



## Meeting of the Regional Transport Committee

**Date:** Thursday 9 December 2010  
**Time:** 10.15am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Agenda

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### **Hawke's Bay Regional Transport Committee**

Cr Alan Dick	Hawke's Bay Regional Council	Chair
Cr Liz Remmerswaal	Hawke's Bay Regional Council	Deputy Chair
Mayor Les Probert	Wairoa District Council	
Cr Kathy Furlong	Napier City Council	
Cr Tania Kerr	Hasting District Council	
Cr Terry Kingston	Central Hawke's Bay District Council	
Ms Jenny Chetwynd	New Zealand Transport Agency	

### **Objective Representatives**

Chris Bain	Port of Napier Ltd	Economic Development
Chris Wallace	NZ Police	Safety and Personal Security
Tracy Ashworth / Dr Nick Jones	Hawke's Bay District Health Board	Public Health
Alastair Bramley	ECO-ED	Environmental Sustainability
David Murray	Automobile Association	Access and Mobility

### **Cultural Interests**

Mr Mike Mohi	Chair HBRC Maori Committee
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### **Advisory Positions**

John Emmerson	Road Transport Association	Road
Chris Bain	Port of Napier Ltd	Coastal
Aaron Temperton / Kim Santer	KiwiRail	Rail

### **Minute Secretary**

Maureen Drury	Hawke's Bay Regional Council
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### **Transport Technical Advisory Group**

Helen Codlin	Hawke's Bay Regional Council	Planning
Esther-Amy Bate	Hawke's Bay Regional Council	Planning
Carol Gilbertson	Hawke's Bay Regional Council	Public Transport/Roadsafe
Denise Elers	New Zealand Transport Agency	Funding/Programming til end Dec
Mark Kinvig	New Zealand Transport Agency	Highway Network Operation
Simon Barnett	New Zealand Transport Agency	Highway Network Operation
Oliver Postings	New Zealand Transport Agency	Planning
Mark Clews	Hasting District Council	Planning
Jag Pannu	Hasting District Council	Transport Manager
Jon Schwass	Napier City Council	Transport Manager
Alistair Thompson	Napier City Council	Planning
Shawn McKinley	Central Hawke's Bay District Council	Transport Manager
Bill Lewis	Wairoa District Council	Transport Manager



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Item 3**

**Thursday 09 December 2010**

**SUBJECT: SHORT TERM REPLACEMENTS ON THE COMMITTEE**

**INTRODUCTION**

Council has made allowance in the terms of reference of the Committee for short term replacements to be appointed to the Committee where the usual member/s cannot stand.

**RECOMMENDATION**

That <Type appointees> be appointed as member/s of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting of Thursday, 09 December 2010 as short term replacements(s) on the committee for <Type text here>.



**Helen Codlin  
GROUP MANAGER  
STRATEGIC DEVELOPMENT**



**Alan Dick  
CHAIRMAN**



HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE

Thursday 09 December 2010

**SUBJECT: ACTION ITEMS FROM PREVIOUS REGIONAL TRANSPORT  
COMMITTEE MEETINGS**

**INTRODUCTION**

1. On the list attached as **Attachment 1** are items raised at Council meetings that require actions or follow-ups. All action items indicate who is responsible for each action, when it is expected to be completed and a brief status comment for each action. Once the items have been completed and reported to Council they will be removed from the list.

**DECISION MAKING PROCESS**

2. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded that as this report is for information only and no decision is required in terms of the Local Government Act's provisions, the decision making procedures set out in the Act do not apply.

**RECOMMENDATION**

That the Committee receives the report "Action Items from Previous Regional Transport Committee Meetings".



**Helen Codlin  
GROUP MANAGER  
STRATEGIC DEVELOPMENT**

**Attachment/s**

- 1 Action Items from Regional Transport Committee Meetings





## Actions from Regional Transport Committee Meetings

The following is a list of items raised at the Regional Transport Committee meetings that require actions or follow-ups. All action items indicate who is responsible for each action, when it is expected to be completed and a brief status comment for each action. Once the items have been completed and reported back to the Committee they will be removed from the list.

### 24 September 2009

Agenda Item	Action	Person Responsible	Due Date	Status Comment
14. State Highway 38 – Request for Sealing	To be left on the list for regular follow-ups		ongoing	WDC presented submission to Ministers. Difference in costs of sealing to be resolved.
12. NZTA Regional Directors Report – request for excess R funding from Matahorua project to be returned to region	Letter to be written by Chair to NZTA for request for excess R funding to be returned to region	HC	Dec	Done



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**Item 6**

**SUBJECT: REGIONAL TRANSPORT COMMITTEE TERMS OF REFERENCE**

**REASON FOR REPORT**

1. The Regional Council has requested that the Regional Transport Committee review its Terms of Reference.

**Background**

2. The Land Transport Management Amendment Act 2008 (LTMAA) required Regional Councils to constitute a Regional Transport Committee (RTC) by 1<sup>st</sup> October 2008. The changes to the legislation provided a broader scope for the Committee in that it is the key advisory body to the Regional Council in all matters relating to transport including rail and coastal shipping. The Committee is responsible for preparing the region's Regional Land Transport Strategy and for preparing the 3 yearly Regional Land Transport Programme. A further overview of the Committee's role and responsibilities is provided with agenda item 10.
3. The Regional Council provides the Chair, Deputy Chair, policy advice and administrative support for the Regional Transport Committee. The Committee is made up of representatives of the region's four territorial authorities, the New Zealand Transport Agency, a member representing cultural interests and one member representing each of the five objectives in the Government's New Zealand Transport Strategy. The five New Zealand Transport Strategy objectives are: Safety and Personal Security, Public Health, Economic Development, Access and Mobility and Environmental Sustainability.
4. A Terms of Reference for the Committee is included in Attachment 1 for Council consideration. It includes a section on voting rights.
5. The Committee will note that the Terms of Reference includes an overview function of the Roadsafe Hawke's Bay programme. A separate Terms of Reference will be presented to the Committee at the next meeting for the Governance Group and Subcommittee for this activity.

**DECISION MAKING PROCESS**

6. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded the following:
  - 6.1. Sections 97 and 98 of the Act do not apply as these relate to decisions that significantly alter the service provision or affect a strategic asset.
  - 6.2. Sections 83 and 84 covering special consultative procedure do not apply.
  - 6.3. The decision does not fall within the definition of the Council's policy on significance.
  - 6.4. Section 80 of the Act covering decisions that are inconsistent with an existing policy or plan does not apply.
  - 6.5. Council can exercise its discretion under Section 79(1)(a) and 82(3) of the Act and make a decision on this issue without conferring directly with the community or others having given due consideration to the nature and significance of the issue to be considered and decided, and also the persons likely to be effected by or have an interest in the decisions to be made.

## RECOMMENDATIONS

The Regional Transport Committee recommends that Council:

1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.
2. Adopts the Terms of Reference for the Regional Transport Committee as attached, setting out the purpose, membership, voting, meeting frequency and meeting fee provisions.

