

MINUTES



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MEMBERSHIP: Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson,
Waka Kotahi Regional Relationships (Central North Island) Linda Stewart, Waka Kotahi Regional
Manager System Design (Taranaki, Manawatu-Whanganui and East Coast) Sarah Downs

MINUTES of the REGIONAL TRANSPORT/WAKA WHENUA/MOANA/RANGI Ā-ROHE Committee

**Held in Te Ruma Kaunihera (Council Meeting Room), Awarua, Fitzherbert Street, Gisborne on
Thursday 25 May 2023 at 1:00PM.**

PRESENT:

Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson, Waka kotahi Regional
Relationships (Central North Island) Linda Stewart, Waka Kotahi Regional Manager System
Design (Taranaki, Manawatu-Whanganui and East Coast) Sarah Downs

IN ATTENDANCE:

Director Lifelines David Wilson, Strategic Planning Manager Charlotte Knight, Cr Colin Alder,
Māori Responsiveness Manager Gene Takurua, Democracy & Support Services Manager
Heather Kohn and Committee Secretary Charlotte Taylor.

1. Apologies

There were no apologies.

2. Declarations of Interest

There were no interests declared.

3. Leave of Absence

There were no leaves of absence.

4. Acknowledgements and Tributes

There were no acknowledgements or tributes.

5. Public Input and Petitions

Chris Mackenzie joined via audio visual link.

- Was the lead consultant on the report last year for the reinstatement of the rail which covered the whole Napier to Gisborne area and came out at just over \$80m.
- Engineering issues were not considered to be beyond the capability of local contractors, as well as other contractors we have in New Zealand.
- The purpose of the exercise for reinstating the rail was for economic development for the Wairoa, Tairāwhiti and Hawkes Bay regions.
- Rail compliments road, this is not about replacing road. They both work and are both are needed.
- Could look to make Matawhero an inland port.
- Engineering report in March indicated very little damage between Wairoa and Gisborne from the recent weather events.
- Iwi is critical to the future of this project following the damage that has been done over the last few months.
- Reinstatement is driven by freight, and the economic benefits that can deliver to the Tairāwhiti and Wairoa region.
- Rail benefits communities as well as businesses.
- This public interest comes from seeing an opportunity to reinforce the need for rail to be seen as a wider transport strategy.
- Report done by Kiwi Rail to indicate they could make the line cover the costs at the existing charges.
- Desire to encourage mode shift, whether through a train or coastal vessel even though it may not be a profitable venture - based more on environmental and societal impact form of transport rather than something to make a huge profit from.

Martin Williams from Hawkes Bay Council joined via audio visual link.

- Has been involved in the project seeking government funding for a detailed business case to reinstate Gisborne - Wairoa rail line over the past 2 to 3 years.
- There is an increasing government focus looking at the East Coast as a combined unit for transport planning purposes and for infrastructure planning purposes generally.
- Resilience is now identified as the dominant problem and the principal benefit of all future and basement decisions in our transport network as we look at evaluating different transport investments and pitching to the National Land Transport Fund for next year's round of funding, and key to that is a multi-model approach.

- Fully endorse a letter that was signed by Nedine Thatcher-Swann and Rehette Stoltz of Gisborne District Council, as well as the Hawkes Bay Council's Chief Executive Officer and Chair to the Minister of Transport urging upon them to think about transport solutions for these regions holistically and across modes, and to make ambitious levels of investment in our transport corridors - both road and rail to ensure that we are in a more resilient position for future events of that kind.
- Rail has very significant environmental, economic and social benefits.
- Gisborne to Wairoa section of rail stood up a lot better than roads during Cyclone Gabriele.
- Welcome's working together across regions.
- Have a policy position of advocating for the line.
- Nikki Searancke has continued to have discussions up to the end of 2022 and iwi were supportive of the rail being reinstated.

6. Extraordinary Business

There was no extraordinary business.

7. Notices of Motion

There were no notices of motion.

8. Adjourned Business

There was no adjourned business.

