



Meeting of the Regional Transport Committee

Date: Friday 14 December 2012
Time: 10.15am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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

Friday 14 December 2012

**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 Friday, 14 December 2012 as short term replacements(s) on the Committee for _____.



**Carol Gilbertson
TRANSPORT MANAGER**

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

Friday 14 December 2012

**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*".



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

- 1 Action Items

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.

26 October Meeting

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	
Transport Manager's report	Car Pooling Initiative Update re Hawke's Bay	David Murray/CG	Dec	TAG considered this to be a good initiative but advised Councils do not have the funds required to support this. It will be reconsidered at the end of the year if there are surplus funds available.
Ford Rd extension, Whakatu and Pakowhai Links Rd	To be left on the list for regular follow-ups	NZTA	Ongoing	
Napier/Gisborne Rail	Update on progress		Dec	Item included on Agenda.
Regional Land Transport Programme	Running Tally of funds spent/available In NZTA Report	NZTA	Ongoing	Information provided by NZTA in their regular report.

Attachment 1

Item 6

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 14 December 2012

SUBJECT: TRANSPORT MANAGER'S REPORT

Reason for Report

1. This regular report provides the Committee with a snapshot of relevant transport matters; comments on issues that have been actioned since the last Regional Transport Committee (RTC); updates from the Transport Advisory Group (TAG) on issues raised at their regular meetings; and outlines what is coming up within the transport sector.

Actions since Last RTC Meetings

2. Land Transport Management Amendment Bill
 - 2.1. Following the October RTC meeting the revised submission was submitted to the Transport and Industrial Regulations Committee on 26 October 2012. Key points from the RTC submission were highlighted in the verbal submission, via teleconference, by the RTC Chair and Transport Manager on 15 November 2012. It is expected that the final report on the Amendment Bill will be available in March 2013.

Current Issues

3. Update from Transport Advisory Group (TAG) Meetings
 - 3.1. TAG meetings were held in November and December. Main items discussed at these meetings are highlighted below:
 - 3.1.1. Updates from other Transport Advisory groups attended by TAG members.
 - 3.1.2. Update on the 2012-15 Regional Land Transport Programme – progress reports are provided by all TAG members on projects contained in the programme.
 - 3.1.3. Monitoring and measuring agreed targets in the Regional Land Transport Strategy to ensure they are being actioned.
 - 3.1.4. National car-pooling initiative – this initiative, being promoted and co-ordinated through Greater Wellington Regional Council (GW) was considered to be a good initiative but due to funding constraints it was agreed not to progress with it at this time. If any surplus funding was available at the end of the financial year it could be relouked at.
4. 2013 RTC Meeting Dates
 - 4.1. The following dates have been scheduled and agreed to by the RTC Chair and NZTA Regional Director, for the RTC meetings to be held in 2013:

Friday, 15 February

Friday, 17 May

Friday, 16 August

Friday, 29 November
 - 4.2. Committee members need to note these dates in their diaries. After the meeting an electronic meeting request will also be sent to members for these meetings.

5. Public Transport
 - 5.1. Bus stop signage – following the October RTC meeting Napier City Council representatives met with Regional Council staff to discuss the installation of the goBay bus stop signage in Napier city. It was agreed that a trial of the unique signage will be undertaken in Flaxmere, Hastings and if that trial was successful the signage will be installed at agreed bus stop locations in Napier.
 - 5.2. Initial consultation has been held with the current and potential bus operators on both the draft Transport Procurement Strategy and content of the tender documents for the urban bus contract, which expires in February 2014. It is expected that the urban bus contract will go out for tender in March 2013.
 - 5.3. Route 17 (Parkvale, Akina) – the extension to this service commenced on 5 November 2012 and so far has proved popular.
6. Future Regional Funding Allocations (R Funds)
 - 6.1. Taranaki Regional Council have taken the lead in an initiative to address future funding allocations once the current R funds scheme ceases. In July this year TRC asked for initial indications of support from other regions for this initiative and Hawke's Bay, through the RTC Chair, gave their support.
 - 6.2. TRC have outlined issues that regions will face if no alternative to R funds is provided, these include:
 - 6.2.1. Inadequate funding mechanisms may mean that much needed and worthwhile projects in regions are unlikely to be funded in the foreseeable future once the 'R' funding mechanism expires in 2015.
 - 6.2.2. Funding constraints, the need for a fair and equitable funding system, and the potential use of additional or alternative funding sources, is a key issue.
 - 6.2.3. The amount of R funds available for distribution is the revenue derived from 5 cents per litre FED and the equivalent in light vehicle RUC. Advice from NZTA is that post R-funds this additional revenue will continue to be collected but will be merged into the contestable N fund pool, rather than be dedicated to the regions.
 - 6.2.4. If there is no alternative for this put in place then regional councils should have the ability to fund specific regional projects by other funding mechanisms, such as a regional fuel tax.
 - 6.2.5. Future funding appears directed at the larger centres. There needs to be some consideration of sustainability of funding in the future for smaller regions.
 - 6.2.6. National funding priorities mean that regionally desired transport outcomes are often not met; and this issue remains of critical concern. There is a need for an explicit provision of other alternative funding mechanisms to address the widening funding gap for land transport in smaller regions.
 - 6.3. TRC have now asked whether regions, through their RTCs, want to be involved in a joint approach to the Minister of Transport. TRC have sent staff a draft briefing paper that reflects the belief that the initial focus of advocacy should be on obtaining a minimum level of new investment in each region, rather than delving into the area of how the spending of that funding is then determined. The Hawke's Bay RTC position can be further discussed at the RTC meeting.

