



Meeting of the Regional Transport Committee

Date: Friday 11 December 2020
Time: 10.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Notices/Apologies	
2.	Conflict of Interest Declarations	
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**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 11 December 2020

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

Item 4

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 lists.

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 and notes the "*Follow-ups from Previous Regional Transport Committee Meetings*".

Authored by:

**Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT**

Approved by:

**James Palmer
CHIEF EXECUTIVE**

Attachment/s

[!\[\]\(2bae76de5ebbd5c4d7d47162f1673734_img.jpg\) 1](#) Follow ups for December 2020 RTC Meeting

Follow-ups from Previous Regional Transport Committee Meetings

From 11 September 2020 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Verbal Updates by Advisory Representatives	Napier Port to prepare a brief paper on the impacts of freight distribution and movements in the region associated with Napier Port.	Andrew Palairret	Presentation to 11 December 2020 meeting
2	Regional Land Transport Plan	Schedule workshops to consider the prioritisation methodology and prioritisation of the significant activities and assessment done by TAG	M-A Baker	Workshop held 20 November
3	Transport Manager's September Report	Regional Transport Committee to write to Central Government election candidates and request support to resolve Wairoa Driver licensing constraints	M-A Baker / Cr M Williams	20 letters sent to candidates and 6 replies received from New Conservative, Future Youth, Green and National Parties. Details of their replies available on request.
4	RoadSafe	Proposed that a formal paper be presented to the next committee meeting on RoadSafe's structures, measures, objectives, success targets and understanding of the funding.	L Anderson	Report to 11 December meeting.

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

Friday 11 December 2020

Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA

Item 5

Reason for Report

1. This item provides the means for committee members to raise minor matters they wish to bring to the attention of the meeting.
2. Hawke's Bay Regional Council standing order 9.13 states:
 - 2.1. "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."

Recommendations

3. That the Regional Transport Committee accepts the following "Minor Items Not on the Agenda" for discussion as Item 13:

Topic	Raised by

**Leeanne Hooper
GOVERNANCE LEAD**

**James Palmer
CHIEF EXECUTIVE**

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 11 December 2020

Subject: DRAFT REGIONAL LAND TRANSPORT PLAN FOR CONSULTATION

Item 6

Reason for Report

1. To approve the draft 2021-31 Regional Land Transport Plan for public consultation.

Officers' Recommendation(s)

2. That the draft Regional Land Transport Plan be adopted by the committee for consultation.
3. That the committee approve the methodology used for prioritising significant activities and confirms the priority order of significant activities (as required by s124 of the LTMA) for inclusion in the draft RLTP.

Executive Summary

4. The draft Regional Land Transport Plan is provided as Attachment 1. This report seeks the Committee's approval of the draft 2021-31 RLTP for public consultation.
5. This report also addresses the prioritisation methodology for significant activities, which was considered by the Committee at its workshop on the 20 November. Agreement to apply this methodology is sought from the Committee at this meeting.
6. The Committee is also invited to confirm the priority order of significant activities as considered by the RTC at their workshop for inclusion in the RLTP.

Background /Discussion

7. The RLTP is a statutory document that must be prepared by the Regional Transport Committee (the Committee) every six years and reviewed every three years as required by the Land Transport Management Act 2003 (LTMA). The Regional Council reviewed the current RLTP in 2018.
8. The RLTP comprises three key parts:
 - 8.1. The strategic framework section which has the desired future state with a 30 year vision, objectives, headline targets, policies, implementation measures and long term results.
 - 8.2. The transport investment programme, which responds to the critical problems and barriers to achieving the long-term vision and objectives. It tells the short to medium term investment story and identified specific investment priorities for the region.
 - 8.3. Regional Programmes which set out the land transport activities for the next 3-6 years.
9. The RLTP which is Attachment 1 to this report must be prepared by the Committee and adopted by the Regional Council and submitted to Waka Kotahi NZ Transport Agency by June 2021. This timeline enables Waka Kotahi to adopt the National Land Transport Programme by end August 2021, setting out the activities to be funded/anticipated to be funded from the National Land Transport Fund for the next 3 years (as per LTMA s19C requirements).
10. The 2021 RLTP review used a template developed by the Transport Special Interest Group alongside the NZ Transport Agency. The purpose of the template was to bring about greater consistency of RLTPs across all regions and ensure that all legislative requirements are met.

11. The 2021 RLTP process has included workshops with Committee members, tangata whenua and stakeholders and Technical Advisory Group members through the transport study process to define issues and opportunities and set the strategic direction of the next RLTP.
12. There were further workshops on sections that describe the current transport system and issues to be resolved, including a workshop on 20 November. The draft objectives and headline targets were reviewed and the Committee also considered the prioritisation of significant activities (see below)
13. The draft now includes further detail around monitoring and indicators.

Prioritisation

14. Under the Land Transport Management Act 2003 significant activities in the regional programme must be assigned a regional priority. Significant activities are not defined in the LTMA, making this a Committee decision. The Committee must also agree on the approach it will use to prioritise the significant activities by regional importance.
15. The Transport Special Interest Group has also developed a common methodology for prioritisation of significant activities. This is described in Attachment 2. This has been used as the basis for the Hawke's Bay Region's approach to prioritising significant activities. There has been a widely varying approach to prioritisation across regional councils creating inconsistency between regions. This methodology also proposes a new and consistent 'significant activities' definitions.
16. This regional prioritisation approach draws a line of sight between the outcomes and transport priorities identified in the RLTP front end and corresponding transport activities.
17. This is intended to enable a transition from the Hawke's Bay RLTP being a collation of various and unconnected projects into a coherent programme setting out an evidence base for investment in Hawke's Bay transport activities. This approach will allow the Committee to be clear on what new projects and packages are important to the region.
18. The regional prioritisation is only for significant activities. It complements Waka Kotahi's Investment Prioritisation Methodology (IPM), which all improvement activities submitted for inclusion in the NTLP are required to be assessed against. The same factors are also applied. The same factors are also applied when a business case is presented for endorsement and/or a funding decision is requested.

Discussion

19. The proposed prioritisation methodology approach defines 'significant' as new improvement activities greater than \$2 million and starting in the first three years of the programme (2021- 2024). This new value is consistent with the Waka Kotahi Low Cost Low Risk category for improvement projects. The prioritisation methodology allows the significant activities to be prioritised based on their alignment to the investment objectives agreed by the Committee as part of the Investment Logic Mapping exercise earlier this year. Note that this prioritisation process amends the value of a significant activity as outlined in the Committee's previously adopted Significance Policy from \$5m to \$2m.
20. The proposed prioritisation approach recognises the activities below are essential and, on this basis, does not need to be prioritised:
 - 20.1. stewardship of the network (maintenance and renewals)
 - 20.2. funding existing public transport services
 - 20.3. low cost/low risk programme
 - 20.4. business case development
 - 20.5. road safety promotion.
 - 20.6. Projects that have funding secured are not prioritised.

21. There are four steps in the prioritisation approach for significant improvement projects:
 - 21.1. projects or packages (grouping of interdependent projects) are assigned against the strategic response they contribute towards
 - 21.2. each project or package is rated for the relative contribution it makes towards the assigned investment objectives
 - 21.3. each project or package contribution is multiplied by the strategic response weighting to generate a score. This score is used to generate a preliminary ranking of all projects and packages that meet the definition of significance. Note that a similar prioritisation process has already been undertaken by the Technical Advisory Group (TAG).
 - 21.4. the Committee decides whether the draft rankings are reflective of its collective view and can by agreement move projects and packages up or down. The draft list of significant activities in priority order will then be included in the draft RLTP to be consulted on.
22. Projects and packages that do not contribute to the strategic response will receive a low priority from a regional perspective. Projects and packages can have a low regional priority but still rank highly when assessed against Waka Kotahi's Investment Prioritisation methodology. Even if ranked lower compared to other packages, this prioritised list reflects a regionally integrated approach to the transport needs of the region and supports future decisions for investment should funding become available.
23. The prioritisation methodology was applied to the significant transport improvement programmes identified through this RLTP development process with an additional step whereby a number of contributing factors were also considered:
 - 23.1. scheduling and interdependencies
 - 23.2. community perspective, considering level of public interest and impact on local communities,
 - 23.3. the degree to which the project addresses anticipated growth and development and
 - 23.4. any benefit/cost information available.
24. The percentage weightings were assigned through the Investment Logic Map development already undertaken by the Committee. Each package was then rated for the relative contribution it makes towards the assigned strategic response on a scale of 1 – 10.
25. The outcome of this prioritisation is provided in the Draft RLTP (In section 11 of attachment 1)

RLTP Significance Policy

26. The Significance Policy (Appendix A in the attached draft RLTP) has been amended to align with approach outlined in relation to the prioritisation methodology for:
 - 26.1. prioritisation
 - 26.2. inter-regional significance
 - 26.3. regionally significant expenditure from other sources
27. The existing policy in relation to significant variations remains unchanged. While there is some work at a national level to develop a more consistent and standardised approach to significance policies used across NZ, this has not advanced to a stage that can further inform this RLTP.

Options Assessment

28. The preparation and review of the Regional Land Transport Plan is a statutory requirement to complete the Regional Land Transport Plan

29. Other transport network management options were included in the consideration of relevant issues and options during the development of the draft RLTP.

Significance and Engagement Policy Assessment

30. In terms of the Council's Significance and Engagement Policy, the matter of proceeding with consultation on the draft Regional Land Transport Plan is not significant.

Climate Change Considerations

31. The Hawkes Bay transport system's contribution to climate change and mitigation of the effect on transport networks was a major consideration in the development of the Regional Land Transport Plan
32. Road transport accounts for 19.7% of the gross national greenhouse gas emissions and is one of the only sectors recording an increase in emissions. This RLTP addresses the impacts of the forecast growth in population, car ownership and freight exports in the region and adopts new objectives and policies that address this issue.
33. The RLTP also contains targets for mode shift away from private cars to alternative forms of active transport and public transport

Considerations of Tangata Whenua

34. The development of the RLTP has included consideration of tangata whenua and their transport needs. Tangata whenua are identified as vulnerable to transport network connectivity, especially those in rural areas and also in relation to objectives for road safety and driver licensing.
35. The RLTP includes policies and initiatives that will enable targeting of at-risk communities and behaviours as well as on-going maintenance and improvements of rural roads.

Financial and Resource Implications

36. The financial and resource implications of the RLTP 2021-2031 have been accounted for in Long Term Plan budgets by each Council in the region.

Consultation

37. The draft plan is being considered by the Committee prior to release of the draft for public consultation in 2021.
38. Transport stakeholders have been previously involved in the development of the Plan through targeted workshops.
39. It is suggested that the Committee should approve the draft RLTP in principle, noting that updated submissions of programmes on 11 December by councils and NZTA may result in minor changes to activities.
40. Any required changes to the RLTP will be notified to the Committee and if necessary, an extra meeting called. However, as our programme of activities is light, with most major projects already committed and the next round of significant improvements outside the timeframe of this RLTP, this is unlikely to be necessary.
41. The draft RLTP will then be formatted for external review and sent out to stakeholders for comment. Feedback will be collated and reviewed by the TAG before final adoption at the Committee's March 2018 meeting

Other Considerations

42. The RLTP contains the direction for management and improvement of the transport networks and associated transport services including public transport and road safety programmes. The funding for these is provided for through the authorising organisations Long Term Plans.
43. The final content of all the activity tables in section 11 of the RLTP including activities approved but not completed and regionally significant expenditure from other funding sources are not yet completed but will be added prior to the release of the draft for consultation.

Decision Making Process

44. Council and its committees are 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:
 - 44.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 44.2. The use of the special consultative procedure is not prescribed by legislation.
 - 44.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
 - 44.4. The persons affected by this decision are all persons interested in the management and development of transport systems in Hawke's Bay.
 - 44.5. 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, the Committee can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That Regional Transport Committee:

1. Receives and considers the "Draft Regional Land Transport Plan for consultation" 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 the Committee can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Adopts the prioritisation methodology described in Attachment 2
4. Agrees with the proposed prioritisation of significant activities in the draft Regional Land Transport Plan in Attachment 1 at section 11.
5. Approves the draft Regional Land Transport Plan in Attachment 1 and as amended by the Committee for consultation, following formatting and with any minor changes required through changes to transport programmes by councils and the NZ Transport Agency and completion of activity tables.
6. Releases the draft Regional Land Transport Plan for consultation in January for a period of 4 weeks.
7. Appoints a hearing panel to hear submissions on the draft Regional Land Transport Plan in March 2021.

