



Meeting of the Regional Transport Committee

Date: Wednesday 20 April 2011
Time: 10.15am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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

Wednesday 20 April 2011

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE REGIONAL TRANSPORT
COMMITTEE**

INTRODUCTION

1. 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

1. That _____ be appointed as member/s of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting of Wednesday, 20 April 2011 as short term replacements(s) on the Committee for _____.



**Carol Gilbertson
TRANSPORT MANAGER**

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

Wednesday 20 April 2011

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

INTRODUCTION

1. Attachment 1 is a list of items raised at previous Regional Transport Committee meetings that require action or follow-up. All action items indicate who is responsible for each action, when it is expected to be completed and a brief status comment. Once the items have been completed and reported to the Committee 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

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



**Esther-Amy Bate
PLANNER**



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

- 1 Actions List
- 2 Final State Highway Classification Submission

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.

Agenda Item	Action	Person Responsible	Due Date	Status Comment
State Highway 38 – Request for Sealing	To be left on the list for regular follow-ups		ongoing	
State Highway Classifications	Submission to be prepared by TAG and ratified by full Committee via email	HC/EAB	27 March 2011	Final submission sent to NZTA on 30 March 2011. Copy attached for the Committee's information.
NZTA Director's report	Update on Mohaka bridge and Waitangi Bridge	NZTA	31 March 2011	NZTA carrying out investigation work on the Waitangi Bridge; remedial work has recently been undertaken on Mohaka Bridge

Our Ref: TRA1

30 March 2011

Mr Matt Grant
State Highway Classification
NZ Transport Agency
Private Bag 6995
44 Victoria Street
WELLINGTON 6141

Dear Mr Grant

SUBMISSION ON STATE HIGHWAY CLASSIFICATION SYSTEM

1. The following submission has been prepared by the Hawke's Bay Regional Council on behalf of the Hawke's Bay Regional Transport Committee (the Committee) in response to the Draft State Highway Classification System.
2. The Committee has considered the proposal outlined in the consultation document and supports the proposed classification system overall with the following comments:
 - 2.1 The Committee agrees that it is appropriate that the draft classification has ranked State Highway 2 as a National Strategic High Volume (Port of Napier to south of Hastings), National Strategic (Hastings to Levin) and Regional Strategic (Napier to Gisborne), this is a vital intra-regional and inter-regional route linking the Port of Napier with its expanding Central North Island freight catchment.
 - 2.2 The Committee is of the view that State Highway 5 (Port of Napier to Taupo) is also nationally significant for freight and tourism reasons rather than the regionally significant status accorded in the draft classification.
 - 2.3 The NZTA has used a 'fit for purpose' methodology to develop the proposed classification system. The success factors include; giving effect to the Government's strategic direction for land transport; providing a clear and integrated framework for better planning, investment and operational decision making; and applying a methodology that is robust over the short term as well as the longer term. Furthermore, the NZTA has identified six criteria to classify state highways that align with the functions that the government is seeking from the network and for which there is robust data available. The Committee considers this approach to be logical and with sensible outcomes. It looks forward to further discussions regarding Levels of Service, later in the process.
 - 2.4 The Committee considers the proposed classification system to be robust and efficient as it takes into account urban centres rather than administrative boundaries. Furthermore the Committee believes that NZTA has been realistic to consider the combined populations of Napier and Hastings as a major urban centre in the fourth ranking of urban centres in New Zealand. This recognises the reality that Napier/Hastings has an integrated geographical and economic relationship resulting in

an inter-connected complex freight distribution network that is nationally strategic. We suggest in your national route maps that Napier/Hastings be identified with the title in bold, and be consistent with the treatment of the other six main centres.

- 2.5 The Committee feels it is worth noting that the 2009 Port of Napier statistics used in the Port tonnage and value factoring have been significantly exceeded in the 2010 year, i.e. 2.817M tonnes up 18% to 3.416M tonnes. In the current financial period the 12 month moving annual tonnage figure currently stands at 3.610M tonnes or +5.7% on the 2010 year, this number should be very close to what is eventually reported for the Port's 2011 result. This further validates the proposed draft classification. It is also important to note that upgrading and sealing of the Napier/Taihape Road is due for completion in the current financial year. As a strategic inter-regional route, this will further increase heavy traffic freight volumes to the Port of Napier.
3. While the other Hawke's Bay Territorial Local Authorities may make their own submission, this submission is provided by the Hawke's Bay Regional Transport Committee and is supported in principle by its constituent Local Authorities; these being Napier City Council, Hastings District Council, Central Hawke's Bay District Council and Wairoa District Council.
4. If you have any queries regarding this submission, please contact Carol Gilbertson, Transport Manager on (06) 835 9216.

Yours sincerely



Alan Dick QSO
CHAIRMAN
HAWKE'S BAY REGIONAL TRANSPORT COMMITTEE

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

Wednesday 20 April 2011

**SUBJECT: DRAFT REGIONAL LAND TRANSPORT STRATEGY DISCUSSION
DOCUMENT CONSULTATION SUMMARY**

REASON FOR REPORT

1. The purpose of this paper is to:
 - 1.1. Provide the Committee a summary of the comments received from the general public as part of the pre-consultation process for the Draft Regional Land Transport Strategy 2012 (RLTS 2012).
 - 1.2. Request the Committee endorse the revised Vision Statement and Objectives to be included into the Draft Regional Land Transport Strategy 2012 (RLTS 2012).

Background

2. On 18 February 2011, the Committee adopted the Regional Land Transport Strategy – Discussion Document for the purpose of pre-consultation on the Draft Regional Land Transport Strategy 2012. The Discussion Document was the outcome of a review of the current vision, issues and options, and objectives in the Regional Land Transport Strategy 2008 (RLTS 2008). A selection of future scenarios were compiled based on the transport objectives listed in the Land Transport Management Amendment Act (LTMAA) and the vision and objectives in the Discussion Document.
3. The Discussion Document was distributed to approximately 54,000 households as part of the Regional Council's publication "The Big Picture". The period for receiving comments was open for four weeks concluding on 25 March 2011. During this time 21 responses to the Discussion Document were received. The pre-consultation process is non-statutory. The comments where relevant, will be used as background information to inform and support the Committees strategic direction during the development of the Draft Regional Land Transport Strategy. Shown at Attachment 1 is a summary of the comments received and responses to some of the key comments by members of the Technical Advisory Group (TAG).

Community Feedback

4. In general the comments provided by the community were positive and supported the Committee's overall strategic direction. A number of recurring specific themes were voiced through the comments, in general:
 - 4.1. Concern regarding the movement of trucks on Marine Parade in Napier and through other sensitive zones;
 - 4.2. Improving inter-regional tourism links and accessibility to Lake Waikaremoana and to the Bay of Plenty via State Highway 38;
 - 4.3. Rail use for passenger services and freight movement within the region and also as important inter-regional links between Gisborne to Wellington;
 - 4.4. Strongly encouraging multi-model transport and alternative transportation such as cycling and walking; and
 - 4.5. Interest in the scheduling and routing of passenger transport services

Road Transport

5. The Hawke's Bay economy is underpinned in the main by its primary industries. The movement of freight around the region, and to and from other regions is considered to be of major significance for future economic development. Due to the geographic spread of these industries a resilient and robust roading network is required to support the movement of people, goods and services.

6. It is considered that commercial and personal vehicular transport will continue to be the dominant mode of transport due to the distribution of population and industry in the region. However, it was agreed by many that the effects of rising cost of fuel and carbon dioxide emissions must be taken into account in long term planning, especially if there are changes in primary production and industry due to climate change.
7. Submitters supported the Discussion Document's focus on economic development, especially in its alignment to the Government Policy Statement. However there was concern raised that there must not be an imbalance against the community and those who have a vested economic interest in heavy road transport.
8. Rather than increasing movement of goods and people, some submitters considered that the transport network should be streamlined so that distances travelled can be reduced and efficiency increased. Local Authorities and the Regional Council should plan for efficient transport routes that reduce the distances that people need to travel to essential services to reduce private motorcar use. In this way transport could contribute to the sustainable use of resources and economic resilience of the region as an efficient and integrated land transport system that will aid the regional economy.
9. A number of submissions support the establishment of an inland port as a freight depot/hub. It was considered that the depot would integrate road and rail modes, and result in fewer trucks on the roads as more freight was moved between regions, around Hawke's Bay and to the Port of Napier via rail.
10. The completion of the Matahorua Gorge overbridge on State Highway 2 (SH2) Napier to Wairoa was noted as a significant achievement by a number of submitters. However the ongoing need to improve linkages between Napier and Wairoa for passenger and road freight was a common concern. Submitters suggested that sea freight could be utilised to reduce trucks on SH2.

Regional Rail Services

11. The Discussion Document generated strong opposing views regarding the future of rail in Hawke's Bay. Those in favour of increasing and extending patronage of the existing rail services outweighed those in favour of closing rail services entirely. Comments in support of rail suggested:
 - 11.1. a railways development board could be established to encourage the establishment of a passenger rail service between Napier and Hastings;
 - 11.2. establish transport freight hubs in both Napier and Hastings that link the region to Gisborne and Wellington; and
 - 11.3. encourage Park'n'Ride passenger services on rail travel between Napier and Hastings.
12. It was considered that the ongoing patronage of a light rail service between the centres could reduce private motor vehicles congestion during peak hours and negate the rising cost of fuel. As mentioned above, submitters also supported the establishment of an inland port to act as an integrated rail/road freight depot. Freight could then be moved to the Port of Napier by rail reducing heavy vehicles on Marine Parade and on other sensitive routes. It was commented that there is a need to invest in rail for freight – short and long haul – to the Port of Napier.
13. The opposing views considered that the railroad served no purpose, no further funds should be directed to rail and that the RLTS should recommend the closure of the Napier to Gisborne line. It was suggested that funding for rail should be diverted into upgrading SH2 between Napier and Wairoa.

