

Regional Transport Committee

Open Minutes

- Commencing:** Friday 13 December 2024, 12.00pm
- Venue:** Western Bay of Plenty District Council Chambers, 1484 Cameron Road, Greerton, Tauranga and via Zoom (Audio Visual Meeting)
- Chairperson:** Cr Lyall Thurston - Toi Moana Bay of Plenty Regional Council (BOPRC)
- Deputy Chairperson:** Cr Ken Shirley - BOPRC
- Members:** Mayor Faylene Tunui - Kawerau District Council, Mayor David Moore - Ōpōtiki District Council, Mayor Mahé Drysdale - Tauranga City Council (via Zoom), Deputy Mayor Jen Scoular - Alternate, Tauranga City Council, Andrew Corkill - Waka Kotahi NZ Transport Agency (NZTA), Cr Andrew von Dadelszen - Alternate, BOPRC, Cr Conan O'Brien - Alternate, Rotorua Lakes Council, Mayor James Denyer - Western Bay of Plenty District Council (WBOPDC), Mayor Victor Luca - Whakatāne District Council, Deputy Mayor Lesley Immink - Alternate, Whakatāne District Council (via Zoom), Angus Hodgson - KiwiRail (via Zoom)
- In Attendance:** External: Greg Pert - Freight Advisor, Philip King - Alternate, NZ Automobile Association (NZAA) Advisor
- BOPRC: Oliver Haycock - Director, Public Transport, Andrew Williams - Manager, Transport Planning, Amanda Namana - Committee Advisor
- Apologies:** Mayor Tania Tapsell - Rotorua Lakes Council, Chairman Doug Leeder - BOPRC, Inspector Logan Marsh - NZ Police Road Safety Advisor, Dan Kneebone Port of Tauranga Advisor, Stacey Spall - NZAA Advisor

1. Apologies

Resolved

That the Regional Transport Committee:

- 1 Accepts the apologies from Mayor Tapsell, Chairman Leeder, Inspector Marsh, Dan Kneebone and Stacey Spall tendered at the meeting.**

**Thurston/Drysdale
CARRIED**

2. Chair's Statement

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

3. Declaration of Conflicts of Interest

None declared.

4. Minutes

Minutes to be Confirmed

4.1 Regional Transport Committee Minutes - 13 September 2024

Resolved

That the Regional Transport Committee:

- 1 Confirms the Regional Transport Committee Minutes - 13 September 2024 as a true and correct record.

Thurston/Shirley
CARRIED

5. Presentations

5.1 Te Manatū Waka, Ministry of Transport - Road User Charges

This item was deferred to a future meeting due to the unavailability of presenters.

6. Reports

6.1 Chairperson's Report

Presented by: Oliver Haycock – Director, Public Transport

Key Points:

- The Land Transport Rule: Setting of Speed Limits 2024 had now been finalised. As a result, regional transport committees and regional councils no longer played a role in the setting of speed limits, with the responsibility now being solely with road controlling authorities (RCA's)
- The updated Regional Advisory Group (RAG) Terms of Reference set clear expectations of representatives, including the communication they undertook with their Regional Transport Committee members
- Workshops had been held with Territorial Local Authorities (TLA's) to reflect upon the last Regional Land Transport Plan (RLTP) process and lessons learnt to optimise future support and advice.

Key Points - Members:

- WBOPDC expressed frustration due to having adopted their speed management plan in April 2024, with it still not having NZTA endorsement – NZTA to look into this and respond directly so that implementation could proceed
- There was NZTA funding available for mandated speed reversals and relevant council staff would receive information from investment advisors regarding how to access this
- Found the RLTP workshops useful and supported these being held at the start of each triennium to expose members to the process, decision-making outcomes and potential risks in RLTP development
- NZTA introduced newly released information from the Minister of Transport, Hon. Simeon Brown around road tolling, including the following key information:
 - Three new North Island roads would incur a toll for road users: Ōtaki to north of Levin, Penlink Road north of Auckland and Takitimu North Link Stage 1 – Tauranga (TNL)
 - The Mānawatu-Tararua Highway would not be tolled due to late consultation and timing constraints making it not cost-effective to implement until after completion, placing it outside central government’s expectations for new road tolling
 - Revenue collected from the TNL tolls would contribute toward construction, safety and maintenance of the road. This revenue could not be used to directly fund other regional projects, but would release the allocated funding in the National Land Transport Fund (NLTF) to invest in other nationwide and regional infrastructure projects
 - 2,317 submissions had been received from public consultation in relation to the proposed tolling
- Expressed strong disappointment in the inequity of the decision to not toll the Mānawatu-Tararua Highway
- Highlighted that three of the country’s six toll roads would now be in the Bay of Plenty region.