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**Esther-Amy Bate**  
**PLANNER**

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**Helen Codlin**  
**GROUP MANAGER STRATEGIC**  
**DEVELOPMENT**

## Attachment/s

- 1 Regional Transport Committee Terms of Reference

**A) Permanent Committees**

- Regional Transport Committee

This Committee is required by Statute and was reviewed in July 2008. The appointments made to the Committee are designed to meet the objectives of the New Zealand Transport Strategy (NZTS). The Land Management Amendment Act 2008 requires the Regional Council to establish a regional transport committee under Section 105(1) of the Act. Representation on the committee is specified under Section 108(2) and requires the following:

- a) the objectives of economic development, safety and personal security, public health, access and mobility, and environmental sustainability; and
- b) cultural interests; and
- c) the Council; and
- d) other territorial authorities in the region; and
- e) New Zealand Transport Agency.

It is not proposed to change the make-up of this committee unless there are legislative changes at some stage in this Council term.

### **REGIONAL TRANSPORT COMMITTEE**

#### **TERMS OF REFERENCE**

- To prepare for approval by the Council,
  - a regional land transport strategy and any variations to it;
  - a regional land transport programme and any variations to it;
  - a regional public transport plan and any variations to it;
  - reports on the effectiveness and implementation of the above plans and strategies as appropriate and as may be required by legislation
- To oversee the programme of Road Safe Hawke's Bay through the Road Safe governance group sub-committee.
- To advocate regional transport issues and priorities in accordance with the Regional Land Transport Strategy to central government and relevant organisations as appropriate.
- To provide the regional council with any advice and assistance the council may request in relation to its transport responsibilities generally.
- To make policy recommendations to the Regional Council as appropriate in relation to regional transport and public transport matters.

#### **MEMBERS:**

- Two elected members of the Regional Council
- One representative, as appointed by Council, from each of the following organisations who are able to propose to the Committee short term replacements to attend in their place if they are unable

to attend any meeting:

Wairoa District Council  
 Hastings District Council  
 Napier City Council  
 Central Hawke's Bay District Council  
 New Zealand Transport Agency

- One representative, as appointed by Council, to represent the New Zealand Transport Strategy objectives listed below. Such representatives are able to propose to the Committee short term replacements to attend in their place if they are unable to attend any meeting:

Economic Development representative (1)  
 Access and mobility representative (1)  
 Public Health representative (1)  
 Safety and personal security representative (1)  
 Environmental sustainability representative (1)  
 Cultural interest representative (1)

<b>VOTING:</b>	The NZTS Objective and Cultural Interest representatives do not have voting rights on matters related to regional land transport programmes.
<b>CHAIRMAN:</b>	One of the Regional Council representatives as elected by the Council
<b>MEETING FREQUENCY:</b>	At least quarterly.
<b>MEETING FEE:</b>	A meeting allowance of \$230 will be paid to a NZTS representative upon receipt of a claim form where the representative is self employed or not paid by his or her employer to attend.
<b>STAFF EXECUTIVE:</b>	Group Manager Strategic Development

**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**SUBJECT: PROPOSED MEETING DATES FOR 2011**

**REASON FOR REPORT**

1. This agenda item presents the proposed meeting dates for the Regional Transport Committee for 2011.
2. The Terms of Reference for the Committee states a meeting frequency of at least quarterly. Given the work plan considered in Agenda Item 11 it is proposed to schedule 5 meetings over 2011.
3. The key logistical issue is that the NZTA Regional Director and associated staff are also required at the other Regional Transport Committee meetings in the Central Region. Council representatives also have other Council and Committee meetings to work around. The proposed dates are:

Thursday 17 February 2011

Thursday 21 April 2011

Thursday 7 July 2011

Thursday 22 September 2011

Thursday 17 November 2011.

4. Further information may be available at the meeting with regard to potential conflicts with other Regional Transport Committee and Council meetings.
5. It is also proposed to schedule TAG meetings on the first Friday of every month as follows:

Friday 4 February 2011

Friday 4 March 2011

Friday 1 April 2011

Friday 6 May 2011

Friday 3 June 2011

Friday 5 August 2011

Friday 2 September 2011

Friday 7 October 2011

Friday 4 November 2011.

**DECISION MAKING PROCESS**

6. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded the following:
  - 6.1 Sections 97 and 98 of the Act do not apply as these relate to decisions that significantly alter the service provision or affect a strategic asset.
  - 6.2 Sections 83 and 84 covering special consultative procedure do not apply.
  - 6.3 The decision does not fall within the definition of the Council's policy on significance.
  - 6.4 Section 80 of the Act covering decisions that are inconsistent with an existing policy or plan does not apply.

- 6.5 Council can exercise its discretion under Section 79(1)(a) and 82(3) of the Act and make a decision on this issue without conferring directly with the community or others having given due consideration to the nature and significance of the issue to be considered and decided, and also the persons likely to be effected by or have an interest in the decisions to be made.

## RECOMMENDATIONS

The Regional Transport Committee recommends that Council:

1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.
2. Approves the number of meetings and the proposed dates for 2011 subject to agreement with NZTA and any amendments required to avoid critical meeting conflicts.



**Esther-Amy Bate**  
**PLANNER**



**Helen Codlin**  
**GROUP MANAGER STRATEGIC**  
**DEVELOPMENT**

## Attachment/s

There are no attachments for this report.



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**SUBJECT: REGIONAL PUBLIC TRANSPORT PLAN - APPOINTMENTS TO  
PROJECT TEAM**

**REASON FOR REPORT:**

1. Council is required to develop a Regional Public Transport Plan (RPTP) in accordance with the Public Transport Management Act 2008 (PTMA). The RPTP will replace the Regional Passenger Transport Plan that was adopted in July 2008.

**Project Approach**

2. The RPTP will be developed to reflect the improvements and changes undertaken in the past few years with Council's contracted bus services and will focus on delivering a strategic direction for Council's public transport network with objectives, policies and methods to deliver this direction. It will also give effect to the Council's 10 Year Plan and is intended to deliver value for money.
3. The contents of the RPTP are set out in section 10 of the PTMA. Key aspects for inclusion in the plan are:
  - 3.1. A description of the public transport services to be provided in the region and how these services will assist the transport disadvantaged
  - 3.2. A description of how the plan gives effect to the public transport service components of the regional land transport strategy
  - 3.3. Public transport policies and how these will be implemented
  - 3.4. Any other matter that the Council thinks fit.
4. The RPTP must be adopted by the full Council but its preparation can be delegated to the RTC.
5. The New Zealand Transport Agency (NZTA) provided useful guidelines for the development of the RPTP and these will be used in the development of the Plan for reference and guidance.

**Consultation Strategy**

6. The PTMA requires consultation to be undertaken in two stages. The first stage must take place during the preparation of the draft Plan and is intended to provide stakeholders with an opportunity to provide input early on in the development of the Plan. The second stage takes place once the draft RPTP has been prepared.
7. The consultation requirements are met by stakeholder consultation in phase 2 and public consultation in phase 3.