Alternative Modes of Transport

14. A large number of submitters made comment on alternative modes of transport and in particular the importance of promoting of walking and cycling in the region. Cycling should be promoted for city commuting with bike stands provided in key strategic locations such as in the CBD, suburban shopping centres and the like. Safe cycle paths

along main routes into urban centres could provide safe and cost effective transport to work, school and for other short trips.

15. Alternatively, other submitters commented that while walking and cycling are necessary they do not support the economy but are the outcomes of a prosperous economy. Road traffic will continue to grow because of the patterns of population and economic distribution in the region. Investments in cycling, walking and buses will not provide freight or job mobility that respects the economy.

Regional Issues

16. The Discussion Document identified some of the key transportation issues in the region. Having taken into consideration the issues named in the RLTS 2008 and the comments received in the pre consultation the key issues for the region are considered to be:
 - 16.1. Ensuring effective movement of freight within the region and between regions, particularly to and from the Port of Napier.
 - 16.2. Catering for future population, land use and economic growth including urban settlement patterns resulting from the implementation of the Heretaunga Plains Urban Development Strategy.
 - 16.3. Utilising and improving existing rail infrastructure and services to provide energy efficient and economic transport choices.
 - 16.4. Improved efficiency and route security on key routes.
 - 16.5. Conflicting use of Marine Parade.
 - 16.6. Supporting improvements to walking and cycling facilities, and provide greater opportunities for safe and healthy active non-motorised transport.
 - 16.7. Improving the use of public transport services and increasing the range of connections between rural and urban centres.
 - 16.8. Keeping the impact of the regional transport systems on air quality and water quality to a minimum.
 - 16.9. Wider sustainability implications relating to climate change and peak oil supply.
 - 16.10. Planning and catering for the impact of an aging population on preferred transport choices.
 - 16.11. Improvement of road safety to increase road and personal safety and to reduce injuries and health costs.

Regional Transportation Vision

17. Having reviewed the RLTS 2008 vision statement and taking into account the comments from submitters on the Discussion Document, the proposed vision statement has had the word “integrated” included and now reads:

“Hawke’s Bay moves around on an integrated, safe, sustainable and resilient transport network that enhances our economy, our health and lifestyle choices, and connects us to other parts of New Zealand and the world.”

Objectives

18. At the meeting of 18 February 2011, the Committee considered a number of objectives to be included in the Discussion Document. The Committee considered that the objectives for the RLTS 2012 should be inspirational and achievable. After taking into account both the views of the Committee and the comments received from the community, the following objectives are put forward to the Committee for their consideration.

19. **Economic Development.**

A resilient transport system that supports and develops the region’s economy because it is easy for people and goods to move around.

This objective recognises the role that an affordable effective transport system plays in supporting the region's economy. Transport sustains economic development and standards of living. The sustained growth and economic development of the regional economy is highly dependent on a coherent, affordable and functional transport system that facilitates the movement of people, goods and services, both within the region and beyond.

20. **Public Health.**

People find it easier to use more active and healthy methods to get around, and therefore enjoy more physical activity and the many associated health benefits.

This objective recognises the effects that a largely car based personal transport system is having on our health and the environment. People are less physically active, and transport choices can contribute to this inactivity. The link between physical activity and good health is well documented. The use of active transport modes could enable many people to build more physical activity into their daily routines.

21. **Integration and Responsiveness.**

Everyone who needs to be involved in making decisions about transport is able to express their views. Transport is considered at the outset and during landuse planning.

This objective recognises that for transport planning to be effective all agencies with a stake in transport must act collaboratively. There is a need for partnership between all parties to exchange ideas about land development and transport. A range of methods to convey information and facilitate consultation will allow the community to become better informed.

22. **Safety and Personal Security.**

A safe user friendly transport system.

This objective recognises that road crashes have a huge social and economic cost to the region, and that the use of some other modes of transport is declining because of concerns about safety and personal security, whether real or perceived.

23. **Environmental Sustainability.**

An environmentally friendly transport system that is highly efficient for people to use.

This objective recognises the value the region places on improving the quality of its natural environment while achieving an integrated, safe, responsive and sustainable transport system. A sustainable transport system has wide reaching economic, social and environmental implications for the region and other areas that share transport linkages.

24. **Access and Mobility.**

Lots of transport choices so everyone can get around.

This objective recognises the varied transport needs of the region's residents. It acknowledges the need for increased transport choices for personal transport due to the dispersed nature of the region's rural communities, an aging population and the distance between main centres.

Next Steps

25. Once the vision and objectives are confirmed by the Committee, Council staff will begin the task of policy development and drafting the RLTS 2012. The next step in the development of the RLTS 2012 is to draft policy. Studies are being undertaken to identify regional transport issues and inform the RLTS 2012, these are the Heretaunga Plains Transportation Study and the Wider Regional Transportation Study. Both of these studies will also inform the Regional Land Transport Programme by identifying the strategic fit, affordability and effectiveness of projects.

DECISION MAKING PROCESS

26. Council is required to make a decision in accordance with Par 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:
- 26.1. 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.
 - 26.2. Sections 83 and 84 covering special consultative procedure do not apply to the discussion document as the draft Regional Land Transport Strategy must go through the special consultative process.
 - 26.3. The decision does not fall within the definition of the Council's policy on significance.
 - 26.4. Section 80 of the Act covering decisions that are inconsistent with an existing policy or plan does not apply.
 - 26.5. 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 decision to be made.

RECOMMENDATION

That Regional Transport Committee recommends that the Council:

1. Agrees that the decisions to 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. Takes into account the comments made in the initial consultation process and adopts the revised issues, vision and objectives for inclusion into the Draft Regional Land Transport Strategy.



Esther-Amy Bate
PLANNER



Carol Gilbertson
TRANSPORT MANAGER

Attachment/s

- 1 Summary of Submissions

	Name	Comments	Response
1	Rosemary Marriott	<ol style="list-style-type: none"> 1. Freight should be moved by train to the Port to relieve trucks off Marine Parade. 2. A light rail service between the Hastings Rail Station, HB Hospital, EIT and Munro Street in Napier will relieve parking pressure. 3. There needs to be a central transport hub in Napier. 4. PT services are disjointed and uncoordinated. Suburban bus routes require updating to service new subdivisions for example Havelock North, Westshore and Bay View. A bus to Bay View could include the airport. 	<ol style="list-style-type: none"> 1. The issue of trucks on Marine parade and other sensitive environments is being investigated as part of the Heretaunga Plains Transportation Study review. 2. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. 3. City and inter regional bus services currently use Dalton Street as a centralised pick up point for patrons in Napier City. 4. Routes for PT services are constantly being reviewed.
2	Anonymous	<ol style="list-style-type: none"> 1. Trucks should be prohibited on Marine Parade. 2. Designated truck routes should be established and sign posted that direct trucks to the expressway away from residential or commercial areas. SH2 from Hastings should have a 'truck ban' sign and trucks diverted to the Expressway away from Clive. The Expressway should be the No 1 route to the Port/ or for trucks travelling North from Napier. 	<ol style="list-style-type: none"> 1. The issue of trucks on Marine parade and other sensitive environments is being investigated as part of the Heretaunga Plains Transportation Study review. 2. Managed freight routes in the region are a principle that Hastings District Council agrees with. This will be considered as part of the Heretaunga Plains Transport Study and the Heavy Transport Routes Plan the Hastings District Council is planning to develop.
3	(Prof) Robin Gwynn	<ol style="list-style-type: none"> 1. Supports a focus on economic development, but traffic requirements of the Port and Tourism must not be funnelled into Marine Parade, separation is required. 2. There is an imbalance against the community and those who have a vested economic interest in heavy road transport. 3. Rail should be used for freight movement to and from the Port also as a tourist route from Napier to Gisborne 4. The vision should be extended to include a tourist route from Napier to Wellington. 5. A regular light rail service should operate between Napier and Hastings morning and evening on week days to negate the rising cost of fuel. 	<ol style="list-style-type: none"> 1. The issue of trucks on Marine parade and other sensitive environments is being investigated as part of the Heretaunga Plains Transportation Study review. 2. The RTC is comprised of individuals who represent the many facets of the community for example health and safety representatives, and locally and regionally elected councillors. The RTC endeavours to make balanced decisions that represent all people affected by transportation. Heavy road transport is not weighted to be of any greater significance than other considerations. 3. Rail is currently used to move freight to the Port of Napier. The freight may have originated from other parts of the region or from other regions for example milk products transported from Taranaki to the Port of Napier. A rail tourist route from Napier to Gisborne is an idea that is currently generating some discussion within the region. However the route has yet to be proven financially viable for tourism. 4. The vision emphasises the importance of connecting Hawke's Bay to other parts of NZ and the world. This includes key connections to Wellington and beyond.

