

Passenger Rail in New Zealand's Golden Triangle



Who we are

A group of business professionals and residents who believe that public transport connectivity is fundamentally important to our community and economy. We believe that, as a country, we need to change our approach and attitude to passenger rail, starting with services between Tauranga, Hamilton and Auckland.



Katrina Ramage: *Project Director, Strategic Lead & Political, Governmental, Economic Investment and Waikato Liaison*

Author *Making Rail Work*, political strategist, complex communications and stakeholder engagement specialist with over 24 years experience with international corporate investment; governmental, political and global community partnerships and campaigns,

www.TarakinGlobal.com



Michael van Drogenbroek: *Project Director, Technical Lead & Rail, Construction and Engineering Industry Liaison*

Advisor in the rail, public transport and freight sectors with over 33 years experience in rail, transport planning, business case development, rail operations, financial and other sustainability matters with a particular focus on New Zealand, UAE & Australia.

www.Heriot-Edievale.com



James Llewellyn: *Special Advisor, Public Transport & Bay of Plenty Liaison*

Technical advisor with 27 years experience in transport planning, policy advice, sustainable transport strategy, feasibility studies, business cases, transport and economic development, public transport (bus and rail) planning and programme management.

www.Taith.co.nz



Extended *Making Rail Work* Team

Professionals of all ages and backgrounds from across the country; Industry specialists, including The Urban Advisory and Novology; as well as a range of global experts from transport, economic regeneration, co-operative governance and climate change.

www.MakingRailWork.com

Common misconceptions

"You are promoting trains because of a romantic yearning for lost passenger services."

"Inter-regional passenger rail will compromise ability to move freight."

"Passenger rail can happen very quickly; it is a case of finding some trains and then running them on the track."

"Rail is a Victorian technology, and the future is elsewhere."

"Rail can never compete with cars as is too slow, uncomfortable and doesn't go where we need it too."

"Rail will make bus and coach services unviable."

"You are a just another protest group."

"There is not enough capacity on the East Coast Main Trunk Line and the Kaimai tunnel is a constraint."



Critical Success Factors for Passenger Rail

- Provide critical community links between cities, towns and country
- Support economic growth by bringing people and businesses closer together
- Promote mode shift to public transport by increasing its attractiveness
- Improve transport corridor capacity and resilience
- Improve safety and reducing road congestion
- Reduce greenhouse gas emissions – supporting climate change initiatives
- Fund by Value Capture through Transit Hubs, TODs, development concessions
- Promote corridor, housing, land use regeneration – community-based spatial planning
- Attract overseas investment to all of New Zealand by using the Golden Triangle as an engagement gateway
- Enable value for money by improving existing corridor

RPTP and Passenger Rail

Bay of Plenty RPTP

Work collaboratively with central government and regional partners to continue exploring the potential for viable inter-regional passenger rail and/or commuter services in the longer term.

This will include working with neighbouring regions and local authorities within the region to:

- i. advocate and support rail track improvements between Auckland, Hamilton and Tauranga;
- ii. support Government and advocate for the prioritisation of Government led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga; and
- iii. protect existing rail corridors in the region to ensure they have the necessary capacity to enable increased use and movement in the future.

Waikato RPTP

P8 Waikato Regional Council will support and advocate for central government led initiatives to re-establish interregional and intra-regional passenger rail services in New Zealand.

A14 Support Government and advocate for the prioritisation of Government-led fast and frequent rail initiatives connecting New Zealand's fastest growing cities of Auckland, Hamilton and Tauranga.



