



Meeting of the Regional Transport Committee

Date: Friday 7 June 2019
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

Friday 07 June 2019

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 7 JUNE 2019 REGIONAL
TRANSPORT COMMITTEE MEETING**

Item 3

Reason for Report

1. Council has made allowance in the Terms of Reference for the Committee for the short term replacement of alternates to be appointed to the Committee where the usual member/s cannot attend.

Committee Membership

Committee Members (Voting)		
Councillor Alan Dick	Member and Chairman	HBRC
Councillor Fenton Wilson	Member and Deputy Chairman	HBRC
Councillor Keith Price Alternate Mayor Bill Dalton	Member	NCC
Mayor Alex Walker Alternate Cr David Tennent	Member	CHBDC
Mayor Craig Little Alternate not appointed	Member	WDC
Councillor Ann Redstone Alternate Tania Kerr	Member	HDC
Ms Emma Speight	Member	NZ Transport Agency
Advisory Members (Non-voting)		
Brian Gregory	Cultural Interests and Environment	HBRC Maori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Andrew Palaret	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Anthony Mills	Rail	KiwiRail
Lisa Malde	Health	HB District Health Board
Technical Advisory Group (TAG)		
Anne Redgrave	Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Libby Young	Transport Asset Manager	WDC
Mark Clews	Strategic Planning Manager	HDC
Jag Pannu	Transportation Manager	HDC
Paul Murphy	Senior Investment Adviser	NZ Transport Agency
Simon Barnett	Principal Transport Planner	NZ Transport Agency
Oliver Postings	Manager, System Management, HB and Gisborne	NZ Transport Agency
Wayne Wallace	Principal Investment Adviser	NZ Transport Agency
Linda Anderson	Manager, RoadSafe Hawke's Bay	HBRC

Recommendation

That _____ be appointed as member/s of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting of Friday, 07 June 2019 as short term replacement(s) on the Committee for _____.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

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

Friday 07 June 2019

**SUBJECT: FOLLOW-UPS FROM PREVIOUS REGIONAL TRANSPORT
COMMITTEE MEETINGS**

Item 5

Introduction

1. **Attachment 1** is a list of items raised at previous Regional Transport Committee meetings that require action or follow-up. All follow-up items indicate who is responsible for each item, 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. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee receives the "***Follow-ups from Previous Regional Transport Committee Meetings***".

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[1](#) Follow ups for June2019 RTC Meeting

Follow-ups from Previous Regional Transport Committee Meetings

From 22 February 2019 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Verbal Updates by Advisory Representatives	Update on relevant issues raised in the media around people jumping off bridges at Ngararo river bridge -	M Broderick	For verbal update at the meeting
2.	Verbal Updates by Advisory Representatives	Paul Michaelson (AA) to forward link on "Making Speed Limits Clear"	A Redgrave / Paul Michaelson	Link was forwarded to RTC members and TAG

Ongoing

Item	Action	Responsible	Status Comment
Implications on the transport network of water bottling plants at Awatoto and Tomoana.	For regular update	Napier City Council /Hastings District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Business case for route between Wairoa District and Bay of Plenty via State Highway 38.	For regular update	NZTA/ Wairoa District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Napier to Wairoa Rail Log Proposal	For regular update	Tom Skerman/Andrew Palaire/ Anthony Mills	A verbal update will be provided at the meeting.
Business case: Cycle commuter route between Napier and Hastings	For regular update	TAG	This investigation will be progressed through the Hawke's Bay Transport Study

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

Friday 07 June 2019

Subject: CALL FOR MINOR ITEMS OF BUSINESS NOT ON THE AGENDA

Item 6

Reason for Report

1. Hawke's Bay Regional Council Standing order 9.13 allows

"A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion."

Please note that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision making."

Recommendations

That the Regional Transport Committee accepts the following "Minor Items of Business Not on the Agenda" for discussion as Item 16:

Topic	Raised by

Leeanne Hooper
PRINCIPAL ADVISOR GOVERNANCE

James Palmer
CHIEF EXECUTIVE

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: HAWKE'S BAY REGIONAL TRANSPORT STUDY

Item 7

Reason for Report

1. To outline the process for the development of the Hawke's Bay Regional Transport Study and seek the committee's agreement to governance and technical support processes.

Financial and Resource Implications

2. Hawke's Bay Regional Council's funding contribution is included in the Long Term Plan.

Background

3. Regional Transport Committee members will recall a decision at the December 2018 meeting to undertake a regional transport study to replace and expand the Heretaunga Plains Transport Study. At that time it was thought that the study would form part of the region's Provincial Growth Fund application, but New Zealand Transport Agency (NZTA) later confirmed that this application would be best submitted for funding through the National Land Transport Programme (NLTP).
4. Hawke's Bay Regional Council, Napier, Hastings and NZTA had already included budget for the study in the Regional Land Transport Plan. As the intention is now to extend the study to the whole region, a small contribution has been sought from and approved by Central Hawke's Bay and Wairoa district councils.
5. The TAG has prepared a terms of reference document which sets out the background to the proposed study, timelines, and funding arrangements, as a preliminary document for the purposes of final funding approval. We have also had to prepare a business case point of entry document for NZTA funding approval.
6. The funding application has been submitted to NZTA and we are awaiting a decision.