Approved Organisations – Significant Issues and Update

7. Hastings District Council
 - 7.1. A funding application has been submitted to NZTA for the Whakatu project.
 - 7.2. At the meeting Mr Jag Paanu, Transportation Manager, Hastings District Council will provide an update to the Committee on the Whakatu Project.
8. Napier City Council
 - 8.1. A funding application has been submitted to NZTA for the Ford Road project.
9. Wairoa District Council
 - 9.1. Rationalisation of current Term Maintenance Contract procurement arrangements to optimise efficiency and align with national Maintenance Taskforce Review recommendations has been signalled to industry and programmed to commence June 2013.
 - 9.2. Following approximately \$3.9M worth of flood damage in March/April to local district roads, and a further \$1.1M in July, much of these repairs, combined with carry-over from earlier approved flood damage works, are in progress. Coastal flood damage restoration repairs are slower to progress with extensive Resource Consent application work underway to advance these to construction phase.
10. Central Hawke's Bay District Council
 - 10.1. All work progressing as per schedule and expenditures are on track. Renewal and Emergency re-instatement contracts are now being tendered with a good uptake on documents.
11. NZTA HNO
 - 11.1. No significant issues to report.

Looking Ahead

12. NZTA is undertaking consultation on a number of matters, including public transport performance measures, Funding Assistant Rates review; and guidelines for the implementation of Requirement for Urban Buses and the Public Transport Operating Model (PTOM) included in the LTMA Amendment Bill.
13. There will be a strong focus on the completion of the contract documents for the urban bus contract and finalising the procurement strategy over the next two months.

Decision Making Process

14. Council is required to make a decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained in Part 6 Sub Part 1 of the Act in relation to this item and have concluded the following:
 - 14.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 14.2. The use of the special consultative procedure is not prescribed by legislation.
 - 14.3. The decision does not fall within the definition of Council's policy on significance.
 - 14.4. Options that have been considered include to make a submission on the LTMA Bill and issues that affect the HBRTC or decide not to submit on the LTMA Bill.
 - 14.5. The decision is not inconsistent with an existing policy or plan.
 - 14.6. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.
2. That the 2013 Regional Transport Committee meeting dates be noted and confirmed.
3. That the update on the Whakatu Project be received.
4. That the Transport Manager's report be received.