Name		Comments	Response
			5. A light rail service between Hawke's Bay's major centres may negate the rising cost of fuel for the individual. However such a service requires further investigation into the benefits, costs and funding availability.
4	M. Kepphol	<ol style="list-style-type: none"> 1. Protected cycle paths along main routes into urban centres in a radius of 10km to provide for safe and cheap transport to work, school and other activities. 2. Open school buses and routes up for all rural residents. 	<ol style="list-style-type: none"> 1. Hastings District Council is actively promoting this concept through the implementation of iWay project. They are actively pursuing the expansion and development of this approach with NZTA on expressway and other routes. Both Napier City Council and Hastings District Council have cycle strategies which have considered the needs of cyclists close to the major possible destinations for cycling. 2. As part of travel planning co-ordination this idea is viewed as an option to be investigated and progressed, if it is appropriate.
5	Chris Denby	<ol style="list-style-type: none"> 1. Cycling should be promoted for city commuting. Councils should explore, encourage and publicise the use of minor roads for cycling corridors, especially near schools. 2. Bike stands should be provided at key strategic locations such as CBD, suburban shopping centres etc. City design should encourage walking for short trips, alleyways should be made safe and environmentally friendly 3. Rail should be encouraged to free the road for lighter traffic and reduce risk of harm to road users 4. Town planning should reduce the distances that people need to travel to essential services to reduce private motorcar use. 	<ol style="list-style-type: none"> 1. Hastings District Council is actively promoting this concept through the implementation of iWay project. The Council is implementing a School Zone Policy and considering a Safer Route to School Policy. This will create a safer environment near and on main routes to schools. Both Napier City Council and Hastings District Council have cycle strategies which have considered the needs of cyclists close to the major possible destinations for cycling 2. Each of the Territorial Local Authorities has a walking and cycling strategy. The Regional Land Transport Strategy takes into account the need to improve safe walking and cycling networks and facilities under the primary object of safety and personal security, public health and environmental sustainability. 3. A light rail service between Hawke's Bay's major centres may free the road for lighter traffic and reduce the risk of harm to road users. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. Such a service would require further investigation into the benefits, costs and funding availability. 4. Napier and Hastings are compact cities with the distance to most essential services well within reach of cycling and in most

	Name	Comments	Response
			cases walking distances. This principle underpins the land-use and transport strategies and supporting code of practice.
6	Steve Brightwell Department of Conservation	1. Supports the sealing of SH38 for Tourism purposes and environmental benefits.	1. WDC supports these submissions with the view that this investment will enhance NZ's international tourist capacity by linking the Rotorua – Hawke's Bay tourist route with a world class eco- tourist attraction. WDC has produced a report titled Sealing S.H.38 -wider economic analysis which is currently being analysed by central government.
7	David Webster	1. HB requires better inter-regional linkages. 2. It is a strategic necessity to retain the railway link due to rising petrol cost and scarcity. HB ratepayers should finance and/or subsidise rail services. 3. A railway board should be established through the combined resources of local and regional councils.	1. Early signals from the Governments Policy Statement on Transport indicate that inter-regional linkages are of high importance. The RLTS 2012 will have a strong focus in this area. 2. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. Such a service would require further investigation into the benefits, costs and funding availability. 3. A representative from KiwiRail sits on the Regional Transport Committee (RTC) who keeps the committee informed on any matters involving Rail.
8	Lyndon Hammond NZTA	1. The word 'integrated' should be included in the vision statement. 2. Important to consider the new GPS priorities to give clarity to reasoning behind RLTS key objectives. 3. Marine parade issue is too narrow; best to take a broader view of conflict surrounding heavy vehicles and sensitive users around the region – make statement broader reaching. 4. Should mention rising fuel prices as opposed to peak oil.	1. Agreed, added to vision. 2. The existing and soon to be released GPS will be taken into consideration during the development of the RLTS 2012. 3. The issue of trucks on Marine parade and other sensitive environments is being investigated as part of the Heretaunga Plans Transportation Study review. 4. The sustainability issues relating to oil scarcity are broader than just rising fuel costs. The Discussion Document does not refer to peak oil. Peak oil is the point in time when the maximum rate of global petroleum extraction is reached, after which the rate of production enters terminal decline. The Discussion Document refers instead to wider sustainability issues relating to oil supply.

	Name	Comments	Response
9	Brent Linn Hawke's Bay A&P Society	<ol style="list-style-type: none"> 1. The HB economy is underpinned by primary industries. Due to the geographic spread of these industries robust roading is required for the movement of goods and services. 2. Commercial and personal vehicular transport will continue to be the dominant mode of transport in HB and infrastructure needs to be focussed on solutions. 	<ol style="list-style-type: none"> 1. As part of the information gathering for the RLTS 2012 the RTC is undertaking a number of studies to identify anticipated deficiencies in the roading network related to landuse and working with Road Controlling Authorities to identify roading projects to resolve these deficiencies. 2. Councils are very cognisant of the importance of infrastructure and take this into account when making planning decisions.
10	Murray Douglas Chamber of Commerce	<ol style="list-style-type: none"> 1. Walking and cycling options are necessary but do not support the economy - they are outcomes of a prosperous economy. 2. The discussion document is set at too "low a bar". 3. Need to invest in rail for freight – short and long haul – to the Port. 4. Invest in alternative transport options. 5. Need to address potentially conflicting policies i.e. extending Omaha Rd away from rail infrastructure. 	<ol style="list-style-type: none"> 1. Walking and cycling modes of transport go hand in hand with other modes of transport. The hallmark of a resilient and successful transport system is one that provides the community with a range of safe and accessible transport mode choices. Walking and cycling activities promotes good health and a healthy workforce is necessary for a successful economy. Walking and cycling are both valid forms of transport which need to be considered by the Regional Transport Strategy. Both forms of transport are necessary (particularly in a depressed economy) to ensure commuters can access work places etc more cost effectively than using private motor cars. 2. The Discussion Document was released to engage in a conversation with the community about high level transportation issues. The RLTS 2012 will address more specific issues and outcomes, and provide specific key actions to achieve these. The Chambers comments will be taken into consideration during the development of the RLTS 2012. 3. KiwiRail continues to work with the Port to ensure the commercial viability of both the Port and Rail. 4. Land transport network is an integrated system that serves multiple users and functions. A balanced approach is needed that it does not promote one mode exclusively over another. 5. Agreed that various policies need to be aligned. Availability of development land needs to acknowledge market demand and provide appropriate choice. Some businesses require direct access to railways and other will require efficient access to State Highway network. Land availability also needs to be balanced with demand for other infrastructure services (dry or wet industries).

	Name	Comments	Response
11	Karen Lilburn	<ol style="list-style-type: none"> 1. A light rail service is required between Napier and Hastings that links the region to Gisborne, Palmerston North and Wellington. 2. Smaller and more frequent buses are needed. 3. Intercity buses should go to Flaxmere and Havelock North. 4. Priority should be given to walking and cycling. 	<ol style="list-style-type: none"> 1. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. Such a service would require further investigation into the benefits, costs and funding availability. 2. Council determines the specifications for all their buses based on the demand on the services. Smaller buses are used when appropriate, e.g. on the Commuter Express service between Napier and Hastings. 3. Intercity is a private company, their time tables and location of bus stops are not within the scope or the jurisdiction of the RLTS 2012, Council could assist by having an advocacy role. 4. Hastings District Council is actively promoting the walking and cycling through the implementation of iWay project. Walking and cycling modes of transport go hand in hand with other modes of transport. The hallmark of a resilient and successful transport system is one that provides the community with a range of safe and accessible transport mode choices. Both Napier and Hastings have cycle strategies which have considered the needs of cyclists close to the major possible destinations for cycling.
12	Isobel Sebley	<ol style="list-style-type: none"> 1. Need to take into account the rising cost of fuel and infrastructure. 2. The environment should be provided for. 3. Solutions should be cost effective and take account of the most people. 4. Seal more roads particularly access to beaches to attract more tourists. 5. Roads should be raised and metal plated to increase their longevity. 	<ol style="list-style-type: none"> 1. Affordability is a key objective in the RLTS 2012. 2. Environmental sustainability is one of the key themes in the development of the RLTS 2012. The environment will be provided for. 3. Efficiency is a key theme in the upcoming GPS. Open and transparent public consultation enables all sectors of the community to have their views taken into account. 4. There are 2 factors to consider 1. The sealing of new roads is a costly exercise as often the roads have to be rebuilt prior to accepting and holding a seal. 2. The character of an area and the surrounding environment often changes when sealed roads are constructed which is not always good for the area. 5. Metal plating of a road is impractical for cost and safety reasons as metal has very little traction.
13	Barrie Crabbe	<ol style="list-style-type: none"> 1. The railway is underutilised it should be used for freight and passenger services. Internationally governments are expanding rail because of its 	<ol style="list-style-type: none"> 1. Freight cartage is a key focus for KiwiRail, both regionally and nationally. Passenger services are unlikely to be given any

	Name	Comments	Response
		<ul style="list-style-type: none"> benefits over road freight and passenger transport. 2. An inland port is required. 3. A light passenger service is required. 4. The rail should link major HB centres to other regions i.e. Gisborne and Wellington. A rail working group should be established. 	<ul style="list-style-type: none"> priority by KiwiRail. 2. A key action area in the RLTS 2008 was to investigate the development of an inland rail head for Port of Napier goods traffic and to encourage the uses of any proposed inland port. 3. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. Such a service would require further investigation into the benefits, costs and funding availability. 4. Rail is currently used to move freight to the Port of Napier. The freight may have originated from other parts of the region or from other regions for example milk products transported from Taranaki to the Port of Napier. Freight tonnage transported into the region via rail is currently increasing.
14	Judy Mills & Jenny Baker Environmental, Justice and Peace Network	<ul style="list-style-type: none"> 1. CO2 emissions and climate change must be taken to consideration. When undertaking BC the environment and CO2 emissions must be considered. 2. There is finite and uncertain fuel supply and costs. 3. Travel patterns will change people will move less and do more locally as environmental factors feature more importantly in decision making. 4. An increased aged population will increase reliance on PT. 5. HB household income are lower than national figures indicating the need for affordable transport options. 6. Locally based economies will become more important as sustainability and market advantages becomes measured in terms of food miles and carbon. 7. An efficient and integrated land transport system will aid the regional economy. 8. There will be changes in primary production and industry if climate change becomes less stable. 9. Local authorities and regional council need to work together. 10. Road building and infrastructure will not necessarily improve our economy, the question should be how is transport contributing to the sustainable use of resources and economic resilience. 11. Transport assists the economy but is not the driver of the economy. 12. Rather than increasing movement of goods should be streamlining modes reducing distances and increasing efficiency. 13. Better integration between land use and transport planning, HPUDS is 	<ul style="list-style-type: none"> 1. Environment sustainability issues to be considered in the RLTS 2012 include energy efficiency, reducing environmental effects on the environment (including CO²) and the effects of Climate Change. These are issues that were previously considered in the RLTS 2008. 2. There is uncertainty about fuel supply and costs. However new technologies are emerging in exploration and extraction of oil and in alternative transport modes and fuels. Both scenarios need to be taken into consideration for futures planning. 3. This is speculation and only one of the theories of how the population will adapt to rising cost and scarcity of fuel. Also define move locally? Within the region or within the district It would appear to be more likely that people will continue to travel around the region due to the spatial distribution of Hawke's Bay's population centres. 4. As the baby boomers reach retirement age there will be an increase in the aged population and reliance on PT may increase. It is probably that this will be reflected in the addition of further services and changes to bus routes. This is a PT matter rather than a RLTS issue. 5. Correct statistics and feasible interpretation. 6. Possible but speculation. 7. Agreed an efficient and integrated land transport system will

