

# Regional Transport Committee

## Open Minutes

- Commencing:** Monday 19 September 2022, 9.30 am
- Venue:** Council Chambers, Ground Floor, Regional House, 1 Elizabeth Street, Tauranga and via Zoom (Audio Visual Meeting)
- Chairperson:** Cr Lyall Thurston - Bay of Plenty Regional Council Toi Moana (BOPRC)
- Deputy Chairperson:** Cr Jane Nees - BOPRC
- Members:** Mayor Malcolm Campbell - Kawerau District Council, Deputy Mayor Faylene Tunui - Alternate, Kawerau District Council, Mayor Steve Chadwick - Rotorua Lakes Council (via Zoom), Cr Norm Bruning - Alternate, BOPRC, Mayor Lyn Riesterer - Ōpōtiki District Council, Cr David Moore - Alternate, Ōpōtiki District Council (via Zoom), Mayor Garry Webber - Western Bay of Plenty District Council, Mayor Judy Turner - Whakatāne District Council, Commissioner Stephen Selwood - Alternate, Tauranga City Council (via Zoom), David Speirs - Waka Kotahi NZ Transport Agency
- In Attendance:** Cr Andrew von Dadelszen - BOPRC, Namouta Poutasi - General Manager, Strategy and Science, Stacey Spall - New Zealand Automobile Association Advisor, Glen Crowther - Environmental Sustainability Advisor, Greg Campbell - Acting Transport Director, Lorraine Cheyne - Team Leader, Transport and Urban Strategy, Presenters - as listed in the minutes, Amanda Namana - Committee Advisor
- Apologies:** Deputy Mayor David Donaldson - Alternate, Rotorua Lakes Council, Deputy Mayor Andrew Iles - Alternate, Whakatāne District Council, Commissioner Anne Tolley - Commission Chair, Tauranga City Council, Brent Crowe - NZ Police Road Safety Advisor; Dan Kneebone - Port of Tauranga Advisor

Please note: This meeting was livestreamed and recorded and can be accessed on Council's YouTube channel: [Regional Transport Committee - 19 September 2022](#)

The Committee stood to observe two minutes of silence in memory of Her Majesty Queen Elizabeth II.

## 1. Apologies

### Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Deputy Mayor Donaldson, Deputy Mayor Iles, Commissioner Tolley, Brent Crowe and Dan Kneebone tendered at the meeting.

Thurston/Nees  
CARRIED

## 2. Declaration of Conflicts of Interest

None declared.

## 3. Minutes

### Minutes to be Confirmed

#### 3.1 Regional Transport Committee Minutes - 19 May 2022

### Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 19 May 2022 as a true and correct record.

Nees/Riesterer  
CARRIED

## 4. Reports

### 4.1 Chairperson's Report

*Tabled Document 1 - Transport Funding Review Remit letter to Minister Wood:  
Objective ID A4214037*

Acting Transport Director Greg Campbell and Team Leader, Transport and Urban Strategy Lorraine Cheyne presented this item.

#### **Key Points:**

- Chair Cr Thurston introduced Tabled Document 1 - a letter sent from Local Government New Zealand to Minister Wood on behalf of Mayors and Regional Transport Chairs requesting an independent review of government transport funding in the next 12 months
- Noted a correction to the table on Page 24 of the agenda in relation to Mode Shift Plans: Western Bay should read Eastern Bay.

#### **Key Points - Members:**

- Requested that Waka Kotahi provide advice to Regional Transport Committees on the appropriate way to deal with different classes of projects during the formulation of a Regional Land Transport Plan (RLTP)

- Supported an orientation/workshop of all incoming members of the Regional Transport Committee in the new triennium (prior to a review) to support the development of the next RLTP, provide background and establish how best to work together going forward
- Requested further consultation from Waka Kotahi when designing road safety solutions to inform local knowledge into the design stages, including Whakatāne District Council road safety team, local police and residents who were affected by the solutions
- Median safety barriers installed on State Highway 2 had shown a marked reduction in accidents causing death and serious injury.