9. Reports of the Chief Executive and Staff for DECISION

9.1 23-104 Variation to Regional Land Transport Plan (RLTP): Tairāwhiti and Wairoa Resilience Strategic Response

Strategic Planning Manager Charlotte Knight spoke to the report.

Discussions included:

- The Regional Land Transport Plan covers the State Highways and the local roading network. The Regional Transport Committee oversees the plans for both when we put those up for funding. So, when there's a major proposal or change to the Regional Land Transport Plan, it comes through this Committee for approval.
- Funding is part of the investment management activity class, and there is sufficient funding still in that activity class to covers variation, so no one else is losing money as a result.
- There have been some significant changes to spending for the Council and for Waka Kotahi when it comes to what has happened in the previous 12 months with the events that we've had, so we're working through what they look like. For this component it is a substantial change in what we were trying to do, and it wasn't identified in the Long Term Plan.

MOVED by Cr Gregory, seconded by Cr Thompson

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:

1. Approves variation of the Te Tairāwhiti Regional Land Transport Plan 2021-31 to include the Tairāwhiti and Wairoa Resilience Strategic Response Programme Business Case.
2. Considers this request to be a non-significant variation because it does not trigger criteria in the Regional Land Transport Plan Significance Policy.

CARRIED

9.2 23-105 Te Tairāwhiti Regional Land Transport Plan (RLTP): Problems, Benefits and Project Development

Strategic Planning Manager Charlotte Knight spoke to the report.

Discussions included:

- Weighting flows through into the priorities - how money is spent, and which problem area was the top priority.
- Some rough weightings were discussed in the workshops which could be amended a little, but ten is probably as low as you should go. If the Committee did want to change the weighting if they didn't feel that they accurately reflect their priorities this can be discussed with staff.
- This RLTP is for a 10 year period, not just for the initial recovery work period. The programs that we have reflect the problem statements over a 10 year period and are then prioritised each year based on what can feasibly be done in terms of construction, as well as what we can get in terms of funding.
- There are different set buckets that come through Waka Kotahi for funding, so it is not just one pool – there are tagged areas.
- Important to ensure we set the region up to make the most advantage of the signal Central Government is sending around funding, and how that aligns with the needs of the region. The advice from officers and Waka Kotahi is how do we look at our aspirations for the region, and what do we want to achieve. We have very rural communities as well as quite a large, dense, urban centre.
- When we're looking at how to secure funding, we want to think from a resilience perspective, and how we want our land transport network to function. Looking at state highway corridors, local roads, and what is strategically important around access, maintenance, corridor performance. But at the same time noting safety, as well as being multi-model (how you want your city center to function). It is important when the officers are providing advice that we look at it as a whole and decide if the weighting makes sense holistically, as opposed to just looking at one part.

- It is important to balance the differing needs of different areas in our Tairāwhiti community, for example children getting to school in Gisborne CBD vs roading network in Ruatoria.
- If priorities and weightings are changed around too much, funding can potentially be lost on projects that are already within the RLTP. So it's about keeping the balance so that those projects which have already been prioritised and consulted on with the community are not forgotten. Should the Committee want to reprioritise weighting, it would have to look at it in the context of projects that are already within the RLTP.

MOVED by Cr Gregory, seconded by Cr Telfer

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:

1. Approves the draft Investment Logic Map and Benefits Map, and delegates authorisation of any changes to Chief of Strategy & Science in consultation with the Regional Transport Committee Chair.
2. Notes that any changes will be formally recorded and shared with Regional Transport Committee members for the purpose of transparency.

CARRIED

10. Reports of the Chief Executive and Staff for INFORMATION

10.1 23-18 2021-2031 Regional Land Transport Plan 2022/23 Quarters 1-3 Monitoring Report

- The intention for the Taruheru Walk/Cycleway is to come back to Council with recommendations around the outcome of the business case. The business case process will show us the costs, what we can afford to do, along with the funding we think we could attract. This would be subject to an application, funding being available and us getting through a funding process before we were able to do anything further. The business case is the basic entry to find out if you're able to get funding.
- Staff had concerns around a full river path from an engineering, climate change, resilience and flood water conveyance point of view. This was previously identified as a risk for the project and the recent weather events may have confirmed some of the thinking around it.
- In terms of the Healthy Waterways Plan, staff have been looking at stormwater upgrades across the region. As the road controlling authority, we have quite a large impact on the stormwater health and network for Tairāwhiti. Given the recent events we haven't been able to progress that work.
- The Stormwater Advisory Group have yet to come back with their recommendation regarding the proposed water entity.
- New contracts that became effective this year must show what their response looks like separate to BAU teams.

