

Regional Transport Committee

Open Minutes

- Commencing:** Friday 13 September 2024, 9.30 am
- Venue:** Council Chambers, 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 Ken Shirley - BOPRC
- Members:** Mayor Faylene Tunui - Kawerau District Council, Mayor David Moore - Ōpōtiki District Council, Mayor James Denyer - Western Bay of Plenty District Council, Deputy Mayor John Scrimgeour - Alternate, Western Bay of Plenty District Council (via Zoom), Mayor Mahé Drysdale - Tauranga City Council (via Zoom), David Speirs - NZ Transport Agency Waka Kotahi (NZTA), Mayor Tania Tapsell - Rotorua Lakes Council (via Zoom), Cr Conan O'Brien - Alternate, Rotorua Lakes Council, Mayor Victor Luca - Whakatāne District Council, Angus Hodgson - KiwiRail (via Zoom, non-voting member)
- In Attendance:** External: Stacey Spall - NZ Automobile Association Advisor, Inspector Logan Marsh - NZ Police Road Safety Advisor, Cr Glen Crowther - Tauranga City Council
- BOPRC: Cr Kat MacMillan, Cr Jane Nees, Namouta Poutasi - General Manager, Strategy and Science, Oliver Haycock - Director, Public Transport, Andrew Williams - Manager, Transport Planning, Presenters - as listed in the minutes, Amanda Namana - Committee Advisor
- Apologies:** Chairman Doug Leeder - BOPC (ex-officio), Greg Pert - Freight Advisor, Dan Kneebone - Port of Tauranga Advisor

1. Apologies

Resolved

That the Regional Transport Committee:

- 1 **Accepts the apologies from Chairman Doug Leeder, Greg Pert and Dan Kneebone tendered at the meeting.**

**Thurston/Shirley
CARRIED**

2. Chair's Statement

The Chair reminded all present that the meeting was livestreamed and recorded and would be made available on the Bay of Plenty Regional Council website following the meeting: [Regional Transport Committee Meeting - 13 September 2024](#).

3. Public Forum

The public forum item noted on the agenda was reclassified as a deputation in order for the Committee to formally receive the background information provided and be enabled to make a decision if desired.

4. Deputations

4.1 Julia Mclean - on behalf of NZ equestrians seeking formal recognition as a Vulnerable Road User

Tabled Document 1 - Horse Riders' Near Misses and Letters of Support for Vulnerable Road Users: Objective ID A4774016 [⇒](#)

Tabled Document 2 - Letter to NZ Mayors and Councillors: Objective ID A4774018 [⇒](#)

Tabled Document 3 - Print Version Poster for Vulnerable Road User Awareness Rides: Objective ID A4774034 [⇒](#)

Tabled Document 4 - Press Release - Vulnerable Road User Pass Wide and Slow Awareness Rides: Objective ID A4774036 [⇒](#)

Key Points:

- Speaking to every regional transport committee nationwide to provide consistent messaging, and request support in seeking an amendment to the Land Transport Management Act 2003 (LTMA)
- In New Zealand, transport literature did not include a formal definition of a vulnerable road user and horse riders were currently considered as 'other road users', meaning they were not included in road safety messaging or education
- Created specific road safety targeted messaging and partnered with NZ Police in having this publicised (**Tabled Documents 3 and 4**)
- The 'pass wide and slow' campaign held an international message - pass wide at a minimum of two metres and slow your vehicle down. On Saturday 21 September and Sunday 22 September a campaign ride would take place around the country, along with riders in South Africa, Australia, Canada, America, Ireland and the United Kingdom
- A petition being formally lodged with central government on 15 October 2024 already had cross party political support
- Near miss data was being collected via a survey as this was not currently captured by any authority.

In Response to Questions:

- The 'pass wide and slow concept' was a behavioural change, rather than a specified speed to reduce to
- Multi-use pathways were being used successfully around the world
- Sought inclusion and understanding over consistently being left out of planning decisions
- Regulation had to be practical and common sense - legislation that was fit for purpose.