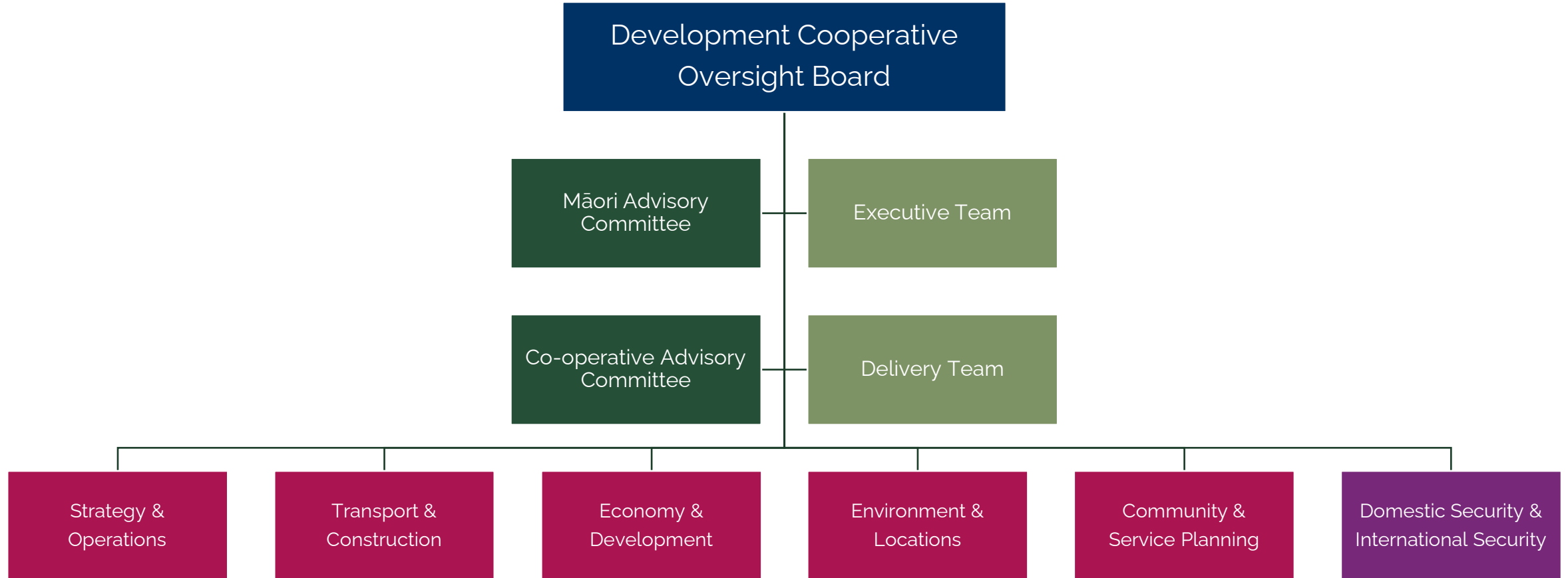
Development Co-operative Approach

This combines the internationally recognised model for a development corporation, like the one used to deliver the London 2012 Olympic Games, and a New Zealand-style co-operative structure, like the ones used by Fonterra and Mitre10. The approach streamlines decision-making across government silos and acts as a single point of contact/shop window for overseas investors.



Development Co-operative Structure

This organisation will have a limited lifespan and will be staffed by seconded employees from relevant stakeholder organisations. This will significantly reduce the capital costs of establishing an SOE. Members of the public will be able to engage formally in the engagement groups and advisory committees, which will reduce the cost of public consultation.



Engagement activity to date

- May 2022: *Making Rail Work* report published after six-month evidence review and community engagement
- Jun 2022: Engagement with Minister of Transport, Waka Kotahi, Ministry of Transport, KiwiRail, Local MPs, Waikato Regional Council and Tauranga City Council, SMARTGrowth
- Jul-Aug 2022: Regional Public Transport Plan hearings in Waikato and Bay of Plenty; engagement with Waikato University, Fonterra; co-hosted cross-party meeting with domestic and international experts
- Sep-Nov 2022: Parliamentary Select Committee hearings on Inter-regional Passenger Rail; engagement with Tainui Group Holdings, newly elected Councilors in Bay of Plenty and Waikato
- Dec 2022: Recruitment of MRW support team, engagement with Te Waka and Future Proof
- Jan-Feb 2022: Presentation to Hamilton City Council and Future Proof; collaborative agreement with Te Waka; engagement with Port of Tauranga, Priority One and local Bay of Plenty Regional Councilors. Engagement with *The Future is Rail* conference and international development corporation experts
- Mar 2023: Presentation to Bay of Plenty RTC: 09 March 2023



Next Steps

- Mar 2023: Making Rail Work to publish open letter to all Political Parties, encouraging them to acknowledge passenger rail in their manifestoes. Update briefings with Tauranga MPs, starting with Sam Uffindell MP.
- Apr 2023: Making Rail Work and TeWaka host first Golden Triangle meeting to discuss joint inter-regional objectives and strategic management for the proposed Development Cooperative, date tbc. Making Rail Work Rangatahi Liaison to host a online symposium for kiwi students and youth activists
- Mid 2023: Draft Government Policy Statement on Land Transport; early engagement has commenced
- May 2023: Second report from Making Rail Work: *Beyond the Tracks*
- Jun 2023: New Zealand Rail Conference: *The Future is Rail*, Wellington, 28 Jun 2023
- Oct 2023: General Election
- Late 2023: Final Government Policy Statement on Land Transport
- 2024: Regional Land Transport Plan (Apr); National Land Transport Programme (Jun)



Our Ask

- Honest and constructive feedback, and ideas for further investigation
- Close working relationship with Regional Transport Committee and its members
- In-principle support for progressing a development co-operative, working with colleagues progressing the Regional Spatial Strategy
- Review of UFTI and re-examination of rail-enabled growth option
- Working with Bay of Plenty Regional Council (Public Transport Committee) to progress the RPTP policy and actions in partnership with Waikato Regional Council
- Funding contribution to business case through the Regional Land Transport Plan 2024-27 (with Regional and City Councils acting as Approved Organisations)



Making Rail Work



Presentation to Bay of Plenty Regional Transport Committee Thursday 9th March 2023