- When there is an emergency, the contractors can take their staff off maintenance work and move them over to opening the roads.
- In a state of emergency, the top priority is to re-open the roads.
- Moving forward contractors have been asked to show Council that there are different teams working BAU as opposed to response work going forward.
- Traffic management for the sites affected by dropouts and retaining wall repairs is funded by Waka Kotahi.
- For the Resident Satisfaction Survey, participants are selected by key researchers. They have quotas and targets based on demographics. It is randomised, but in terms of how many people are selected from demographics, that is based on trying to get a representative sample of our community.
- Technology is on the work programme to look at in terms of research methodology.
- National Spatial Planning Act will fit into this discussion at some point in the future. If we are looking at a spatial approach to planning for our region, transport is an important part of that. How that interacts with the RLTP is still to be worked through (in terms of the detail).
- A lot of the township upgrades that are on the state highways (streetlights etc) were funded by Waka Kotahi under subsidised rates. The funding for it has come through from different classes and is being delivered by the Journeys team.

MOVED by Cr Gregory, seconded by Cr Thompson

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:

1. Notes the contents of this report.

CARRIED

10.2 23-31 Waka Kotahi Regional Update February and May 2023

Waka Kotahi Regional Relationships (Central North Island) Linda Stewart presented to the Regional Transport Committee and acknowledged the community and the recent weather events and hardships that have occurred in Tairāwhiti.

Discussions included:

- Expecting the Speed Management Plan to be endorsed in the next couple of months.
- There is a little bit of flexibility in Speed Management Planning timelines based on what the community is already dealing with.
- Gisborne is a Tier 2 area in terms of Vehicle Kilometers Traveled (VKT).
- Important to ensure Waka Kotahi and Council connect once Council are happy with their RLTP draft, so Waka Kotahi can help with securing funding.

- Waka Kotahi is in the same position as Council in terms of BAU and emergency response work. There will be no further work specifically on the renewal program during this construction season. Work will continue on the flood response and recovery.
- Although some projects have been slowed down or impacted by Cyclone Gabrielle, some of the projects that are underway (like Kopuaroa for example) fared really well. The passing lane opportunities and the resilience work will get taken into the work that Sarah Downs is leading, as well as the collaborative delivery model. So, it just adds to the full package of work to ensure that we're making State Highways 35 and 2 as resilient and safe as possible.
- The Maintenance and Operations team work closely and are in regular engagement with the forestry sector and the Eastland Wood Council. Sarah and Jack (Waka Kotahi Regional Manager - Maintenance and Operations) met with the Deputy and Chair to discuss some of that opportunity. There are opportunities that we access where appropriate, but skills and experience to work on the roads, and the type of machinery that is required is not always directly translatable. Where it is we do try and work together, but it's not a straight and immediate switch in every instance.
- Have to assess what is the best option for a site like Kopuaroa Road. The infrastructure and engineering teams would look at different options and weigh up the cost to fix what we have already, right through to the other option of if you move it will it be any better?
- Iwi engagement involved in the alliance has been attempted across the region since the initial response work. Have met with 3 iwi in the rohe to see the kind of engagement they have capacity for in both the strategic plan as well as the alliance model. It is important to find the right balance with engaging with iwi and understanding how much capacity they have surrounding consultation.
- Waka Kotahi internal teams collectively work closely on moving oversized loads (houses etc.)

MOVED by Cr Gregory, seconded by Cr Telfer

That the Regional Transport/Waka Whenua/Moana/Rangi ā-Rohe Committee:

1. Notes the contents of this report.

CARRIED

11. Close of Meeting

There being no further business, the meeting concluded at 2:58 pm.

Ani Pahuru-Huriwai

CHAIR