

# MINUTES



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MEMBERSHIP: Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson.NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

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## 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 Wednesday 5 March 2025 at 1:00PM.**

**PRESENT:**

Ani Pahuru-Huriwai (Chair), Debbie Gregory, Rob Telfer, Teddy Thompson, Colin Alder, NZ Transport Agency Director Regional Relationships (Central North Island) Linda Stewart.

**IN ATTENDANCE:**

Chief Executive Nedine Thatcher Swann, Director Lifelines Tim Barry, Director Sustainable Futures Jo Noble, Journeys Asset Manager Tina Middlemiss, Strategic Planning Manager Charlotte Knight, Chair of the Eastern Bay Road Safety Operations Group and Whakatāne District Councillor Gavin Dennis, Whakatāne District Council Community Safety Advisor and Eastern Bay of Plenty Road Safety Coordinator Richard Hamer, Safety Camera System Programme Director Richard Stewart, NZTA Comms and Engagement Principle Advisor Natasha Dingle, Regional Manager System Design Lisa Malde, Acting Democracy & Support Services Manager Teremoana Kingi and Committee Secretary Sally Ryan.

The meeting commenced with a karakia.

**Secretarial Note:** Director Sustainable Futures Jo Noble, Safety Camera System Programme Director Richard Stewart, NZTA Comms and Engagement Principal Advisor Natasha Dingle and Regional Manager System Design Lisa Malde attended the meeting via audio visual link.

### **1. Apologies**

There were no apologies.

### **2. Declarations of Interest**

There were no declarations of interest.

### **3. Confirmation of non-confidential Minutes**

#### **3.1. Confirmation of non-confidential Minutes 28 November 2024**

**6.1:** Director of Community Lifelines, Tim Barry, provided an update on the road issues discussed at the Waipiro deputation. To address the concerns raised, staff met with the Waipiro Bay Community in December 2024. Following this meeting, a letter was received outlining the community's concerns and challenges.

Currently, staff are assessing the most affected roads to better understand the costs required to achieve a certain level of service. There needs to be a consultation with the community regarding access and the long-term sustainability of reopening the road, considering the potential consequences and funding capabilities.

Another meeting is scheduled for 12 March at Irtekura Marae with the Community and hapū of Waipiro Bay to discuss possible approaches.

The Chief Executive, alongside Maori ward Councillors and the Ngāti Porou Rohenga Representative, will be attending this meeting to explore potential solutions. The aim is to report back to the Operations Committee and update the Regional Transport Committee on the progress made.

MOVED by Cr Thompson, seconded by Cr Gregory

That the Minutes of 28 November 2024 be accepted.

**CARRIED**

#### **3.2. Action Register**

Noted.

#### **3.3. Governance Work Plan**

Noted.

### **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**

#### **6.1. Councillor Gavin Dennis Chair of the Eastern Bay Road Safety Programme - Fatigue Stops**

Chair of the Eastern Bay Road Safety Operations Group and Whakatāne District Councillor Gavin Dennis and Whakatāne District Council Community Safety Advisor and Eastern Bay of Plenty Road Safety Coordinator Richard Hamer presented on Fatigue Stops.

Points of the presentation included:

- The purpose of the Eastern Bay of Plenty (EBOP) Road Safety Group is to ensure roads are safe for travel. They work to a three-year local road safety action plan and feed into the local regional transport committee.

- New Zealand Transport Agency (NZTA) crash assessment data indicates crashes between Gisborne and Matatā peak during the new year's period. With the problem areas identified, the Matatā Fire Brigade and EBOP Road Safety team established a fatigue stop to reduce these numbers.
- This year a fatigue stop was started in Opotiki which has had a positive effect in reducing crash numbers down to zero this new year's period.
- The essence of a fatigue stop is to encourage drivers to pull over for a break where food, water and a place to rest is provided. These fatigue stops are run by Whakatāne District Council and manned by volunteers.
- Seeking support to fund fatigue stops in Ōpōtiki and Matatā in 2026 and beyond.