Purpose

7. The purpose of the study is to:
 - 7.1. assess the current state of the Hawke's Bay transport network in light of recent major roading improvements identified in the Heretaunga Plains Transport Study 2012 and the Wider Region Transport Study
 - 7.2. understand the effects of recent and future demographic, economic, technological and land use changes on current and future transport demand, capacity and safety issues.
 - 7.3. develop a programme business case for programmed and prioritised investment at activity level over the short-, medium- and long-term.
8. The outcome of the study will be a suite of complementary prioritised solutions across all transport modes that will result in a safe, resilient transport network that provides a high standard of access to social, recreational, tourism and economic opportunities and continues to support the region's growth.

Tasks

9. Tasks involved in the completion of the study include:
 - 9.1. Establish baseline information –

- 9.1.1. evaluate the current distribution and level of traffic movement on the Heretaunga Plains in light of recent major network improvements
- 9.1.2. assess transport system performance across Hawke's Bay
- 9.2. Preparation of a network operating plan
- 9.3. Consideration of economic, land use and demographic trends in Hawke's Bay
- 9.4. Update of the Heretaunga Plains Transport Model in light of the above
- 9.5. Confirmation of the strategic case for change
- 9.6. Development of proposed programmes
- 9.7. Identification of preferred programme, including phasing.

The last three steps form part of the NZTA programme business case process.

Study Management

- 10. We are proposing that the RTC voting members take a governance role for the study, with the TAG as technical steering group.
- 11. The detailed scope for the study is now under preparation and will be circulated to the Committee once complete. A procurement plan is also under development. As there are a number of discrete elements to the study, these will be procured separately, which will enable us to proceed with some aspects while others are in procurement.

Timeline

- 12. Subject to funding approval, it is anticipated that procurement will be complete by end of August, with the study complete by the end December 2019.

Decision Making Process

- 13. Council is required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 13.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 13.2. The use of the special consultative procedure is not prescribed by legislation.
 - 13.3. The decision does not fall within the definition of Council's policy on significance.
 - 13.4. The persons affected by this decision are all ratepayers of the region. The decision is not inconsistent with an existing policy or plan.
 - 13.5. 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. Receives and notes the '*Hawke's Bay Regional Transport Study*' staff report.
- 2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, 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.
- 3. Appoints the council and NZ Transport Agency members of the Regional Transport Committee as governance group for the study
- 4. Appoints the Hawke's Bay Transport Advisory Group (TAG) as the technical steering group for the study.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Item 8

Subject: SPEED LIMIT REVIEWS

Reason for Report

1. To introduce and decide upon a proposal for regional collaboration on the implementation of the Speed Management Guide

Background

2. The Setting of Speed Limits Rule of 2003 was reviewed beginning in 2013 and resulted in minor changes and the publication of a "NZ Speed Management Guide" first issued in November 2016. This guide is a tool designed to help the Transport Agency and Road Controlling Authorities (RCAs) determine objective road risk and work with their communities to develop speed management approaches to address that risk and meet their needs.
3. Consultation plays a large part in the Speed Management Guide and public understanding of the approach taken by the RCAs is essential to encourage the users to buy-in to the process and drive more safely.
4. The guide recognizes that not all roads have the same risk but focuses on the following principles:
 - 4.1. Evidence based
 - 4.2. A nationally consistent approach
 - 4.3. Prioritise high benefit areas that improve both safety and economic productivity, and also areas that will contribute to the credibility of speed management
 - 4.4. Achieve good value for money
 - 4.5. Build better understanding between RCA's and the public for speed management
5. For many roads, no change to travel speeds or speed limits will be needed. It is for those corridors where current travel speeds or speed limits may be too low or too high, that changes should be made.

Opportunity for Regional Collaboration

6. Each Road Controlling Authorities in the Hawke's Bay is embarking on a review of their various speed limits and is at a different stage in the review. The process of independently reviewing the speed limits creates some risk for each council and the region as a whole. One of the larger risks is that we have mismatched speed limits across the region on similar roads in different districts; where there is the same "feel" for the driver, the same risk to the road user and the same road environment. This becomes confusing for the user and has the potential to lead to higher accident rates.
7. As a lot of our road users travel throughout the Hawke's Bay it would be beneficial to have as much consistency in the setting of speed limits as is possible, while still recognizing there will be some areas where local concerns take priority.
8. At a recent pre-consultation meeting with the Hastings District Council team on their development-driven speed limit reviews, the idea of a combined approach was initially discussed and general agreement was reached that this would be an opportunity that would serve the road user well and deliver value for money.
9. NZTA has requested a variation to the Regional Land Transport Plan, to include funding for its speed limit review (discussed elsewhere in this agenda). The agency is also in support of a combined approach.

10. This has also been discussed at the Technical Advisory Group and a combined approach was supported by all road controlling authorities.
11. There is a range of benefits, as noted below.
 - 11.1. A larger scope of work generally offers economy of scale in pricing and minimizes wasted effort
 - 11.2. A consistent travel experience at safe speeds throughout the region
 - 11.3. A more effective approach to reducing serious injuries and fatalities across the region
 - 11.4. Consistent messaging about how and why we are managing the speed environment
 - 11.5. An opportunity to collaborate at a regional level.