Carol Gilbertson
TRANSPORT MANAGER

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 14 December 2012

SUBJECT: NAPIER TO GISBORNE RAIL LINE - UPDATE

Reason for Report

1. This item is provided as an opportunity to update the Committee on the Gisborne to Napier rail line.

Background

2. At the Regional Transport Committee (RTC) meeting held in October 2012 the committee were advised that the Napier to Gisborne rail line would be mothballed, effective from the end of December 2012. At that meeting the following resolution was passed:
 - 2.1. "That the Regional Transport Committee requests the Hawke's Bay/East Coast Mayors and Chair to advocate strongly to the highest level of Government, for the repair and redevelopment of the East Coast Rail service with emphasis on the social, environmental and economic issues that are at stake for our isolated and export dependent regions of New Zealand."
3. The Region's Mayors and Chair have met to discuss this issue and have requested meetings with Minister Gerry Brownlee and Minister Stephen Joyce. To date no response has been received to these requests.
4. In late November KiwiRail advised that the last train to use the rail line between Napier and Gisborne would be on Tuesday, 4 December 2012 and it was expected that following that date mothballing of the line would commence.
5. The RTC Chair sent a request to Mr Jim Quinn, CEO of KiwiRail asking that he consider delaying the mothballing progress until the commissioned Berl report had been received and meetings with the Ministers had been held. Mr Quinn advised that he would delay this until early 2013.
6. Advice has been received that the Berl report is expected to be officially released on Monday, 10 December.
7. If any further information is available it will be provided to members at the meeting.

Decision Making Process

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

Recommendation

1. That the Gisborne to Napier rail line be discussed at the meeting.



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

There are no attachments for this report.

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

Friday 14 December 2012

Item 10

**SUBJECT: 11.30AM AWARDS PRESENTATION FOR CONTRIBUTION TO ROAD
SAFETY**

Background

1. Three nominees have been recommended for awards from the NZ Police for their valuable contribution to road safety in Hawke's Bay. The recipients are Jared Thomas, Victoria Morrison and Helen Small.
2. Inspector Chris Wallace, NZ Police will present the awards at the committee meeting.

Decision Making Process

3. 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 acknowledges and congratulates the recipients of the NZ Police awards.



**Linda Anderson
REGIONAL MANAGER ROADS SAFE
HAWKE'S BAY**



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

There are no attachments for this report.

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

Friday 14 December 2012

Item 11

SUBJECT: NZTA CENTRAL REGION - REGIONAL DIRECTOR'S REPORT

Reason For Report

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

DECISION MAKING PROCESS

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

RECOMMENDATION

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



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

- 1 Regional Directors Report

Regional Report



Report to:
Presenter:
Date:

Hawke's Bay Regional Transport Committee

Jenny Chetwynd, Regional Director

14 December 2012

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 and to provide an update on key initiatives that may impact the strategic development of the regional transport network or the users of that network.

1. National Transport Operating Environment

Recent indicators suggest that New Zealand's economic recovery remains patchy at best, with most indicators suggesting that economic growth has slowed in the latter half of the year (and may even have turned negative) after performing above expectation in the first of 2012. The key question is whether this slowdown is a temporary setback or the beginning of a longer-term trend.

On the positive side, business and consumer confidence has moved into positive territory, the Christchurch re-build is starting to gain some traction and domestic consumer price pressures continue to remain under control. On the negative side, the outlook for the global economy is clouded by the continued debt crisis in Europe and growing concerns about how the United States will avoid a large, programmed tightening of fiscal policy on 1 January 2013. Domestically, our major concerns relate to elevated levels of unemployment and the impact that this may have on domestic spending.

However, current forecasts predict an upward growth trajectory will resume in 2013. But while this implies more revenue flowing into the National Land Transport Fund, a stronger fiscal position will also mean that as the Christchurch re-build gathers pace, industry players in the construction industry are likely to be in a better position to pass on higher input prices onto the NZTA and local authorities.

2. Delivering the National Land Transport Programme

2.1. Funding approvals

Applications for funding approval for activities with a "Probable" status in the 2012-15 National Land Transport Programme can now be made. The following new approvals for the 2012-15 NLTP have been made:

Activity description	Organisation	Approved	Amount
Emergency Re-instatement 12/13	Central Hawke's Bay	25 Sep 2012	\$4,439,375
Emergency Re-instatement 12/13	Wairoa DC	17 Sep 2012	\$1,087,900

2.2. Managing our State Highway Network

2.2.1. Maintenance and Operations	
Road maintenance including pavement repairs, surfacing repairs, drainage, other structures, barrier maintenance, vegetation control, winter maintenance, environmental maintenance, traffic services and cycle-ways maintenance as per local authority agreements.	<p>Pre-seal Pavement Repairs and routine maintenance has been progressing well. The network has been well- managed with no significant safety concerns leading into the construction season.</p> <p>Bridge Tender has been awarded and the contractor will deliver the majority of the work in the new year.</p> <p>Design investigations will be starting shortly on Waitangi Bridge, SH 2 between Clive and Napier. This investigation work will be used to develop a strengthen contract to be undertaken next year.</p> <p>Maintenance Metaling. The placement of additional metal to help protect/strengthen unsealed portions of the road is underway on SH 38.</p>
Emergency Reinstatement	Tendering is complete and expect to award shortly. Work is most likely to start after Christmas. This will see the damaged sections on SH 2 and SH 50 repaired before winter.