	Name	Comments	Response
		<p>a key document.</p> <p>14. Integrated planning for intermodal transport.</p> <p>15. A strategy that is consistent with the regions total energy strategy as well as the guidelines of the Nation Energy and Conservation Strategy.</p> <p>16. Suggested vision statement <i>“In HB people and goods can travel efficiently and safely using a wide range of integrated transport options that support regional, national and international goals for environmental sustainability, public health and climate change mitigation, while maintaining current levels of economic growth”</i>.</p> <p>17. Strategy should integrate modes of transport e.g. park and ride, bikes on buses, work place travel plans.</p> <p>18. Encourage the development of an inland port.</p> <p>19. Increase areas of indigenous biodiversity along road networks.</p>	<p>aid the regional economy.</p> <p>8. Agreed climate change will affect primary production and industry.</p> <p>9. The RTC is comprised of politicians and technical experts from each of the four local authorities and the Regional Council.</p> <p>10. The sustainable use of resources and economic resilience is considered a primary issue for the RLTS 2012 to address.</p> <p>11. Due to the spatial distribution of primary producers, manufactures, distances to markets, and location of the work force; transport is an integral function of the economy in Hawke’s Bay. It is incorrect to say that transport is not a driver of the regional economy.</p> <p>12. The Regional Council is currently undertaking studies (HPTS & WRTS) to identify deficiencies in the transport network. This work will be used to plan network upgrades and new works to increase efficiency.</p> <p>13. Land use and in particular HPUDES has been taken into account in the model parameters for the HPTS and the WRTS.</p> <p>14. Integration of all modes of transport is a key objective of the RLTS 2012.</p> <p>15. The RLTS 2012 will be consistent within the National and Regional Policy framework and will take into account the National Energy Efficiency and Conservation Strategy.</p> <p>16. Suggested vision acknowledged and taken into account when drafting revised vision.</p> <p>17. Integration of all modes of transport is a key objective of the RLTS 2012.</p> <p>18. The development of an inland port is consistent with the RLTS 2008 and the Discussion Document.</p> <p>19. Could be included into the RLTS 2012 as developing and maintenance of infrastructure to reduce the effects of runoff from road networks on the environment.</p>
15	Audrey Jones	1. Wants RTC to prioritise the sealing of SH38.	<p>1. WDC supports these submissions with the view that this investment will enhance NZ’s international tourist capacity by linking the Rotorua – Hawke’s Bay tourist route with a world class eco- tourist attraction.</p> <p>WDC has produced a report titled Sealing S.H.38 -wider economic analysis which is currently being analysed by central</p>

Name		Comments	Response
			government
16	Jim Haliburton	<ol style="list-style-type: none"> 1. Now that the Matahorua gorge bridge is complete the Waikari and Waikoau should also be bridged to allow a new road from Kotemaori down the valley to Eskdale. 2. Unless the rail line is linked from Gisborne to Bay of Plenty and Auckland it should be closed. 3. More sea freight should be utilised to take trucks off the roads. 4. Presently all that occurs is maintenance of the Old Coach Road. 	<ol style="list-style-type: none"> 1. WDC supports continuous prioritised improvements to the Hawke's Bay-Poverty Bay road link. 2. A light rail service between Hawke's Bay's major centres and other regions may be investigated in the future. However such a service requires further investigation into the benefits, costs and funding availability. Rail freight from other areas to the Port of Napier may occur in the future should this be economically feasible. 3. Sea freight is used to move goods to national and international markets. Further development of the Port is expected to continue. It is questionable whether this will take trucks off the roads or increase freight trucks to the Port. 4. This was originally investigated by the Ministry of Works as an alternative to State Highway 2. NZTA may want to reconsider this option again into the future. However, it may not be able to be economically justified due to the expense of bridge crossings and required upgrading of the existing roading pavements.
17	Rex McIntyre	<ol style="list-style-type: none"> 1. The Napier/Wairoa State Highway is not of State Highway standard. 2. The SH upgrade needs to be a priority is it is vital to the wellbeing of Wairoa. 3. The railroad serves no purpose to Wairoa. 4. No more money should be spent on the railway. 5. The RLTS should recommend closing the railway. 6. A deal should be done with govt to divert rail funding into upgrading the SH. 	<ol style="list-style-type: none"> 1. S.H.2 between Wairoa and Napier has historically been a challenging section of road and all good maintenance strategies and improvements assist in the economic well being of the entire region. 2. WDC supports these submissions with the view that this investment will enhance NZ's international tourist capacity by linking the Rotorua - Hawke's Bay tourist route with a world class eco- tourist attraction. WDC has produced a report titled Sealing S.H.38 -wider economic analysis which is currently being analysed by central government. 3. A light rail service between Hawke's Bay's major centres and other regions may be investigated in the future. However such a service requires further investigation into the benefits, costs and funding availability. Rail freight from other areas to the Port of Napier may occur in the future should this be economically feasible.

	Name	Comments	Response
			<ol style="list-style-type: none"> 4. Opinion acknowledged. 5. Further investigations into the benefit/costs of retaining the railroad are underway. 6. Funding from NZTA for SH is applied for through the NLTP and RLTP process. The RTC ranks projects according to strategic fit, effectiveness and efficiency for the region. Each project also has a national ranking. The process is managed by the NZTA and is transparent at national and regional level. Kiwirail are responsible for the development and maintenance of rail infrastructure.
18	Vivenne Wharehoka	<ol style="list-style-type: none"> 1. Rail and Road should be further integrated with freight depots to facilitate linkages. 2. The rail between Gisborne to Wellington should be retained. Supports a daily rail commuter service between centres. 3. Need smaller buses to better facilitate route efficiency. 4. Transport needs to promote effective and sustainable communities. 5. Rural areas are increasingly isolated yet they have greatest potential. 6. Needs better accessibility. 	<ol style="list-style-type: none"> 1. Integration of all modes of transport is a key objective of the RLTS 2012. 2. A light rail service between Hawke’s Bay’s major centres and other regions may be feasible in the future. However such a service requires further investigation into the benefits, costs and funding availability. 3. Council determines the specifications for all their buses based on the demand on the services. Smaller buses are used when appropriate, e.g. on the Commuter Express service between Napier and Hastings. 4. Effective transport networks will support communities by linking them with essential services, employment and to other communities. 5. As the roading network improves communities are less isolated particularly rural communities. 6. Increased accessibility and mobility are key objectives of the RLTS 2012.
19	Richard Barfoot	<ol style="list-style-type: none"> 1. Trucks must be diverted off Marine Parade. Restrictions to the use of Marine Parade for all Port bound traffic must be imposed and policed. 2. Due to rising cost of fuel an integrated railway system must be considered. 3. The Port of Napier could be sited away from Ahuriri and the existing infrastructure developed for tourism. 	<ol style="list-style-type: none"> 1. The issue of trucks on Marine parade and other sensitive environments is being investigated as part of the Heretaunga Plans Transportation Study review 2. A light rail service between Hawke’s Bay’s major centres and other regions may be investigated in the future. NZTA have signalled that it is not likely given the current economic climate, that a light rail service will be feasible between Hastings and Napier. However such a service requires further investigation into the benefits, costs and funding availability. Rail freight from other areas to the Port of Napier may occur in the future

	Name	Comments	Response
			<p>should this be economically feasible.</p> <p>3. Due to the large investment in port facilities including land reclamation and a lack of other suitable site it is not likely that the Port of Napier will be moved to another location.</p>
20	Murray Deakin	1. SH38 has been neglected and requires sealing.	<p>1. WDC supports these submissions with the view that this investment will enhance NZ's international tourist capacity by linking the Rotorua - Hawke's Bay tourist route with a world class eco- tourist attraction.</p> <p>WDC has produced a report titled Sealing S.H.38 -wider economic analysis which is currently being analysed by central government.</p>
21	Colin Stone Sport Hawke's Bay	<p>1. Develop cycling and walking infrastructure on drainage reserves.</p> <p>2. Strategy should incorporate a regional walking and cycling focus.</p> <p>3. Needs further emphasis on education of the use of cycle lanes, both from a motorist and cyclist perspective.</p> <p>4. Should promote bus and ride concept to increase cycling opportunities.</p>	<p>1. Drainage reserves provide an ideal opportunity and should always be considered at the planning stage. However, the facilities should only be provided where demand exists.</p> <p>2. Agreed with as part of the balanced approach with other modes of transport.</p> <p>3. Hastings District Council is actively promoting this concept through the implementation of iWay project. This is also part of our systems approach to improving road safety that considers all factors related to safety such as education, infrastructure, vehicle standards and enforcement.</p> <p>4. Through the development of the Regional Public Transport Plan the concept of bus and ride is being investigated and options.</p>

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

Wednesday 20 April 2011

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 November 2010. This report contains patronage and revenue graphs which are updated each month and provided to this Committee and the Regional Transport Committee.