Decision Making Process

12. Council is required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 12.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 12.2. The use of the special consultative procedure is not prescribed by legislation.
 - 12.3. The decision does not fall within the definition of Council's policy on significance.
 - 12.4. The persons affected by this decision are road users in the region.
 - 12.5. The decision is not inconsistent with an existing policy or plan.
 - 12.6. 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. Receives and considers the "*Speed Limit Reviews*" staff report
2. Endorses, supports, coordinates and contributes to a region-wide speed limit review and strategy to assist in reducing the number of serious injuries and fatalities in the Hawke's Bay.
3. Delegates the organization and delivery of the implementation of the Speed Management Guide for the Hawke's Bay region to the Technical Advisory Group.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Item 9

Subject: VARIATION TO THE REGIONAL LAND TRANSPORT PLAN

Reason for Report

1. To consider a request from the NZ Transport Agency to vary the Regional Land Transport Plan (RLTP) to include the activity "Hawke's Bay State Highway Speed Management Guide" in the RLTP activity list.

Background

2. The Government Policy Statement on Land Transport (GPS) 2018 presents a number of changes in direction for the New Zealand transport system, including prioritising a safer transport system free of death and injury. The New Zealand Transport Agency (NZTA) has developed the Safe Networks Programme to deliver the safety objectives within the GPS, including acceleration of the implementation of the Speed Management Guide.
3. In particular, GPS 2018 supports investment in state highways and local roads to accelerate the implementation of the new Speed Management Guide, focusing on treating the top 10 percent of the network which will result in the greatest reduction in death and serious injury as quickly as possible. This Guide was developed to provide a nationally consistent approach to speed management, delivering both a safe system and network efficiency.
4. MegaMaps (the Safer Journeys Risk Assessment Tool) is used to assess an appropriate operating speed for all roads, both local roads and state highways. The results from this technical exercise can then be used to increase community awareness and understanding of road risk, informing local communities so that they can effectively engage in discussions on proposed interventions.
5. As part of the Safe Network Programme, a nationwide programme of activities is being developed and the Hawke's Bay region is identified as a Very High priority area for the implementation of speed management and a wider range of network safety improvements.

Details of Variation

6. The Hawke's Bay State Highway Speed Management Guide Implementation activity covers the identification and implementation of the highest benefit safety improvements on the state highway network within the Hawke's Bay region and is part of the three year nationwide Safe Network Programme announced by the Minister on 16 December 2018.
7. Complementary projects may be required on local roads and these may be the subject of later RLTP variation requests. NZTA and local road controlling authorities will work collaboratively on developing the detailed programmes of work required.
8. The work is estimated to cost \$1.64m in total (over 2 years) and be completed under Work Category 324 "Road Improvements" with 100% Funding Assistance Rate.
9. The proposed variation is:

		2019-20	2020-21
Hawke's Bay State Highway Speed Management Guide Implementation. <i>Identification and implementation of the highest benefit safety improvements on the state highway network within the Hawke's Bay region, including speed management and other network safety improvements.</i>	Pre-Implementation	\$321,035	\$920,953
	Implementation	-	\$401,713

Discussion

10. The proposed variation is not significant and will contribute to the RLTP objective of a reduction in the risk of death or serious injuries on Hawke's Bay roads.
11. The activity also gives effect to GPS Objective No.2: "State highways and local roads are safer for everyone". The implementation of speed management will reinforce the safe and appropriate travel speed along sections of state highway that provide high benefit opportunities in deaths/serious injury reduction.

Decision Making Process

12. Council is required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 12.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 12.2. The use of the special consultative procedure is not prescribed by legislation.
 - 12.3. The decision does not fall within the definition of Council's policy on significance.
 - 12.4. The persons affected by this decision are all road users of the region.
 - 12.5. The decision is not inconsistent with an existing policy or plan.
 - 12.6. 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

1. That the Regional Transport Committee receives and notes the "*Variation to the Regional Land Transport Plan*" staff report.
2. The Regional Transport Committee recommends that Council:
 - 2.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, 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.
 - 2.2. Approves a variation to the Regional Land Transport Plan, introducing the Hawke's Bay State Highway Speed Management Guide Implementation activity.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: REVIEW OF SAFER JOURNEYS STRATEGY

Item 10

Reason for Report

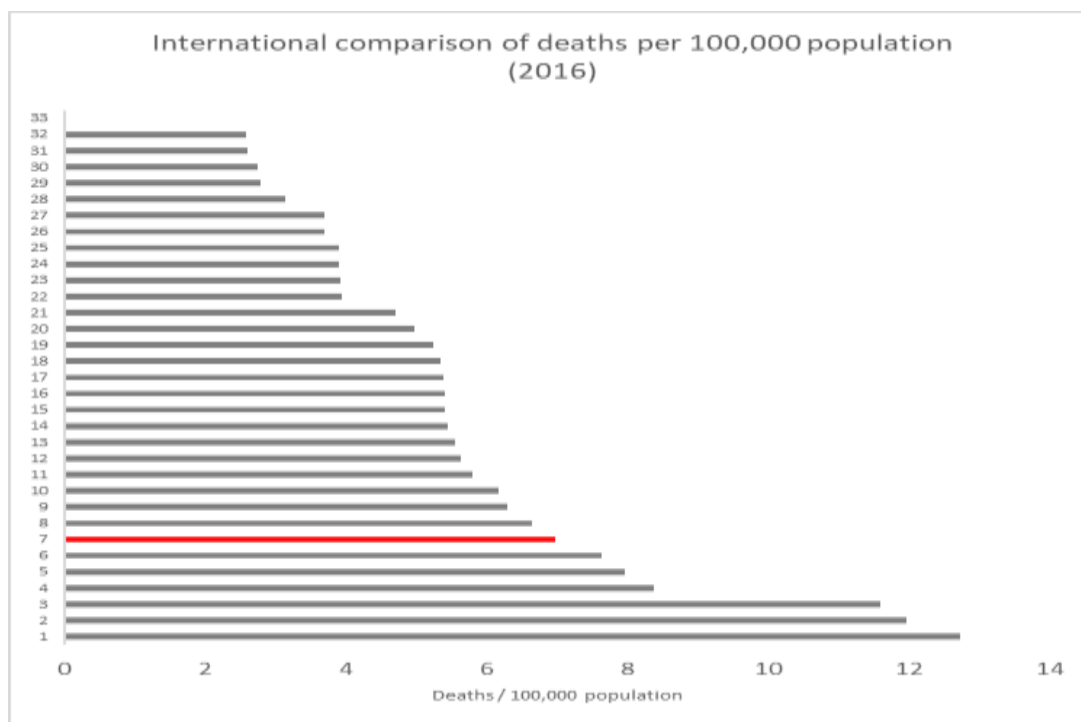
1. To inform the committee of the review of the Safer Journeys road safety strategy.