Resolved

That the Regional Transport Committee:

- **Receives the Deputation, NZ Equestrians seeking formal recognition as a Vulnerable Road User in legislation and treatment;**
- **Delegates authority to the Chair to review and sign a letter to the Minister of Transport in support of recognising horse riders as Vulnerable Road Users.**

Shirley/Luca
CARRIED

5. Order of Business

Item 7.4 - Proposed UNISA position paper on the national significance of a resilient and efficient Upper North Island supply chain, was taken following Item 7.1 - Chairperson's report to accommodate the availability of the Committee Champion.

6. Declaration of Conflicts of Interest

None declared.

7. Minutes

Minutes to be Confirmed

7.1 Regional Transport Committee Minutes - 22 May 2024

Resolved

That the Regional Transport Committee:

- 1 **Confirms the Regional Transport Committee Minutes - 22 May 2024 as a true and correct record.**

Moore/Speirs
CARRIED

8. Reports

8.1 Chairperson's Report

Tabled Document 5 - NLTP Final Decision letter to the Bay of Plenty Regional Transport Committee, dated 3 September 2024: Objective ID A4774039 [⇨](#)

Tabled Document 6 - Briefing Note to Members on Key Outcomes from the NLTF 2027-2027: Objective ID A4774041 [⇨](#)

Tabled Document 7 - Response letter from Hon Simon Bridges regarding median barrier installation on State Highway 2, dated 5 September 2024: Objective ID A4778781 [⇨](#)

Presented by: Oliver Haycock – Director, Public Transport

Key Points:

- A briefing note was provided (**Tabled Document 6**), summarising the outcomes from the submission of the Regional Land Transport Plan (RLTP).

Key Points - Members:

- Following the decision from the Minister of Transport (**Tabled Document 7**) regarding median barriers and right-turn functionality on remaining intersections in the State Highway 2 (SH2) Waihi to Ōmōkoroa corridor, affected residents were still deeply concerned over the safety issues that remained and would no longer be addressed.

In Response to Questions:

- Public transport focused analysis regarding the RLTP outcomes would be provided to the next meeting of the Public Transport Committee on 24 September 2024, noting that there was sufficient funding to maintain current service levels across the region but limited funding for improvement activities.

Resolved

That the Regional Transport Committee:

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

**Thurston/Tunui
CARRIED**

8.2 Proposed UNISA position paper on the national significance of a resilient and efficient Upper North Island supply chain

Presented by: Andrew Williams – Manager, Transport Planning

Key Points:

- At this early stage, staff considered the position paper required further balance across the UNISA partners, with some specific additions being requested
- KiwiRail had been in contact regarding their position on the paper and staff would work together with them on this
- At present the paper was in its development and the Committee would have an opportunity to review the draft.

Key Points - Members:

- The paper appeared strongly focused on Auckland and north - supported further focus on the Bay of Plenty
- Highlighted the previous studies that analysed and reported on this subject and questioned the necessity of local government repeating this exercise with the same information.

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Proposed UNISA position paper on the national significance of a resilient and efficient Upper North Island supply chain;**

- 2 **Notes that officers will refine the details of the statement in line with agreed UNISA positions and Bay of Plenty Regional Council policy positions;**
- 3 **Notes that the UNISA position paper will be brought back to the Committee for endorsement once the final version is prepared.**

**Thurston/Denyer
CARRIED**

10.15 am – The meeting **adjourned.**

10.35 am – The meeting **reconvened.**

8.3 NZ Transport Agency Waka Kotahi Quarterly Update

Presentation: NZ Transport Agency Waka Kotahi Quarterly Update - September 2024: Objective ID A4774044 [↗](#)

Presented by: David Speirs – Director Regional Relationships

Key Points:

- Highlighted outcomes from the NLTP, including a record investment of \$32.9B in the land transport network during the delivery period
- \$6.4B for public transport services was primarily focused on Auckland, Wellington and Christchurch, the national ticketing system and continuing existing programmes. Noted there was minimal allocation for new programmes or infrastructure investment
- Delivering Roads of National Significance (RoNS) was a substantial proportion of NLTP investment and alternative sources of funding, revenue and investment tools were being looked at
- Outlined the allocation of the \$1.9B forecast to be invested in the Bay of Plenty region during the 2024-27 NLTP period
- The Ōmanawa Bridge design would be future proofed for four lanes, it was also designed with flood resilience in mind
- The change to the Integrated Delivery Model (IDM) focused on targeting specialised work to large contractors that they alone could deliver, whilst reserving the ability to direct contract the smaller, less complex work to Tier 2 and Tier 3 contractors
- Time of use legislation was currently being drafted by central government, which would enable time of use charging by NZTA and local authorities
- The National Ticketing Solution (Motu Move) was being rolled out, starting in Canterbury late 2024 with all other regions being transitioned by the end of 2026
- Expected that all safety cameras would have been transferred to NZTA from NZ Police by July 2025
- State Highway 29 Tauriko enabling works had been underway from March 2024 and were expected to take approximately three years, with Cambridge Road works commencing this month
- Outlined progress on Takitimu North Link (TNL) – SH2/Fifteenth Ave
- Provided a Waihi to Ōmokoroa safety improvements project update following the recent NZTA Board decision on median barriers.

Key Points – Members and Councillors:

- Feedback from the public regarding tolling consultation highlighted that it needed to be clarified and was being misinterpreted. There was an

assumption that using the whole network in a trip could have the potential to be tolled three times.

In Response to Questions:

- Although \$32.9B was a substantial amount of investment, it needed to be considered within the context of the market and the deliverability amidst challenges
- \$1.7B for road safety promotion and policing did not include revenue from income generated through fines etc.
- Consents for TNL Stage 2 and State Highway 1 Cambridge to Piarere expressway would be lodged for fast-track consenting
- Capacity for deliverability was a strong consideration in looking at the maintenance and operations investment and the RoNS. This was also why they had been staged to start across a ten year period
- Acknowledged the impacts road closures and detours had on local roads, and the costs and trade-offs associated with these
- There were a range of technology options for time of use charging including cameras, prepaid devices in cars etc. The technology was costly and sensible investment would need to be considered e.g. main highways where there was existing infrastructure
- Detail on the expectation around variable speed signs and what would be required was not yet available
- If a decision to toll the TNL was made, a review would be undertaken of the tolling system and how it would work
- There was no single trigger to add right hand turns through wire barriers as a criteria of design, more a broader assessment of risk for each instance
- The completion timeframe for TNL had shifted from 2027 to 2028 due to delays caused by the 2023 flooding events
- Work was required and underway on how best to use Road User Charges (RUC) in a way that was fair but uncomplicated.

Items for Follow Up:

- Provide information to Mayor Luca on the amount of investment spend per year across the last four decades' NLTP
- Provide information on how much the increase in funding would cover the costs of increased services/inflation effects
- Provide a contact from the Ministry of Transport with RUC expertise to speak to the Committee at a future meeting.

Resolved

That the Regional Transport Committee:

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

**Speirs/Tunui
CARRIED**

Decisions Required

8.4 Membership update and appointment of External Advisor for Environmental Sustainability

Presented by: Andrew Williams – Manager, Transport Planning

Minute Note: Discussion related to this item occurred under Item 9 – Verbal Update Opportunity from Committee Members and Advisors

Resolved

That the Regional Transport Committee:

- 1 Receives the report, Membership update and appointment of External Advisor for Environmental Sustainability;**
- 2 Notes the new members as appointed by Tauranga City Council:**
 - (a) Mayor Mahé Drysdale as the primary member**
 - (b) Deputy Mayor Jen Scouler as the alternate member;**
- 3 Notes that a public process will seek nominations for candidates to fill the role of Environmental Sustainability Advisor; and**
- 4 Appoints the Regional Transport Committee Chair and Regional Council's Director, Public Transport as a selection panel and delegates authority to the Chair to appoint an Environmental Sustainability Advisor.**

**Denyer/Shirley
CARRIED**

Information Only

8.5 Regional Land Transport Plan - Implementation Report

Presented by: Andrew Williams – Manager, Transport Planning

Key Points:

- Noted that the appendix of the report was supported by staff at all Territorial Local Authorities (TLA's) and NZTA, with the commentary being a collaboration across regional transport sector staff
- In six months' time there would be a new version of the implementation report, which reflected the current 2024-2034 RLTP.

