

MINUTES



P O Box 747, Gisborne, Ph 867 2049 Fax 867 8076
Email service@gdc.govt.nz Web www.gdc.govt.nz

MEMBERSHIP: Pat Seymour (Chair), Bill Burdett, Andy Cranston and Kerry Worsnop
NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.
Community Advisors: Francis (Matt) Broderick, Andrew Gaddum, Campbell Gilmour, Colene Herbert, Jason Lines, Ingrid Meister, Barney Tupara and Steve Weatherell

MINUTES of the REGIONAL TRANSPORT Committee

Held in Te Ruma Kaunihera (Council Chambers), Awarua, Fitzherbert Street, Gisborne on Thursday 26 May 2022 at 9:00AM.

PRESENT:

Pat Seymour (Chair), Bill Burdett, Andy Cranston, and Kerry Worsnop.

NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

Community Advisors: Francis (Matt) Broderick, Colene Herbert, Jason Lines, Ingrid Meister, Barney Tupara, Steve Weatherell

IN ATTENDANCE:

Her Worship the Mayor Rehette Stoltz, Chief Executive Nedine Thatcher Swann, Chief of Strategy and Science Joanna Noble, Strategic Planning Manager Charlotte Knight, Principal Project Manager Mike Creamer, System Manager Manawatu Rob Service, System Design Waka Kotahi Sarah Downes, Democracy & Support Services Manager Heather Kohn and Committee Secretary Penny Lilburn.

The meeting commenced with a karakia.

Secretarial note: Cr Cranston, Strategic Planning Manager Charlotte Knight, Community Advisor Barney Tupara, Principal Project Manager Mike Creamer and System Manager Rob Service attended via audio link.

1. Apologies

MOVED by Cr Burdett, seconded by Cr Worsnop

That the apologies from Campbell Gilmore and Andrew Gaddum be sustained.

CARRIED

2. Declarations of Interest

There were no declarations of interest.

3. Confirmation of non-confidential Minutes

3.1 Confirmation of non-confidential Minutes 3 March 2022

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Minutes of 3 March 2022 be accepted.

CARRIED

3.2 Action Sheet

Noted.

3.3 Governance Work Plan

A more detailed Recovery Plan will be presented through the Civil Defence Emergency Management Group with greater information regarding the budgets and fixtures from the recent flood events.

4. Leave of Absence

There were no leaves of absence.

5. Acknowledgements and Tributes

There were no acknowledgements or tributes.

6. Public Input and Petitions

There were no public input or petitions.

7. Extraordinary Business

There was no extraordinary business.

8. Notices of Motion

There were no notices of motion.

9. Adjourned Business

There was no adjourned business.

10. Reports of the Chief Executive and Staff for INFORMATION

10.1 22-94 2021-2031 RLTP 2021/22 Quarter 3 Monitoring Report

- Item 17 has been listed as possible funding out of this year's Long Term Plan (LTP) but due to the Activity class for walking and cycling being significantly over-subscribed there are no more secured funds for the Taruheru walk/cycleway project, and will have to wait till the end of this financial year.
- On page 35, there is caution for accident around the footpaths when buses are going through roundabouts. Mr. Tupara stated from his knowledge that there were a lot of accidents in Auckland where people stood on corners of footpaths, and would it be prudent to put a barrier on these roads? This will be better touched on when the project is finished, and the issue can be better raised.
- The Gisborne community is incredibly thankful for the great communication around the Gisborne District Council Roding Infrastructure Projects on page 21 & 22, and the Mayor publicly thanked the Chief Executive and the Waka Kotahi team for the huge amount of work that it has taken to open 55 roads to get people connected again.

- Further reports will be submitted to future Finance & Performance and Operations committees regarding the enormity of damage from the previous weather events which will have further information on local roads.
- The weather has created some delays to the sealing programmes and will also delay some of the reseal programmes. A substantial report will go to Waka Kotahi in July for emergency funding which will go through the delegation committee and then onto the board, given the significant size of application. Once it is received, a Senior Investment Advisor will work with Council to examine both sides and then will start processing it through the system.

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

10.2 22-96 Regional Waka Kotahi Update May 2022

NZ Transport Agency Director Regional Relationships Linda Stewart presented and answered the following questions of clarification.

- The 30yr National Transport Plan is available on the Waka Kotahi website. Local Governments have fed into the plan and systems on how it should look for road users.
- The Business Case Project is fundamental on how Waka Kotahi make decisions for the National Land Transport Programme (NLTP). The upcoming refresh is focused on improving the overall experience for everyone and feedback currently is that the processes are not as effective and efficient as possible. Feedback is now open via the Waka Kotahi website and Waka Kotahi encourages Council to offer their opinions and ideas so that when a business case is being made it reflects the Tairāwhiti region.
- The launch of the Māori bi-lingual signs took place last month to help the support the revitalisation of the Māori language. Waka Kotahi have been working with a multi-disciplinary team alongside local government and a team in Matawai. The kura school signs have now been formally released in Napier and they will begin to be rolled out across the rest of the network. It is now a rule of requirement that any signs coming up for replacement need to be a kura bilingual sign.
- Mr Tuapara notes that it is commendable that Waka Kotahi are using signs in Te Reo, but tribal areas do differ in phrases and sayings, and there needs to be consultation with Iwi about the correct wording.
- Significant progress has been made in increasing better access to driver training and licenses for the community. This is primarily around equity of access to the system and for greater access to the services in the region, as well as making improvements to the booking systems to make them much more user friendly and available.