**David Speirs - Waka Kotahi In Response to Questions:**

- There would be a review of the RLTP process for which learnings would inform the next RLTP. Ideally investment advisors would be involved early in the process to discuss the multiplicity of different funding systems which funded transport investment (not only the RLTP), followed by a risk management conversation
- Waka Kotahi had prepared a briefing for incoming councillors following elections which would cover how the network was funded and the role of Mayors/Councillors, followed by a workshop specific to the Regional Transport Committee. KiwiRail supported this initiative and were interested in presenting relevant matters to developing the RLTP with Waka Kotahi.

**Resolved**

**That the Regional Transport Committee:**

**1 Receives the report, Chairperson's Report.**

**Webber/Turner  
CARRIED**

**4.2 Waka Kotahi NZ Transport Agency Quarterly Update - September 2022**

*Presentation: Waka Kotahi NZ Transport Agency Quarterly Update: Objective ID A4209617* [↗](#)

Director Regional Relationships David Speirs presented this item.

**Key Points:**

- Provided an overview of the Emissions Reduction Plan (ERP) and the three focus areas which guided how the sector would reduce transport emissions
- Waka Kotahi were awaiting advice from Minister Wood on how to reflect the ERP in investment decisions for the remainder of the 2021-24 National Land Transport Fund (NLTP), although this would not affect investments already underway
- The Asset Management Data Standard had started being rolled out and would help to better manage and plan the development of roading infrastructure
- Waka Kotahi sustainability standard (Taumata Taiao) had been updated
- Safety camera expansion and transfer from NZ Police was underway, which also included a new infringement process system
- The One Network Framework would influence investment decisions for the next RLTP

- Highlighted driver licensing improvements, including innovative solutions to accessing disadvantaged communities
- Four applicants had been selected for co-investment in new and enhanced coastal shipping services and up to 35 million kilometres of truck travel every year could be reduced through this investment alone
- Safe System audit guidelines were a more consistent approach and expected to be released by the end of September 2022
- Provided an update on major Bay of Plenty projects and the 2022/23 Bay of Plenty Maintenance programme
- Noted that improvements were not currently included in maintenance work, which Waka Kotahi were discussing with Ministry of Transport as part of the funding review.

**Key Points - Members:**

- Rubbish in lakes, drains and waterways of the region was a concern. Acknowledged members of the public that were frequently seen collecting rubbish from the side of the road
- Suggested working with Territorial Local Authorities (TLA's) to ensure best use of information safety cameras provided e.g. dumping of rubbish and other infringements. Councils working toward installing CCTV cameras needed to understand the capability of safety cameras so that the gathering of information was not doubled up
- Rotorua had a community safety initiative to share forensic evidence from safety cameras, rather than seeing them as a solely speed management process
- The funding assistance rate (FAR) would not enable local government to bring the standard of roads up to the one network classification within the required timeframe
- Suggested Waka Kotahi work together with the Mayors Taskforce for Jobs and the Ministry for Social Development in improving driver licensing, particularly in rural areas
- Expressed ongoing concern over the condition of Peketahi Bridge
- The spend was reflected by the deterioration of roads from the increase of freight and the size and weight of trucks.

**In Response to Questions:**

- Supported including eradication of gorse as well as planting in long term maintenance plans
- Part of the operations and maintenance contracts included dealing with rubbish and general appearance along roads and these contracts were undergoing a review. The scale of recent events had caused reprioritisation of this work
- Aimed to have approximately 800 cameras nationally once the network was at capacity - some in assigned locations and some that were mobile
- Work was underway to identify optimal sites e.g. high risk corridors for speed, poor driver behaviour, merging, high accident areas at roundabouts, seatbelts and cellphone use - NZ Police and road safety authorities would be consulted on this
- Clarified that the safety camera expansion and transfer was a Waka Kotahi investment
- An investment decision could not be made until the scale and scope was understood, and the standard the investment decision desired to achieve
- The One Network Framework accounted for the context of a place (recognising both function and form), and would also clearly steer asset management decisions
- Highlighted the criticality of the Eastgate intersection to Rotorua

- The challenge of getting a second bridge over the Whakatāne River funded through the next NLTP was that it needed to be supported by sound spatial planning
- Waka Kotahi would be looking at all bridges in the network that had wooden decks, although a balance needed to be found between maintenance and capital costs.