2.2.2. Maintenance Renewals	
Maintenance Chip Sealing (MCS)	Contractor is progressing well. Expecting a large amount of work completed before Christmas.
Pavement Rehabilitation	Two thirds of this year's pavement work is expected to be completed before Christmas.
Consultation of Renewal programme	<p>The locations of our renewal work sites have be shared with other utilities organisations to reduce the risk of inadvertent lifting of new construction. NZTA's new initiative this year has been to publish a map version of all renewal works on the internet. The link for this site is:</p> <p>http://www.nzta.govt.nz/traffic/current-conditions/maintenance-programme/</p>

2.3. Road Maintenance Taskforce / Roothing Efficiency Group

In July 2011, the government announced the establishment of a Road Maintenance Task Force. The Taskforce has recommended the establishment of regional Roothing Efficiency Groups tasked to identify how we can best deliver road maintenance efficiencies while maintaining appropriate levels of service in the years ahead. Members of the REG will be drawn from local government, the NZTA and the industry. Submissions on the final Road Maintenance Taskforce report closed on 28 September, and the final report has now been published and can be viewed at <http://www.nzta.govt.nz/resources/rmtf-report/index.html>

2.4. FAR review

NZTA invests the National Land Transport Fund on a proportional basis with our transport partners, known as the Funding Assistance Rate, (FAR). A review of the FAR system has started and is due for completion next year. We have written to our partners and stakeholders to advise them of the review; and all Councils and RTCs will be involved in the process. Any changes which result from this review would be implemented for the 2015-18 NLTP. We encourage all parties to take an interest in this process, as it is a fundamental review and has the potential to significantly change the way in which the FAR system works.

A background document on FAR has now been completed and provided to our stakeholders, and further information on the review can be found online at <http://www.nzta.govt.nz/planning/investment/far-review.html>

Given the potential impact of any changes on the region, we encourage the RTC to take note of the materials provided to date and encourage regional authorities to maintain a watching brief over developments and consider their views for submission. The RTC may also wish to consider making its own submission during consultation, which commences in March. Further updates will be provided to the RTC throughout the review.

2.5. State Highway Capital Project Summary

Please refer to Appendix 1.

3. Improving Customer Service and Reducing Compliance Costs

3.1. Vehicle Licensing Reform Consultation

As previously reported to the Committee, Vehicle Licensing Reform aims to find simpler and more efficient ways to run transport regulatory systems including Warrant and Certificate of fitness, annual vehicle licencing and transport services licencing.

The project reached a key milestone on 31 October 2012 with the closure of the public submissions process. Access & Us staff together with others are now working through the 4,600 plus submissions. This is an important part of the overall review and will assist with informing the recommendations that will be presented to the Minister of Transport and through to Cabinet. Any law changes are scheduled to be finalised by the end of 2013 and implemented by 1 July 2014.

4. Improving the efficiency of freight movements

4.1. HPMV progress

NZTA has received several inquiries from heavy transport operators requesting access for HPMVs to local authority roads. The HB HPMV Working Group met recently to discuss developing a more structured approach in dealing with these inquiries, in order to better inform the industry of on-going and future HPMV regional plans.

The HPMV Working Group will meet with industry representatives to help determine which local authority roads fit the strategic intent as feeder routes to be investigated for capability. Feeder routes will need to be prioritised for capability assessment based on operator demand.

Members may recall that the region did not prioritise HPMV for investment in the NLTP, so at present there is no funding source for further HPMV investigation or improvements within the 2012/15 NLTP, so the timing of further work would likely be subject to a change in investment priorities for the region.

4.2. Central New Zealand Freight Story

One of the NZTA's priority areas of work is improving the efficiency of supply chain and freight movements across the country. As you may be aware, the NZTA is engaging with the freight sector in the Upper North and South Island. The aim of this engagement exercise is to develop a shared understanding of the freight picture, key constraints, issues and opportunities. We are beginning this work in central New Zealand.

