and then railed directly to the Port. Conversely, empty containers and goods would be transported from the Port to the CT for subsequent distribution. The CT would include refrigeration and warehousing capabilities. The newly opened Tokoroa road and rail terminal has provided practical learnings for the Kawerau initiative.

## **3. DISCUSSION**

Industrial Symbiosis Kawerau (ISK) has been working on an initiative to establish a rail and road CT) in Kawerau. Initially, the terminal was viewed as being an economic option for transporting products from Kawerau to the Port of Tauranga by rail – currently most of those products are trucked to the Port.

However, canvassing of potential users has shown that there is widespread interest for a CT across the Eastern Bay of Plenty. It has become obvious that such a terminal has regional significance and benefit, not just for Kawerau. The CT is seen as being a significant strategic asset and is specifically included in the Toi Moana Bay of Plenty Regional Economic Action Plan that is supported by Central Government. Discussions with KiwiRail, Port of Tauranga and the New Zealand Transport Agency also indicate their support for the concept.

The initiative has progressed to the stage where we have recently joined with the Value Chain Optimisation group at Scion to undertake a project to assess the economic and logistical feasibility of the CT. Scion will develop a discrete event simulation (DES) model to simulate train movements for full and empty containers between the Port of Tauranga and Kawerau.

The project will involve the simulation of different scenarios that will include varying levels of volumes, costs and fluctuations. This will enable Scion to establish critical thresholds beyond which the Container Terminal will become economically viable and highlight risk levels. Two other key outputs will be the change in carbon dioxide emissions and the change in road transport, annually, between Kawerau and the Port.

Funding for the project has been obtained and work commenced with an initiation meeting on 19 April 2016 with the project's stakeholders (funders and potential CT users). This meeting provided an overview of what will be involved with the project and what information will be requested from the various participating businesses. The detail and accuracy of that information is critical as it will comprise the necessary background data to be used in the modelling.

Paul Stocks (Deputy CEO of the Ministry of Business, Innovation and Employment (MBIE)) joined us that afternoon with other Central and Regional government colleagues to gain a greater understanding and appreciation of the project.

The Scion project team are currently interviewing the participating companies, individually, to gather the relevant data to be used in the modelling processes.

The project funders comprise the Bay of Plenty Regional Council; Kawerau District Council; MBIE; Scion and Whakatane District Council. Toi-EDA is providing 'in-kind' support.

We expect the project to be completed within six months.

#### **RECOMMENDATION:**

1. **THAT** the report "Kawerau Container Terminal Update" be received.

Glenn Sutton  
**ECONOMIC AND COMMUNITY  
DEVELOPMENT MANAGER  
KAWERAU DISTRICT COUNCIL**

2 June 2016



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To: **EASTERN BAY OF PLENTY JOINT COMMITTEE**

Meeting Date: **8 JUNE 2016**

Written by: **BARBARA DEMPSEY, PLANNING AND REGULATORY MANAGER**

Subject: **AGENDA REPORTS**

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## **1.0 DISCUSSION**

Attached is a spreadsheet which provides a summary of reports which have been and are to be considered by the Joint Committee.

A request has been received to add a workshop on the work plan to discuss Economic Development.

### **RECOMMENDATION:**

**1.0 THAT** the report Agenda Reports be received.

Barbara Dempsey  
**PLANNING AND REGULATORY  
MANAGER  
ŌPŌTIKI DISTRICT COUNCIL**

2 June 2016

## EASTERN BAY JOINT COMMITTEE

### Agenda Reports as follows:

	March	June	Sept	Dec
Tour of Whakatāne and Regional tour	✓			
Pathways to Work	✓			
Eastern Bay – Beyond Today	✓	✓		
Regional Action Plan	✓			
Update on changes to RMA	✓			
Harbour Update (Updated every second meeting)	✓			
Local Government Futures				
Freshwater (Update every second meeting)		✓		
District Road Networks – Collaboration considerations		✓		
Health and Safety		✓		
Container Terminal		✓		
Eastern Bay Tourism				
Cycle Strategy		✓		
Rural Fire – Update on changes to legislation		✓		
Sub Regional Economic development				
Solid Waste				
Treaty Landscape				
Rangitāiki Floodway project				
Bylaws: Collaboration considerations				
District Health Board – Presentation by Board Members		✓		
Forestry Update				
Industrial Symbiosis				
Workshop on Economic Development				