**Items for Staff Follow Up:**

- Waka Kotahi to advise how coastal shipping emissions would be managed in relation to emissions reduction targets, particularly with regard to international shipping.

## **Resolved**

### **That the Regional Transport Committee:**

- 1 Receives the report, Waka Kotahi NZ Transport Agency Quarterly Update - September 2022.**

**Speirs/Turner  
CARRIED**

10.42 am - The meeting **adjourned.**

10.58 am - The meeting **reconvened.**

## **5. Presentations**

### **5.1 KiwiRail: Rail Network Investment Programme Year 1**

*Presentation: Rail Network Investment Programme Year 1: Objective ID A4214082*

Acting Group Manager - Government Policy and Funding Angus Hodgson presented this item.

**Key Points:**

- Provided an outline of the NZ Rail Plan and Rail Network Investment Programme (RNIP)
- Highlighted how the RNIP fit into transport planning and the Government Policy Statement (GPS). As the NZ Rail Plan was updated it would be more responsive to RLTP's
- The RNIP was funded through two National Land Transport Fund (NLTF) Activity Classes - the Rail Network Activity Class and the Public Transport Infrastructure Activity Class
- Noted the significance of the funding of renewals in the initial phase of RNIP
- There was strong delivery in year one of the RNIP, despite disruptions
- Outlined what was delivered in the North Island and in the Bay of Plenty and the KPIs and Year 1 targets from Central North Island
- Next steps in planning over 2022/23 and 2023/24
- The renewal of core infrastructure underpinned every rail operations
- Highlighted key projects in the East Coast Main Trunk.

**Key Points - Members:**

- Agreed that heavy investment needed to move from road into rail
- Noted that Rotorua was not connected by the Rail Network)
- Carbon pricing was a critical aspect and did not currently look at total costing – the amount of embedded carbon in the roading/rail networks and maintenance programmes must be factored in or outcomes may become distorted
- Considered there was inconsistency in emissions reduction targets between major aspects of the transport system.

**In Response to Questions:**

- Track User Charges were a nominal fee set and spread across all KiwiRail customers for which people were receiving an improved network with better reliability
- The level of investment and the amount of work possible within the three year programme needed to be focused on raising the standard before undertaking work on growth
- Funding requests for the rail network should be put it through the RNIP rather than other funds
- Following the 2023 business case on fleet decarbonisation, KiwiRail would provide a briefing on progress to the committee
- Electrification was an emissions and preferred technologies consideration, rather than a consideration of capacity on the network
- KiwiRail did not have a voice in decision-making on Light Rail investments
- There were other options to full electrification e.g. tri-mode which would require only partial electrification. The timing for this needed to happen before purchasing the locomotive, and needed to be staged e.g. Kaimai Tunnel
- Train drivers did not need masks for CO2 when they were at the front of the locomotive as the diesel was behind them
- New technology approaches were being channelled through the indicative business case on fleet decarbonisation including magnetic and hydrogen options. High speed rail needed considerable improvement to the network to make it viable and achieve long straight tracks which did not currently exist.

**Resolved****That the Regional Transport Committee:**

- 1 Receives the presentation, KiwiRail: Rail Network Investment Programme Year 1.**

**Webber/Riesterer  
CARRIED**

**Decisions Required****5.2 Regional Land Transport Plan - Variations****Resolved****That the Regional Transport Committee:**

- 1 Receives the report, Regional Land Transport Plan - Variations**

- 2 Approves the following two variations to the Bay of Plenty Regional Land Transport Plan 2021-31:
  - (a) Western Bay of Plenty Transport System Plan programme management; and
  - (b) Urban Form and Transport Initiative monitoring framework.
- 3 Notes that neither of the proposed variations trigger the Regional Land Transport Plan 2021-31 significance policy and both variations can be classified as non-significant for the purpose of consultation.