**Project Management**

8. The Project Sponsor is Paul Drury, Group Manager Corporate Services.
9. The Project Manager is Carol Gilbertson, Governance and Public Transport Manager and will be responsible for the day to day running of the project.
10. The RTC is now asked to provide names for membership of the Project Team. This should include representatives from the Territorial Authorities; Member(s) of the Technical Advisory Group (TAG); a representative from NZTA; any other party(s) the RTC deems appropriate.

**Project Timeline**

11. Below is the proposed timeline for the preparation of the RPTP. Once the Project Team is formed a meeting will be held to discuss the initial stage in the development of the

Plan. It is envisaged that the project team would meet in December, then again late January / early February.

<b>Timeline for Regional Public Transport Plan (RPTP)</b>			
<b>Phase 1 - Dec 10 - Jan 11</b>	<b>Phase 2 - Feb - Mar 11</b>	<b>Phase 3 - Apr - Aug 11</b>	<b>Phase 4 - Sept - Oct 11</b>
- Appoint Project Team	- Project Team meeting	- Draft PT Plan sent out for public consultation	- RTC to endorse the Plan to go to Council
- Project Team to hold initial meeting	- Commence Consultation	- Submissions close	- Council to adopt RPTP
- Start drafting content for initial discussions	- Stakeholder and Targetted Consultation	- Hearing of subs	(1 Jan 2012 final date for adoption of RPTP)
- Work with SIL Research to draft survey material / discussion document		- Update Plan following hearing of submissions	

#### **DECISION MAKING PROCESS:**

12. Council is required to develop and produce a Regional Public Transport Plan (RPTP) in accordance with the Public Transport Management Act 2008 (PTMA), this Act also specifies that a special consultative process is to be followed.

#### **RECOMMENDATIONS:**

That the Regional Transport Committee :

1. Notes that a special consultative process will be followed for the development of the Regional Public Transport Plan, as specified in the PTMA.
2. Appoint members to the Project Team to develop the Public Transport Plan in line with the timeline presented and advised the Council of this membership.



**Carol Gilbertson**  
**GOVERNANCE AND PUBLIC**  
**TRANSPORT MANAGER**

#### **Attachment/s**

There are no attachments for this report.

**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**SUBJECT: REGIONAL TRANSPORT COMMITTEE ROLES AND  
RESPONSIBILITIES**

**REASON FOR REPORT**

1. This report provides background information to the incoming Committee on its roles and responsibilities

**Background**

2. The Regional Transport Committee (RTC) is established every three years by the incoming Regional Council (HBRC). The main role of the Committee is to prepare the Regional Land Transport Strategy (RLTS), the Regional Land Transport Programme (RLTP) and the Regional Public Transport Plan (RPTP). The Committee also considers any other issues related to land transport which has a regional impact.
3. The four key work areas of the Committee are:
  - 3.1 Land transport policy and planning
  - 3.2 Public transport monitoring
  - 3.3 Road safety, and
  - 3.4 Advocacy of land transport issues.

**Legislation and National Policy Context**

4. The Land Transport Management Act (LTMA) was enacted on 12 November 2003 and was significantly updated in 2008. The LTMA established the New Zealand Transport Agency (NZTA) as the single crown entity combining the functions of Land Transport New Zealand and Transit New Zealand. The LTMA provides the legal framework for managing and funding land transport activities and provides for a Government Policy Statement on land transport funding (GPS). The Land Transport Management Amendment Act 2008 (LTMAA) was intended to update the 2003 legislation to provide a balanced and flexible funding framework for land transport. The purpose of the LTMAA is to achieve an affordable, integrated, safe, responsive and sustainable land transport system.
5. The New Zealand Transport Strategy (NZTS) is a government strategy. It is non-statutory, though it is given effect to by statutory documents such as the Government Policy Statement on Land Transport Funding 2008.
6. In May 2009, the Government released an amendment to the Government Policy Statement on Land Transport Funding (GPS) issued in 2008. The GPS was amended to reflect the current Government's main priorities of economic growth and productivity. The amended GPS ensures that the use of land transport funding supports the Government's land transport goals. Under the LTMAA, a RLTS must take into account the GPS and the RLTP must be consistent with the GPS.
7. In July 2010, the New Zealand Transport Agency released a Statement of Intent for the period of 2010-2013. This is an important document when considering funding applications as it defines the NZTA's strategic intent and immediate priorities. The Statement of Intent identifies four long-term goals for the transport sector which link the sector with the Government's overall goal to grow the New Zealand economy. In the short term the Government's priority is to invest in infrastructure, better regulation, better public services and road safety.

## Regional Policy and Planning

8. Every regional or unitary authority must establish a transport committee for its region and appoint a range of representatives (including those from the regional council, territorial authorities, the NZTA, one representing each of the five transport objectives and one from a cultural perspective).
9. The LTMAA requires that the RTC, on behalf of the Regional Council must prepare, and consult on, a regional land transport strategy (RLTS) to provide guidance on the land transport outcomes sought by the region. The RLTS must be produced every six years and cover a period of 30 years and it must contribute to the vision set out in the strategy. The RTC must also produce a regional land transport programme (RLTP). The RLTP is a three-yearly infrastructure and services proposal for funding that informs and gains funding from the National Land Transport Fund. The RLTP must be consistent with the RLTS.
10. To develop the RLTS and the RLTP, the committee may:
  - 10.1 identify land transport problems, issues and opportunities in the Region
  - 10.2 develop land transport priorities for the Region
  - 10.3 consider how activities contribute to regional priorities and the requirements of the LTMAA
  - 10.4 determine whether any proposed activities should not be included in the programme.
11. The steps involved in the development of a RLTP start with the identification of potential activities. The individual Road Controlling authorities (i.e. NZTA, territorial and regional authorities) identify activities for state highways, local roads, for public transport services and other travel demand and community programmes. The RTC assesses the priority of each activity, considering aspects such as value for money and the readiness to start, before scheduling the activities into the RLTP. The RLTP is then incorporated into Long Term Council Community Plans, through which councils consult with their communities
12. To obtain Government transport funding - from the National Land Transport Fund, the RTC must ensure the activities are included in the RLTP. Councils also provide a local share of funding for local transport projects and services.

## Passenger Transport

13. Passenger transport is a key component in the economic development and social wellbeing of Hawke's Bay. The purpose of the Regional Public Transport Plan (RPTP) is to provide guidance for the Regional Council in the provision of public passenger transport services by outlining the passenger transport needs of the region. The RPTP sets out the Council's objectives and policies that will address community needs, and the services required to meet those needs. In doing so, particular consideration is given to the needs of the transport disadvantaged. A new RPTP is being developed over the next year, and matters relating to this are covered in a separate paper on this agenda.

## DECISION MAKING PROCESS

14. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded that, as this report is for information only and no decision is to be made, the decision making provisions of the Local Government Act 2002 do not apply.