The first phase is focused on information gathering, and a document that summarises our current understanding of the key features of the freight story in central New Zealand, and link to short survey (<https://www.surveymonkey.com/s/centraifreight>) has been sent to private sector, local government and key industry associations linked to freight sector throughout the region.

In early 2013, we will report back on this survey and organise a series of regional workshops, to talk through the issues raised and gain a more in-depth, shared understanding. We hope that this will be a first step towards developing a strategic conversation to assist those involved in freight sector to help shape the "big picture". We will continue to keep you informed of this work through the RTC reports and would welcome the chance to present the findings from the survey and workshops to you at the appropriate time.

5. Improving the Road Safety system

5.1. Making our network safer

In addition to the capital projects individually listed in the NLTP, the following activities are being undertaken on the State Highway network to make it safer.

5.1.1. Schedule of network safety activities	
Minor Safety	The 2012/13 programme is now confirmed with 6 projects at a cost \$770K. We will provide updates to the committee of projects throughout the NLTP
Speed changes	Airport to Meeanee Quay. Permanent 80KM/H speed reduction.
Other initiatives	<ol style="list-style-type: none"> 1. Meeanee Road Interchange: <ul style="list-style-type: none"> - Electronic Signage for Queue Warning being erected. - Investigation into the potential removal of slip-lane for North Bound traffic entering expressway as it currently presents a hazard for pedestrians. 2. Glengarry Hill SH5. Erection of guardrail. 3. Te Aute Hill SH2 (Recent fatality site). Widening, super-elevation improvements and erection of guardrail. 4. Wide centerline Airport to Turfery Road SH2. Intention is to extend wide centerline to Bay View in 2013/2014.

Treatments	Various Area Wide Treatment Works where widening is being carried out in conjunction with recycling works.
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5.2. Operator Rating System results for Hawke’s Bay operators


The provisional ORS ratings for the 24 months to July 2012 have been calculated. “5 star” is where NZTA expects all operators to be, as it is the basic level of legal compliance. The NZTA will be actively engaging with the one and two star operators around performance expectations, and will continue to work with all operators to assist them to achieve 5 star ratings.

	1-star	2-star	3-star	4-star	5-star	Total
Hawke's Bay	11	17	60	570	570	1228
	1.0%	1.0%	5%	47%	46%	100%
New Zealand	928	1090	3901	30620	38478	75017
	1.24%	1.46%	5.36%	40.63%	51.28%	100%

6. Improving the Effectiveness of Public Transport

6.1. Public Transport

There are significant changes being worked through in Public Transport at the moment to make it more efficient in general. NZTA have been working closely with Hawke’s Bay to better understand how some of the impending legislative changes to the public transport environment will effect the re-tendering of the HB services due in 2014. Discussions are still continuing between the NZTA PT team and HBRC. Main topics are the inclusion of the principles of PTOM into a Procurement Strategy as well as in the tender for next years bus service contract, variations to the RUB and monitoring/data collection. These discussions will continue into the New Year and NZTA commends the patience of the Council in these discussions.

Approved: 
 Jenny Chetwynd, Regional Director

Date: 7 December 2012

Appendix 1: State Highways Capital Works Projects 2012/2015

Project name	Phase	Funding Status	Comment	
Tarawera Hill Realignment and PL's	I	Committed	R	Scoping phase practically complete
09-12 Roading - VDM Projects - Hawke's Bay & Gisborne	I	Committed	N	Complete
09-12 Roading - Bay View to SH2/SH5 Intersection Seal Widening	I	Committed	R	Complete
09-12 Roading - Corkscrew Gully Northbound Passing Lane	D	Committed	NR	Practically Complete
09-12 Roading - Corkscrew Gully Southbound Passing lane	D	Committed	R	Practically Complete
09-12 Roading - College Road to Silverstream Realignment & P	D	Committed	R	Subject to land purchase
09-12 Roading - SH2 Napier to Gisborne Passing Opportunities	D	Committed	R	Design review complete. Construction 13/14
Waipukurau Overbridge Realignment	C	Committed	N	Complete
HB Expressway Southern Extension	C	Committed	R	Second coat seal required to complete, programmed 2012/13
Matahorea Gorge Realignment	C	Committed	NR	Second coat seal required to complete, programmed 2012/13
09-12 Roading - Te Mahanga Nth Passing Lane	C	Committed	N	Second coat seal required to complete, programmed 2012/13
09-12 Roading - SH2 South of SH50 Passing Lane	C	Committed	R	Second coat seal required to complete, programmed 2012/13
09-12 Roading - Poukawa Swamp Sth Passing Lane	C	Committed	N	Programmed for completion early late 2012
HB Expressway Pakowhai & Links Rd Intersection	I	Probable	R	Investigation Phase initiated
HB Expressway Pakowhai & Links Rd Intersection	D	Probable	R	Project currently in investigation phase - future phase
HB Expressway Pakowhai & Links Rd Intersection	P	Probable	R	Project currently in investigation phase - future phase
HB Expressway Pakowhai & Links Rd Intersection	C	Probable	R	Project currently in investigation phase - future phase
SH2 Napier Road Intersection	C	Probable	R	Subject to outcome of HDC Whakatu Arterial investigation