Background

2. The government has commenced a review of the national road safety strategy. The current strategy, Safer Journeys 2010-2020, has been in place since 2010 and is due for renewal by 2020.

Issues

3. Although road safety in New Zealand has generally improved over the past four decades, for the last five years there has been an unprecedented rise in the number of deaths on NZ roads. Experts are unable to clearly identify a single cause for this.
4. The Cabinet paper which introduces the review of Safer Journeys highlights some deficiencies in the previous strategy but also the need for urgent action to tackle this recent increase in deaths and serious injuries on our roads.
5. At present, on average, one person dies on New Zealand's roads every day and another is injured every hour of every day. New Zealand performs poorly compared with other OECD countries, as shown below. (New Zealand is highlighted in red).



6. The paper states that the new strategy will have a broader scope than Safer Journeys, with a greater focus on all road users and on a broader range of benefits and harms such as emissions, noise pollution and physical inactivity.
7. It also emphasizes that developing the new strategy will involve a wide range of stakeholders with the intention that those who can influence road safety should sign up to collective goals and actions, rather than these being Government-led.

Vision Zero

8. The Government is also keen to explore the adoption of a Vision Zero approach, which aims to ensure that there are no fatalities or serious injuries on our roads. While this sounds unachievable, countries that have adopted Vision Zero have had major success.
9. Vision Zero began in Sweden in 1997. Under the 'Vision Zero' philosophy, no loss of life is acceptable. It is based on the fact that humans make mistakes, so the road system must be designed to protect the user, rather than believing that personal responsibility is the key to ensuring safety on the roads. Humans fail but systems mustn't.
10. A protected cycleway on a 50 km/h road is an example of the 'Vision Zero' principle being applied. Studies show that a person is unlikely to survive being hit by a car moving faster than 30 km/h. Therefore, under a 'Vision Zero' approach, vulnerable road users such as people walking or cycling, should be physically separated from vehicle traffic travelling above 30 km/h, rather than trying to teach both cyclists and car drivers to share the road safely.
11. As a result of adopting Vision Zero, the number of traffic fatalities has halved in Sweden. A decade ago, in 2008, a total 440 people died in traffic accidents. In 2017, this was down to 254.
12. In practice, the Vision Zero policy in Sweden has involved measures like separating car lanes with physical barriers and building so-called two-plus-one roads, which consist of a two-lane section in one direction and one-lane section in the other, allowing for safe overtaking.

Development Process

13. The Ministry is working with several reference groups to prepare a draft strategy and action plan, with the aim of releasing the draft for consultation in June-July, and finalising these between July and September. The first action plan would then be published in September–October 2019.

Discussion

14. In view of the government's high level of concern around the increasing road toll and the possibility that a Vision Zero approach will be proposed here, the new strategy is likely to have some far-reaching consequences for the way in which local government needs to think about and address road safety. It is therefore important that the Regional Transport Committee considers the draft in detail and prepares a submission. As the consultation period will fall between RTC meetings, it is suggested that the TAG draft a submission for the Committee's approval by email.

Decision Making Process

15. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee

1. Receives and notes the "*Review of Safer Journeys Strategy*" staff report
2. Notes that a draft submission on the revised strategy will be prepared by the TAG and circulated for the Committee's consideration.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

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HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: JUNE 2019 HBRC TRANSPORT MANAGER'S REPORT

Item 11

Reason for Report

1. This regular report provides the Committee with a snapshot of relevant transport matters, provides updates from the Transport Advisory Group (TAG) on issues raised at their regular meetings and outlines what is coming up within the transport sector.

Transport Advisory Group meetings

2. The TAG group has met to discuss:
 - 2.1. the terms of reference for the regional transport study, discussed elsewhere in the agenda
 - 2.2. opportunities for the region to collaborate on speed limit reviews, discussed elsewhere in the agenda
 - 2.3. opportunities for a joint set of operating standards/guidelines for e-scooters in Hawke's Bay.