**RECOMMENDATION**

1. That the Committee receives the Regional Transport Committee Roles and Responsibilities report.

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**Esther-Amy Bate  
PLANNER**

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**Helen Codlin  
GROUP MANAGER  
STRATEGIC DEVELOPMENT**

**Attachment/s**

There are no attachments for this report.



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**Item 10**

**SUBJECT: REGIONAL TRANSPORT COMMITTEE WORK PLAN 2011-2012**

**REASON FOR REPORT**

1. This agenda item sets out the likely work plan for the Committee over the next two years.

**Key Activities**

2. The key projects for the Committee over the next two years includes:
  - 2.1. Undertaking and completion of the Heretaunga Plains Transportation Study and the Wider Rural Transportation Study by mid 2011
  - 2.2. Preparation of the Regional Public Transport Plan by January 2012
  - 2.3. Review of the Regional Land Transport Strategy to be completed by June 2012
  - 2.4. Preparation of the next three year Regional Land Transport Programme (RLTP) to be completed by June 2012.
3. The broad timeline is shown in Attachment 1.
4. In addition, the NZTA has released its Statement of Intent 2010-2013. This document sets out an approach and course of action for the next three years that will contribute to the delivery of the governments land transport objectives and wider transport vision.
5. Over the next 24 months there will be work carried out by NZTA as a result of the Statement of Intent, which is likely to require reports back to the Committee, and the preparation of comments or submissions if an opportunity is provided. The NZTA has signalled a special interest in the improvement of the efficiency of freight movements which will include investing in the roading network for high productivity vehicles. Of special relevance to Hawke's Bay will be the trans-regional movements of freight across the central north island and between Napier and Gisborne, including coastal shipping.
6. NZTA work may also relate to Roads of National Significance, Vehicle Dimension Mass Regulation, improvement of the road safety system, improvement of the effectiveness of public transport and National Freight and Tourism Routes.
7. At various times, applications for variations to the RLTP may also be made.

**DECISION MAKING PROCESS**

8. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded that, as this report is for information only and no decision is to be made, the decision making provisions of the Local Government Act 2002 do not apply.

**RECOMMENDATION**

1. That the Committee receives the report on the Regional Transport Committee Work Plan.

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**Esther-Amy Bate  
PLANNER**

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**Helen Codlin  
GROUP MANAGER  
STRATEGIC DEVELOPMENT**

**Attachment/s**

- 1 Regional Transport Committee Work Plan



Regional Transport Committee Work Plan	2010		2011												2012											
	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	Regional Public Transport Plan																									
Heretaunga Plains Transportation Study																										
Wider Region Transportation Study																										
Regional Land Transport Strategy																										
Regional Land Transport Programme																										



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**SUBJECT: PUBLIC TRANSPORT UPDATE**

**REASON FOR REPORT**

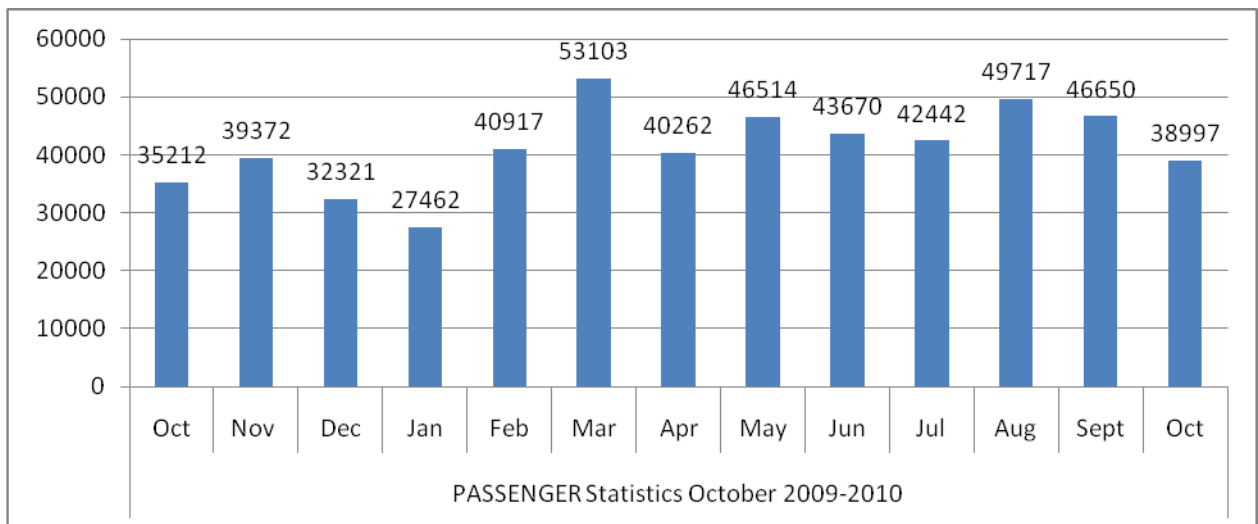
1. This agenda item provides the Committee with an update on public transport services, including trends since the previous update in September 2010. This report now contains standard patronage and revenue graphs which will be updated each month and provided to the Council and the Regional Transport Committee.
2. The overall performance of the bus service continues to be positive with good passenger growth and fare recovery levels over the last year. Due to this positive result over the past 18 months, a number of further improvements to the services are outlined below and are due to be implemented.

**General Information**

**Total Passenger Numbers**

3. The following graph outlines total passenger numbers from October 2009 to October 2010. The average monthly passenger stats for this period were 431,744. The farebox recovery rate for January to October was 39.46%.

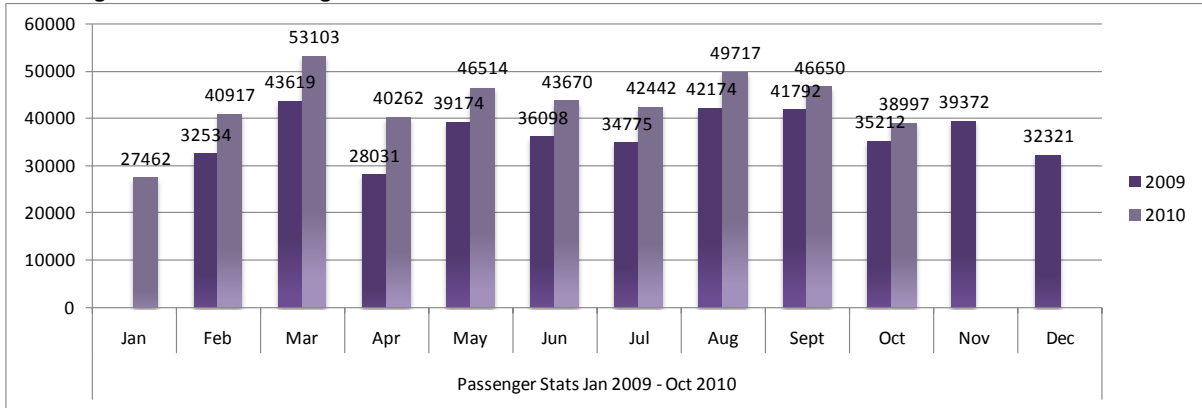
**Diagram 1 – Passenger Numbers – October 2009 – October 2010**