General Information

2. The overall performance of the bus service continues to be positive with good passenger growth and fare recovery levels. This increased fare recovery enabled further improvements to be implemented on 5 January 2011. These improvements were very well received by passengers, and the success of the Sunday trial has resulted in this service becoming permanent.

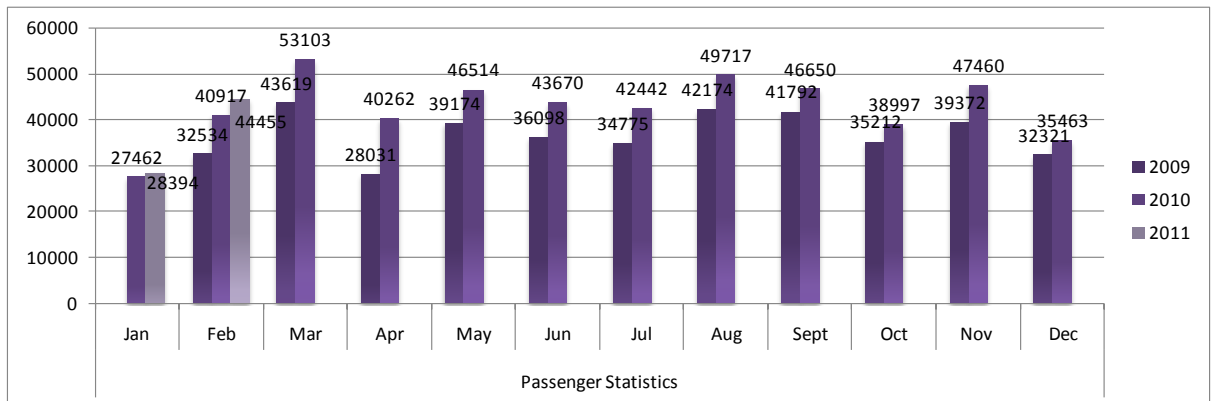
Total Passenger Trips

3. The following graph outlines total passenger trips from February 2010 to February 2011. The average monthly trips for this period were 42,926.
4. The total passenger figures for the past two years were:
 - 2009 – 405,102
 - 2010 – 514,667

Future reports will show yearly figures and a moving annual total chart.

1.

2. **Diagram 1 – Passenger Numbers – February 2009 – February 2011**



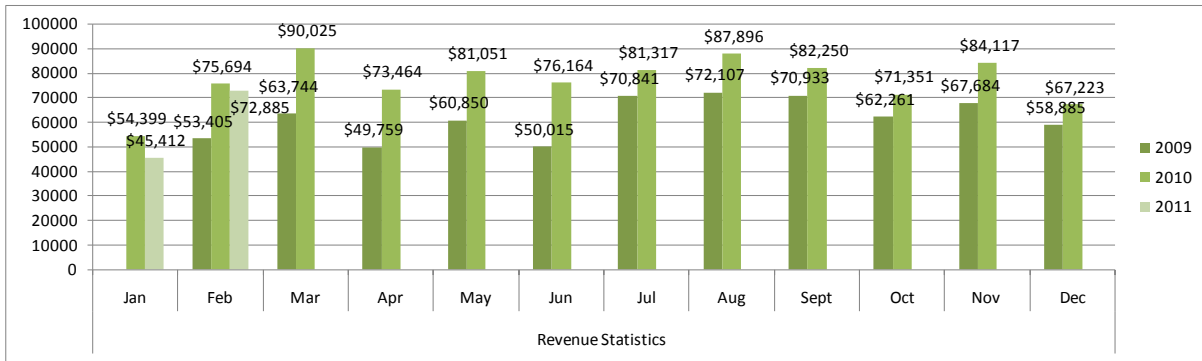
3.

Patronage and Financial Trends

6. The graph below shows a comparison of fare revenue from January 2010 to February 2011. This fare revenue reflects the increased patronage, as shown in the previous graph. The total revenue figures for the past two years were:
 - 2009 - \$680,484
 - 2010 - \$926,961

Future reports will show yearly figures and a moving annual total chart.

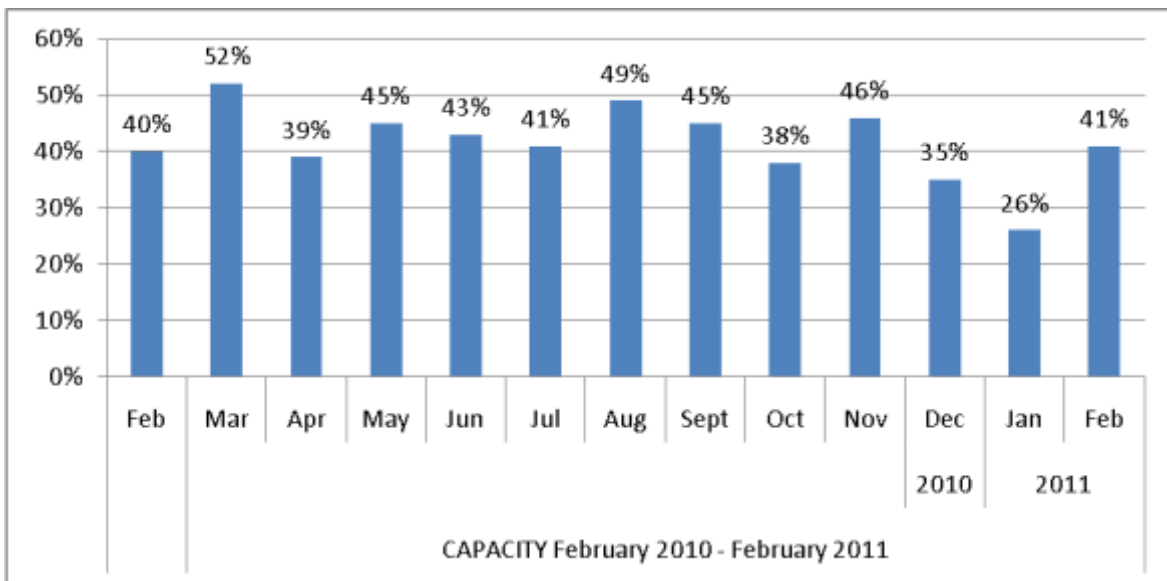
Diagram 2 – Total Revenue – February 2009 - February 2011



Capacity

- 7. Total capacity on Council’s bus fleet is 107,968 seats, this graph shows the seat capacity utilised on a monthly basis from February 2010 - February 2011. The average utilised capacity for this period was 41%.

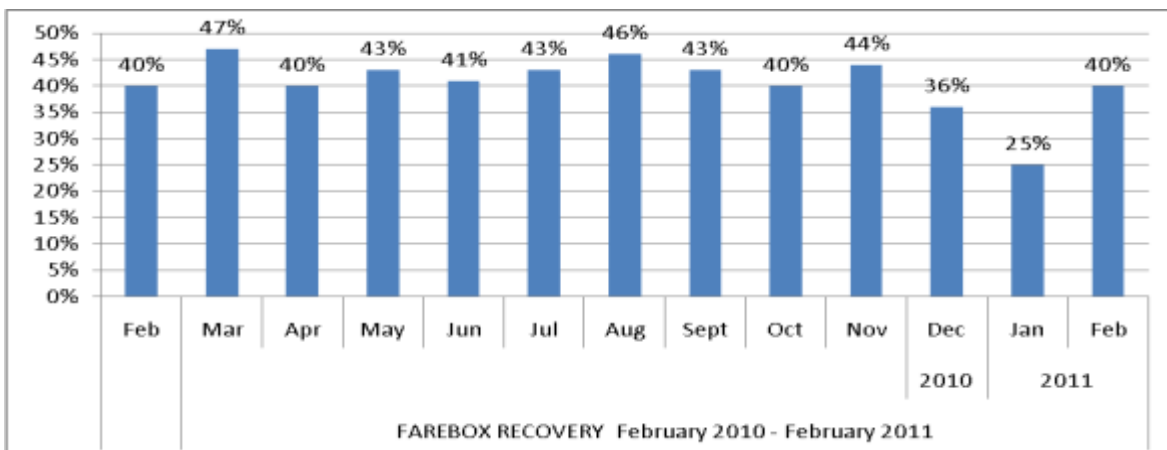
Diagram 3 – Capacity February 2010 - February 2011



Farebox Recovery (total fares as a percentage)

- 8. The following graph shows the farebox recovery trend (i.e the total amount of fares), as a percentage, for each month from February 2010 - February 2011. The average farebox recovery for this period was 40.6%.

Diagram 4 – Farebox Recovery February 2010 – February 2011



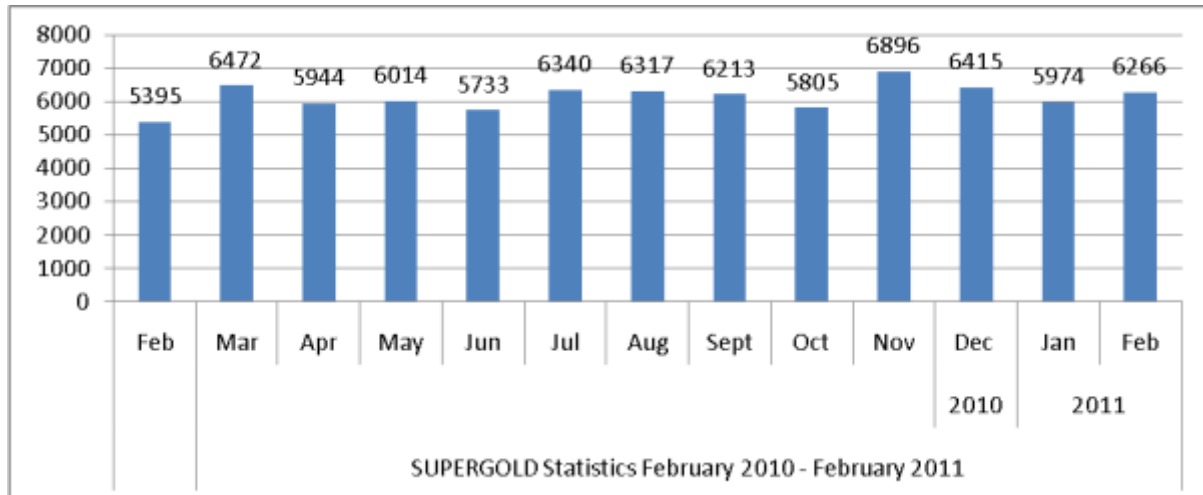
Proposed Improvements to Bus Services

- Staff and service provider Go Bus are currently investigating a Napier-Ahuriri-Westshore-Napier trial service. If approved this change could be implemented in July 2011. It is also anticipated that from July all Hastings services will travel via the new Nelson Park retail development.