Provincial Growth Fund applications

3. Following the 7 December 2018, The Regional Transport Committee endorsement of applications, a joint application for the assessment of and/or upgrade of rural bridges for High Productivity Motor Vehicle capability was submitted on behalf of Hastings, Central Hawke's Bay and Wairoa councils.
4. An application for the sealing of State Highway 38 was submitted by NZ Transport Agency in conjunction with Wairoa District Council.
5. Consideration of Napier Port access improvements was incorporated into Napier City's Ahuriri Master Plan application and will be the first sub-activity to be developed as part of this.
6. An announcement on Provincial Growth Fund applications for Hawke's Bay is expected shortly.

Speed Limit Reviews

7. Councils are in the process of conducting reviews of local speed limits, in accordance with the Speed Limit Setting Rule 2017.
8. Hastings District Council has released a draft statement of proposal for a number of proposed speed limit changes associated with land development adjacent to the affected roads. However, the council intends to complete a full review after the local body elections.
9. Napier City Council conducted a survey on seventeen proposed changes in 2018, and received many more requests for speed limit changes, resulting in formal consultation on more than forty proposed changes.
10. Central Hawke's Bay District Council and Wairoa District Council are also commencing reviews.
11. In light of this, the TAG group has supported a proposal by Hastings District Council to coordinate the speed reviews regionally. An item elsewhere in this agenda discusses this in more detail.
12. As the routes now being consulted on by Hastings District Council do not have regional strategic significance, staff do not think an RTC submission necessary.

Regional Public Transport Plan review

13. The draft Regional Public Transport Plan was released for consultation on 5 April, with submissions closing 6 May. Thirty six submissions were received; these are mainly requests for service improvements or additions.
14. Hearing of submissions and deliberations by a Regional Council hearings panel is scheduled for 12 June, and the final plan will be considered by the Council on 26 June.

E-Scooters

15. The introduction of electric scooters is posing some discussion in Napier and Hastings, with approaches by hire companies about establishing services in Hawke's Bay.
16. In addition, there is an increasing number of privately owned e-scooters.
17. The TAG group again believes there is merit in establishing regional guidelines around their use; speeds, helmets, use of footpaths or roadways etc. Even though Central Hawke's Bay and Wairoa may be unlikely to see hire companies setting up in their areas, private ownership will increase over time.
18. The TAG group has resolved to prepare joint guidelines for discussion and adoption by the respective councils. As a number of other councils around the country have now grappled with these issues, there is some useful experience to build on.

Other Significant issues or Works

NZTA Highway Network and Operations

19. An update on work by NZTA Highway Network and Operations Group forms part of the Regional Director's report.

Hastings District Council

20. Speed limit review of just five growth areas is underway, with the remainder of the review postponed until after the local body elections.
21. Hastings intends to update its urban traffic model after the regional study is complete.

Hawke's Bay Regional Council

22. Reports on the public transport operations and road safety education outputs managed by Hawke's Bay Regional Council are the subjects of separate items in this agenda.

Napier City Council

23. Awaiting a response from the Minister of Transport in regard to difficulties Napier is having in getting a 30km variable speed limit approved for outside schools. NZTA has declined this, citing a lack of consistency with other areas. Napier's position is that there are other councils wishing to change also but if this is not permitted, consistency will never be achievable.

Decision Making Process

24. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee receives and notes the "*June 2019 HBRC Transport Manager's report*".

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s: There are no attachments for this report.

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

Friday 07 June 2019

**SUBJECT: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS
DIRECTOR'S REPORT JUNE 2019**

Item 12

Reason for Report

1. To introduce the NZTA Central Region Regional Relationships Director's report (Attached).

Decision Making Process

2. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee receives the "*NZTA Central Region – Regional Relationships Director's Report for June 2019*".

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[1](#) NZTA Director's report May 2019

Regional Transport Committee Update for Hawke's Bay Regional Council

May 2019



New Zealand Government

Item 12

Attachment 1

NLTP FUNDING AND PRIORITISATION

- We've been working through prioritising funding for the programmes and projects that best align to the GPS priorities.
- While overall there is more investment from Government for this NLTP period, we are experiencing the highest ever pressure on our funding allocations.
- We're meeting with our local government partners in May and June to discuss NLTP funding for their region.
- Each council will receive an email before the events detailing what projects have approved funding.
- These events are a good opportunity to talk about how we can best work together to deliver outcomes.



INVESTMENT DECISION-MAKING FRAMEWORK

- We're looking at a fundamental change in how we make investment decisions; putting people and place, rather than vehicles and networks, at the centre of our decision-making.
- The Investment Decision-Making Framework (IDMF) Review is underway, broadening the focus and priorities for transport planning and funding.
- The changes are prompted by the 2018 Government Policy Statement on Land Transport (GPS) which has more emphasis on social, economic, cultural and environmental outcomes.
- We're also making improvements to the Business Case Approach to help streamline our decision making.

Investigation stage:	January - June 2019
Design stage:	July - December 2019
Implementation stage:	January 2020 - June 2020

STREAMLINING BUSINESS CASE APPROACH

- We want to keep improving our processes to help provide better consistency and clarity for our partners.
- We changed how business cases are developed to improve how we identify up front what's required for a business case to make an investment decision based on context and risk.
- The change applies to all new business cases, and to work-in-progress business cases, to consider opportunities to consolidate or streamline processes.
- Following the efficiency improvements made last year, about 55% of all council capital improvements, as well as road safety promotion and all core programmes (e.g. Public Transport and road maintenance and operations) that are supported by an Activity Management Plan or Regional Public Transport Plan, do not require further business case activity.