Resolved

That the Regional Transport Committee:

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

**Thurston/Luca
CARRIED**

12:04 pm - Mayor Tapsell **withdrew** from the meeting.

9. Verbal Update Opportunity from Committee Members and Advisors

Inspector Logan Marsh - NZ Police Road Safety Advisor**Key Points:**

- In the year to date, there had been 19 fatal accidents in the Bay of Plenty, with two occurring in the past week. Seven of these involved drivers suspected to be under the influence of alcohol, and 11 having a known or suspected cause of excess speed. 14 of these incidents occurred where the speed limit was 80 km/hr or above
- 291,000 breath screening tests were conducted across the region in the year ending June 2024. 32,000 speeding tickets had been issued, along with 6,700 people found not wearing seatbelts
- Provided an update on the Right Track programme, which had an 80% success rate with young offenders
- Bay of Plenty police were working on the Better Together road safety initiative, which was due to begin operating in November 2024. This initiative sought to bring together TLA's with NZTA and NZ Police to collaborate on a specific road safety issue, in this instance drink driving. Communications had been sent out and there was a strong desire for everyone to get involved.

Key Point - David Speirs, Waka Kotahi:

- Spoke in support of the Better Together programme and acknowledged the rare and important opportunity to pool resources and collaborate on a road safety initiative that could make a real difference.

In Response to Questions

- The Right Track programme was for driving offenders who had appeared before the court, ranging from 17 year old youth to recidivist offenders with multiple driving under the influence convictions.

Stacey Spall - NZ Automobile Association (and AA research foundation trustee)**Key Points:**

- Currently focused on boy racer legislation, medical fitness to drive, vertical deflection devices (speed humps) and tolling
- Driver licensing research on the graduated licensing system had been launched.

Angus Hodgson - KiwiRail (via Zoom)**Key Points:**

- The rail freight network was an alternative to trucks having to pay time of use (congestion) charging
- Endorsed the Ministry of Transport (MoT) providing updates on RUC pricing
- The Rail Network Investment Programme (RNIP) was not yet published as the Minister of Transport was undertaking a network economics exercise first - KiwiRail would provide a comprehensive update to the Committee early 2025.

Mayor Victor Luca - Whakatāne District Council**Key Points:**

- Raised the question of whether an elected member could be appointed to the

vacant sustainability advisor position.

In Response to Questions - Namouta Poutasi, General Manager Strategy & Science

- The initial intent of appointing external advisors to the Committee was that they would provide impartial and independent advice.

David Speirs - NZTA, Director Regional Relationships

Key Points:

- Considered there was significant value in reviewing the process of the RLTP, noting that it was complicated and largely statutorily dictated
- The Government Policy Statement for Land Transport (GPS) not being released earlier during the development of the RLTP had a dramatic effect on the final outcome.

Items for Staff Follow Up:

- Provide guidance to members via email regarding whether an elected member was able to be appointed to the Committee as an external advisor
- Following a robust discussion regarding the processes and outcome of the RLTP, an additional roundtable meeting was requested to be held between NZTA and Eastern Bay of Plenty Mayors to discuss this, prior to 18 October 2024.

10. Recognition of David Speirs - Director, Regional Relationships, NZ Transport Agency Waka Kotahi

The Chair acknowledged the work, knowledge and commitment of David Speirs throughout his time as NZTA voting member of the Committee, noting his departure date of the 18 October 2024.

2.21 pm - the meeting closed.

CONFIRMED

Cr Lyall Thurston
Chairperson, Regional Transport Committee