SuperGold Card Trips

- The following graph shows the number of SuperGold cardholder trips from February 2010 - February 2011.

Diagram 5 - Number of SuperGold Card Trips



Infrastructure

- Bus Stops – all bus stop timetables were updated in January to reflect the service improvements.

Other

- The annual goBay passenger survey was carried out from 1-13 November. Over 85% of passengers surveyed rated the overall service, good, very good, or excellent. It was also pleasing to note that many of the suggested improvements had already been identified by staff and were included in the January service improvements.
- New bus timetable booklets were printed in January, with high demand resulting in a further re-print in March.
- Four new 'passenger posters' have been added to the range of advertising material.
- Work has started on the new Regional Public Transport Plan, due to become operative in January 2012. An initial discussion document will be sent to key stakeholders in mid-March. The Draft Plan will be available for public consultation in June/July.

Travel Plans

- The first meeting of the St Mary's School Travel Plan (STP) working party is to take place on 22 March. Lucknow School have postponed their STP until term 2.
- HBRC's workplace travel plan is underway. Staff have been offered the opportunity to try public transport for a 2-week period from 4-17 April.

Total Mobility Update

- Below is a table showing details of client numbers and expenditure to date for the 2010/11 financial year. (February statistics were unavailable at the time this report was compiled).

Diagram 6 – Total Mobility Statistics

Total Mobility Statistics to 31 January 2011									
Month	Amount (incl. GST) 12.5%	Amount (excl. GST)	Trips	Passengers	Wheelchair Passengers	New Clients	Net increase in clients	Total Clients	Av. Fare subsidy per trip
Jul-10	\$37,470.30	\$33,306.96	5181	5965	1308	49	10	2166	\$7.20
Aug-10	\$42,382.68	\$37,673.49	5956	6697	1275	43	24	2190	\$7.10
Sep-10	\$37,822.86	\$33,620.32	5313	5993	1308	8	8	2198	\$7.10
Oct-10	\$39,329.35	\$34,199.43	5236	6008	1342	37	8	2206	\$7.45
Nov-10	\$44,949.92	\$39,086.95	6135	6907	1407	64	44	2250	\$7.50
Dec-10	\$39,438.00	\$34,293.90	5636	6311	1277	25	10	2260	\$7.00
Jan-11	\$39,092.55	\$33,508.00	5381	6048	1091	42	9	2269	\$8.10
TOTAL	\$280,485.66	\$245,689.05	38838	43929	9008	268		2269	\$7.35

DECISION MAKING PROCESS

19. 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.



Carol Gilbertson
TRANSPORT MANAGER

Attachment/s

There are no attachments for this report.

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

Wednesday 20 April 2011

Item 10

**SUBJECT: REGIONAL PUBLIC TRANSPORT PLAN - INITIAL CONSULTATION
SUMMARY**

REASON FOR REPORT:

1. The purpose of this report is to provide the Committee with a summary of responses received to the initial consultation undertaken on the Regional Public Transport Plan (RPTP).

Background

2. The RPTP Project Team approved an initial discussion document to go out to targeted stakeholders during March 2011. The discussion document asked some key questions and the responses, where appropriate, will be taken into account when drafting the Draft Regional Public Transport Plan to go out for public consultation. This initial targeted consultation is a requirement under the Public Transport Management Act (PTMA).
3. The discussion document was distributed to 52 identified key stakeholders and 19 responses were received. A summary of the comments received is attached to this report for the committee's information.

Feedback

4. The consultation asked stakeholders specific key questions on the following issues:
 - 4.1. Current Public Transport Services
 - 4.2. Funding/Bus Fares (including Farebox Recovery Policy)
 - 4.3. Transport Disadvantaged
 - 4.4. Bus Service Support Infrastructure
 - 4.5. Bikes on Buses
 - 4.6. Future Rail Services and Inter-Regional Bus Services (e.g. Napier/Hastings to Auckland)
 - 4.7. Technology
 - 4.8. Other Services (Total Mobility Scheme; concession fares)

Next Steps

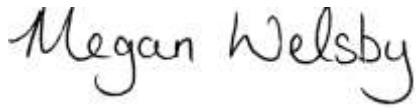
5. The next step is to prepare a Draft RPTP to go out for public consultation, following the special consultation procedures in the Local Government Act. The Draft Plan is to be released for consultation in June 2011.

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 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 notes the responses to the Draft Regional Public Transport Plan and receives this report.



Megan Welsby
SUSTAINABLE TRANSPORT COORDINATOR



Carol Gilbertson
TRANSPORT MANAGER

Attachment/s

- 1 RPTP Discussion Document Responses

Regional Public Transport Plan – Discussion Document Responses

	Name	Comments
1	Ruth Lockley – Age Concern	<ul style="list-style-type: none"> • Bus fares about right • Very appreciative of SuperGold card • Maintain customer service levels/supportive manner of drivers • Discounted fares for disabled (chronic health conditions and age related mobility needs) • Supports bikes on buses/bike racks at bus stops • Supports text-bus/digital signage at main bus stops • Total Mobility Scheme – ‘a godsend’. • Funding for transport disadvantaged should come from NZTA
2	Idea Services Management Team	<ul style="list-style-type: none"> • PT needed in Bridge Pa, Clive, Haumoana, Te Awanga, Clifton, Bayview, CHB, Wairoa • More runs/increased timetable • Bus fares about right • Limited use of wheelchair friendly vehicles at peak times • Increase Total Mobility Scheme • Discounted fares for disabled (anyone who is unable to use their own personal transport safely) • Supports bikes on buses/bike racks at bus stops • Supports Napier/Hastings to Auckland rail link • Intercity services need toilet facilities • Yes to technology
3	Rosemary Marriott – Private	<ul style="list-style-type: none"> • Rates should be revisited to incorporate areas not currently serviced by PT • Support for assessing needs in Wairoa/CHB • Bus fares about right • Reorganisation of routes essential to identify low patronage routes • Suggests household survey to identify which areas want PT • Should provide buses for family events • Identified provisions should be funded by fuel levies • Discounted fares for visually impaired, physically disabled and all who qualify for a disability parking permit

Name		Comments
		<ul style="list-style-type: none"> All bus stops should have shelters that are highly visible Supports bikes on commuter buses only Supports commuter trains between Napier and Hastings, also trains between Waipukurau and the Port Doesn't believe the Total Mobility Scheme meets the needs of disabled people
4	Oliver Postings – NZTA	<ul style="list-style-type: none"> Highlights potential funding constraints that might arise over the next NLTP period Difficult to justify growth in Wairoa/CHB in terms of GPS and NZTA's Investment & Revenue Strategy Pleasing to see farebox recovery of 41%. Careful adjustment of fares should increase this further to the national target of 50% NZTA expectation of an annual fare review Suggest replacing the words 'maximising revenue' with 'improve farebox recovery' Supports bikes on buses/bike racks at bus stops Role of rail for public transport is highly unlikely given the high cost of upgrading the system and the low population, more discussion required NZTA working with PT stakeholders to develop a bus quality standard as a condition of funding
5	Lindsay Scott – WINZ	<ul style="list-style-type: none"> 15,000 people in HB receive a benefit. Need PT to access services, employment and training Supports assessing transport needs in Wairoa/CHB Recommend using the toolkit developed by the Office of Disability Issues to provide a disability perspective Believe many people are unaware of the Total Mobility Scheme WINZ provide financial travel assistance to eligible people with disability and those requiring health services within and outside HB Plan should consider access to services for low/middle income in terms of access to employment
6	Kate Kerr – CCS	<ul style="list-style-type: none"> Services needed in Bayview, Ahuriri and the Hill Supports assessing transport needs in Wairoa/CHB Location of bus stops can be an issue Bus fares about right Need more bus stops, shelters, later services, additional routes Agrees with discounted fares for disabled people and all people who are disadvantaged Would like to see more space for wheelchairs, large print timetables

Name		Comments
		<ul style="list-style-type: none"> • Doesn't believe bikes on buses/bike racks at bus stops would make PT a viable option • Inter-regional services/infrastructure doesn't meet needs of travellers • Suggest driver training to raise awareness of the limitations of some passengers • Issues around road crossings near bus stops
7	Staff and Students – Real People@Mosaic	<ul style="list-style-type: none"> • Services needed in Onekawa, Bayview, the Hill, Ahuriri, Airport • Supports assessing transport needs in Wairoa/CHB • Fares about right • More school buses – horrible for the general public • More buses, later services, more bus stops/shelters • Separate services for EIT/school children • Smaller buses as well as bigger buses • Discounts for travelling in off-peak times • Non-drivers, people with Aspergers/epilepsy/mental illness etc should get discounted fares • People should be means tested to qualify for discounted fares • Uniformity of bus shelters, signage, road markings • Supports a bike trailer to hook on the back of the bus • Green bike service • Bring back the Bay Express • Commuter train between Napier and Hastings • Supports technology and crossover for ticket use • Total Mobility Service meets the needs • DHB should fund more services for health • Drivers need microphones to talk to people at the back of the bus
8	Vicki Butterworth – BikeNZ	<ul style="list-style-type: none"> • Link EIT To Hastings via Omahu Road industrial area • Link Regional Sports Park to services • Doesn't support assessing transport needs in Wairoa/CHB • Bus fares about right • Supports bikes on buses and secure/covered bike racks at bus stops