Authored by:

Mary-Anne Baker
ACTING TRANSPORT MANAGER

Approved by:

Ceri Edmonds
ACTING GROUP MANAGER STRATEGIC PLANNING

Attachment/s

- [1](#) The Draft Regional Land Transport Plan
- [2](#) Draft RLTP section 11 Prioritised Activities
- [3](#) Draft Regional Land Transport Plan for Consultation Prioritisation Methodology

Draft to RTC Meeting 11 December 2020

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Hawke's Bay

Regional Land Transport Plan 2021 – Draft for Consultation

Item 6

Attachment 1

Executive Summary

The Hawke's Bay Regional Land Transport Plan 2021–2031 (RLTP) sets out a picture of the Hawke's Bay community and the current state of the transport network, the context for developing the Plan, the key issues it addresses and the priorities for future investment. The plan sets out:

- the context in which the transport system operates
- the vision and strategic objectives for the transport system
- the priorities for investment – key areas where further investment is required in order to achieve the vision and objectives
- a prioritised regional programme of transport activities.

The RLTP has been developed by the Hawke's Bay Regional Transport Committee (RTC), which is a joint committee of the region's Councils as well as Waka Kotahi NZ Transport Agency (Waka Kotahi).

The vision in this RLTP is that:

Hawke's Bay's transport network fosters a vibrant, accessible and sustainable Hawke's Bay

The objectives adopted to reach this vision aim to achieve:

- a safe transport system for users
- a transport network that is resilient, reliable and efficient
- providing transport choices to meet social, environmental, economic and cultural needs
- planning and development that minimises travel demand

The work programme included in this RLTP is an agreed regional programme that contributes to shared regional prosperity.

In developing the draft RLTP, the RTC has taken into account the strategic direction provided by the Government through the Ministry of Transport's Outcomes Framework and the Government Policy Statement on Land Transport 2021 as well as guidance provided by regional and local plans, strategies and policies.

This draft RLTP has been impacted by the COVID -19 pandemic. However, while the pandemic creates uncertainties, it has not changed the RTC's focus on developing a transport network that enables the region to become vibrant, accessible and sustainable.

1. Introduction

This RLTP is the primary document guiding integrated land transport planning and investment within the Hawke's Bay region.

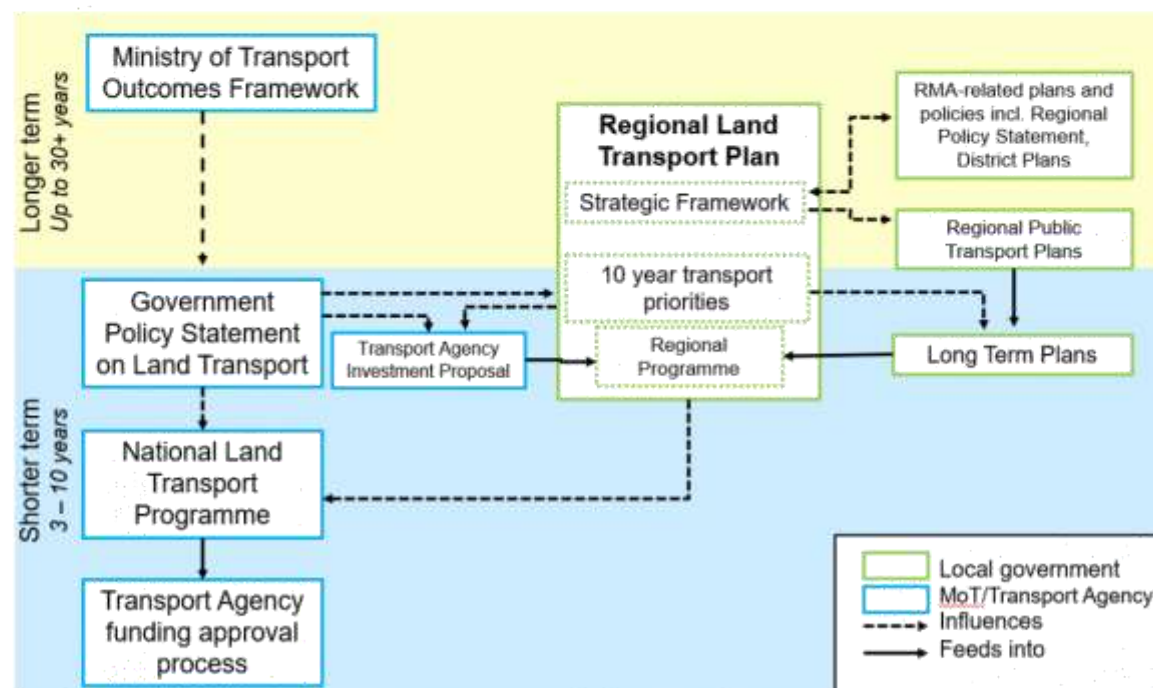
This Plan has been developed by the Regional Transport Committee (RTC) comprising the Hastings, Wairoa and Central Hawke's Bay District Councils, Napier City Council the Hawke's Bay Regional Council and Waka Kotahi (the NZ Transport Agency). Its adoption and implementation is the collective responsibility of these organisations.

The RLTP sets the strategic transport direction to guide transport activities in Long Term Plans (LTPs) and identifies the agreed view of regional transport priorities to inform the National Land Transport Programme (NLTP).

In addition the Plan:

- sets the long term vision and strategic direction for the region's land transport system
- identifies the agreed regional transport priorities for investment in the short to medium term
- presents the activities of Approved Organisations in an integrated 3-6 year programme, which is consistent with the Government Policy Statement on land transport (GPS), as a bid for funding from the National Land Transport Fund (NLTF)
- addresses issues that cross regional boundaries
- provides the basis for communication of the region's transport direction and priorities with stakeholders and the general public.

The relationship of the RLTP with other key the wider transport and land use planning and funding context is set out in the diagram below.



2. Strategic Context

This section provides an overview of the region, together with key trends and issues impacting the region's transport system. These matters have informed the objectives and investment priorities for the region's transport system, which are outlined in subsequent chapters.

2.1. Our region

The Hawke's Bay region covers 1.42 million hectares, lies on the east coast of the North Island and includes Wairoa, Hastings and Central Hawke's Bay District Councils and Napier City Council. The region adjoins the Bay of Plenty, Waikato and Manawatu-Whanganui regions and Gisborne District. The Heretaunga Plains, at the centre of the region is characterised by highly productive horticultural land and the two major urban centres of Napier and Hastings located only 20 kilometres apart, and with a number of other small satellite settlements in close proximity. The productive Ruataniwha Plains can be found to the south with Wairoa being a more isolated settlement to the north. All three district councils having a large percentage of arable and pastoral farming

2.1.1. Landscape and Climate

In the north of the region, much of the land is unstable, highly erodible and deeply incised by rivers and streams. In the centre and in the south, more extensive plains have been formed. In the west all these lands are bound by high axial ranges and by lower limestone hills in the east south of Napier. This landscape restricts movement north and south and to other regions to two main corridors.

Hawke's Bay's weather is sunny and warm overall, with hot dry summers. Storm systems from the north and east affect the region seasonally and can cause significant rainfall events to occur. Wairoa District, with the highest rainfall in the region, is particularly susceptible to erosion as a result.

The region is increasingly likely to suffer drought as a result of climate change and biosecurity hazards could become more prevalent as a result of this. Extreme, rare rainfall events are projected to become more severe in the future. Short duration rainfall events have the largest relative increases compared with longer duration rainfall events. Hawke's Bay is also vulnerable to natural hazards such as earthquakes and coastal erosion. These hazards combine to increase the cost of infrastructure maintenance and repair and disruption to the economy.

2.2. Our people

2.2.1. Population and residential growth

Hawke's Bay is currently home to approximately 173,700 people, with 80% of those living in Napier or Hastings. December 2019 advice by Stats NZ has indicated that Hawke's Bay should now be using its high growth prediction scenario, which would put the 2043 population at 195,900, an increase of 18%. The impacts of long-term population projections are likely to be impacted by the COVID-19 pandemic, and assumptions used for forecasting will need to be reviewed and monitored.

The 2018 Census usually resident population data for each of our districts was:

	2006	2013	2018	% increase since 2013
Central Hawke's Bay District	12,957	12,717	14,142	11.2
Hastings District	70,842	73,245	81,537	11.3
Napier City	55,359	57,240	62,241	8.7
Wairoa District	8,484	7,890	8,367	6.0
Hawke's Bay Region	147,783	151,179	166,638	10.2

By far the largest proportion of population growth has been due to net migration to the region, rather than natural population increase. The population is ageing quickly, with 18.5% of our population aged 65 or over, compared with just 15.6% nationally. This is expected to increase to as much as 35% nationally

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by 2043. The ageing population will change housing needs (smaller, more centrally located housing), increase the number of retirement villages constructed¹ and may change travel patterns, with less peak commuter travel. However, counter-balancing this is a trend to working past 65, and increased travel for recreational activities by retirees.

There is considerable variation across the region in a range of social indicators. While Hawke's Bay's median income is \$77,700, compared with \$89,100 nationally and \$62,200 in Wairoa District.

Most of Wairoa, Flaxmere and Maraenui rate at Decile 10 on the Social Deprivation Index, while Havelock North, Bluff Hill, Taradale and Greenmeadows are Decile 1.

While Hawke's Bay has traditionally had a higher unemployment rate than NZ overall, this had declined to exactly the national average of 4.3% by 2019, the lowest since 2007. However, Hawke's Bay's NEET² rate is higher than the national average, at 16.1%.

Table: Unemployment Rate 2000-2019



In 2019, there were 83,076 filled jobs in Hawke's Bay, an increase of almost 8,000 jobs in the last five years.

The growth in mean income in Hawke's Bay was 4.2%, compared with 3.8% national growth.³ However, the benefit of this growth was unevenly spread across the region, with Wairoa District continuing to have a higher unemployment rate and lower mean income than Napier and Hastings.

The 2020 Covid-19 pandemic is forecast to contract the Hawke's Bay economy by 6.2% and raise unemployment to 8.4%, although Hawke's Bay is likely to be less affected than other parts of New Zealand. However, Maori as well as low income households will be particularly vulnerable to job losses.

¹ There are four new retirement villages under construction in Hawke's Bay during 2020.

² The NEET rate measures the proportion of people aged 15–24 years who are not employed or engaged in education or training.

³ <https://ecoprofile.infometrics.co.nz/Hawke%2527s%2bBay%2bRegion/StandardOfLiving>

Retail, food services and accommodation will be worst hit, while there should be little disruption to primary production and food manufacturing.

The Heretaunga Plains Urban Development Strategy (HPUDS) 2017 aims to protect valuable horticultural land, allow distinct identities for the two cities and ensure that community facilities and infrastructure are integrated and affordable. The strategy plans to accommodate population growth by achieving urban development that is 60% intensification, 35% greenfield, 5% rural by 2045, with balanced supply between Napier and Hastings.⁴ A further review of HPUDS will commence in 2021 in order to incorporate 2018 Census data and the consequent subnational projections of population and households.

Napier City Council is reviewing its District Plan and proposes future greenfields growth areas for the western hills behind Taradale. This is in addition to the Mission Residential Precinct which will provide around 550 homes. The move to the hills is in response to concerns about the flat growth areas within Napier's boundaries, which are subject to natural hazards such as flooding and tsunami risk. However, these proposals are at an early stage of consultation and yet to be incorporated in HPUDS, which currently includes areas identified in 1993 for growth in behind Te Awa and Riverbend Road. Napier City Council also plans for intensification in the CBD.

In the Hastings District, the focus is on residential development as close to existing urban areas as possible, but which avoids the loss of high quality soils. Hastings is also planning further urban intensification.

Due to the close proximity of two urban centres with major industry, education, health and transport facilities distributed between them, commuting between the two cities is significant. Census data shows major flows at peak times, in particular from the Taradale and Greenmeadows area of Napier to the central and western areas of Hastings. Educational travel between the cities is also a major contributor to peak time commuting, with the Eastern Institute of Technology drawing students to southern Taradale and special character schools dispersed across the Heretaunga Plains.

As house prices have increased rapidly in Napier and Hastings, more people are now living in Central Hawke's Bay but commuting to employment or education in Napier or Hastings, which also increases travel demand. This is reflected in the significant increase in population in the district between 2013 and 2018.

Central Hawke's Bay is currently preparing a second-generation District Plan review for notification in late May 2021. Preparing for projected growth and development has been a major focus of the review, however based on the high-level residential development capacity analysis undertaken for the review it was found that, theoretically, the main urban towns of Otane, Waipawa and Waipukurau have capacity within the existing Residential /Rural Township Zone boundaries to accommodate projected household growth over the next 30 years.

2.3. Our Economy and Employment⁵

Hawke's Bay's rural land is used for pastoral farming and forestry, horticulture and viticulture. There is almost 20,000 hectares of land on the Heretaunga Plains dedicated to horticulture, including almost 5,000 to apple production and 3,600 to viticulture. The value of this land to the Hawke's Bay economy is very significant and the Heretaunga Plains Urban Development Strategy 2017 aims to protect it from necessary encroachment by residential or other development.

Agriculture, forestry and fishing was the largest contributor to an overall increase in Hawke's Bay's GDP between 2009 and 2019, with an increase of \$190 million.