**Patronage and Financial Trends**

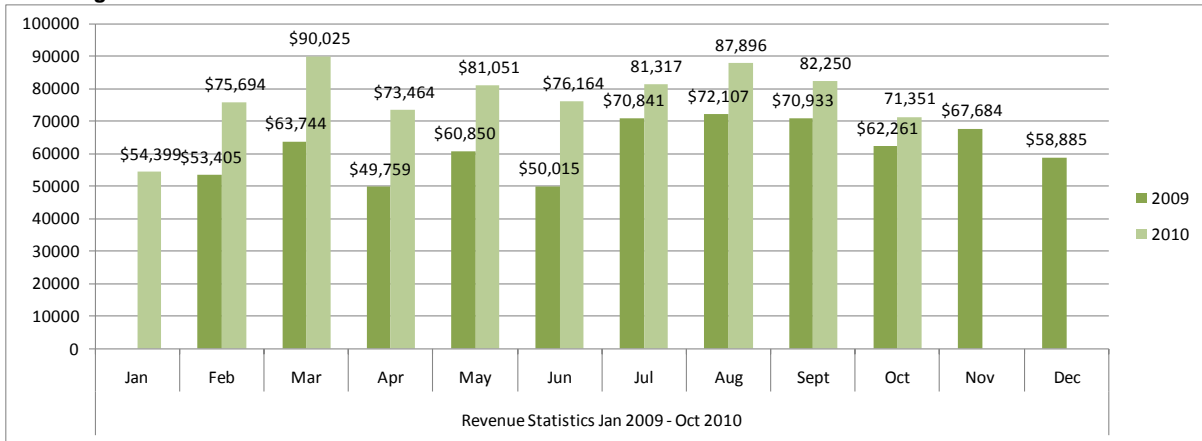
4. The following graph shows the total number of passengers from January 2009 to December 2009 with a comparison for January 2010 to October 2010. It is pleasing to see that every month during 2010 has seen an increase on the same month last year.

**Diagram 2 – Total Passenger Numbers – 2009-2010**



5. The graph below shows a comparison of revenue, from fares, for January to December 2009 and the same period during 2010. This graph reflects the increased patronage, as shown in the previous graph, and therefore an increase in fare collection when comparing 2010 figures to 2009.

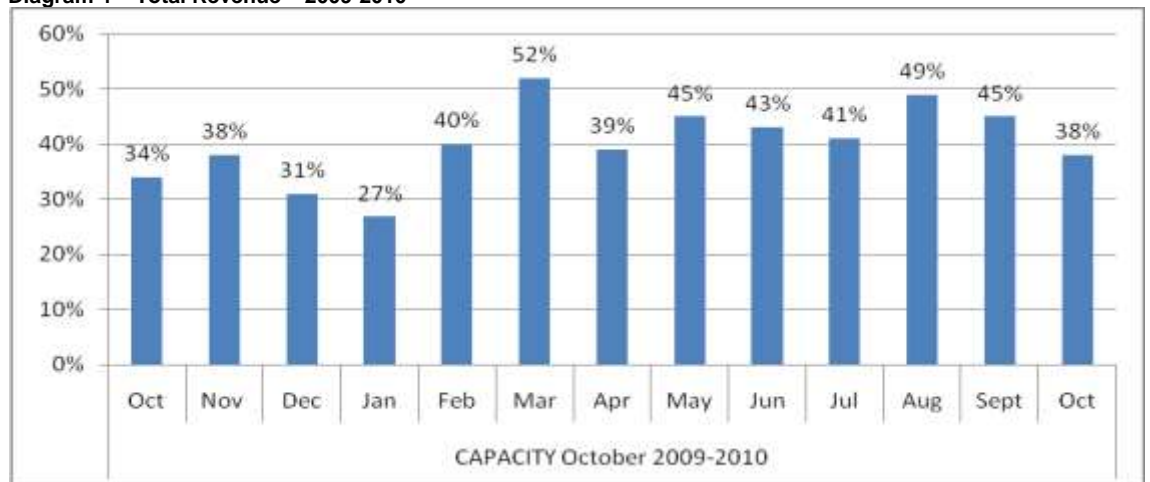
**Diagram 3 – Total Revenue – 2009-2010**



**Capacity**

6. Total capacity on Council's bus fleet is 102,620 seats, this graph shows the seat capacity utilised on a monthly basis, as a percentage from October 2009 – October 2010.

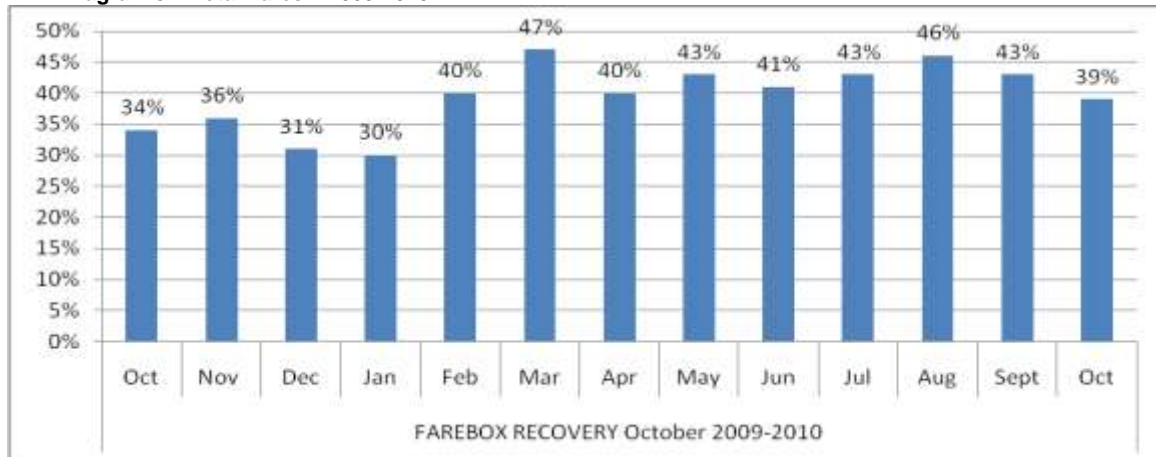
**Diagram 4 – Total Revenue – 2009-2010**



## Farebox Recovery (total fares as a percentage)

7. The following graph shows the farebox recovery trend (i.e the total amount of fares), as a percentage, for each month from October 2009 – October 2010. Again this shows a good result.