Name		Comments
		<ul style="list-style-type: none"> All bus stops should have shelters for easy identification If rail lines not being used, turn into a cycle trail Supports a cash-less system
9	Jeremy Dunningham – Cycle Aware HB	<ul style="list-style-type: none"> Supports services in Ahuriri, Westshore, Bayview and Whirinaki Doesn't support assessing transport needs in Wairoa/CHB Bus fares about right, suggest any rises would have a negative impact Offer a 'free travel day' once a month Train drivers to offer and encourage use of goBay smartcards Card top up via internet, cell-phone, credit card Transport disadvantaged - anyone without access to a car, who can't get to a bus stop Supports bikes on buses and secure bike racks at bus stops Some bus stops ill-defined with minimal markings and no shelters Would like to see a quick and final decision on the rail line, use it either as a rail tourist line, or a cycle trail to equal or surpass the Otago rail trail HBRC should put serious pressure on NCC to come up with a sustainable and welcoming facility for inter-city travellers, that befits a tourist city HBRC should position itself ready to react when rising oil prices force even more people to use PT
10	Mrs J M Barker – Parkinson's HB	<ul style="list-style-type: none"> Support for assessing needs in Wairoa/CHB Bus fares too high for tertiary students/children, about right for other people Carriers for walking frames Further subsidised fares Produce a disability card to be signed by a Doctor Disability – any condition which hinders a person from living a normal healthy life Supports bikes on buses/bike racks at bus stops Doesn't see a role for rail services
11	Emma Foster – DHB	<ul style="list-style-type: none"> Lack of bus service in Ahuriri/Westshore noted. Increasing number of retirees in these areas Support for assessing needs in Wairoa/CHB, via consultation with residents and Maori communities, including Papakainga.

	Name	Comments
		<ul style="list-style-type: none"> • Would like to see night services out of the main centres to suburban hubs • Lack of evening/weekend services for youth • PT is an enabler for quality of life fore people without private transport, or people unable to drive • Community Services cards linked to patronage discounts • Discounting fares for disabled people is contrary to the NZ Disability Strategy. Discounted fares should be aimed at low income people i.e. Community Services cardholders, rather than stigmatizing people with a disability. Not appropriate to classify people by disability • Total Mobility Scheme meets the objectives of the scheme • Supports bikes on buses/secure bike racks at bus stops • Commuter rail may be difficult in economic reality, the emphasis should be on freight and removing heavy trucks from roads • Inter-city terminals in Napier and Hastings need upgrading • Support web based route planning integrating bike/walk/PT routes
12	Henry Enslin and Neil Taylor – NCC	<ul style="list-style-type: none"> • Bayview and Westshore should be included on the network • Transport disadvantaged defined as elderly and lower socio-economic group • Supports discounted fares for disabled people • Defines disability as any person with limited ability to see or hear properly , or that has to move about with the aid of some form of mechanical assistance • Supports bikes on buses • Don't believe bike racks at bus stops make PT a more viable option • Inter-regional bus services/infrastructure inadequate
13	Brian Fisher – Fish Bike	<ul style="list-style-type: none"> • Bayview, Westshore, Ahuriri • Develop a network of bike storage lockers to enable cyclists to store bike and ride the bus
14	Sarah Potter – Age Concern	<ul style="list-style-type: none"> • Ahuriri, Greenmeadows, Taradale Road • Support for assessing needs in Wairoa/CHB • Bus fares about right • Incentives, every 10th trip free • Defines transport disadvantaged as seniors no longer able to drive and people in areas without bus services • Utilise fund organisations such as Age Concern to extend services

Attachment 1

Item 10

Name		Comments
		<ul style="list-style-type: none"> • Supports discounted fares for disabled people • Defines disability as impairment or limitation (physical, sensory or mental) that prevents a person from carrying out regular activities of daily life and restricts a persons independence (an incapacity) • Supports bikes on buses/bike racks at bus stops • Bus stop signage needs to be more obvious, currently difficult for visually impaired people • Increased fuel costs may mean rail transport may become more financially appealing • Inter-regional bus services/infrastructure inadequate
15	Owen Wilson – RNZFB member	<ul style="list-style-type: none"> • Services needed in Wairoa/CHB • Bus fares too high • Services needed in Ahuriri/Westshore for disabled/elderly people living there • Difficult for blind people to find bus stops • Supports discounted fares for disabled people • Discount on production of an RNZFB registered blind card (strict registration criteria) • Rail between cities is a must with rising fuel/parking costs. Rail systems overseas being upgraded • Aware of the Total Mobility Scheme, but expensive on a low income
16	Colin Stone – Sport HB	<ul style="list-style-type: none"> • Like to ensure there are regular bus services to the Regional Sports Park • Bus fares about right • Supports bikes on buses/bike racks at bus stops
17	Sally Phelps – ACC	<ul style="list-style-type: none"> • Commuter Express bus stop in Taradale • Bus fares about right • Lower socio-economic families are transport disadvantaged • Supports discounted fares for disabled people • Supports bikes on buses/bike racks at bus stops • Supports commuter rail service • Inter-regional bus services/infrastructure inadequate • Supports text services for timetables
18	Margaret Carswell – Total Mobility Scheme	<ul style="list-style-type: none"> • Council to investigate smartcards for the Total Mobility Scheme within the next 5 years

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

Wednesday 20 April 2011

Item 11

SUBJECT: NZTA 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 Committee receives the Regional Director's Report.



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

- 1 Regional Director's Report - April

To: Hawke's Bay Regional Transport Committee

From: Jenny Chetwynd - NZTA Regional Director Central

Date: 12 April 2011

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 Hawke's Bay Region*
- *to provide an update on key initiatives that may impact the strategic development of the regional transport network*

1.0 NLTP IMPLEMENTATION UPDATE

1.1 Update on State Highway and Network Ops Activities in the NLTP

As noted in our report to the RTC in February 2011, the delivery of regional State highway activities is generally on track. Two large stimulus projects at the Matahorua Gorge and SH50A Southern Extension, were opened as planned on 11 March, 2011 by the Minister of Transport. A passing lane south of the SH2/50 intersection was also opened this year, with the northbound passing lane at Te Mahunga on SH2 south of Hastings due to open later in the year.

Structural issues on the Mohaka Bridge on SH5 escalated since our last report. A crack in a structural component of the bridge led to weight restrictions being imposed in March. The crack has since been repaired and we are continuing to reinforce other structural elements of the bridge, in accordance with our ongoing monitoring programme. It is expected that all load restrictions will be removed once the reinforcement work has been completed. Investigations are also continuing to quantify High Productivity Motovr Vehicle (HPMV) capability and identify the best value for money option to deal with deck maintenance.

Investigation work on the Waitangi Washout Bridge on State Highway 2 south of Napier is complete. Staff are currently analysing these findings to determine whether replacement represents the best value for money outcome.

Good progress has been made on the Hawke's Bay pavement renewal programme, which is almost complete. Work is continuing on restoring pavement damaged during storm events in October 2010 and February 2011. We are about to complete a temporary two lane bypass at Tarawera on SH5 with permanent reinstatement expected before Christmas. Work is continuing at Waikoau Hill and will be completed before winter.

1.2 State Highway Plan 2011/12

NZTA is about to release its 2011/12 State Highway Plan. The plan details the extent of proposed operations, maintenance and improvement work for the next financial year being the last year of the current three year NLTP.

The plan includes the Hawke's Bay and Gisborne regions and will be available shortly on the NZTA website. It details three categories for improvement works:

- Committed (already progressing)
- Planned (high priority and funded)
- Potential (lower priority and subject to funding availability)

Some key features of the Hawke's Bay plan include:

- Approximately \$2.8M of various stages of committed large and block projects that are currently in hand. This includes completion works on the Southern Extension and Matahaura Gorge projects.

- Funding is committed for the investigation phase of one large project (Tarawera Hill realignment) and 8 block projects, and the design stage for 5 block projects.
- Planned new starts include Prebensen/Hyderabad interchange design and Poukawa Swamp passing lane construction
- The plan details a healthy number of potential new starts that we will promote if funding becomes available.

Further details on the State Highway programme is provided in Appendix 1

1.2 Update on NLTP Funding Approvals by the NZTA

In the February 2011 funding review approvals were given for:

- Emergency works in Central Hawke’s Bay – cost scope adjustment.
- Investigation of high productivity routes in Hawke’s Bay (Highways and Network operations and Central Hawke’s Bay District Council who are managing funding on behalf of others TA’s in the HB region).
- Highways and Network Operations emergency work (result of the January storm event).
- Public Transport -Hawke’s Bay Regional Council cost scope adjustment.