The pipfruit sector has seen significant growth in plantings in Hawke's Bay; it is estimated that over 1 million new trees have been planted in the region in the last two years. Hawke's Bay has 55% of the

⁴ <https://www.hpuds.co.nz/assets/Document-Library/Strategies/2017-Heretaunga-Plains-Urban-Development-Strategy-incl-Maps-AUG17.pdf>

⁵ Policy 5 in Objective 3 says actively promote and incentivize technologies that reduce the need to travel. This would primarily be in tertiary sectors – more detail about this sector being sought

apple growing area in New Zealand. While production is increasing significantly, this is largely due to intensification, rather than to major increases in land area under production.⁶ The increase in production has flow-on effects for the transport network. A record apple crop drove an 8.6% increase in containerised apple exports through Napier Port in 2019.

Apple and pear growing is the largest employing industry in Hawke's Bay, with hospitals second and other agriculture and fishing in third place.

There are 134,841 hectares of plantation forests in the region – up from 128,100 hectares in 2012. Timber products are a major export and Napier Port saw a 17% increase in log volumes handled in 2018-19, representing a doubling of log volumes over the last three years.⁷ Increases in forestry plantings as a result of the Climate Change Response (Zero Carbon) Amendment Act could have a particular effect in the Wairoa District, which has already seen 8,486 hectares of sheep and beef land converted to forestry. This may impact on employment⁸ and forecasts also indicate that one-way logging truck movements on SH2 from Wairoa will increase from 171 per day in 2017 to 278 by 2023.

The main processing centres for rural produce are situated in and around Tomoana/Whakatu, Omaha Road and Irongate areas in Hastings, and the Awatoto and Onekawa areas in Napier.

Tourism has been a growing industry within our region due to the attraction of the climate, unique Art Deco architecture, New Zealand Cycle Trails and wine and food reputation. Monthly regional tourism estimates were calculated at \$674m for the year to March 2020, \$504m from domestic tourism and \$17m international⁹. The Covid-19 pandemic is estimated to be less detrimental to Hawke's Bay's tourist numbers than some other regions, due to the significant proportion of tourism spend from within New Zealand. With overseas travel not possible in the short term, Hawke's Bay could benefit from more domestic travel, although this is likely to be tempered by the economic after-effects of the pandemic.

The development of Rocket Lab's launch site adds to tourism on the Mahia Peninsula, while Lake Waikaremoana's Great Walk also attracts both domestic and international visitors to the Wairoa District.

Central Hawke's Bay District is developing opportunities for tourism based around the area's rich cultural heritage. The district is also promoting its NZ Cycle Trails Heartland Ride and other cycling events.

3. Our transport system

3.1. Road Safety

Hawke's Bay has a relatively poor road safety record. With the increase in vehicles on our roads and the increased kilometres travelled around the region, road deaths and serious injuries have also increased over the last five years, which is consistent with a concerning national trend. (Figure 1 below shows the number of DSI crashes per year since 2010.)

For example, Hastings District experienced an increase in deaths and serious injuries of around 4% each year between 2015 and 2019, after a previously declining trend. Wairoa District residents are at the highest personal risk in the country for many crash types.

However, there have been significant safety improvements to the region's strategic routes over the last five years, with more planned. These include major intersection upgrades, retrofitting of guardrails, centre wire rope barriers, shoulder-widening and a range of other measures, mainly on state highways across the region.

The Road to Zero road safety strategy's first action plan sets out a range of key actions for 2020-22 across the five focus areas - infrastructure improvement and speed management, vehicle safety, work-related road safety, road user choices and system management.

⁶ <https://www.westpac.co.nz/assets/Business/Economic-Updates/2019/Monthly-Files-2019/NZ-Over-the-Fence-7-June-2019.pdf>

⁷ <https://www.napierport.co.nz/wp-content/uploads/2019/11/Annual-Report-2019.pdf>

⁸ <https://beeflambnz.com/research-afforestation-impacts-wairoa>

⁹ <https://www.mbie.govt.nz/immigration-and-tourism/tourism-research-and-data/tourism-data-releases/monthly-regional-tourism-estimates/>

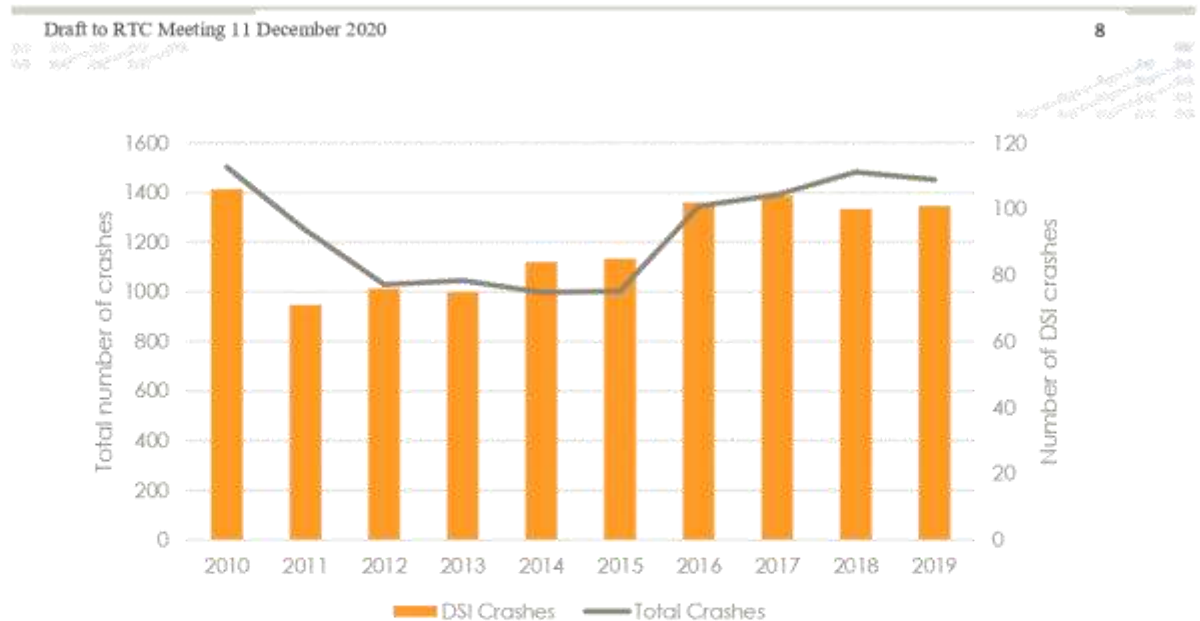


Figure 1: Crashes by year for the Hawke's Bay region

3.2. Greenhouse Gas Emissions and Climate Change

The transport system is responsible for about one-fifth of New Zealand's climate changing greenhouse emissions. Between 2016 and 2017 gross overall emissions increased by 2%, mainly from an increase in emissions in road transport and fossil-fueled electricity generation. In Hawke's Bay, a growing vehicle fleet and increase in the number of vehicle kilometres travelled is contributing to this growth in emissions.

The per capita car ownership is 29% higher than it was in 2001 and there has been an increase in vehicle kilometres travelled of 16.2% since 2014.

Private vehicles make up about 90% of the mode split for travel to work, and about 60% for travel to education, indicating a community that is very car dependent.

While the energy efficiency of the overall vehicle fleet is improving, uptake of electric vehicles in Hawke's Bay is growing from a low base, with an increase in electric vehicles registered from 201 to 309 during 2019.

The major effects of climate change in Hawke's Bay that may impact on the transport network include sea level rise and the increasing severity of weather events, including storm surges along the HB coast and extreme flood events.

Climate change may also have a significant effect on primary production, necessitating changes in land use or location of production, along with consequent change in freight demand.

3.3. Health Outcomes

Hawke's Bay has the lowest physical activity rate in New Zealand. The region also has one of the highest overweight/ obesity rates in the country, with over 70% of adults and over 35% of children aged 2-14 years consider overweight/ obese. One of the key factors that contributes to a sedentary lifestyle that leads to poor health outcomes is car dependency. Walking and cycling for transport is one of the most practical and effective ways of incorporating physical activity into daily life.

3.4. Network Resilience

Maintaining a resilient network in the face of more frequent extreme weather events is will be an ongoing challenge for the region. Lack of resilience in the network can isolate rural communities and areas of primary production, negatively affecting the region's social and economic outcomes.

Roading assets are aging in the Hastings District, and the district has commenced a seven-year programme of prioritised bridge strengthening to accommodate high productivity motor vehicles. This targeted investment is also intended to protect lifeline routes and add resilience by providing alternative routes when needed.

The resilience of the strategic network between Napier and Hastings (including SH2, SH50, SH51) can be an issue if peak time disruptions occur, with sometimes lengthy diversions onto alternative routes and significant congestion.

3.5. Roothing Network/Vehicle Travel

The State Highway network connects both communities and freight to the rest of the North Island and within the region to work, education, goods and services.

The region is serviced by State Highways 2, 5, 50, 51, as shown on the map below.

SH2 north connects the region to Wairoa and Te Urewera and to Gisborne and Opotiki. SH5 connects us to the central north island. SH2 south links the more urban areas of Napier and Hastings to Central Hawkes Bay and onto Wellington as well as to the Central North Island Freight hub in Palmerston North. Internally, we have an Expressway, which is the region's transport spine and connects our communities.



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In total there is around 4,700 kilometres of road in the Hawke's Bay region, with 55% of kilometres travelled on local roads and 45% on state highways.

There have been a number of significant road improvements undertaken in Hawke's Bay over the last five years. These include

- SH2-Watchman Rd- HB Airport intersection – safety improvement
- Pakowhai-Links Rd intersection – safety and efficiency
- Whakatu Arterial Link (Te Ara Kahikitea) – safety and efficiency
- SH2 –Napier Road intersection Mangateretere- safety
- SH2 intersection Pakipaki – safety
- SH2 BayView to HB Airport Passing Lanes
- HB Expressway Safety Treatments
- SH2 Pakipaki to Waipukurau Safety Improvements
- SH2 Wairoa to Bay View Safety Improvements.

While at present much of our network has the capacity to accommodate medium growth, recent population growth predictions and increasing logging and apple volumes may affect levels of service on the strategic network and some sections of local networks.

Increases in heavy vehicle transport near Napier Port could increase conflict with other land uses in the area, although there is sufficient network capacity for growth.

The latest traffic counts on some key commuter and freight routes are summarized below. Major roadworks on the HB Expressway over the last three years have caused significant variations in travel patterns. 2020 would have been the first year to show normalized volumes, however reduced traffic volumes during the Covid-19 lockdown may affect some results.

Section	2019 Annual Average Daily Traffic	Average yearly increase over last five years (2015-2019)
State Highway 2 (HB Expressway), Pandora	11,957	5%
State Highway 2 (HB Expressway) Meeanee Overbridge,	26,463	3%
State Highway 2 (HB Expressway) south of Pakowhai Links Intersection	18,679	4%
State Highway 2 (HB Expressway) Omaha Road	12,654	0%
State Highway 50, Port of Napier between port entrance & Battery Rd	6,576	5%
State Highway 51 Waitangi Washout Bridge	15,850	6%
State Highway 51 north of Mangateretere	10,190	0%
Pakowhai Rd between Brookfields Rd and Pakowhai-Links Roundabout	10,659	9%
Brookfields Rd, near intersection with Pakowhai Rd	4,813	28%
Pakowhai Rd between Te Ara Kahikitea and Evenden Rd	12,920	3%

The light vehicle fleet registered in Hawke's Bay was 132,929 in 2018, which is 42.5% higher than in 2001. However, this increase cannot all be attributed to population growth, as vehicle ownership per

capita across Hawke's Bay grew by 8% between 2015 and 2018, and is now 29% higher than it was in 2001.¹⁰

Hawke's Bay residents are therefore now more likely to own a vehicle and use it to get around, and this is reflected in growth in vehicle kilometres travelled in the region. This now sits at 1.65 billion kms (2018), an increase of 16.2% since 2014.¹¹

3.6. Public Transport

Long distance bus services operate through the region to the Manawatu and Wairarapa, Taupo and Gisborne.

Local bus passenger services operate in and between Napier, Hastings and their dormitory towns; Flaxmere, Taradale, Havelock North and Bay View, with approximately 650,000 passengers carried annually, for a distance of approximately 6.9 million kilometres. The mode share of journeys to work is small, with only 0.5% of the working population travelling by bus according to the 2018 Census. However, 14.5% of children travel to school by either school or public bus.¹²

The use of public buses has declined from 799,000 boardings in 2013-14 to 645,000 in 2018-19.

The increase in car ownership and vehicle kilometres travelled, together with higher employment, appear to be linked directly to lower bus use, and this is borne out by the sharpest decline in patronage on some of the bus services in lower income areas.

An ageing population and consequent development of more retirement villages will require public transport services that are directly targeted to the needs of this sector.

A taxi based Total Mobility scheme is provided for those people unable to use public transport services and carries approximately 100,000 passengers annually. As the population ages, the number of Total Mobility users is likely to increase.