Diagram 5 – Total Fares – 2009-2010



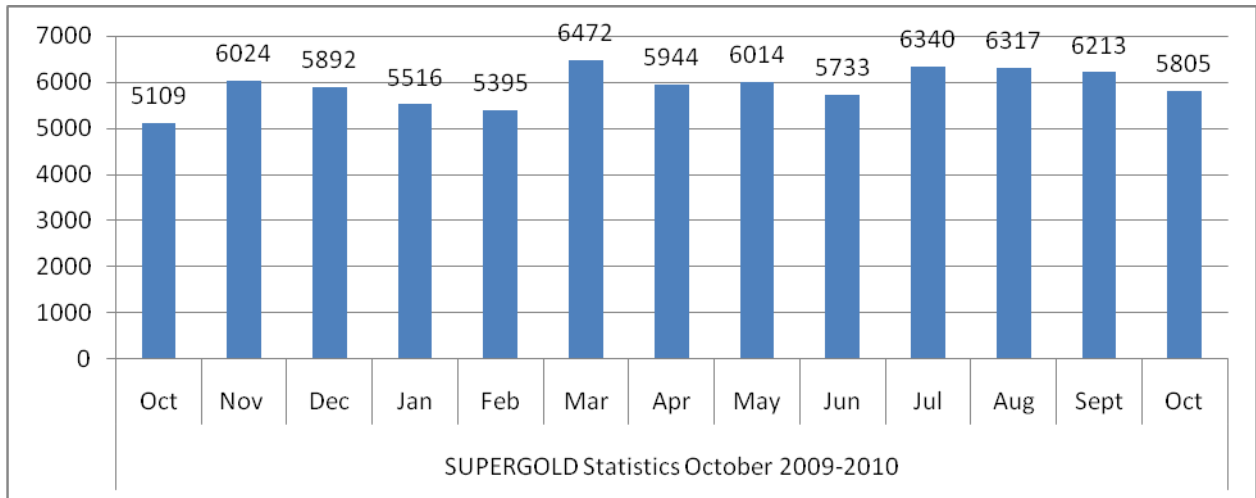
## Proposed Improvements to Bus Services

8. Staff continue to work with Council's bus provider, Go Bus, to look at further enhancements that can be made to the bus services. These recommendations can be easily implemented and incur little or no extra cost. These are:
- 8.1. **Route 13 - Tamatea – Taradale – Additional Cost Incurred (commencing 5 January 2011)**
    - Amend the timetable to add an additional trip at mid-day, and another afternoon service.
  - 8.2. **Route 20 - Flaxmere – Additional Cost Incurred (commencing 5 January 2011)**
    - Amend the timetable to provide an even spread of services throughout the day.
  - 8.3. **Route 21 - Havelock North – Additional Cost Incurred (commencing 5 January 2011)**
    - Amend the timetable to provide a mid-day service and a more even spread of services throughout the afternoon.
  - 8.4. **Route 20/21 Flaxmere/ Havelock North Saturday – Additional Cost Incurred (commencing 5 January 2011)**
    - Amend the timetable to provide a better spread of services for Flaxmere with a later finish than at present.
  - 8.5. **Route 14 - Maraenui – Onekawa – No Additional Cost Incurred (commencing 5 January 2011)**
    - Amend the morning and afternoon services to address running time issues which currently cause some services to run late and provide an even spread of services throughout the day.
  - 8.6. **Sunday Services – Trial over 2011 Summer Period**
    - A trial Sunday service will begin during the busy summer period commencing on Sunday, 9 January and will run through till 6 March 2011. This service will be run on a reduced timetable (similar to the service that the Saturday services commenced with a few years ago).

### 8.7. SuperGold Card

- The following graph shows the number of passengers each month who travelled using SuperGold cards on bus services from October 2009 – October 2010.

Diagram 6 - Number of SuperGold Card Trips



### Infrastructure

#### Bus Stops

- Work is continuing to reach an agreement between HBRC, Hastings District Council, Go Bus and K-Mart, to relocate the current K-Mart bus stop, due to ongoing safety and congestion problems at the current site.
- Initial discussions are underway with staff at Hastings District Council to investigate re-routing bus services through the Nelson Park development and the design of the bus network through that area.
- A replacement bus shelter was installed at Bledisloe Road, Maraenui. The shelter was funded by HBRC and will be maintained by Napier City Council. The new shelter was blessed by Maraenui Maori warden Huriana Lawrence.

#### Hastings Model Communities

- Staff are working closely with the model communities team at Hastings District Council.

#### Other

- The annual goBay passenger survey was carried out from 1-13 November and the results will be available mid – late December.

#### Travel Plans

- It is pleasing to note that two schools have committed to undertaking the School Travel Plan programme in 2011; these schools are St Marys and Lucknow School.
- HBRC's workplace travel plan is underway. Staff are currently being surveyed to identify current modes of transport to and from work.

#### Total Mobility Update

- Below is a table showing details of client numbers and expenditure to date for the 2010/11 financial year. The low number of new clients in September is due to applications not yet being processed while Margaret Carswell, the Total Mobility Co-ordinator assisted with Payroll functions during that month.

Diagram 7 – Total Mobility Statistics

Total Mobility Statistics to 30 September 2010								
Month	Amount (incl. GST)	Trips	Passengers	Wheelchair Passengers	New Clients	Net increase in clients	Total Clients	Av. Fare subsidy per trip
Jul-10	\$37,470.30	5181	5965	1308	49	10	2166	\$6.85
Aug-10	\$42,382.68	5956	6697	1275	43	24	2190	\$7.12
Sep-10	\$37,822.86	5313	5993	1308	8	8	2198	\$7.10
<b>TOTAL</b>	<b>\$117,675.84</b>	<b>16450</b>	<b>18655</b>	<b>3891</b>	<b>100</b>		<b>2198</b>	<b>\$7.02</b>

**DECISION MAKING PROCESS**

17. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded that, as this report is for information only and no decision is to be made, the decision making provisions of the Local Government Act 2002 do not apply.

**RECOMMENDATION**

1. That the Regional Transport Committee receives the Public Transport Update and notes the improvements being made to Council’s contracted bus services.



**Carol Gilbertson**  
**GOVERNANCE AND PUBLIC TRANSPORT**  
**MANAGER**

**Attachment/s**

There are no attachments for this report.





**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**Item 12**

**SUBJECT: NZTA CENTRAL REGION REGIONAL DIRECTOR'S REPORT**

**REASON FOR REPORT**

1. This item introduces the NZTA Central Region Regional Director's report as provided in Attachment 1.

**DECISION MAKING PROCESS**

2. Council is required to make a decision in accordance with Part 6 Sub-Part 1, of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within this section of the Act in relation to this item and have concluded that, as this report is for information only and no decision is to be made, the decision making provisions of the Local Government Act 2002 do not apply.