ROAD SAFETY

- Safety remains our top priority.
- Through the Safe Network Programme we're investing \$1.4 billion in projects that will improve safety during this NLTP.
- We've already improved safety on 10 of New Zealand's rural highways; and construction is underway on a further 13 improvement projects.
- Improving our roads and roadsides is just one pillar of the Safe System Approach. Another is speed.
- A reduction in speed on our roads is the most cost-effective way to help reduce deaths and serious injuries.
- When reviewing speeds in your region, we need to work together and have your support to achieve the best results for your communities.



URBAN MOBILITY AND MODE SHIFT

- GPS 2018 supports investment in liveable cities by improving walking, cycling and public transport and by increasing transport choice.
- We need to think differently about mobility in complex urban environments where space is constrained. With effective planning, our streets can connect people and give transport choices.
- We have a growing appreciation that as we invest in towns and cities, we're helping to shape communities.
- We have a dedicated team of urban specialists in the Transport Agency who are helping us change the transport mix, with our partners, to reduce vehicle use in towns and cities and create more space for people.



Projects underway include:

- Innovating Streets for People
- Updating best-practice guidance for cycling, pedestrian and public transport design
- Sector capability building programme
- National, and regional, mode shift action plans

WORKING WITH OUR PARTNERS

- We want to make it easier to work together and achieve the best results for your communities.
- To do this, we need to take a health check on our relationship – to better understand where we need to make improvements.
- We're engaged Colmar Brunton to complete a survey on our behalf – and it's important you provide us with your honest feedback.



Hawke's Bay Activities

May 2019



PROVINCIAL GROWTH FUND: Tairāwhiti

Two Year Programme

HPMV

- Structure assessments are practically complete with our internal peer review process underway. Target is to enable HPMV between Napier and Gisborne by the end of the calendar year.

Five Year Programme

SH2 Waikare Gorge & SH2 Passing Opportunities Napier to Gisborne Detailed Business Cases

- Funding for the detailed business cases is now approved and consultants are engaged to deliver the indicative case
- **SH2 Waikare Gorge:** Adjoining landowners have initially been approached and we plan to work with them to understand local issues and concerns
- **SH2 Waikare Gorge & SH2 Passing Opportunities:** Iwi engagement, to determine the extent of cultural impact, is the focus over the coming months
- Initiated a more detailed look into the wider economic benefits the programme is intended to deliver and the linkages to PGF criteria

STATE HIGHWAY 2

SH2 Clive to Awatoto

- Updated Hohepa community on progress in May 2019 – survey being carried out, key stakeholder engagement underway shortly

SH2 Wairoa to Bay View

- 60% of project complete
- Bayview to SH2/5 intersection work is programmed to start in next few months

SH2 Bay View to Airport

- Under construction (60% complete)
- Expected completion July 2019

SH2 Waipukurau to Paki Paki

- Works to install median barrier between Waipawa and Waipukurau to commence in June
- College Road section – safety improvements instead of new alignment
- Cycle way extension works is on track for commencement in late 2019

KEY CONNECTIONS

Hawke's Bay Expressway

- Construction well underway – 30% total completed
 - Longlands Road to Flaxmere – nearly completed
 - Prebensen Drive-Taradale Road – widening completed, barriers to follow
 - All work should be completed by the end of 2019/start of 2020
 - Work involves the installation median and side barriers, with widening in some locations

SH 2/50 Prebensen Hyderabad

- The Transport Agency have decided to place the procurement process on hold until we have completed a re-evaluation of the project scope and benefits – currently underway

State Highway Re-numbering

- Timeframes for implementation will be known following gazetting, however this is likely to be July 2019
- Working through engagement plan and media communication

HAWKE'S BAY REGIONAL COUNCIL

REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: ROADS SAFE HAWKE'S BAY JUNE 2019 UPDATE

Item 13

Reason for Report

1. This regular report provides the Committee with a snapshot of road safety activities undertaken under the Road Safety Action Plans and, as necessary, will brief the Committee on any current or upcoming issues relevant to road safety.

Background

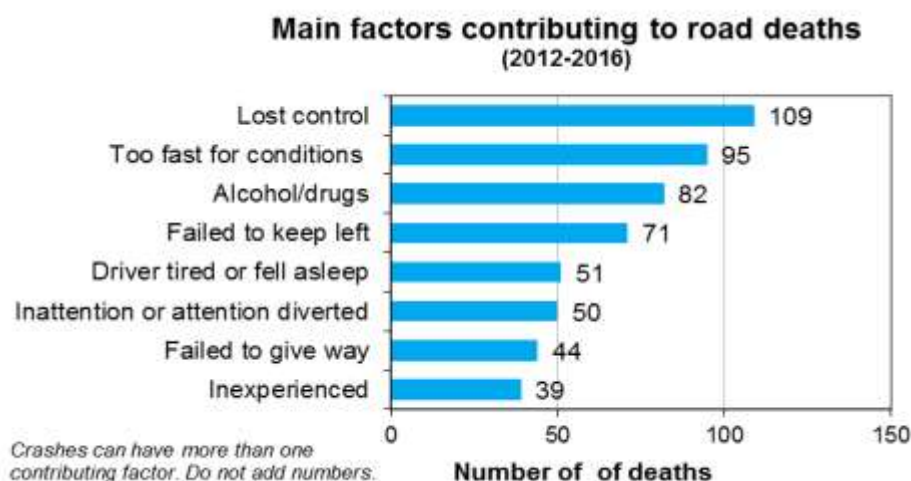
2. There are a number of strategic documents that provide the direction for the road safety activities, including:
 - 2.1. Government Policy Statement for Land Transport (GPS)
 - 2.2. Safer Journeys 2020
 - 2.3. Communities at Risk Register
3. Road safety incorporates a range of elements including network improvement, road policing, and education and awareness. RoadSafe Hawke's Bay (RSHB) and the road safety action plans focus on education and awareness programmes in collaboration with road policing activities and proposed network improvements.
4. Road deaths in Hawke's Bay - year ending 31 December 2018.