There is no Public Transport offered in Wairoa or Central Hawke's Bay. As more people commute from Central Hawke's Bay to Hastings and Napier for work, using private vehicles, the increase in traffic produces a negative impact on safety on the State Highways and contributes negatively to climate change.

3.7. Walking and Cycling

Since 2002, Hawke's Bay has created over 200 kilometres of off-road cycle trails and well over 100 kilometres of on-road cycle facilities.

The Hawke's Bay Trails on the Heretaunga Plains form part of the NZ Cycle Trails Great Rides network and are largely Grade 1 and 2, flat limestone or concrete pathways. Use of the trails has grown significantly over the years and while many sections are used for commuting, the greatest use comes from local recreational riders and domestic or international tourists.

A riverside trail in Central Hawke's Bay has gained Heartland Ride status through NZ Cycle Trails, and further improvements to the cycle network are planned, including the provision of an off-road cycle link between Waipukurau and Waipawa alongside the State Highway.

Central Hawke's Bay has developed a trail's cycling masterplan building on the success of the Tuki Tuki Trails to create an overarching strategic plan for key cycling routes in Central Hawke's Bay. The key projects in the plan have been included in Councils Long Term Plan 2021 -2031.

¹⁰ <https://www.transport.govt.nz/mot-resources/transport-dashboard/2-road-transport/rd027-vehicle-ownership-per-capita/d028-vehicle-ownership-per-capita-by-region/>

¹¹ <https://www.transport.govt.nz/mot-resources/transport-dashboard/2-road-transport/rd086-vehicle-kilometres-travelled-by-region-billion-km/>

¹² <https://www.stats.govt.nz/tools/2018-census-place-summaries/hawkes-bay-region#travel-to-education>

The completion of a partly built multi-purpose cycle-way between Waipukurau and Waipawa remains a priority of the Plan

In Wairoa, a 7.7km riverside path has been constructed from the town's lighthouse to Whakamahia Beach. Wairoa District Council is currently developing a cycle plan.

The iWay programme in Hastings commenced in 2010 with funding from NZTA to establish a model community. The programme focused on developing key arterial routes to urban areas, complementary on-road cycle lanes on key collector routes, shared pathway projects and a complementary education and promotion programme. In 2015, iWay expanded to Napier with 36.5kms of off-road pathways and cycle lanes now almost completed.

3.8. The iWay Cycle Network

The iWay network is focused on urban travel for commuting and getting around our cities. This is complemented by the Hawke's Bay Trail network (which overlaps iWay networks) that is focused on providing a world class tourism offering, providing scenic off-road experiences to explore the region. Combined these networks provide an extensive regional network for active transport. With the increase in e-bikes it is expected commuting, using both networks, will be an attractive option for many. Despite the significant investment, mode share of journeys to work for active transport modes remains low across the region, with no appreciable improvement noted in Census data to 2018. Active transport mode share in the Hastings District sits at 5.5%, with 10% of people using active modes to travel to work across the region as a whole.

3.9. Freight Demand and Napier Port

The Port of Napier is the fourth largest port in New Zealand by overseas export volumes. It accounts for 10% of New Zealand's export tonnages and is therefore a nationally significant asset. In dollar terms, Napier Port supports more than \$3.4 billion of Hawke's Bay's Gross Regional Product.

There have been significant increases in the freight flow through the Port, with overall tonnages growing from 3.4 million tonnes in 2010 to 5.5 million tonnes in 2019. Napier Port predicts that growth in key freight types through the Port will increase truck movements by 187% (being 171,000 truck movements) along the critical Ahuriri access corridor, between 2018 and 2027.

It is estimated that 70% of freight travelling through HB is generated within region (7.5M tonnes). The main inter-regional freight connection is to the Manawatu –Whanganui region, with 1.6 million tonnes carried on this route.

3.10. Rail

The Palmerston North to Gisborne rail line runs the length of the region, although the section from Napier to Gisborne was closed in 2012 due to a washout of the line. The line between Napier and Wairoa has since been reinstated and a commercial agreement has been reached between Napier Port and KiwiRail for the transport of logs from Wairoa by rail to the port. KiwiRail currently operates a dedicated log service to Whanganui every weekday and this train is utilised to provide four services each weekend. It is estimated that this service will decrease the daily one-way logging truck movements by 50 per day when forest harvesting is in full swing.

Road transport carries 95% of the region's freight, while rail accounts for almost all the remaining 5%. The rail line south from Napier is commercially viable and handles all the region's rail freight.

However, the volume of cargo reaching Napier Port on rail is growing. There is now an average of 40 trains per week arriving at Napier Port, delivering logs, pulp and a variety of containerised cargoes.¹³

¹³ <https://www.napierport.co.nz/wp-content/uploads/2019/03/Napier-Port-Annual-Report-2018-Web.pdf>

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Passenger services between Napier and Palmerston North ceased in 2001 due to low demand and increasing costs. Passenger services between Napier and Gisborne were cancelled after damage to the line caused by Cyclone Bola in 1988.

3.11. Air Transport

The Hawke's Bay Airport hosts regular scheduled domestic flights. Until recently, both Air New Zealand and Jetstar operated passenger services in and out of the airport. However, Jetstar ceased services to and from Auckland in late 2019.

In 2018-19, 750,000 passengers passed through the airport, compared with 450,000 in 2014. The airport is aiming for 1 million passenger movements by 2025; however, inevitably the Covid-19 pandemic will slow growth to some extent.

3.12. Technology and Transport

Travel options and ways of transporting goods are changing rapidly with technological advances. Shared mobility will increasingly move away from traditional methods of provision such as buses, and car ownership in high density areas may reduce as car-sharing and on-demand shared shuttle or car services take their place. As their use increases in Hawke's Bay, infrastructure provision will increasingly need to cater for these alongside more traditional forms of transport.

The limits of micro-mobility have broadened with e-scooters and e-bikes, enabling their use over longer distances due to motor assistance.

Many of these advances are in their infancy in Hawke's Bay but will be increasingly adopted as they become more commonplace in major urban centres.

4. Policy Context

A number of statutes and policy and planning documents provide the legislative and policy context for land transport planning and investment at the national, regional and local level. These have informed the development of this Regional Land Transport Plan (RLTP).

4.1. Core statutes

The **Land Transport Management Act (LTMA) 2003** is the principle statute guiding land transport planning and funding in New Zealand. The purpose of the Act is to contribute to the aim of achieving an affordable, integrated, safe, responsive and sustainable land transport system. The LTMA sets out the core requirements of regional land transport plans and regional public transport plans for every region.

The **Resource Management Act (RMA) 1991** which aims to promote the sustainable management of natural and physical resources and provides the statutory framework for land use planning and the development of regional policy statements, regional plans and district plans. Land use planning can have a significant influence on travel choice and transport network demand. Likewise, transport network investment can shape land use patterns within a region. The Hawke's Bay Regional Transport Committee must take the Hawke's Bay Regional Policy Statement into account when development the Hawke's Bay RLTP.

The **Local Government Act (LGA) 2002** which guides local government planning and the way councils carry out their functions. It includes provisions guiding the development of council long-term plans and infrastructure strategies, where the local funding share for transport network investment is identified alongside other local investment priorities. The LGA also sets out consultation principles that are relevant for development of regional land transport plans.

The **Climate Change Response Act 2002**, which was amended by the Climate Change Response (Zero Carbon) Amendment Bill in 2019. The Act now provides a framework for New Zealand to develop and implement climate change policies that contribute to global efforts under the Paris Agreement to limit the global average temperature increase to 1.5 degrees Celsius above pre-industrial levels. Key provisions include setting a target to reduce net carbon emissions to zero by 2050. The transport sector will have a key role in contributing to achieving this target and the direction set at a national level has informed the development of this RLTP.

4.2. Other National Policy Context

Transport Outcomes Framework

In 2018 the Ministry worked with other government agencies to develop an outcomes framework for the transport system.

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This framework takes a strategic, long-term, and integrated approach to transport and makes clear what government is aiming to achieve through the transport system in the long term. It is an enduring document meant to last beyond government of the day change. The five outcomes are:

- **Inclusive access:** enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare
- **Healthy and safe people:** protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.
- **Environmental sustainability:** transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.
- **Resilience and security:** minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.
- **Economic prosperity:** encouraging economic activity via local, regional, and international connections, with efficient movements of people and products.

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. The Hawke's Bay RLTP has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

Government Policy Statement on Land Transport 2021

The LTMA requires the Minister of Transport to issue the Government Policy Statement on Land Transport (GPS) every three years. The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over a 10-year period, and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with regards to land transport planning and funding.

The 2021 GPS strategic priorities are safety, better travel options, improving freight connections, climate change. Safety and better travel options have been identified as the key strategic priorities. The Hawke's Bay RLTP has taken account of the 2021 GPS direction and priorities, particularly in relation to the identification of its short – medium term transport investment priorities and regional programme. The RLTP contains the following direction that is consistent with the GPS:

- investments that support improved rates of cycling and patronage of public transport to meet transport choice objectives as well as reduce dependency on private vehicles, provide safe transport options and reduce emissions
- measures to improve road safety and reduce deaths and serious injuries
- improvements to freight routes that improve network efficiency as well as resilience and reliability.

Road to Zero – NZ Road Safety Strategy 2020 – 2030

Road to Zero articulates government's vision 'a New Zealand where no one is killed or seriously injured in road crashes', guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade:

- infrastructure improvements and speed management:
- vehicle safety:
- work-related road safety:
- road user choices:
- system management.

This RLTP includes a headline target that is aligned with the NZ Road to Zero Safety Strategy target of a 40 percent reduction in deaths and serious injuries by 2030 by adopting this target at a regional level. (The policy framework and transport priorities in this RLTP respond to the critical and urgent nature of the change outlined in Road to Zero and have considered strategic responses across the five focus areas.)

National Policy Statement on Urban Development 2020

This national policy statement (NPS UD) aims to guide local government decisions about enabling growth, in the right locations. This includes investing in transport networks to drive more efficient and liveable urban forms and ensuring active travel that provides health benefits is a more attractive and accessible choice. The NPS UD will enable more compact, multi-unit dwellings to be built close to public transport, services and amenities, as well as Greenfield development opportunities.

This policy direction will provide important context for land use and transport integration policies within RLTPs, particularly for regions with major urban areas and growth pressures. The NPS UD will strengthen the existing requirement for regions to have future development strategies to guide long term planning. These are now required for New Zealand's major urban centres, including Napier Hastings, and are encouraged in other urban environments. This is important context as the rate and pattern of development will have a significant impact on the transport challenges for the region.

New Zealand Energy Efficiency and Conservation Strategy (NZECS) 2017-2022

Sets the overarching direction for government and specific actions for the promotion of energy efficiency and renewable sources of energy. The current NZECS includes 'Efficient and low-emissions transport' as one of three priority areas, with an associated target for electric vehicles make up two per cent of the vehicle fleet by the end of 2021. The contribution of public transport (fleet and use) and efficient freight movement are recognised in the strategy and this has been taken into account in developing the policies and priorities in the Hawke's Bay RLTP as required by LTMA.

Arataki

Arataki is the Transport Agency's 10-year view of what is needed to deliver on the government's current priorities and long-term objectives for the land transport system. Arataki outlines the context for change, the step changes in existing responses that it believes are needed, and the levers the Transport Agency will use, in partnership with others, to shape change. It includes national, pan-regional and regional summaries. Arataki Version Two has just been released, providing an update in relation to covid impacts.

A number of key insights are identified for the Hawke's Bay region in Arataki and these have informed the development of this RLTP. The step changes that are areas of 'high' focus for the Transport Agency in relation to the Hawke's Bay region when considered in the wider national context are to:

- improve urban form
- transform urban mobility
- tackle climate change
- significantly reduce harms

Waka Kotahi's focus of effort in Hawke's Bay is to help create a safer, more resilient land transport system, one that supports economic recovery and regional growth, maintains critical connections; encourages increased use of public transport, walking and cycling in Napier and Hastings; and provides appropriate levels of service across all transport networks.

Toitū Te Taiao – Waka Kotahi Sustainability Action Plan

Toitū Te Taiao, Waka Kotahi's new sustainability action plan, supports Arataki by setting out the actions Waka Kotahi will take to tackle climate change and create a sustainable land transport system to realise our vision is for a low carbon, safe and healthy land transport system.

4.3. Other National Plans

Other national plans which provide important context for this RLTP include:

Waka Kotahi's Keeping Cities Moving: National Model Shift Plan - this sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice.

The Ministry of Transport's draft New Zealand Rail Plan – this outlines the Government's long-term vision and priorities for New Zealand's national rail network, both freight and passenger networks. The Land Transport (Rail) Legislation Bill will amend the Land Transport Management Act to bring about the proposed policy framework for rail. (UPDATE WHEN IN PLACE – due for release with GPS and may have relevance for Whakatu hub).

One Network Road Classification (ONRC)

The land transport system is currently classified using a single system regardless of who the Road Controlling Authority is. The One Network Road Classification (ONRC) classifies the road transport network based on vehicle-based traffic volumes, strategic corridors and place of significance such as ports, airports and hospitals. ONRC reflects current travel demand and how communities are interconnected.