## **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 DECISION**

### **10.1. 25-30 Strategic Network Resilience Programme Business Case Update**

Journeys Asset Manager Tina Middlemiss spoke to the report with points of clarification including:

- The Strategic Roading Network Resilience Programme Business Case (PBC) is currently in the pre-engagement stage but a participate web page has been set up to capture early engagement during February and March before full public engagement begins.
- Gisborne District Council (Council) maintains one of the largest roading networks in the country and it comes with a lot of geological and economic challenges. The tool will help Council to identify where money is being spent more accurately and community engagement would allow Council to better gauge which roads are most frequently used within the network. The insights gained from this tool will drive change in how we engage with the community and manage the network.
- Road weighting can be adjusted based on traffic volume assessments within the network to ensure roads are prioritized appropriately. The building of this tool would require an engagement phase, and as it transitions into the decision-making stage, extensive details and knowledge from all involved parties would need to be considered.
- When the numbers are assessed, it becomes evident where the majority of the budget is being spent on the actual execution of work. The overall resilience of the roading asset continues to deteriorate due to significant funding challenges, with more money being allocated to emergency works rather than longer-term proactive asset management approaches.

- NZTA Director Regional Relationships (Central North Island) Linda Stewart noted that it's critical to consider how the quality of data can inform future long-term planning and investment to help attract the highest level of funding.
- NZTA, as a co-funder, will look to see what the Long-term plan is as opposed to basing it on a purely reactive or 2-3-year cycle and how as a Road Controlling Authority (RCA) Council is prioritising that. Ensuring that plans are fit for purpose over the next 10-20 years ensure that funding is being spent effectively and will aid in securing that high-level funding that is needed.
- Transport Rebuild East Coast (TREC) teams discovered that local knowledge was invaluable in identifying areas most prone to issues and Council can greatly benefit from this approach.
- Due to the nature of the geology, with the land and topography moving frequently, Councils long-term plan of where to invest is very important.

MOVED by Cr Gregory, seconded by Cr Telfer

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

1. Provides any feedback on the progress and the technical input for the strategic, economic and financial cases.

**CARRIED**

## **11. Reports of the Chief Executive and Staff for INFORMATION**

### **11.1. 25-29 Update on 2024 Rule Changes to Setting of Speed Limits**

Journeys Asset Manager Tina Middlemiss spoke to the report and answered questions of clarification including:

- The process of changing speed limits around schools can be expedited if all necessary preparations are in place. This includes having the signage ready, completing engagement with the schools, finalizing procurement, and ensuring contractors are lined up. Having all required information ready can facilitate immediate funding and implementation.
- Council was early in implementing the interim speed management plan. The timing of the Cyclone Gabriel extension coincided with the interim speed plans and the permanent plan. Gabriel's extension meant although the rule was about to be revoked it still allowed for us to use the bylaw as an interim plan.
- The 2019 petition for reducing the speed limit in Okitu will be reversed back to 80 km/h because the area is classified as an urban connector. There is no ability to consult under the Setting of Speed Limits Rule 2024. This decision is not made by NZTA but is set by legislation under the Setting of Speed Limits Rule 2024, which must be implemented by 1 July 2025.
- Similarly, for State Highway 35 from Wheatstone to Coldstream Road, the current speed limit of 60 km/h will revert to 80 km/h. Once the Setting of Speed Limits Rule 2024 is implemented, there will be no room for changes. However, a further speed review will be conducted at a later date where community sentiment will be taken into consideration.

- The speed limit for Makorori to Pouawa is currently out for consultation. If community road users wish to maintain the current speed limit, they must be encouraged to submit their views. The opinions of the local community and road users are critically important, and the rule is very prescriptive about prioritizing local road users' support.
- Submissions on speed limit changes from Makorori to Pouawa closes on 13 March 2025.
- Some roads automatically revert to their previous speed limits without consultation, such as urban connectors, due to their classification and the environment they pass through. However, the speed limit for Makorori to Pouawa is being consulted on because it falls under a different road classification. The technical rules dictate how speed limits are applied and what actions can or cannot be taken.

MOVED by Cr Pahuru-Huriwai, seconded by Cr Gregory

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

1. Notes the contents of this report.

**CARRIED**

### **11.2. 25-36 2024-25 Quarter Two Regional Land Transport Plan Progress Update**

Journeys Asset Manager Tina Middlemiss spoke to the report and answered questions of clarification including:

- The works for slips, dropouts, and iwi community projects are being coordinated with the journeys team. This coordination aims to improve and reduce the operational elements that might be needed in some areas.
- For efficiency and operational purposes, a single contractor is responsible for all dropouts on a given road.

MOVED by Cr Gregory, seconded by Linda Stewart Ext

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

1. Notes the contents of this report.

**CARRIED**

### **11.3. 25-37 New Zealand Transport Agency Waka Kotahi March 2025 Regional Update**

NZ Transport Agency Director Regional Relationship (Central North Island) Linda Stewart noted that three members of the National Safety Camera Programme were joining to provide an update on the Safety Camera Programme.