Resolved**That the Regional Transport Committee:**

- 1 Receives the report, Chairperson’s Report;**
 - 2 Confirms the removal of Bullet Point 7 under ‘Role’ in the Terms of Reference and notes that no other amendments were made;**
 - 3 Agrees to follow the process of appointing an external advisor for environmental sustainability in the new triennium**
- Thurston/Luca
CARRIED**
- 4 Writes a letter to the Minister of Transport (copying the NZTA Board Chair) expressing concern, recognising inconsistencies and requesting further explanation regarding the implementation of central government’s road tolling policy released on 13 December 2024, circulates it to members by email and delegates authority to the Chair to review and sign of behalf of the Committee.**

**Shirley/Denyer
CARRIED**

Decisions Required

6.2 Appointment of External Advisor for Tourism and Economic Development

Presented by: Chair Cr Thurston, Oliver Haycock – Director, Public Transport and Cr Conan O’Brien – Alternate, Rotorua Lakes Council

Key Points:

- Supported narrowing the focus to an advisor with sole tourism focus, rather than combined with economic development, as this broader scope would diminish the tourism factor
- Emphasised the intention of a regional focus for this advisory role e.g. when cruise ships disembarked in Tauranga the infrastructure, facilities and accessibility using regional transport links were in place. Tourism was a growing and significant concern of each subregion in the Bay of Plenty.

Key Points – Members and Advisors:

- Highlighted the financial implications for the proposed appointment process, particularly the cost of newspaper advertising
- Supported Rotorua having a stronger outcome for the next RLTP, however considered this advisory role may be deviating too far from transport issues and the purpose of the Committee when other options were available to address this
- The omission of the tourism sector during the development of the last RLTP was a valid concern for all subregions, however there were more appropriate ways to include this representation in future RLTP’s.

Resolved

That the Regional Transport Committee:

- 1 **Receives the report, Appointment of External Advisor for Tourism and Economic Development;**

**Thurston/O’Brien
CARRIED**

- 2 **Agrees to appoint a regional External Advisor for Tourism and Economic Development;**

**O’Brien/Thurston
The motion was LOST**

- 3 **Approves the appointment process as outlined in the report, including delegating initial candidate consideration to a panel comprising the RTC Chair and the Regional Council’s Director, Public Transport;**

**O’Brien/Thurston
The motion was LOST**

- 4 **Encourages tourism representatives from each subregion to speak to the Committee on the value of tourism early in the development stages of the next RLTP.**

**Thurston/O’Brien
CARRIED**

6.3 NZ Transport Agency Waka Kotahi Quarterly Update

Presentation: NZTA Waka Kotahi Update December 2024: Objective ID A4850591

Presented by: Andrew Corkill – NZTA Director Regional Relationships

Key Points:

- A difference in driver behaviour had been observed at the new safety camera sites
- Three additional average speed location cameras were being considered across the Bay of Plenty
- All seven Roads of National Significance (RoNS) had been listed in Schedule 2 of the Fast-Track Approvals Bill
- Work on the Ōmanawa Bridge replacement would be staged
- Takitimu North Link Stage 2 was intended to use Fast-Track legislation for the consents
- Outlined features of the new NZTA App which enabled users to manage all things related to their vehicle/s in one place including driver's license, WOF/registration and toll payments
- The Tauriko enabling works project was tracking overall to programme
- Noted that the new Government Policy Statement on land transport 2024 (GPS) changed how NZTA invested in safety
- The majority of the SH maintenance programme would be completed by the end of March 2025
- SH36 Hauraki Stream Culvert Bridge renewal was expected to commence construction by mid-2025.

Key Points - Members:

- Local residents were still dissatisfied regarding the ongoing median barrier issues (SH2 Waihi to Ōmōkoroa), and continued to seek a better balance of safety and access
- There continued to be strong community opinion that Wright Road needed right turn access.

In Response to Questions:

- General feedback received from the trucking industry was positive regarding road closures, as this was a short term inconvenience for long term resilience gains
- Pothole repair work had been prioritised due to the increasing numbers.

Items for NZTA Follow Up:

- Advise which RCA's on the Committee had completed the process of transitioning to the Asset Management Data Standard (AMDS)
- Check completion date was in 2028 for Takitimu North Link Stage 1 and confirm to members
- Clarify/confirm statistics for the cost of temporary traffic management in roading projects
- Provide comparative slides to the next meeting to highlight the number of potholes being fixed over time for the 24-hour pothole initiative
- Provide details of the new formula being used in potholes which provided further longevity.

Resolved**That the Regional Transport Committee:**

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

**Corkill/Luca
CARRIED**

6. Verbal Update opportunity for Committee Members and Advisors**Angus Hodgson - KiwiRail:**

- KiwiRail would have 96 days of closures over the next 14 months. Closures from Christmas 2024 until the end of January 2025 meant that freight would travel by truck from Auckland to Hamilton, then on to container transfer sites before travelling on to Tauranga and other parts of the country. Cautioned to expect a significantly higher volume of trucks on the road over the summer period
- 66% toward completion of the City Rail Link.

Greg Pert - Freight Advisor:

- Road transport was current struggling economically, however expected this to improve as people started to purchase more product
- The industry was performing well in safety measures.

Philip King - Alternate, NZAA Advisor:

- NZAA had a number of initiatives underway at present
- Would support the 30km speed limit around schools, however was disappointed that current information indicated there would be static variable signs as opposed to the more visible electronic signs. Uncertain of the price difference between these but considered the safety of children would be greatly enhanced by using electronic signs
- Concerned over the lack of urgency in rolling out revised speed limits across the country
- NZAA members often received inaccurate information regarding road closures and detours, including distance and estimated time added to the trip, refuelling and electric vehicle charging point information.

1.39 pm - the meeting closed.

CONFIRMED

Cr Lyall Thurston
Chairperson, Regional Transport Committee