The Regional partnership is evolving the ONRC classifications to an updated system to be known as the One Network Framework (ONF). It will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. ONF provides an opportunity for more integrated delivery of regional outcomes.

During the 2021/24 period Hawke's Bay Road Controlling Authorities will advance their current ONRC network classifications and transition them into the new One Network Framework in time for the 2024/27 RLTP planning processes.

The One Network Framework will be used to define the strategic transport system and enable a strategic reporting framework in the 2024 review of this RLTP.

The New Zealand Upgrade Programme ¹⁴

The regional component of this programme includes two projects in Hawke's Bay:

- SH2 College Road to Silverstream Cost: \$13m
The vertical and horizontal curve realignment and the addition of a passing lane along a 1.7 km section of SH2 north of Waipukurau in Central Hawke's Bay. It will improve the efficiency and safety of this key freight route between Hawke's Bay, the Manawātū and Tairāwhiti and will improve the connection to Napier Port. This project will support regional economic growth by reducing travel times, improving access and efficiencies for moving people and goods along this key route.
- SH2 Tahaenui Bridge Cost: \$1.2m
The upgrade of Tahaenui Bridge on SH2 between Wairoa and Gisborne to allow two-lane travel. The funding will enable the bridge to be widened to two-way travel and will improve the roading network access and efficiency for those travelling between Gisborne and Hawke's Bay. This bridge is currently the only one-lane restriction on the important link between Gisborne and Napier Port.

4.4. Regional Plans

Regional Policy Statement

The Regional Policy Statement describes the regionally significant natural and physical resource issues. It provides an overall management framework of objectives and policies that applies across the region including the operation maintenance and development of transport infrastructure and the integration of land use with transport infrastructure while:

- a) limiting network congestion:
- b) reducing dependency on private motor vehicles:
- c) reducing emission of contaminants to air and energy use; and
- d) promoting the use of active transport modes.

The Hawke's Bay Regional Public Transport Plan (RPTP 2019-2029) .

The RPTP sets out the objectives and policies that will guide the public transport network and development for the region for the next ten years and is due for a review in 2021. It states that the vision for public transport is:

"To deliver a public transport service which is safe, increasingly used, integrated with other modes and contributes to the economic, social and environmental wellbeing of the people of Hawke's Bay".

Matariki: Hawke's Bay Regional Economic Development Strategy and Plan 2019

The vision of the Matariki Regional Economic Development Strategy and Plan is that: "Every household and every whānau is actively engaged in, contributing to and benefiting from, a thriving Hawke's Bay economy."

The strategy states that this will be achieved by making Hawke's Bay NZ's most innovative region, the leading exporter of premium primary produce, and a hub for business growth. It includes promotion of several transport projects including improvements to SH2 and protection of access to the Port. It seeks a future focused approach to infrastructure investment so that it is resilient and robust as well as delivery of increased environmental sustainability through reduced pollution and greenhouse gas emissions.

Regional Cycle Plan 2015

The Hawke's Bay Regional Cycle Plan is a 10 year plan that sets out the region's priorities for cycling and is undergoing a review in 2020/21. The vision of the plan is "to normalise cycling in Hawke's Bay to such

¹⁴ <https://www.nzta.govt.nz/planning-and-investment/nz-upgrade/regional-package>

an extent that the region is nationally and internationally recognised as providing the most bike-friendly experience in New Zealand.”

The Regional Cycle Plan establishes a coordinated approach for the development and delivery of cycle network infrastructure and promotion across the region to ensure resources are pooled and actions prioritised to achieve the greatest gains for cycling in Hawke’s Bay. The document sets out an infrastructure plan, as well as a marketing and promotions plan and actions aimed at influencing travel behaviour.

4.5. Other regional plans and strategies

Heretaunga Plains Urban Development Strategy 2017

The Heretaunga Plains Urban Development Strategy (HPUDS) is a collaboration between the Hastings District Council, Napier City Council and Hawke’s Bay Regional Council to plan for urban growth on the Plains between 2015 and 2045. It is due for a review commencing in 2021. There are opportunities and benefits from broadening the scope of HPUDS to include Central Hawke’s Bay in the short term and Wairoa in the longer term. It enables a more integrated approach to urban development and consequential transport infrastructure across a wider, interdependent and connected area.

The HPUDS vision is:

“In 2045, the Heretaunga Plains is a place where there are thriving communities, quality living environments with high levels of amenity, and where mana whenua values and aspirations are recognised and provided for, and where:

- There is a growing and resilient economy which promotes opportunities to live, work, play and invest.
- The productive value of its soil and water resources are recognised and provided for, and sustainable use is promoted.
- The urban centres of Napier and Hastings have distinct identities and provide complementary living, working and learning opportunities.
- Community and physical infrastructure is integrated, sustainable and affordable.”

An integrated and accessible transport network will help to achieve this vision and provide connections from new developments to key destinations. The HPUDS lists the following key approaches for transport:

- Making best use of the existing transport network.
- Protecting key intra and inter regional routes (road and rail).
- Supporting economic development in the region by integrating transport with industry and business requirements. These need to be anticipated in a timely manner and planned for in an integrated way.
- Ensuring that development does not compromise key transport hubs or routes and that opportunities for future expansion are not foreclosed (for example at the Port of Napier).
- Implementing the Airport Fans and Airport Noise boundaries.
- Encouraging public transport, walking and cycling in urban areas.
- Promoting live, work and play in order to reduce travel demand.
- Ensuring that suburban areas should have well planned and connected transport networks, including provision for walking and cycling.
- Integrating different modes of transport.

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- Recognising the positive relationship between increased residential densities and greater use of public transport, walking and cycling.
- Looking towards innovative funding solutions for transport needs that consider all methods available.
- Achieving consistency with the NZ Urban Design Protocol.
- Continuing to develop the transport network as identified in the Regional Land Transport Programme

Draft Regional Industrial Land Strategy 2019

The draft Regional Industrial Land Strategy (RILS) is a joint initiative of the Napier City and Hastings District Councils, which evaluates the future industrial land requirements across the Heretaunga Plains for the next ten years. RILS aligns with the Heretaunga Plains Urban Development Strategy (HPUDS), that seeks to achieve a compact design settlement pattern, supporting encourages strategic integration of land use and infrastructure and limits encroachment onto the versatile land of the Heretaunga Plains.

RILS provides recommendations on key actions for each Council to facilitate sustainable industrial development across Napier and Hastings. It also provides the two Councils with the opportunity to review industrial zonings and the regulatory provisions of their District Plans applying to existing Industrial zones

The following is based on draft LTPs 2021. It will be updated as these plans are completed.

4.6. Local Council Plans

Council Long Term Plans 2021-31

The key issues and areas of focus and investment in transport projects for each of the four TAs are as follows:

Wairoa District Council

Key issues

- Resilience -Road network vulnerable to closure from high rainfall and storm events and a lack of alternative routes resulting in disconnected communities and economic disruption
- Changing Demand – Land use change increasing heavy vehicle traffic on rural roads resulting in safety, pavement consumption, and environmental issues
- Accessibility – poor condition, aging bridge stock, and unknown structural capacity resulting in limited access for heavy vehicles
- Mahia Connectivity – coastal erosion and increased demand from tourism and rocket lab traffic results in increased levels of service requirements and safety issues.

Focus and Investment

- Improve resilience to climate change impacts by stabilising key routes,
- Roads that support safer travel through network safety planning and targeted improvements,
- Improve access to productive land by improving the condition of our rural roads and optimising bridge capacity,
- Affordable level of service through value for money solutions & smart procurement.

Napier City Council

- investment in cycle infrastructure and facilities,
- intersection upgrades,
- CBD development,
- implantation of the Ahuriri Estuary Masterplan,

- Puketitiri Rd upgrade, and
- implementation of Local Area Traffic Management (LATM) schemes.

Hastings District Council

- Ageing assets that will need renewal.
- Growth in traffic loadings is putting pressure on the capability of the network
- Increased industry productivity and changes in land use are resulting in unreliable travel time and safety on the network
- Lack of resilience in the roading network can isolate communities and industry
- Perceptions that walking and cycling is unsafe and inconvenient leads to high car dependency.
- Road safety risks across the network results in death and serious injury.

To respond to the above challenges Hastings will be increasing investment in maintaining and renewing existing infrastructure, safety and walking/cycling improvements, as well as upgrades to key corridors

Central Hawkes Bay District Council

Investment in investigation into the district's ageing bridge infrastructure, minor safety improvements and ongoing road network maintenance

These key issues and areas of focus and investment in transport projects are reflected in this RLTP which also provides a regional context and ensures integrated planning and transport network management across the region.

Napier Transport Strategy

Napier City Council has developed a draft Transport Strategy that sets out the Council's vision for transport, outlining what the City values most, with the aim of delivering the types of towns, centres and public spaces that the community wants. The Strategy establishes Council's priorities for investment and demonstrates to external funding agencies that the Council has a strategic, integrated and future-focused programme of transport investment.

The vision of NCC's Transport Strategy is *"Napier has a safe, inclusive and low carbon transport system designed for the future"*.

Hastings Transport Strategy

The overall vision for transport in Hastings is to connect people and places. This is by providing a range of transport options which move people and goods safely and efficiently, for an affordable whole of life cost. To achieve this Hastings has developed a number of business cases to address the issues identified, including walking and cycling, safety, bridges, the transport network and asset management and corridor management plans.

Central Hawke's Bay Land Transport Strategic Framework

Central Hawke's Bay's Land Transport Strategic Framework sets a vision and approach to delivering transport outcomes in Central Hawke's Bay. The Framework prescribes a vision to:

"deliver safe, reliable and lasting road assets that connect our people and our places, and allow our district to prosper"

The Framework further lays out four key pillars for success being:

1. Safety above all else
2. Connected and resilient infrastructure and communities
3. Protecting our natural and built environments
4. Economic resilience and financial sustainability

4.7. The Future Regional Transport Network

This section explains work undertaken as part of a Regional Programme Business Case to better understand the changes we need to collectively make to the transport system in the future, and describes the future vision for integrated land use and transport planning as articulated in the strategic framework section further below.

4.8. Development of a Regional Programme Business Case

Hawke's Bay region, commissioned a region-wide programme business case. This has informed the development of the RLTP and helped identify investment priorities and interventions for the Hawke's Bay region transport network.

While the impacts of Covid-19 mean significant future uncertainties in relation to Hawke's Bay growth and population, the region had been identified by the government as a growth region in 2017 and since then has benefited from increased investment in infrastructure. As a result, many of the projects identified within the 2018 Regional Land Transport Plan have been either delivered, committed or in progress.

While significant improvements have been made to the region's transport network in recent years, there has also been substantial demographic, economic, population and land use change in the region, resulting in impacts on the transport network. The programme business case incorporated a Heretaunga Plains Transport Model update to reflect changes in land use, road network conditions and traffic volumes against 2018 data. Future model forecasting based on data from the latest Heretaunga Plains Urban Development Strategy (HPUDS) identifies the key issues and drivers for change, and identifies the focus for land transport investment over the next 10 years. The business case also included the development of a Network Operating Framework (NOF) which identifies areas of competing demands with the aim of optimising limited road space. This is done by allocating priority road use across the network by mode, place and time-of-day. The outputs of the NOF are used to guide decisions on modal priority along corridors and at intersections and assist in developing solutions.

The programme business case highlighted the following key issues that should be addressed with some urgency and priority:

- There are some major road safety issues in the region, with a record of poor road safety behaviour in Wairoa and increasing deaths and serious injuries on SH5 and other roads. Deaths and injuries arise from:
 - Network deficiencies
 - Poor user behaviour
 - Old vehicle fleet
 - Increase in vehicle kilometers travelled and increases in numbers of cars and motorcycles
- Freight access is the lifeblood of the region and maintaining resilient, reliable and efficient access is critical for the Hawke's Bay economy. Supply chain reliability is reduced because of:
 - Lack of resilience within the network, and a vulnerable and aging infrastructure, including for high productivity motor vehicles
 - Competing user demands
 - limited access and capacity to Napier Port
 - Impacts on transport infrastructure from coastal inundation, erosion and slips
- The region is particularly car dependent, and this is resulting in particularly poor health outcomes in Hawke's Bay as well as preventing goals to reduce GHG emissions from being met.
- People and communities have limited travel choices:
 - Existing transport networks and land use development has resulted in communities with poor transport choices and inequitable access to transport including in Central Hawke's Bay and Wairoa.

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- The provision of public transport services is limited, even in the larger urban areas. More recently there has been declining patronage, which has in part been attributed to lower petrol prices and increasing vehicle ownership.
- While there has been substantial investment in cycle infrastructure in the region, especially for recreation cycling over the last decade, this has not translated into a significant mode shift.

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5. STRATEGIC FRAMEWORK

The Land Transport Management Act 2003 seeks an effective, efficient, and safe land transport system

5.1. The regional vision

The vision for the regional transport system is to foster a vibrant, accessible and sustainable Hawkes Bay.