**Webber/Nees  
CARRIED**

### 5.3 Final Eastern Districts and Rotorua Lakes District Travel Demand Management Programme Scoping Studies

Senior Transport Planner Andrew Williams presented this item.

**Key Points - Members:**

- Requested amendment to the data on Page 143 of the agenda – update population for Ōpōtiki as the report used outdated population statistics and the district now recorded a population of 10,300.

#### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Final Eastern Districts and Rotorua Lakes District Travel Demand Management Programme Scoping Studies;
- 2 Endorses the final Eastern Districts and Rotorua Lake District Travel Demand Management Programme Scoping Studies; and
- 3 Notes the changes made to the draft Scoping Studies, as requested by the Committee at its 19 May 2022 meeting.

**Thurston/Chadwick  
CARRIED**

### 5.4 Reshaping Streets

Senior Transport Planner Matthew Kilpatrick presented this item.

**Key Points:**

- Outlined two revisions:
  - In the table on Page 218 of the agenda change Rotorua Lakes Council from ‘no comment’ to ‘yes’
  - Remove the final sentence of the submission letter on Page 223 of the agenda ‘Please find our comments below, we trust you find them constructive’.

#### **Resolved**

**That the Regional Transport Committee:**

- 1 Receives the report, Reshaping Streets;

- 2 **Endorses the report and attached submission providing general support for Waka Kotahi's 'Reshaping Streets'.**

**Webber/Nees  
CARRIED**

## **Information Only**

### **5.5 Regional Land Transport Plan - Implementation Report**

Acting Transport Director Greg Campbell and Senior Transport Planner Andrew Williams presented this item.

#### **In Response to Questions:**

- Resourcing for delivering the projects in the RLTP within given timeframes was challenging and staff aimed to be pragmatic with existing resources - additional resourcing was being sought where required.

#### **Items for Staff Follow Up:**

- Respond to the Committee via email with details on the timing and sequencing of some of the activities in the RLTP and Transport Systems Plan (TSP) - in particular provide clarity on the Arataki area accessibility and placemaking project, and the Totara St Multimodal Improvements project.

## **Resolved**

**That the Regional Transport Committee:**

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

**Thurston/Nees  
CARRIED**

### **5.6 Regional Speed Management Rule, 2022: Regional Speed Management Plan**

## **Resolved**

**That the Regional Transport Committee:**

- 1 **Receives the report, Regional Speed Management Rule, 2022: Regional Speed Management Plan.**

**Thurston/Campbell  
CARRIED**

### **5.7 Regional Spatial Planning**

Principal Advisor – Strategic Planning Adam Fort presented this item.

**Key Points - Members:**

- Noted that other legislative changes to the Land Transport Management Act (LTMA) would potentially affect how the work of the Committee integrated with the Regional Spatial Plan
- Attention needed to be paid to all the moving parts, as well as the provisions of the Spatial Planning Act to establish how it would all fit together and work for the region
- Considered this an important piece of reform work that held significance for the region
- KiwiRail suggested a future conversation be held if the Committee considered putting forward a submission through the Select Committee process.

**Resolved****That the Regional Transport Committee:**

- 1 Receives the report, Regional Spatial Planning.**

**Webber/Selwood  
CARRIED**

**5.8 Overview of the Emission Reduction Plan (ERP) - Transport Implications**

Team Leader – Transport and Urban Strategy Lorraine Cheyne and Senior Planner Climate Change Jane Palmer (via Zoom) presented this item.

**Key Points Members:**

- Whakatāne District were undertaking good work in this area and would like to see this fed into the regional transport emissions reduction work.

**Resolved****That the Regional Transport Committee:**

- 1 Receives the report, Overview of the Emission Reduction Plan (ERP) - Transport Implications.**

**Thurston/Nees  
CARRIED**

**5. Verbal Update Opportunity from Committee Members and Advisors**

*Tabled Document 2 - Drug Driving Introduction commencing March 2023: Objective ID A4214064*

**Brent Crowe – NZ Police Advisor (not present):**

- Brent Crowe – NZ Police Road Safety Advisor was unable to attend the meeting but provided a presentation to table, introducing members to the drug driving campaign that would commence in March 2023.