Territorial Authority	Road deaths 1 Jan to 31 Dec 2018
Wairoa	4
Hastings	4
Napier	5
Central Hawke's Bay	1
TOTAL	14

5. Regional road deaths for the year to date (1 January – 26 May 2019)

Hawke's Bay	2015	2016	2017	2018	2019
	6	8	7	4	7

6. The graph below shows the factors contributing to road deaths in Hawke's Bay



Funding

7. The road safety programme is funded from three sources:
 - 7.1. The NZ Transport Agency
 - 7.2. Territorial Authorities contribution (Wairoa District Council, Hastings District Council, Napier City Council, Central Hawke's Bay District Council)
 - 7.3. HBRC rates.

Hawke's Bay Youth Alcohol Expo

8. The Expo ran from the 6th-10th May 2019. The event was attended by most of the HB secondary schools. Hastings Girls' High pulled out due to the impacts of the multiple fatal crash near Taupo. They will bring these students next year. Part of the debrief discussion has included the possibility of meeting with the school which does not usually attend, to encourage attendance next year.
9. The Expo Committee has held a 'hot' debrief as we always do to look critically at the Expo in the first instance. This gives us the opportunity to look briefly at all aspects of the Expo: stakeholders/presentations/content/Expo activity area/arena/AV etc. This then sets out some first actions to be completed. We then do a deeper review and set some targets around development, content, creative design, activity development etc. Social media is going to be one of our most critical developments over the next year. We have the dates set for next year's Expo so this then sets us a timeline to get everything done. The one thing that all the associated partners agreed was that it was a tremendous success and we will continue to do these as long as the schools and stakeholders want to support the Expo.
10. Inspector Matt Broderick and the RoadSafe HB Manager, Linda Anderson, have also debriefed. Police contribute a huge amount of resource to this event, including three police staff who sit on the committee. Without their contribution we would not be able to run this event.
11. Some of the things that also make this event very humbling include:
 - 10.1 Stallholders at the Expo who have been there since it began
 - 10.2 Nurses who work in the mock Emergency Department and give up their own time freely. Many go on to work after a full day at the Expo. They believe strongly in what we are doing and at the end of the day they see first-hand the results of crashes.
 - 10.3 St John volunteer staff also attend and give their time freely. They are an essential part of the Expo as educators but also as assistance to students when required. This means a great deal to the organisers.

Fatigue Stop

12. We will be running a fatigue stop at the Mohaka Bridge Rest stop SH5 for south bound traffic. These prove very popular with the drivers etc. These have a dual purpose around providing an actual rest stop but also an opportunity to educate drivers on how to avoid becoming fatigued.

Road Safety Action Plans

13. I have met with Inspector Matt Broderick to discuss the Road Safety Action Plan meetings moving forward. These are an effective way for the partners to plan and review programmes/projects etc. from across the region. This is work in progress but we are looking forward to these running again.

Year End Reporting and Planning

14. We are heading into year-end reporting, both internal and external. We review the completed and ongoing actions within our work plans and create a report for circulation to our stakeholders. Following on from this we will start drafting the 2019-2020 work plans and then these will be distributed for comment. We will be requesting a meeting with each of the Councils to identify any specific work that they would like to propose

Decision Making Process

15. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee receives and notes the *“RoadSafe Hawke's Bay June 2019 Update”* staff report.

Authored by:

Linda Anderson
REGIONAL MANAGER ROADS SAFE
HAWKE'S BAY

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: JUNE 2019 PUBLIC TRANSPORT UPDATE

Item 14

Reason for Report

1. To provide the Committee with an update on Council's public transport operations.

Bus Ticketing System

2. The project to introduce a new bus ticketing and smartcard system for nine regional councils across New Zealand is now well into the implementation phase. The provider is INIT, a company based in Germany but which has built such systems all over the world.
3. The system will allow all participating regional councils to continue with their own timetables and fares structures but the bus card will be able to be used in all nine regions. A clearing-house system will allocate fares to the correct region.
4. HBRC has conducted initial testing on its system, and has confirmed that the tariffs and passenger categories are loaded into the system correctly. However, site acceptance testing by the supplier has indicated a requirement for further development and testing, and this has further delayed the project. We are now expecting to have the new system in place by the end of 2019.

Draft Regional Public Transport Plan

5. Thirty five submissions were received on the Draft Regional Public Transport Plan, with nine to be presented at the hearing on 12 June (following the public transport workshop). These are available to read in the Hearings agenda for 12 June on the HBRC website.

goBay Infrastructure

6. Six new bus shelters have been installed on the network in the year to date 2018-19, four in Hastings and two in Napier.

New goBay Bus Timetable

7. From Monday 29 April some minor changes were made to the timetable. These included minor timing adjustments to enable better connections and the deletion of two very low-performing services.