**RECOMMENDATION**

1. That the Regional Transport Committee receives the NZTA Regional Director's report.



**Helen Codlin  
GROUP MANAGER  
STRATEGIC DEVELOPMENT**

**Attachment/s**

- 1 Regional Director's Report



**To:** Hawkes Bay Regional Transport Committee

**From:** Jenny Chetwynd – NZTA Regional Director Central

**Date:** 1 December 2010

*The purpose of this report is:*

- *to provide an update on NZTA's role in the delivery of the Regional Land Transport Strategy and the National Land Transport Programme in the Hawkes Bay Region*
- *to provide an update on key initiatives that may impact the strategic development of the regional transport network*

#### 1.0 RLTS ACTION PLAN UPDATE

The following commentary provides an update on specific actions assigned to NZTA in the Hawkes Bay RLTS.

RLTS action	NZTA update
Prebenson Drive Improvements	NZTA is currently developing an at grade intersection solution which will provide an acceptable level of service for the next 15 years. NZTA is also maintaining regular contact with Napier City Council with respect to the development of the Prebenson Drive project.
Southern Extension of the Expressway	This project is currently in the construction phase and is expected to be open to traffic by March 2011.
Matahorua Gorge Realignment	This project is currently in the construction phase and is expected to be open to traffic by March 2011.
Tarawera Hill Realignment	NZTA is currently in the early stages of scoping this project.
Various Passing Lanes on SH2 South of Hastings	NZTA is currently progressing several passing lane projects, two of which are due to be constructed in this financial year, namely, Te Mahanga North and SH2 South of SH50 intersection. Corkscrew Gully north and south passing lanes are in the land acquisition and detailed design phase. Construction will be subject to funding. A landowner objection to Te Mahanga South passing lane has been received by the NZTA and an Environment Court hearing is pending.



RLTS action	NZTA update
Passing Opportunities on SH2 North of Napier	NZTA is currently progressing the design of 11 of the 16 passing lane opportunities between Napier and Gisborne. 4 of the 16 are now substantially complete and construction will be subject to land acquisition and funding.
Develop Stock Truck Effluent Sites	The Glengarry Stock Effluent site construction is currently on hold due to contractor performance issues, which is likely to result in NZTA engaging an alternative contractor to complete the works. The latest predicted completion date is now March 2011. The SH2 Wairoa Stock Effluent Facility requires regional agreement of funding prior to any further development.
Heretaunga Plains Transportation Study	NZTA continues to be an integral member of the SMTG (Stakeholder Management Technical Group) and have attended a number of meetings to resolve issues raised by the peer review. These issues are close to resolution and it is hoped that the Study can move on to Phase 3 in the New Year.

## 2.0 NLTP IMPLEMENTATION UPDATE

### 2.1 Update on State Highway and Network Ops Activities in the NLTP

Delivery of the State Highway activities is generally running to plan with the two large projects in the Hawkes Bay Region, namely Matahorua Gorge and SH50A Southern Extension, expected to be open to traffic in March 2011. With reference to Appendix 1, it is evident that a number of projects included in the NLTP are no longer viable due to low BCRs.

Many NLTP projects are derived from relatively high level desk top assessments and on further geotechnical investigation or a better understanding of the costs and benefits, many projects are not developed beyond the investigation phase. This is an ongoing challenge for the NZTA and one which we are looking to analyse further and develop a more robust process for the future.

In terms of new construction projects, Te Mahanga North passing lane on SH2 and SH2 passing lane south of SH50 intersection are both due to be completed in this financial year.

The Hawkes Bay pavement renewal programme continues with an estimated renewal length of 13Km, due to be completed this financial year. Furthermore, other annual maintenance and renewal contracts will deliver network safety improvements, routine bridge repairs, emergency storm event recovery, scour protection and high stress surfacing.



## 2.2 Update on NLTP Funding Approvals by the NZTA

Over the three month period from September to November 2010, NZTA approved funding for the Hawkes Bay Wider Region Transportation Study (\$50,000 total cost, NZTA Share \$37,500). This study is a review of the 2005 Rural Transport Study and will feed into the revision of the RLTS and RLTP scheduled to be approved by mid- 2012. The study will sit alongside the Heretaunga Plains Transportation Study review which is currently underway.

NZTA also approved a funding request from Hastings District Council to advance construction on the Taihape Road seal extension from year 3 to year 2. This request was in accordance with General Circular 10/01 "Advancing local authority works", which was sent to all Councils and key stakeholders earlier this year.

## 3.0 OTHER NZTA & MOT INITIATIVES OF REGIONAL SIGNIFICANCE

### 3.1 High Productivity Motor Vehicle (HPMV) routes

<b>Significance to RTC</b>	Supporting the provision of effective connections for economic growth and productivity
<b>Details</b>	<p>Progress in this region is tracking well against national project milestones.</p> <ul style="list-style-type: none"> <li>• The Port of Napier route has now been cleared for loads up to 62T. Permit applications for this route are now being considered.</li> <li>• VDM Working Group meeting was held to review High Productivity Motor Vehicle (HPMV) permit applications on the Port of Napier route.</li> <li>• Funding for the State Highway portion of the study was confirmed in November and funding review for the local road component is underway.</li> <li>• Ongoing structural analysis being completed on strategic VDM routes within each territorial authority in the region.</li> </ul>

### 3.2 GPS Update

<b>Significance to RTC</b>	Impact on future RLTP and NLTP development
<b>Details</b>	<p>NZTA is working with MoT to identify key issues and trends to inform the development of the next GPS (2012-15). It is expected that development process will include engagement with key stakeholders such as regional transport committees.</p> <p>MOT are seeking to ensure that the 2012 GPS is released with sufficient time to inform the development of the 2012-15 RLTPs and the NLTP.</p>



### 3.3 LTMA Review

<b>Significance to RTC</b>	Potential to impact operation of RTC
<b>Details</b>	MoT is leading the review of the LTMA, the scope of which includes possible changes to the function/role of regional and transport strategies and programmes, membership of RTCs, consultation and tolling provisions. An emerging issue is the degree of co-ordination with planning changes mooted in the RMA review.

### 3.4 Streamlining

<b>Significance to RTC</b>	The Streamlining Transport Investment project is working towards streamlining the transport planning, programming and funding allocation system, with the intent of improving customer service and reducing compliance costs. The project intends to move the NZTA from a focus on funding for outputs, towards investing for outcomes.
<b>Details</b>	<p>The Regional Partnerships and Planning Group (RPP) has reviewed its structure to ensure it is best placed to deliver on the streamlining project. RPP Managers have been established, with Lyndon Hammond appointed for the Central Region. RPP have merged the planning and investments teams and are currently recruiting a Planning and Funding Manager to be based in Palmerston North.</p> <p>As the internal approach and programme for streamlining develops and is further refined we will look for additional opportunities to engage more widely with key stakeholders.</p>

### 3.5 State Highway Classification

<b>Significance to RTC</b>	Impact on NLTP development
<b>Details</b>	<p>As noted in the June report, a state highway classification is being developed to contribute to aligning planning, investment, and operational activities for the network.</p> <p>Classifying highways will indirectly influence funding decisions, and will assist in determining the priority of operational approaches and improvements on the state highway network.</p> <p>NZTA will be engaging with regional stakeholders on this issue in Feb/March 2011. Further details on planned engagement will be available by mid December 2010.</p>

**3.6 SH 38 Upgrade**

<b>Significance to RTC</b>	Inter-regional issue
<b>Details</b>	Following a meeting between the Minister of Transport and the Mayor of Wairoa earlier this year, NZTA anticipates facilitating a meeting with affected councils in December 2010 to seek consensus on cost estimates to upgrade SH38.