**Mayor Steve Chadwick – Rotorua Lakes Council:**

- Had enjoyed the work of the Committee, the regional thinking and setting priorities together, however expressed frustration for communities in the eastern arterial over the partial investment of projects in the area
- Appreciated the presence of Waka Kotahi and KiwiRail on the Committee and the collaborative thinking this would provide for the future
- Looked forward to seeing locally-led projects, regionally supported and nationally funded.

**Mayor Lyn Riesterer – Ōpōtiki District Council:**

- Commended the recent State Highway (SH) 35 failure response as being well co-ordinated by Civil Defence and Waka Kotahi
- SH35 and SH2 resilience proposal – considered that Waka Kotahi policy needed to be reviewed on the state highway networks where the numbers did not support the investment required. Part of this was reflected in the priorities of the RLTP
- Confirmation of the speed review was positive but would like further information on the timing. Communities living near state highways were not being involved early enough in consultation
- Overall condition of state highways in terms of ride quality and safety was poor, would also like to see state highway pavements and footpath renewal in the Ōpōtiki District
- Transport Management Plans were being well implemented, however alternating speed limits outside of Kutarere and at Snells Road provided confusion to travellers trying to adhere to them
- Ōhiwa Beach Road/Waiotahe back road/SH2 upgrade - would like to include a provision for a cycle bridge to address safety issues
- Commended the meetings with Minister Wood that the Committee had achieved and the positive outcomes for the region.

**Mayor Malcolm Campbell – Kawerau District Council:**

- Noted that 60% of the region was in the Eastern Bay of Plenty and subject to many heavy traffic movements, causing stress on roading infrastructure
- Agreed upon the positive presence of KiwiRail and Waka Kotahi on the Committee and commended the work of staff
- Considered highlights should be better celebrated along with addressing significant issues
- Supported Community Boards having greater involvement as their localised knowledge was important and the unique information they gained
- Populations in the Eastern Bay would continue to grow, and spatial planning was crucial to support this.

**Commissioner Stephen Selwood – Tauranga City Council:**

- Acknowledged the contribution of all members of the Committee and the challenges going forward, as well as the successes of the Committee to date
- Noted future challenges around collaboration required in achieving a Regional Spatial Plan and the wider debate around how to fund and deliver this.

**Glen Crowther – Environmental Sustainability Advisor:**

- Reflected upon the status of the environment in transport planning at the beginning of the triennium compared to where it sat now
- Observed increasing tension from communities in the region from a misalignment between their understanding in some areas and that of local government

- How to achieve sufficient community engagement on Reshaping Streets may be a key issue for many people
- There were accessibility concerns from the disability and ageing sectors around bus stop options where buses could stop in the road to collect passengers
- Environmental policy goals also needed to be sustainable.

**Mayor Garry Webber – Western Bay of Plenty District Council:**

- Highlighted the following achievements:
  - Minden Lifestyle Zone and the houses that would be built once the Takitimu Northern Link was completed
  - Name change of the Tauranga Northern Link to the Takitimu Northern Link
  - Ōmōkoroa roundabout
- Having KiwiRail and Waka Kotahi on the Committee would enhance strategic thinking and performance management
- Project management of the RLTP was fundamental and monitoring of projects a crucial component
- Business cases needed to be focused around scope.

**Angus Hodgson - KiwiRail**

- It had been one year since KiwiRail had been gazetted as a member of the Committee and valued the role and criticality to the transport planning process.

**Cr Jane Nees – BOPRC**

- Noted that the Bay of Plenty Regional Public Transport Plan Hearings Subcommittee had some common members with the Regional Transport Committee which was beneficial from a public transport planning perspective
- Work was underway on initial phases of the bus decarbonisation feasibility study
- A regional risk assessment was being undertaken by Tonkin and Taylor, which would be an important consideration for the next RLTP and the Regional Spatial Plan.

**12.25 pm – the meeting closed.**

**CONFIRMED**

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Cr Lyall Thurston  
Chairperson, Regional Transport Committee