New goBay Website

8. Feedback about our new stand-alone website (www.goBay.co.nz) has been very positive, with over 155,000 page views since the site went live at the end of December. The new site is much more user friendly and easier to navigate than the old site and has more information, such as FAQs and a journey planner.

goBay Promotion

9. We continue to use the HBRC Facebook page to advise passengers of late running services. We have a monthly advertisement in the Napier Courier and Hastings Leader which promotes the benefits of using public transport and on some occasions includes a competition to win a pre-loaded goBay smartcard.
10. Our ongoing radio campaign is currently promoting the free travel scheme to the HB Regional Hospital or Napier Health Centre with an appointment card/text; the adult smartcard fare; the benefits of not having to search for a carpark; concessionary fares and the goBay website. We also promote general or route specific information on our goBay website and onboard the buses.

Bus Passenger Trips

11. Diagram 1 shows the monthly passenger trips and the monthly average for the year to date from 2012-13 to 2018-19.

Diagram 1

	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Total	Mthly Avg
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	621,676	62,168
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	659,560	65,956
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	615,478	61,548
2015-16	59,690	66,992	62,156	56,421	58,385	44,260	35,391	62,278	67,617	53,444	566,634	56,663
2016-17	52,029	67,817	58,564	53,703	60,680	42,950	38,068	60,175	75,034	46,871	555,891	55,589
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	541,167	54,117
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	529,455	52,946

12. During this period most of the services between Napier and Hastings showed increases, while most of the suburban services showed decreases, including Route 14 Napier-Maraenui and Route 20 Hastings-Flaxmere.
13. Although we can't be sure of the reasons for this, we think that the recent increases in petrol prices have had an influence on the longer services. We have also assumed that as the HB unemployment figures are down to 4.5%, more people may have access to a private vehicle, or may be travelling on Napier-Hastings/Hastings-Napier trips to workplaces.

Bus Service Costs

14. Diagram 2 shows the annual net cost (after fares and excluding GST) of operating the goBay bus service for the year to date from 2012-13 to 2018-19.

Diagram 2

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 242,115	\$ 237,799	\$ 202,020	\$ 231,333	\$ 2,259,702
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 192,259	\$ 162,473	\$ 135,329	\$ 189,097	\$ 2,024,350
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 159,785	\$ 141,269	\$ 253,717	\$ 160,004	\$ 1,876,602
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 222,128	\$ 140,246	\$ 216,502	\$ 160,619	\$ 1,850,555
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 294,664	\$ 156,458	\$ 141,638	\$ 188,828	\$ 1,769,359
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 194,928	\$ 157,733	\$ 160,064	\$ 186,174	\$ 1,791,406
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 172,384	\$ 202,481	\$ 199,129	\$ 239,560	\$ 255,045	\$ 123,266	\$ 1,939,622

(51% of this cost is met by the New Zealand Transport Agency)

15. Recent cost increases are largely due to inflationary pressure, as the bus contract is adjusted by an NZTA index reflecting fuel, labour and equipment prices.

Total Mobility

16. The following tables compare the number of Total Mobility trips made for the year to date over the last five years, and the corresponding costs (excluding GST).
17. Diagram 3 shows the number of Total Mobility trips made for the year to date from 2012 -2013 to 2018-2019.

Diagram 3

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Total
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	6,850	66,497
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	7,745	71,952
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	7,328	76,691
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	7,806	76,571
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	7,185	78,716
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	7,293	7,294	8,741	7,582	79,124
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	7,953	79,848

18. Diagram 4 shows the cost of the Total Mobility Scheme (excl GST) for the year to date from 2012-13 to 2018-19

Diagram 4

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 37,347	\$ 40,682	\$ 44,382	\$ 43,927	\$ 430,388
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 39,581	\$ 46,567	\$ 52,047	\$ 50,715	\$ 473,203
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 38,990	\$ 45,943	\$ 52,581	\$ 46,747	\$ 502,809
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 40,488	\$ 46,215	\$ 52,418	\$ 50,688	\$ 490,511
2016-17	\$51,904	\$56,536	\$49,607	\$50,179	\$58,273	\$49,239	\$ 41,584	\$53,728	\$57,907	\$48,716	\$ 517,673
2017-18	\$58,041	\$58,047	\$55,477	\$52,546	\$59,020	\$51,360	\$ 47,887	\$52,009	\$61,500	\$51,955	\$ 547,842
2018-19	\$60,536	\$60,282	\$57,320	\$55,541	\$64,113	\$52,387	\$ 47,238	\$57,358	\$58,154	\$57,737	\$ 570,666

(60% of this cost is met by the New Zealand Transport Agency)

Decision Making Process

19. Staff have assessed the requirements of the Local Government Act 2002 in relation to this item and have concluded that, as this report is for information only, the decision making provisions do not apply.

Recommendation

That the Regional Transport Committee receives and notes the “June 2019 Public Transport Update” report.

Authored by:

Megan Welsby
SUSTAINABLE TRANSPORT
COORDINATOR

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 07 June 2019

Subject: DISCUSSION OF MINOR ITEMS NOT ON THE AGENDA

Item 16

Reason for Report

1. This document has been prepared to assist Committee Members to note the Minor Items of Business Not on the Agenda to be discussed as determined earlier in Agenda Item 6.

Item	Topic	Raised by
1.		
2.		
3.		
4.		
5.		