This means tackling the challenges through achieving the objectives outlined below.

We are aiming to:

- tackle safety and achieve the Road to Zero vision
- reduce emissions and improve health outcomes by increasing the number of trips people make by foot, bike or public transport
- improve freight connections by improving the reliability and resilience of journeys to Napier Port and inter-regionally

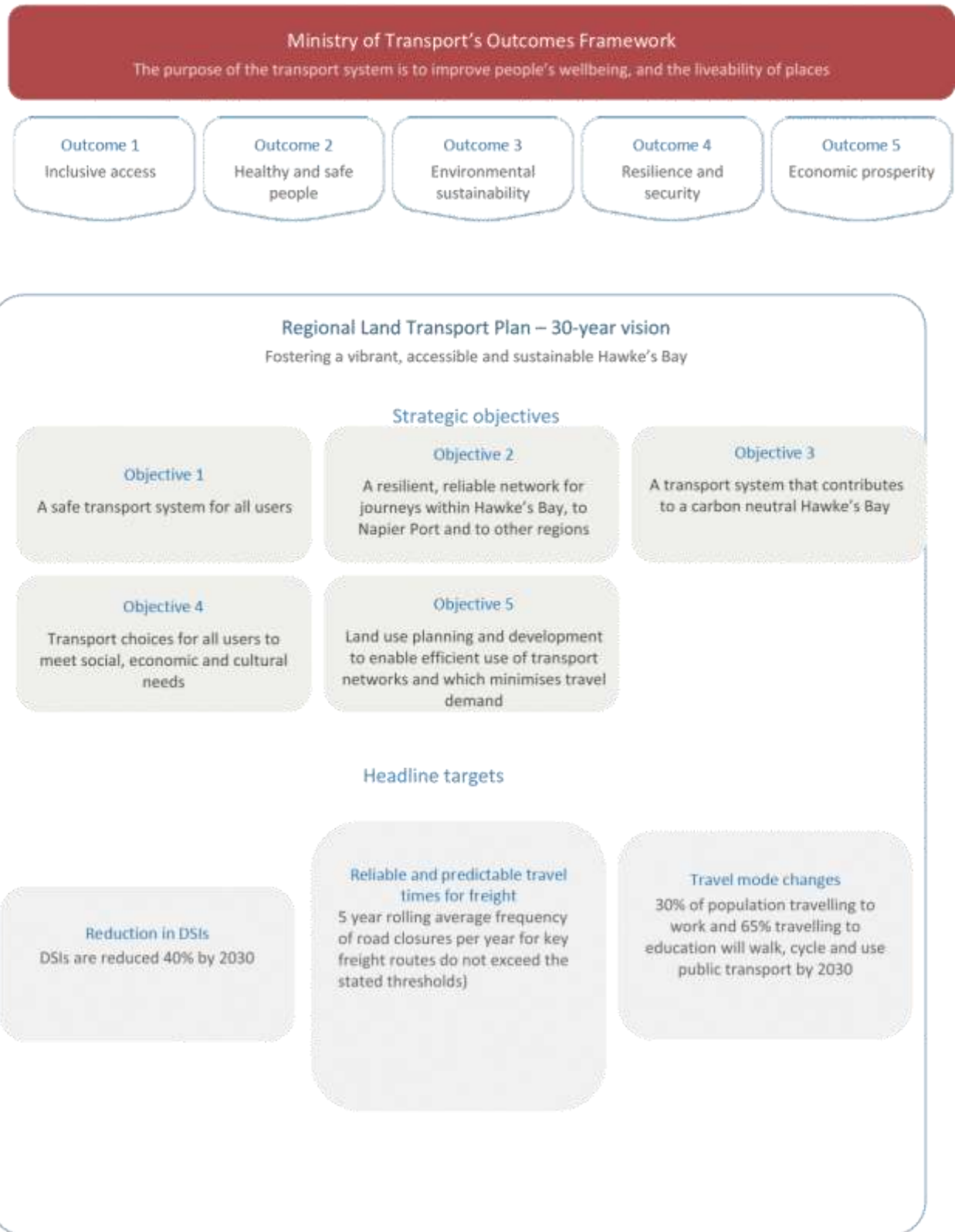
The strategic framework below sets out our objectives and targets to deliver on this vision, and the following section on policies explains how deliver on this vision, with the programme section of the RLTP setting out the activities and associated investment that will be implemented to deliver on our ten year priorities for the regional transport system.



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6. POLICIES



Achieving the strategic objectives identified in this Regional Plan Transport Plan will require more than just investment in transport activities. The policies below will also be taken into account by the Regional Transport Committee and the member organisations when making decisions that impact on transport networks to help achieve the objectives.

The following section outlines the objective and policies that will guide RLTP partners, in delivering the 30-year vision for our transport system. In effect, the objectives describe **what** we want to achieve and the policies set out **how** we will achieve it.

Objective 1: A safe transport system for all users

Policies	
P1:	Develop a consistent approach to speed management across the region
P2:	Develop, implement and report on annual road safety action plans jointly with councils, NZTA, NZ Police and any other road safety funding partners.
P3:	Ensure that safety deficiencies on the network are prioritised and remedied according to risk
P4:	Target road safety behaviour change programmes to high risk users and major crash causes.
P5:	Improve safety and perceptions of safety for public transport, walking and cycling

Objective 2: A resilient, reliable network for journeys within Hawke's Bay, to Napier Port and to other regions

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Policies

- P1: Maintain and improve network resilience and reliability by upgrading aging infrastructure and providing HPMV capability on strategic routes
- P2: Protect the function of key freight routes, including rail, to Napier Port by minimising and managing conflicts between travel modes.
- P3: Support the maintenance of transport network lifelines for Hawke's Bay so that strategic transport links will be maintained in event of an emergency

Objective 3: A transport system that contributes to a carbon neutral Hawke's Bay

Policies

- P1: Transition to public transport options that are realistic, attractive and energy efficient alternatives to the private car for key journeys especially for travel to work and school for all of Hawke's Bay
- P2: Develop and expand safe inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations.
- P3: Work collaboratively with partners, NZTA and transport network users to implement demand management programmes to respond to regional and national transport problems.
- P4: Promote and support the uptake of low emission vehicles
- P5: Promote and support technologies and management solutions that reduce the need to travel.
- P6: Promote and support the use of rail for freight where possible
- P7: Support investigations into coastal shipping to and from Napier Port

Objective 4: Realistic transport choices for all users to meet social, economic and cultural needs

Policies

- P1: Improve the attractiveness and frequency of public transport and ensure it meets people's social, economic and cultural needs for all of Hawke's Bay

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- P2: Develop and expand safe inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations.
- P3: Operate and improve roading networks to the level of service required for their agreed function(s)
- P4: Promote and support the opportunities provided by new technologies micro-mobility options, electric vehicles and new information technology
- P5: Operate transport routes in accordance with their agreed function and levels of service.

Objective 5: Land use planning and development to enable efficient transport networks and minimise travel demand

Policies

- P1: Ensure that the location and design of new brownfield and greenfield development enhances multi-modal access connectivity and support good urban form within new developments and between new and existing sites to:
- minimise the number of private motor vehicle trips required;
 - minimise the distance of remaining private motor vehicle trips;
 - increase the uptake of walking, cycling and public transport.
- P2: Ensure that land use controls protect key freight corridors and that impacts of heavy vehicle movements through urban areas are mitigated or avoided.
- P3: Develop and implement urban design protocols and relevant place and movement frameworks (such as the HDC Urban Design Framework and CBD strategy, One Network Framework) to enhance place value of key urban areas and activity centres and identify performance gaps to prioritise future investments.
- P4: Promote the development of a regional spatial plan, incorporating the regional freight study findings.

7. TEN YEAR TRANSPORT PRIORITIES

This section sets out the most urgent and significant problems that require management action over the next 10 years to make progress towards the vision.

Road Safety

There are some major road safety issues in the region arising from network deficiencies and poor driver decision making.

A resilient, reliable and efficient transport network.

The supply chain reliability is reduced because of a lack of resilience within the network, and a vulnerable and aging infrastructure, including for high productivity motor vehicles and competing user demands.

Sustainable transport choice

People and communities have limited travel choices. The region is particularly car dependent and this is resulting in particularly poor health outcomes in Hawke's Bay as well as preventing goals to reduce GHG emissions from being met. Improvements can be made to existing transport networks and land use planning to improve modal shift.

The main benefits of addressing these problems are:

- Safer transport network
- The transport network is fit-for-purpose for different user needs
- Improved network reliability and adaptability to deal with unknown stresses, severe events and climate change.
- More transport choices
- Better access to sustainable transport mode options and reduced vehicle use

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7.1. Transport priority 1: Road Safety

<h3>Primary Problem</h3> <p>Network deficiencies, an older vehicle fleet and poor road user behavior contributes to crashes resulting in increased road deaths and serious injuries</p>	<h3>Primary Benefits</h3> <ul style="list-style-type: none">• Reduced deaths and serious injuries• Enhanced community wellbeing and reduced suffering• Reduced social, medical, legal, property and other costs• Reduced risky behaviour by drivers		
<h3>The case for investment</h3> <p>Despite an overall improvement in road safety in the region since the early 1990s, some of this gain has reversed since 2014 and the trend to increasing serious injuries and deaths on our roads continues upwards. The social and economic consequences of this for the region are significant.</p> <p>While many of the region’s high-risk crash sites have been addressed, there is further improvement needed in some areas, with some sections of network unforgiving of error and speed limits inappropriate for the road conditions. Poor driver behaviour and choice continues to be a major factor in many crashes. An aging vehicle fleet lacks many of the safety features necessary to protect occupants when mistakes are made.</p>			
<h3>Summary of Evidence</h3> <ul style="list-style-type: none">• Nearly half of the region’s rural state highway network is rated as two-star highways, meaning they have substantial deficiencies.• The vehicle fleet in the Hawke’s Bay region is older than the NZ average and is ageing. Older vehicles lack the safety features of more modern vehicles, and in the event of a crash are more likely to result in a death or serious injury.• Wairoa is significantly over-represented in the Communities at Risk Register as it is a high strategic priority for nine of the 15 road safety factors. For six of these factors, Wairoa is ranked first in New Zealand.• Poor driver behaviour is over-represented in death and serious injury crashes in the region when compared to the national average.• Over the last five years there has been a 45% increase in crashes, and a 19% increase in DSIs.• Over the last 12 months there has been 12 crashes on SH5, resulting in 6 fatalities and 13 serious injuries.			
<h3>Key Investment Partners</h3> <p>Local Councils HBDHB New Zealand Police</p>	<h3>Measure</h3> <p>Deaths and serious injuries</p>	<h3>Long -Term Results</h3> <p>40% reduction in deaths and serious injuries by 2031 (Current rate of DSIs is 10.9 per 100,000 people)</p>	<h3>Data sources</h3> <p>Centralised NTLF database</p>
	<p>Risky behaviours</p>	<p>Decreasing trends</p>	<p>Centralised NZTA database</p>

Priority investment areas (signals for the regional programme of activities)

1. Infrastructure improvements for road, cycling and pedestrian transport

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2. Improved safety of roadside barriers

3. Targeted safety interventions for at intersections and corridors and low kiwiRap rated roads

4. Development of a regional speed management plan

5. Preparation and implementation of annual Road Safety Action Plans that include education and other programmes on speed, driver licensing, young drivers, restraints targeted to high risk activities and communities

6. Implement Safer routes to school programme

7. Targeted safety improvements for vulnerable users

Other priority implementation areas

Programme of activity associated with reducing older vehicle fleet

Road safety enforcement

7.2. Transport priority 2: Freight Supply Chain

<p>Primary Problem</p> <p>Regional freight movement is constrained by vulnerable and ageing infrastructure, competing user demands and Port access limitations, negatively impacting on supply chain reliability and economic productivity.</p>	<p>Primary Benefits</p> <ul style="list-style-type: none"> Improved network resilience (less network disruption) Improved supply chain and travel time reliability (less day to day variation) Increased productivity and reduced economic losses
<p>The case for investment</p> <p>The Hawke's Bay economy relies heavily on roads to connect products to market. However, the region's roading infrastructure is aging and vulnerable to disruption by extreme weather events and sea level rise. There are competing user demands on many sections, particularly in the vicinity of Napier Port. This will increase with predicted growth in activity at the Port but the capacity of access routes is limited.</p>	<p>1</p>
<p>Summary of Evidence</p> <ol style="list-style-type: none"> The region's infrastructure is vulnerable to coastal erosion, with the percentage of local roads and state highways exposed expected to at least double by 2065 and increase 10-fold by 2120. SH2 is the only HPMV route in the region. In the event of a road closure on this corridor, HPMV trucks have no alternative route. Heavier vehicles on the network are placing increasing demands on infrastructure. Many bridges are weight restricted, limiting access on key freight routes for 50MAX trucks. There is only one key freight route to the Port and increasing freight demands are creating severance in Ahuriri. There are limitations with rail freight access to the Port including numerous level crossings, a low clearance bridge and single track limiting the efficiency of rail access. Storage capacity at the Port is also limited, which will be further constrained with forecast growth in exports. A review of data relating to the reliability of the supply chain found that there were no significant issues in terms of route availability or efficiency along key freight corridors. There has been an increase in the number of container trucks missing their booking times, but this may be unrelated to traffic delays. 	