In the March 2011 funding review approval was given for:

- Hastings District Council Corridor Planning Study

2.0 OTHER NZTA & MOT INITIATIVES OF REGIONAL SIGNIFICANCE

2.1 High Productivity Motor Vehicle (HPMV) routes

Significance to RTC	Supporting the provision of effective connections for economic growth and productivity
Details	<p>A draft report on HPMV capability, demand and development requirements across the regional network has been completed has been distributed to district councils for feedback.</p> <p>While HPMV vehicles are already using some routes within Hawke’s Bay. The report seeks to identify all routes that should be made available for HMPV routes, quantifies the works that would be required to bring these routes up to the standards required, and recommends the priorities that should be assigned to this work.</p> <p>General findings from the draft report include:</p> <ul style="list-style-type: none"> • Structural limitations on some routes mean alternate HPMV load configurations are considered, including 53 and 48 tonne options. Indicatively seven state highway bridges will require \$11M (total) upgrades to take more than 44 tonne loads, and ten more need \$2M (total) over the next 20 years. • Seven TLA structures need \$12M to get above 44 tonnes, and nine more need \$2.5M/20 years. • State Highway pavement impact rough-order costs are \$9M/20 years, with analysis continuing on TLA roads. • Route analysis and investment profiles will consider staged upgrade options. <p>The final report will be presented to the RTC at the next meeting.</p> <p>Following completion of the report, the next steps will include refining cost implications for structures and pavement, as well as determining funding profiles and investment priorities.</p>

2.2 Streamlining

Significance to RTC	Will impact 2012-15 RLTP & NLTP processes
Details	<p>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.</p> <p>A presentation on streamlining was given to the Hawke's Bay Regional Advisory Group on 15 April 2011. The NZTA will incorporate feedback from that discussion and provide a presentation on streamlining to the next RTC meeting.</p>

2.3 State Highway Classification

Significance to RTC	Impacts on regional state highway networks and NLTP development.
Details	<p>A state highway classification system is currently under development by NZTA, with support from the Ministry of Transport. The classification system is a tool to help NZTA set the long term strategic direction of the state highway network and will form part of the State Highway Network Strategy, which is currently under development. It will be an important contribution to long term land transport planning for NZ.</p> <p>Consultation on a draft state highway classification system closed 31 March 2011. Approximately 60 submissions were received, including one from the Hawke's Bay RTC, and these are now being considered. The NZTA Board is due to consider these issues in May 2011.</p>

2.4 SH38 Upgrade

Significance to RTC	Inter-regional issue
Details	NZTA has completed its work with Wairora District Council to resolve differences in cost estimates to upgrade SH38.

2.5 Model Communities

Significance to RTC	Regional significance
Details	<p>The Model Communities Initiative (iWays) was formally launched late in January with event promotions coinciding with the February Bikewise Month and the iWays March walking promotion.</p> <p>The rate of infrastructure construction has increased. Design on the Flaxmere and Omaha Road arterials is being finalised along with other roads and intersections in the city. Corridor planning studies of four arterial routes have commenced with a focus on all transport modes including walking and cycling. Tenders have been received for work on intersections, and footpath renewal and upgrading continues.</p> <p>Education and cycle training has commenced in schools, with travel planning due to start in two schools shortly. A presentation on iWays is also being rolled out to school principals.</p> <p>There has been a significant amount of advertising through local media. The "Go by Bike" and "Commuter challenges" were successful events as was the "Try a Bike /Bike Mart' day.</p>

2.6 National Infrastructure Plan

Significance to RTC	Key part of the transport sector strategic policy framework
Details	<p>The second iteration of the National Infrastructure Plan (NIP) is currently under development. The NIP describes the Government's current infrastructure investment plans and policy programmes, and sets out areas of future focus. The aim of the second version will be to create a common understanding of the long-term infrastructure issues facing NZ and help coordinate the national response to those issues, across infrastructure sectors and owners.</p> <p>Consultation with stakeholders closed on 1 March 2011 and the MoT are now developing a second draft of the NIP.</p>

Item 11

Attachment 1

Appendix 1: Hawke's 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 a fall in funding priorities

NLTP Activity - (Committed, probable and possible phases only)	Phase	Status	Comment
Renewals		OK	
Operation and Maintenance		OK	
New and Improved infrastructure			
Matahorua Gorge Realignment	Construction	OK	Complete Opened 11 March 2011.
SH50 Southern Extension (HB Expressway)	Construction	OK	Complete Opened 11 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
Tarawera Hill Realignment and PL	Investigation	OK	Continuing to progress scoping stage & lwi liaison
SH2 South of SH50 Passing Lane	Construction	OK	Complete - opened Feb 2011.
SH2 /50 Intersection Improvements	Construction	Caution	Potential start in 2011/12 - will be subject to funding availability.
College Rd to Silverstream	Design	OK	Design programmed for completion August 2011.
SH2 Poukawa Swamp Southbound Passing Lane	Construction	OK	Scheduled for start in 2011/12
SH2 Poukawa Swamp Northbound Passing Lane	Investigation	Critical	Project suspended due to fall in funding priority
SH2 Opapa Passing Lane Northbound	Investigation	Critical	Project suspended, due to fall in funding priority
SH2 Opapa Passing Lane Southbound	Investigation	Critical	Project suspended due to fall in funding priority
Corkscrew Gully Northbound Passing Lane	Design	Caution	Design completion due 2011/12
Corkscrew Gully Southbound Passing Lane	Design	Caution	Design completion due 2011/12 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	Environment Court hearing outcome is pending in relation to property issues.
SH2/50A Paki Paki Intersection with SH50A	Investigation	OK	Scoping study initiated, to be complete mid 2011
SH2 Napier Rd Intersection	Design	OK	Design programmed for completion August 2011.
SH2 Pilcher Rd Intersection	Investigation	OK	Redundant project, outcome being delivered through the Napier Road Intersection project
Glencoe Gorge Realignment	Investigation	Critical	Project suspended due to fall in funding priority
HB Expressway Kennedy to Ngaruroro Improvements	Investigation	OK	Scoping of options to improve efficiency and safety. Due to be

NLTP Activity - (Committed, probable and possible phases only)	Phase	Status	Comment
			complete end of 2011
SH5 Glengarry Hill North & Southbound Stock Effluent**	Construction	OK	Completed March 2011
Mohaka Bridge Deck Repairs	Investigation	OK	Reprogrammed to start 2011, following outcome of initial investigations & seismic retrofit
SH5 Turangakumu to Windy Gap mass Action	Investigation	Critical	Project suspended due to fall in funding priority
Tuiroa Cutting Realignment and Seal Widening	Investigation	Critical	Project suspended due to fall in funding priority
HB Expressway Meeanee Quay Intersection	Investigation	OK	Investigation into crash reduction scheme programmed for 11/12
Napier Airport to Bay View Passing Lanes	Design	OK	Design practically complete
Bay View - 70kph Zone Traffic Management	Investigation	Critical	Project suspended due to fall in funding priority
Bay View to SH2/SH5 Intersection Seal Widening	Investigation	Critical	Project suspended due to fall in funding priority.
SH2/SH5 Intersection Improvements	Investigation	OK	Scoping phase complete, initiating SAR.
Tangoio Straight Seal Widening	Investigation	Critical	Project suspended due to fall in funding priority.
SH2 Wairoa Stock Effluent Facility	Investigation	Caution	Project on hold pending agreement on regional funding share agreement for physical works and maintenance
North of Tunanui Rd Realignment	Investigation	Caution	Risk that project may be suspended due to fall in funding priority
Whakaki Rd Curves Improvements	Investigation	Caution	Local land issues to be resolved. Project unlikely to proceed due to fall in funding priority.
Tahaenui Bridge Replacement and Realignment	Investigation	Caution	Risk that project may be suspended due to local land issues to be resolved - reprogrammed for review 2011.
Gisborne - 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 Bridges	Investigation	OK	Scoping due to start in early 2011/12
Prebensen Drive/Hyderabad Road Interchange	Investigation, Design	OK	Investigation complete. Design planned for 11/12
Mohaka Seismic Retrofit	Construction	OK	Complete
Tutira section corridor mass action	Investigation	Critical	Project suspended due to fall in funding priority
SH5 Te Pohue golf course to Mistletoe mass action	Investigation	Critical	Likely to be suspended due to fall in funding priority
Waikaremoana Seal Extension SH38	Design	Critical	Project unlikely to proceed due to fall in funding priority
Walking and cycling facilities			
Omahu Rd/Expressway Pedestrian Crossing	Investigation	Caution	Internal review initiated - liaising with HDC to find a suitable outcome.

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

Wednesday 20 April 2011

SUBJECT: PROGRESS REPORT ON REGIONAL / JOINT PROJECTS

REASON FOR REPORT

1. This item provides a progress report on the regional and/or jointly funded projects contained in the National Land Transport Programme for Hawke's Bay.

Status of Regional / Jointly Funded Projects

Project Name	NLTP Category	Local funders	Scheduled Date	Status
HB Regional Transportation Study – Heretaunga Plains	Cat 2	HBRC, HDC, NCC, NZTA	Year 1 and 2	NZTA approved funding Tender has been awarded to GHD Consultants Ltd. Stage 1 - has been completed and signed off by the peer reviewer. Stage 2 - now completed with land use patterns now included in the model. Stage 3 - Initial runs of the deficiency model have been consistent with expected outcomes. It is anticipated that the study will be completed by early August.
Wider Regional Transport Study	Cat 2	HBRC	Year 2	The scope of this project incorporates inter-regional freight issues particularly between Gisborne and Hawke's Bay. The consultant is currently running interviews and data gathering. The completion date for the project has been extended 6 weeks and it is anticipated that the project will be completed in early August.
Regional Public Transport Plan (RPTP)	Cat 2	HBRC	Year 1 and 2 (due to be completed Jan 2012)	Discussion document completed and sent to targeted stakeholders during March 2011, responses have been received and will inform the Draft RPTP which will go out for public consultation during June 2011.

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 report titled '*Progress Report on Regional / Joint Projects*'.

A handwritten signature consisting of a circle containing the letters 'A' and 'B', with a long horizontal line extending to the right.

**Esther-Amy Bate
PLANNER**

A handwritten signature in cursive script, appearing to read 'Carol Gilbertson'.

**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

There are no attachments for this report.

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

Wednesday 20 April 2011

Item 13

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 8.

ITEM	TOPIC	COUNCILLOR / STAFF
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