NZTA is in the process of taking over the management of safety cameras, which includes fixed and mobile cameras, and will be introducing average speed cameras in due course.

The safety camera programme is well documented in the Government Policy Statement for 2024, and enforcement is one of the key levers they wish to use to improve road safety outcomes across the network.

Safety Camera System Programme Director Richard Stewart spoke to the Safety Camera Presentation and answered questions of clarification including:

- Initially, NZTA will replicate the current enforcement efforts of the police. They plan to increase enforcement to 80,000 hours per annum, which is higher than the current level achieved by the police. The team at NZTA in due course will begin to engage with our officers and conduct workshops to identify where the greatest road safety benefits can be achieved.
- NZTA have looked into running a trial around use of safety cameras in temporary speed zones, but it proved logistically challenging. In Australia, enforcement of a range of temporary speed limits, including those for roadworks and large events, has begun. NZTA will monitor the outcomes of these trials to determine if it would be practical to implement similar measures in New Zealand in the future.
- The data collected from fixed cameras in other regions is not used for purposes unrelated to safety, such as vehicle numbers or typology. NZTA has published several privacy impact assessments, ensuring that data is only used for lawful purposes under the Privacy Act. In some instances, cameras are used in survey mode to collect baseline speed data, but this data is not examined at an individual level or matched to vehicle registers.
- The anonymised data from both fixed and mobile cameras can determine vehicle length within specific parameters. This data can be used to identify offending vehicles and enforce lower speed limits (e.g., a 90 km/h limit for trucks in a 100 km/h zone).

NZ Transport Agency Director Regional Relationship (Central North Island) Linda Stewart spoke to the Regional Transport Committee presentation with additional points including:

- The rollout of Commercial Vehicle Safety Centres (CVSC) is currently underway. NZTA plans to open a centre in Napier before the end of the National Land Transport Programme (NLTP) period, with another centre set to open in Ohakea within the next month or two. The goal is to establish 12 centres that will cover the majority of the network where heavy vehicles operate.
- These centres aim to enhance both safety and regulatory compliance. They will use inroad and camera technology to automatically monitor that the vehicle's weight matches the registered owner, ensure the correct road user charges are applied, and check for any outstanding debts or compliance issues related to safety legislation and weight.
- The Integrated Delivery Model (IDM) gives NZTA greater control over contracts, contractors, and the quality of outcomes, as well as overall asset management.
- While there will still be a primary contractor, the IDM allows flexibility to package specific parcels of work and put them out to tender for smaller contractors. This approach helps NZTA build a stronger and more diverse capacity in the construction sector, supporting smaller businesses in developing their expertise and providing them with a more predictable pipeline of work.

**Secretarial note:** Cr Gregory left the meeting at 2:43 pm.

- 140 out of 170 TREC projects have been completed with the remaining works expecting to be completed by the first half of 2025. This gives more room for TREC to consistently focus on the 4-5 larger projects.

- The Renewal Programme in the Tairāwhiti region has been largely successful and is on schedule for completion. The community has been understanding of the disruptions, especially for those using State Highway 2, highlighting the significant investment in maintaining the State Highway network's quality.

Questions of clarification included:

- While contractors manage costs, Council as the Road Controlling Authority signs off on traffic management and do the checks for fairness and reasonableness. There's no benefit for the company to overspend on traffic management.
- Director of Community Lifelines, Tim Barry, noted that the Council has established a template for applying traffic management. This ensures contractors do not have the leeway to decide how the money is spent. Using this template, the Council can conduct risk-based assessments and measure performance.
- The Hikuwai bridge project has been in progress for two years. The community's request to build more than one bridge led to extensive consultations with the community, local iwi, hāpu, and landowners to ensure the best value from the fixed funding pool for overall recovery works.
- In July 2024, the project was reset to focus on one bridge replacement, using the remaining funds to improve network resilience. This included starting the consent process, negotiating with landowners, and planning enabling works.
- The Waikare Gorge realignment project has received full funding approval. The design phase has already begun, and the procurement strategy is currently underway, including landowner negotiations. The goal is to complete procurement with the main contractor by the end of 2025, with construction beginning in 2026. The project is estimated to take 3-4 years to complete

MOVED by Cr Pahuru-Huriwai, seconded by Cr Thompson

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

1. Notes the contents of this report.

**CARRIED**

### **13. Close of Meeting**

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

Ani Pahuru-Huriwai

**CHAIR**