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Key Investment Partners	Measure	Long -Term Results	Data source
Identify key investment partners for this investment area]	Duration and frequency of road closures on key freight routes	Maintain or improve current levels of service (as determined by relevant TLA)	Centralised NZTA data base

Priority investment areas (signals for the regional programme of activities)

1. Regional (state highway and local road) bridge strengthening for HPMV
2. Target sections of road corridor at risk of flooding and inundation and sea level rise,
3. Targeted safety interventions for at intersections and corridors
4. Capacity improvements at pinch points
5. Port access improvements for freight
6. Improved network communication (for real time travel)
- 7.. Development of multimodal networks which includes (detail to come)

Other priority implementation areas

Progressively implement the Network Operating Framework to ensure that routes operate in accordance with their agreed function

7.3. Transport priority 3: Transport Choice

Primary Problem	Primary Benefits
Existing transport networks and land use development have resulted in communities with limited transport choice leading to undesirable health, environmental and socio-economic outcomes	<ul style="list-style-type: none"> Improved transport choice Enhanced community wellbeing and connectivity Reduced deaths and serious injuries
The case for investment	
<ul style="list-style-type: none"> The prevalence of large freight vehicles on the roading network significantly reduces perceived safety for other mode users. Typical residential subdivisions are filled with low density housing and winding cul-de-sacs which do not provide good connectivity for walking and cycling or public transport. Public transport provides good coverage but long journey times and low frequency do not compete effectively with the convenience of the private car. The over-dependence on car travel contributes to low rates of physical activity. 	

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Summary of Evidence

- The region experiences relatively minor congestion, making it easy to travel around by car
- While nearly 70% of households in Napier and Hastings live within 400m of a bus route, only 20% have good access to a frequent route
- Residents in Central Hawke's Bay and Wairoa have no access to public transport
- Cycling infrastructure in the region largely targets recreational journeys, with very few high-quality commuter routes
- More recent subdivision developments feature low density housing and do not promote good connectivity for walking, cycling and public transport.
- Private vehicles make up 90% of the mode split for travel to work, and 45%-60% for travel to education, indicating a community that is very car dependent.
- Car dependency in the region has contributed to a sedentary lifestyle that is reflected in poor health outcomes. Hawke's Bay has the lowest reported physical activity rate in New Zealand and one of the highest rates of adults and children that are overweight or obese.
- Just over 6% of households (3,396) do not have access to a vehicle. A large portion of these households are in rural areas that have no access to public transport, making it challenging to participate in the community.
- The Wairoa District is considered one of the most deprived areas in New Zealand, with a lower than average median income, significantly higher than average unemployment, lower than average vehicle ownership and no access to public transport.

Key Investment Partners

Identify key investments partners for this investment area]

Measure	Long -Term Results	Data source
Use of private vehicles to work and education	Increase in use of active and public transport modes	Centralised data Bus patronage Cycleway counters

Priority investment areas (signals for the regional programme of activities)

- 1 Travel behaviour change initiatives to promote and encourage transport change to active modes
2. Walking and cycling infrastructure improvements to deliver safe and connected networks
3. Pedestrian accessibility improvements
4. Develop multi-modal and end of trip facilities
5. Improve public transport attractiveness, frequency and infrastructure
6. Increase availability of PT in outlying areas and rural townships

Other priority implementation areas

Land use planning integrated with transport planning to minimise the demand for travel including:

- Update and expand HPUDS
- Update transport model to align with changes to HPUDS
- Review or develop urban design frameworks and strategies
- Protection (including bylaws) for new transport modes and on-demand mobility

7.4. Transport priority 4: Sustainable Travel Choices

<h3>Primary Problem</h3> <p>Road transport is one of the only sectors recording an increase in greenhouse gas emissions. Investing in walking, cycling and public transport networks to provide feasible transport choices, increasing the share of freight on rail, and ensuring land use development is integrated with sustainable transport modes will be essential to achieve greenhouse gas emission targets</p>	<h3>Primary Benefits</h3> <p>Reduction in greenhouse gas emissions Improvement in air quality Sustainable transport mode share</p>		
<h3>The case for investment</h3> <ul style="list-style-type: none">• The design of existing transport networks has favoured the use of road freight transport, due to historical lack of government support for rail.• The prevalence of large freight vehicles on the roading network significantly reduces perceived safety for other mode users.• Typical residential subdivisions are filled with low density housing and winding cul-de-sacs which do not provide good connectivity for walking and cycling or public transport.• Public transport provides good coverage but long journey times and low frequency do not compete effectively with the convenience of the private car.• The over-dependence on car travel contributes to low rates of physical activity and significant vehicle emissions.	<h3>Fit with strategic context</h3> <p><i>Explain how the proposed investments fits with existing strategies and plans set out in the strategic context section of the RLTP, including Transport Outcomes Framework, RLTP Objectives and GPS Objectives]</i></p>		
<h3>Summary of Evidence</h3> <ul style="list-style-type: none">• Road transport is one of the only sectors recording an increase in greenhouse gas emissions. In Hawke's Bay between 2013 and 2018 the number of households in the region with no access to a motor vehicle decreased by 24.5%. The light vehicle fleet registered in Hawke's Bay in 2018 was an increase of 42.5% over that in 2001. This increase cannot all be attributed to population growth, as vehicle ownership per capita across Hawke's Bay grew by 8% between 2015 and 2018, and is now 29% higher than it was in 2001,• Private vehicles make up 90% of the mode split for travel to work, and 45%-60% for travel to education, indicating a community that is very car dependent.			
<h3>Key Investment Partners</h3> <p>Identify key investments partners for this investment area]</p>	<h3>Measure</h3>	<h3>Long - Term Results</h3>	<h3>Data source</h3>
	Access to cycleway and bus routes	Higher percentage of urban households near bus routes and cycleways	Spatial data from local councils and bus route information

Priority investment areas (signals for the regional programme of activities)

Transition to decarbonise the public transport and council vehicle fleets

Constructing new and improving existing transport infrastructure that enhances access and multi-modal connectivity

Other priority implementation areas

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<p>Land use planning integrated with transport planning to minimise the demand for travel</p>	
<p>Support and encourage increased use of low emission vehicles</p>	
<p>Promote and support use of rail and coastal shipping for freight</p>	

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8. FIT WITH STRATEGIC CONTEXT

The table below outlines how each investment priority aligns with the outcomes in the Ministry of Transport Outcomes Framework, the priorities identified in the Government Policy Statement on Land Transport, and the strategic objectives of this Regional Land Transport Plan. Collectively, the priorities align with all the outcomes, priorities and objectives in these documents

		MOT Outcomes					GPS priorities				RLTP Objectives				
		Inclusiveness	Healthy and safe people	Environmental sustainability	Resilience and s security	Economic prosperity	Safety	Better transport choices	Improving freight connections	Climate change	A safe transport system for all users	Improved transport choices for all users to meet social, environmental, economic and cultural needs	A transport system that contributes to a carbon neutral Hawkes Bay	Land use planning and development, which minimises travel demand	A resilient, reliable and efficient network for journeys within Hawkes Bay to Napier Port and other regions.
Investment priority	Road Safety	✓	✓			✓	✓				✓	✓			
	Freight Supply Chain				✓	✓			✓	✓				✓	
	Transport Choice	✓	✓	✓		✓		✓	✓	✓		✓	✓	✓	✓
	Sustainable Transport		✓	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓

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0-1	0-2	0-3
0-4	0-5	0-6
0-7	0-8	0-9
0-10	0-11	0-12
0-13	0-14	0-15
0-16	0-17	0-18
0-19	0-20	0-21
0-22	0-23	0-24
0-25	0-26	0-27
0-28	0-29	0-30
0-31	0-32	0-33
0-34	0-35	0-36
0-37	0-38	0-39
0-40	0-41	0-42
0-43	0-44	0-45
0-46	0-47	0-48
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0-70	0-71	0-72
0-73	0-74	0-75
0-76	0-77	0-78
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0-82	0-83	0-84
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0-88	0-89	0-90
0-91	0-92	0-93
0-94	0-95	0-96
0-97	0-98	0-99

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9. REGIONAL PROGRAMME of ACTIVITIES

9.1. Full List of Committed Activities for 2021 – 31

Activity	Phase	Description	Duration	Cost	Status update
XXX District Council					
Waka Kotahi					

(See ss 16(6)(c) and (d) LTMA)

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9.1. Prioritised Programme of Significant Activities

This section sets out the list of transport activities in priority order (as required by s16(3)(d) of the LTMA. The funding source for all activities is a combination of NLTF/local share. (This table is attached separately (attachment 1a) for legibility)

Approved Organisation	Activity	Activity description	Activity class	Phases	Timing	Total Cost	RLTP primary objective	RLTP secondary objective	Weighting	Rating (1 - 10)	Score	Community interest	Growth impacts	BCR	Priority order
Wk	SH5 Napier to Tairāpiti Corridor Improvements	Programme Business Case addressing safety, efficiency and resilience and subsequent Detailed Business Case phase, delivered alongside shorter term Low Cost/Low Risk safety improvements	Investment Management, SH Improvements	PBC, DBC	2021/22 - 2022/23	1,400,000	A safe transport system for all users	Resilient and reliable network	20%	10	208	High	High	High	1
HDC	Maraekakaho Road / York Road Roundabout	Existing T-intersection is performing poorly in both safety and efficiency. Identified as a high risk intersection in HDC Safety Strategy 2007, recommendation for intersection transformation and endorsed in Road to Zero programme	Road to Zero	Implementation	2021/22	\$2,500,000	A safe transport system for all users	Transport choice	20%	9	180	Medium	High	High	2
Wk	Napier Port Access – SH2 Hawkes Bay Expressway	Developing and implementation of a business casenetwork plan to optimise the HB Expressway and provide multimodal access across and along with a focus between Pakohui to Manawatu and enabling a more resilient and reliable network for journeys to the Port.	State Highway Improvements	DBC, Pre-Implementation, Implementation	2022/23 - 2025/26	\$24,000,000	Resilient and reliable network	Transport choice	15%	10	150	High	High	Medium	3
HDC	Hastings Bridges strengthening	Ridge strengthening programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDIAM(200) class 1 limits on local roads	Local roads improvements	Implementation	2021/22 - 2023/24	\$5,025,800	Resilient and reliable network	Transport choice	15%	10	150	Medium	Medium	High	4
Wk	State Highway Multi-modal Access – SH2 Hawkes Bay Expressway	Developing and implement a business case to provide multimodal access along and across the Expressway	Walking and Cycling	DBC, Implementation	2023/24	\$2,500,000	Transport choice	Resilient and reliable network	15%	10	150	High	High	Medium	5
Wk	SH51 Waipatu to Whakatu	Implementing safety improvements on SH51 between Waipatu and Whakatu, transformational project meeting residential and school development transport needs in Waipatu as well as primary production growth need (Road to Zero)	State highway improvements, Walking and Cycling, Road to Zero	Implementation	2021/22 - 2023/24	\$10,780,000	A safe transport system for all users	Transport choice	20%	7	140	Medium	High	Medium	6
Wk/MCC	State Highway Multi-modal Access – Ahuriri Access	Develop and potential implementation of a Business Case to address community severance, safety and multimodal access whilst optimizing freight efficiency	State Highway improvements (TBC)	DBC, Implementation	2021/22 - 2024/25	\$10,500,000	A safe transport system for all users	Transport choice	20%	7	140	High	High	Low	7
Wk	SH51 Ellison St to Farnham Rd	Implementing safety improvements on SH51 between Ellison St and Farnham Road (Road to Zero)	Road to Zero	Implementation	2021/22 - 2023/24	\$15,700,000	A safe transport system for all users	Transport choice	20%	6	120	Medium	Medium	Medium	8
Wk	SH2 Waipapa to Waipukurau shared path	Implementation of the shared path linking Waipapa to Waipukurau including a clip on or similar to address the severance across the Tuki Tuki river.	Walking and Cycling	Implementation	2021/22	\$2,321,200	Transport choice	A safe transport system for all users	15%	8	120	High	High	Medium	9
VDC	Makia connectivity	Nuhaka-Opoutama Road - Blivohole Realignment retreat - coastal protection. Address safety deficiencies on the corridor and address resilience. This corridor forms a critical route to Makia Peninsula and sections of the corridor are currently threatened by coastal erosion. This project is for the blivohole dropout retreat and could be considered part of the next project but is separated in this summary of improvements	Local road improvements			\$2,200,000	Resilient and reliable network	A safe transport system for all users	15%	7	105	High	Medium	Low	10
VDC	Makia connectivity	Nuhaka-Opoutama Road - Blivohole Realignment retreat - coastal protection. Address safety deficiencies on the corridor and address resilience. This corridor forms a critical route to Makia Peninsula and sections of the corridor are currently threatened by coastal erosion. This project is for the 600m coastal protection and could be considered part of the next project but is separated in this summary of improvements	Local road improvements			\$6,200,000	Resilient and reliable network	A safe transport system for all users	15%	7	105	High	Medium	Low	11
VDC	SH56 Waipara to Mungana	Develop and implement the business case to address the safety, resilience and levels of service issues on the corridor in the context of the communities and Te Hāwera.	Local roads improvements				A safe transport system for all users	Resilient and reliable network	20%	3	60	medium	low	low	12