- Under the new Government budget there is additional funding for a definitive estimate of 64,000 New Zealanders to benefit through improved access to the driver licensing system. Waka Kotahi have partnered with the Ministry of Social Development (MSD) to help with the theory training as well as support through these processes.
- Waka Kotahi is committed to having more driving testing officers on site in Gisborne and in order to achieve this, are working with McInnes Driving Training Group to launch a pilot in order to look at alternative ways of delivering driving licensing services. The Director of Land Transport will be coming early July for an official signing of the MoU which will signify the start of the pilot programme.
- In areas of isolation along the East Coast where there are no key components for the driving tests e.g. traffic lights or roundabouts, new ideas are being developed on how to help people gain their licenses such as mobile traffic lights.
- The details of the pilot will be worked out with McInnes group on where it will occur and when, but the primary goal is to build capability and capacity into the driving testing services to ensure whenever possible people are not having to travel the length of the region to access these services.
- Having a license helps reduce family harm and provides teenagers with work which is particularly important in the Tairāwhiti region. To do this the testing needs to become much more efficient.
- There is a missing market for training instructors and examiners but there are many different factors leading into this such as access to legal cars, good mentors and people need to want this for their chosen pathway. It is wider than what just Waka Kotahi and MSD can offer.
- Regarding the state of SH35 and particularly three problem areas; Waikura Valley dropout, Kopuaroa Hill and Huia Hill dropout, Waka Kotahi, alongside Council and contractors are working tirelessly day and night to ensure the community is connected. Some of the significant slips are in the emergency works process and must be checked that they are safe to be open. The long-term problems such as dropouts require more time for the engineering and Geotech responses, which is an estimated four months away to get designs and consents to adequately repair the damage.
- A drilling rig is being moved to Kopuaroa Hill within the next two weeks. Waka Kotahi is working closely with Council on improvements to Busby's Hill.
- The Speed Management Plan has changed so that there is a meeting every three years, rather than consulting at different points over three years, much the same way the Regional Land Transport Plan (RLTP) works. Once it is in place it provides a principle-based approach to engage communication much more swiftly than the bylaw process had enabled Council previously.
- When creating the principles for the speed consultation process, it should involve Marae and villages as well as kura particularly in this region.
- Speed reviews are pending while quality discussions with iwi partners are still continuing. A date will be confirmed for engagement later in the year.

- Maintenance and operations teams have been unable to complete the reseals due to the weather event in March. The drain renewal programme is at 60% for SH2 and 67% for SH35 which are still being worked on. The uncompleted sites will be moved into next year's programme because it is critically important to complete.
- Eastlands Port access are still waiting to lodge their consent for the expansion of the Port, and once accepted this will trigger Waka Kotahi to be able to look at the intersection and what needs to be done to improve the safety and accessway.
- Wairere Road and SH35 intersection will be looked at regarding a series of different road speed signs.
- On Page 52, although the vegetation provides a lot of stabilisation at the site of network, it requires a lot of funds and maintenance to ensure they are not overcome by weeds whilst the plants root.
- Pampas and wilding pines need to be dealt with on the side of the highways as it is continuously growing and spreads into farmers paddocks. Pampas is also present on cycleways and can cause injury as it overshadows the cycleways and cyclists are required to swerve out onto the road to avoid it.
- For every planting project there is 3 years' worth of maintenance built in to get it above the weeds and it includes replacing any plants that have died.

MOVED by Cr Burdett, seconded by Cr Worsnop

That the Regional Transport Committee:

1. Notes the contents of this report.

CARRIED

10.3 22-129 Strategic Case for Freight and Logging

Questions of Clarification included:

- Waka Kotahi is looking at providing a strategic way forward on managing the ongoing issues of freight and in particular heavy logging trucks. The strategic case will outline a pathway forward to other pieces of work e.g., a proactive maintenance program where certain roads are targeted to get an increased level of maintenance.
- The strategic case will be able to flush out a better idea of boundary questions particularly with the central north island and will help define what happens in the next stage of the business case process.
- There is currently no consideration for walkers and cyclists into the Port and it is noted that they are a specific community that needs to be incorporated into this case.
- The Council alongside Wairoa District Council and Hawkes Bay Regional Council have completed a report that is going to the Minister for review of the rail line and whether it can be reinstated in Gisborne.

MOVED by Cr Seymour, seconded by Cr Burdett

That the Regional Transport Committee:

1. Notes the work underway by Waka Kotahi to progress the Strategic Case for logging and freight

CARRIED

11. Close of Meeting

There being no further business, the meeting concluded at 3:03 pm with a karakia.

Pat Seymour

CHAIR