### Appendix 1: Hawkes Bay Regional State Highway and Network Operations Activities in the NLTP

The following table provides an update on state highway activities in the National Land Transport Programme. Progress against the NLTP is shown as follows:

Green: achieved or on track to deliver against the NLTP (as at August 2009)

Amber: issues affecting deliver against NLTP expectations

Red: initiative/project phase at significant risk of not being deliver or completed e.g. due to BCR falling below 1.0

NLTP Activity – as at August 2009 (Committed, probable and possible phases only)	Phase	Status	Comment
<b>Renewals</b>		OK	
<b>Operation and Maintenance</b>		OK	
<b>New and Improved infrastructure</b>			
Matahorua Gorge Realignment	Construction	OK	Opening date March 2011.
SH50 Southern Extension (HB Expressway)	Construction	OK	Opening date March 2011.
Waipukurau Overbridge Realignment	Construction	OK	Complete
Dillons Hill Realignment	Construction	OK	Complete
Dillons Hill Realignment Stage 2	Construction	OK	Complete
Waitangi Washout Bridge Replacement	Investigation	Caution	Pending outcome of load capacity and condition analysis early March 2011.
Tarawera Hill Realignment and PL	Investigation	OK	Early progress re: scoping stage & Iwi liaison
SH2 South of SH50 Passing Lane	Construction	OK	Opening date March 2011
SH2 /50 Intersection Improvements	Construction	Caution	Start Sep 2011 – Subject to funding.
College Rd to Silverstream	Design	Caution	Design programmed for completion August 2011. Potential Iwi concerns
SH2 Poukawa Swamp Southbound Passing Lane	Construction	Caution	Start Sep 2011 subject to funding – Low BCR.
SH2 Poukawa Swamp Northbound Passing Lane	Investigation	Critical	Project suspended, Low BCR .
SH2 Opapa Passing Lane Northbound	Investigation	Critical	Project suspended, Low BCR and safety issues
SH2 Opapa Passing Lane Southbound	Investigation	Critical	Project suspended, Low BCR and safety issues
Corkscrew Gully Northbound Passing Lane	Design	Caution	Design completion due 2011/12. Construction will be subject to property purchase and funding.

NLTP Activity – as at August 2009 (Committed, probable and possible phases only)	Phase	Status	Comment
Corkscrew Gully Southbound Passing Lane	Design	Caution	Design completion due 2011/12. Construction will be subject to property purchase and funding.
SH2 Kennals Corner and Curve South	Investigation	OK	Early stages of Investigation, local issues to address with stakeholders.
Te Mahanga Nth – Passing Lane	Construction	OK	Opening date June 2011
Te Mahanga Sth – Passing Lane	Design	Caution	Environmental court – compulsory acquisition
SH2/50A Paki Paki Intersection with SH50A	Investigation	OK	Scoping study to be initiated early 2011
SH2 Napier Rd Intersection	Investigation	OK	Progressing towards NOR
SH2 Pilcher Rd Intersection	Investigation	OK	Redundant project, outcome being delivered through the Napier Road Intersection project
Glencoe Gorge Realignment	Investigation	Critical	Project suspended, Low BCR
HB Expressway Kennedy to Ngaruroro Improvements	Investigation	OK	Scoping of options to improve efficiency and safety. Due to be complete end of 2011
SH5 Glengarry Hill North & Southbound Stock Effluent	Construction	Caution	Opening date March 2011, contractual issues.
Mohaka Bridge Deck Repairs	Investigation mu	OK	Reprogrammed to start 2011, following outcome of initial investigations & seismic retrofit
SH5 Turangakumu to Windy Gap mass Action	Investigation	Critical	Following outcome for the Tutira section corridor mass action low BCR likely, project reprioritised.
Tuiroa Cutting Realignment and Seal Widening	Investigation	Critical	Following outcome for the Tutira section corridor mass action low BCR likely, project reprioritised.
HB Expressway Meeanee Quay Intersection	Investigation	OK	Investigation into crash reduction scheme programmed for 11/12
Napier Airport to Bay View Passing Lanes	Construction	Caution	Design practically complete – reviewing timing of project
Bay View – 70kph Zone Traffic Management	Investigation	Critical	Strategy study indicates BCR = 0.8
Bay View to SH2/SH5 Intersection Seal Widening	Investigation	OK	Scoping study to be completed early 2011
SH2/SH5 Intersection Improvements	Investigation	OK	Scoping phase complete, initiating next phase of work.
Tangoio Straight Seal Widening	Investigation	Critical	Strategy study indicates BCR = 1.5 Project suspended.
SH2 Wairoa Stock Effluent Facility	Investigation	Caution	Require regional funding share agreement
North of Tunanui Rd Realignment	Investigation	OK	Geotech investigations underway.



NLTP Activity – as at August 2009 (Committed, probable and possible phases only)	Phase	Status	Comment
Whakaki Rd Curves Improvements	Investigation	Caution	Local land issues to be resolved
Tahaenui Bridge Replacement and Realignment	Investigation	Caution	Local land issues to be resolved – reprogrammed for review 2011
Gisbourne – Napier Passing Opportunities HB	Design	OK	11 out of 16 initiated. 4 out of 16 practically complete.
Mangakino Stream Bridge Replacement	Construction	OK	Opening date June 2011
Manga-o-Nuku	Investigation	OK	Scoping due to start in early 2011/12 financial year
Prebensen Drive/Hyderabad Road Interchange	Investigation	Caution	Peer review of traffic model to be completed by the end of year.
Mohaka Seismic Retrofit	Construction	OK	Complete
Tutira section corridor mass action	Investigation	Critical	Project suspended, Low BCR (0.6)
SH5 Te Pohue golf course to Mistletoe mass action	Investigation	Critical	Following outcome for the Tutira section corridor mass action low BCR likely, project reprioritised.
Waikaremoana Seal Extension SH38	Design	Critical	Funding unlikely considering low BCR.
<b>Walking and cycling facilities</b>			
Omahu Rd/Expressway Pedestrian Crossing	Investigation	Caution	Internal review initiated, seeking funding for current phase



**HAWKE'S BAY REGIONAL COUNCIL  
REGIONAL TRANSPORT COMMITTEE**

**Thursday 09 December 2010**

**Item 16**

**SUBJECT: GENERAL BUSINESS**

**INTRODUCTION:**

This document has been prepared to assist Committee members note the General Business to be discussed as determined earlier in Agenda Item 5.

<b>ITEM</b>	<b>TOPIC</b>	<b>COUNCILLOR / STAFF</b>
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