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Improved Driver Information - Hawkes Bay	C	Probable	R	Awaiting confirmation of national programme
Property Acquisition Block and Fees - Hawkes Bay	C	Probable	R	No draw down to date
Te Mahanga Stn - Passing Lane	C	Probable	N	Programmed for completion 2012/13
Seismic Retrofit - Hawkes Bay	C	Probable	R	Programme under development
Safety Retrofit - Hawke's Bay	C	Probable	R	Programme under development
HB Expressway Kennedy Rd to Meeanee Rd	I	Reserve	R	Currently below funding line
Wairoa SEDF (North of Napier SEDF)	I	Reserve	R	Completed 2009/12
Wairoa SEDF (North of Napier SEDF)	D	Reserve	R	Currently below funding line
Prebensen Drive / Hyderabad Rd Intersection Upgrade	C	Reserve	R	Currently below funding line

* D=Design, I=Investigation, C=Construction, P=Property

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

Friday 14 December 2012

Item 12

SUBJECT: MONITORING REPORT - REGIONAL LAND TRANSPORT STRATEGY 2008-18 AND REGIONAL LAND TRANSPORT PROGRAMME 2009-12

Reason for Report

1. Section 83 of the Land Transport Management Amendment Act 2003 (LTMAA) requires that a Regional Transport Committee prepares a report on progress in implementing the regional land transport strategy in place during the last three years. This report is now provided to the RTC for their approval.

Background

2. The previous Regional Land Transport Strategy (RLTS) 2008-18, was adopted in February 2008 and the Regional Land Transport Programme (RLTP) 2009-12 was adopted in June 2009. During the term of both these documents significant investment and progress was made in the Region. Key highlights outlined in the report include:
 - 2.1. Matahorua Gorge re-alignment
 - 2.2. Hawke's Bay Southern Expressway Extension
 - 2.3. Dillon's Hill Realignment
 - 2.4. Glengarry stock effluent facility on SH5
 - 2.5. Completion of the Taihape Road seal extension
 - 2.6. Opening up of key freight routes to enable use by High Productivity Motor Vehicles
 - 2.7. Large region wide minor improvement programme
 - 2.8. Stage 1 of Hastings Model Communities project
 - 2.9. Delivery of the NZ Cycle trails (not funded from NLTP)
 - 2.10. Significant increase in Public Transport investment leading to increased patronage
 - 2.11. Sizeable investment in emergency works around the region
 - 2.12. Continued investment in road safety in the region, resulting in gradual reduction in serious injury crashes
 - 2.13. Completion of Heretaunga Plains Transportation Study
 - 2.14. Completion of Wider Regional Transportation Strategy
3. The Committee is asked to review the document, shown as Attachment 1, and following any changes, adopt the report to be sent to the relevant organisations as outlined in the LTMAA.

Decision Making Process

4. 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 legislation under the Land Transport Management Amendment Act 2003 requests this report be collated, the decision making provisions of the Local Government Act 2002 do not apply.

Recommendation

1. That the three year monitoring report for the 2008-18 RLTS and 2009-12 RLTP be adopted.



**Carol Gilbertson
TRANSPORT MANAGER**

Attachment/s

Attachment 1 – RLTS, RLTP Monitoring Report – provided under separate cover.

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

Friday 14 December 2012

Item 14

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 7.

ITEM	TOPIC	COUNCILLOR / STAFF
1.	Cycle Safety	Cr L Remmerswaal
2.		
3.		
4.		
5.		
6.		
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