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Other proposed activities

A/C (e.g. Local Roads Improvements)											
Activity	Phase	Description	Cost 21/22	Cost 22/23	Cost 23/24	Cost 24/25	Cost 25/26	Cost 26/27	Total cost	Funding source	RLTP Objective
XXX District Council											
XXX City Council											

(See ss 16(3)(d) and (e) LTMA)

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9.2. Ten Year Forecast by Activity Class

This table will be reformatted to provide information by activity class in the final document

	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	2028/29	2029/30	2030/31
Road to Zero										
Central Hawke's Bay District Council	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hastings District Council	4,840,000	2,670,000	4,670,000	4,100,000	4,223,000	4,349,690	4,480,181	4,614,586	4,753,024	4,895,614
Napier City Council	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Wairoa District Council	895,000	585,000	765,000	210,000	210,000	210,000	210,000	210,000	210,000	210,000
Hawke's Bay Regional Council	542,332	553,178	564,242	575,527	587,037	598,778	610,754	622,969	635,428	648,137
Waka Kotahi - NZ Transport Agency	15,708,092	13,624,667	13,624,667	18,380,000	18,380,000	18,380,000	5,613,333	5,613,333	5,613,333	-
Public Transport Services										
Hawke's Bay Regional Council	4,725,300	4,819,665	4,915,927	5,314,246	5,114,530	5,216,821	5,321,157	5,427,581	5,536,132	5,646,855
Public Transport Infrastructure										
Central Hawke's Bay District Council	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Hastings District Council	70,200	72,300	74,450	76,683	78,984	81,353	83,795	86,300	88,900	91,600
Napier City Council	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000	20,000
Wairoa District Council	-	-	-	-	-	-	-	-	-	-
Hawke's Bay Regional Council	23,000	23,000	23,000	23,000	23,000	23,000	23,000	23,000	23,000	23,000
Walking and Cycling Improvements										
Central Hawke's Bay District Council	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Hastings District Council	4,508,080	4,980,830	3,193,000	3,200,000	3,296,000	3,394,880	3,496,726	3,601,328	3,709,700	3,820,970
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Napier City Council	1,260,000	545,000	805,000	675,000	1,075,000	625,000	550,000	400,000	250,000	50,000
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Wairoa District Council	130,000	75,000	85,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Waka Kotahi - NZ	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Transport Agency	5,177,167	1,156,667	1,156,667	1,156,667	1,156,667	1,156,667	1,156,667	1,156,667	-	-
Local Road Improvements										
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Central Hawke's Bay										
District Council	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000	1,050,000
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Hastings District Council	7,785,987	7,581,330	5,367,409	7,000,000	7,210,000	7,426,300	7,649,089	7,878,561	8,114,918	8,358,366
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Napier City Council	1,405,008	3,910,000	3,555,000	2,810,000	2,475,000	3,440,000	2,025,000	2,340,000	1,575,000	2,225,000
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Wairoa District Council	1,430,000	1,750,000	1,470,000	1,250,000	1,550,000	1,650,000	910,000	860,000	1,400,000	660,000
Department of	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Conservation	-	-	100,000	34,000	34,680	35,374	36,081	36,803	37,539	38,290
State Highway Improvements										
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Waka Kotahi - NZ										
Transport Agency	6,994,674	3,600,673	3,653,920	2,769,899	2,825,297	2,881,802	2,939,439	2,998,227	3,058,192	3,119,356
State Highway Maintenance										
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Waka Kotahi - NZ										
Transport Agency	32,960,317	33,372,722	33,792,137	35,381,025	35,892,879	36,414,971	36,947,505	37,490,689	38,044,737	38,609,865
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Central Hawke's Bay										
District Council	11,273,317	10,973,111	10,912,029	11,044,954	10,932,479	10,748,429	10,850,679	10,850,679	10,748,429	10,850,679
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Hastings District Council	28,981,318	29,725,809	30,485,233	31,490,100	32,437,715	33,417,570	34,420,000	35,452,700	36,516,280	37,611,800
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Napier City Council	7,958,967	8,119,219	8,306,856	8,276,318	8,344,104	7,262,873	7,086,656	7,367,198	7,367,198	7,367,198
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Wairoa District Council	12,174,171	11,892,487	12,004,461	11,877,578	12,011,786	11,850,285	12,827,799	12,431,177	12,497,876	12,262,653
Department of	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Conservation	82,269	82,269	82,269	110,789	112,627	117,708	111,922	120,118	111,153	113,006

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Investment Management										
Central Hawke's Bay District Council	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	-	-	-	-	-	-	-	-	-
Hastings District Council	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	263,500	354,600	295,000	263,500	354,600	295,000	263,500	354,600	295,000	263,500
Napier City Council	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	-	-	-	-	-	-	-	-	-
Wairoa District Council	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	-	-	-	-	-	-	-	-	-
Hawke's Bay Regional Council										
	(budget needs to be added)									
Department of Conservation	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	-	-	-	-	-	-	-	-	-	-
Waka Kotahi - NZ Transport Agency	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
	153,900	-	-	-	-	-	-	-	-	-
Revenue for subsidised activities										
Central Hawke's Bay District Council	Approved Organisation Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
		4,929,426	4,929,475	4,904,431	4,958,931	4,912,816	4,837,355	4,879,278	4,879,278	4,837,355
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	NLTF Revenue	7,393,991	7,093,636	7,057,598	7,136,023	7,069,663	6,961,074	7,021,401	7,021,401	6,961,074
	Other Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
		12,323,417	12,023,111	11,962,029	12,094,954	11,982,479	11,798,429	11,900,679	11,798,429	11,900,679
Hastings District Council	Approved Organisation Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
		21,366,579	21,330,889	20,719,993	21,681,233	22,372,141	23,013,453	23,684,846	24,434,540	25,134,564
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	NLTF Revenue	25,082,506	24,053,982	23,365,099	24,449,050	25,228,158	25,951,341	26,708,444	27,553,843	28,343,232
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	Other Revenue	-	-	-	-	-	-	-	-	-
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	Total revenue	46,449,085	45,384,871	44,085,092	46,130,284	47,600,299	48,964,794	50,393,290	51,988,384	53,477,796
Napier City Council	Approved Organisation Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
		5,443,727	6,438,351	6,485,597	6,023,772	6,091,493	5,802,715	4,952,945	5,180,171	4,713,521
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	NLTF Revenue	487,200	487,200	487,200	487,200	487,200	487,200	487,200	487,200	487,200
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	Other Revenue	487,200	487,200	487,200	487,200	487,200	487,200	487,200	487,200	487,200
		\$	\$	\$	\$	\$	\$	\$	\$	\$
	Total revenue	5,930,927	6,925,551	6,972,797	6,510,972	6,578,693	6,289,915	5,440,145	5,667,371	5,200,721

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Department of Conservation	Approved Organisation Revenue	\$	\$	\$	\$	\$	\$	\$	\$	\$
	NLTF Revenue	41,957	41,957	92,957	73,842	75,126	78,071	75,482	80,029	75,833
	Other Revenue									
	Total revenue	41,957	41,957	92,957	73,842	75,126	78,071	75,482	80,029	75,833
Unsubsidised Activities										
Central Hawke's Bay District Council	Expenditure									
	Unsubsidised Operational Expenditure	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000
	Unsubsidised Capital Expenditure	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total Unsubsidised expenditure	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000
	Revenue for Unsubsidised Activities									
	Local Authority Revenue	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000
	Other Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
	Total revenue	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000	\$ 127,000
Hastings District Council	Expenditure									
	Unsubsidised Operational Expenditure	\$ 4,290,070	\$ 4,318,095	\$ 4,373,765	\$ 4,415,747	\$ 4,447,983	\$ 4,473,730	\$ 4,450,973	\$ 4,502,968	\$ 4,660,615
	Unsubsidised Capital Expenditure	\$ 12,159,697	\$ 13,302,707	\$ 5,071,664	\$ 1,210,750	\$ 3,196,464	\$ 1,674,950	\$ 4,523,450	\$ 3,928,050	\$ 1,573,050
	Total Unsubsidised expenditure	\$ 16,449,767	\$ 17,620,802	\$ 9,445,429	\$ 5,626,497	\$ 7,644,447	\$ 6,148,680	\$ 8,974,423	\$ 8,431,018	\$ 6,233,665
	Revenue for Unsubsidised Activities									
	Local Authority Revenue	\$ 5,844,584	\$ 5,857,169	\$ 5,936,439	\$ 6,049,721	\$ 6,043,258	\$ 6,068,204	\$ 6,045,648	\$ 6,062,243	\$ 6,219,889
	Other Revenue	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086	\$ 1,131,086
	Total revenue	\$ 6,975,670	\$ 6,988,255	\$ 7,067,525	\$ 7,180,807	\$ 7,174,343	\$ 7,199,290	\$ 7,176,733	\$ 7,193,328	\$ 7,350,975
Napier City Council	Expenditure									
	Unsubsidised Operational Expenditure	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064	\$ 3,099,064

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Attachment 1

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9.3. Activities of Inter-Regional Significance	
ACTIVITY	REASON FOR INTER-REGIONAL SIGNIFICANCE
Te Ahu a Turanga: Manawatū Tararua Highway	Construction of Te Ahu a Turanga: Manawatū-Tararua highway project will resolve long-standing resilience challenges associated with the Manawatū Gorge and provide a safe, resilient and efficient route between Woodville and Ashhurst. The new highway is due for completion by the end of 2024.
HB Expressway Safety Treatments (Committed Activity)	The HB Expressway forms part of the key strategic link between Napier Port and the Horizons Region. The Palmerston North - Manawatu sub area is increasingly functioning as a freight hub, and tonnages of freight between the Manawatu and the Hawke's Bay region are increasing. It is important that the HB Expressway functions safely and efficiently
Upgraded Strategic Routes for HPMV capability in the Horizons region TBC	The lower Horizons area acts as a freight hub and logistics centre for the lower North Island, and HPMV entrance capability will ensure that the benefits of HPMV routes to and from the Hawke's Bay Region can be maximised
SH5 Napier to Taupo Programme Business Case	This is an important tourism and freight route for both the Hawke's Bay and Waikato regions. The Programme Business Case will determine the long-term strategy for managing this regional route.

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9.4. Regionally significant expenditure from other funding sources

This table is still to be completed

Activity	A0	Description	Start year	End year	Total cost	Funding source

9.5. Activities to be varied suspended or abandoned

There are no known activities to be varied, suspended or abandoned.

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ASSESSMENT OF THE RELATIONSHIP OF POLICE ACTIVITIES TO THE REGIONAL LAND TRANSPORT PLAN

- » There are a number of programmes that fall outside of the scope of the RLTP yet play a key role in the regional road safety effort; the most significant of which is the road-policing programme.
- » Police enforcement is central to the delivery of a regional safe system response to road safety. Police collaborate with stakeholders across the region in accordance with the road safety policy directives of Safer Journeys, the National Road Policing Plan and District Road Safety Action Plans. Whilst the funding for road policing comes directly from national sources, regional policing activity is planned and implemented alongside the road safety programmes contained within the RLTP. Police use an evidence-based approach to influence road user behaviour through risk-targeted, general and specific deterrence enforcement strategies.
- » Police are involved in regional road safety strategy and planning; road safety promotion and the delivery of roadside education and work collaboratively with Road Safe Hawke's Bay to address the top priority road safety issues in Hawke's Bay – these have been identified as young drivers, drink drivers, speed, loss of control on rural roads and motorcycle crashes. These issues have been identified in the NZ Transport Agency data reports and NZ Police statistic reports.
- » Enforcement operations are coordinated with other regional road safety initiatives such as education to ensure that all activities are appropriately timed and achieve maximum impact.
- » Road Safe Hawke's Bay is run under the umbrella of HBRC and reports to the Regional Transport Committee.

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Monitoring indicator framework [Template D]

[Right click image to change picture for your region]



[Describes how monitoring will be undertaken to assess implementation of the RLTP (s16(6)(e) of the LTMA/how your transport priorities fit with the Transport Outcomes. Use one table for each Transport Outcome to outline the measures, indicators and data sources to be used to monitor progress. Include measures for the headline targets identified in Template A, and indicators (Long term results/Measure) from Template C.]

Outcome: Inclusive access

Measure	Indicator	Specifications	Data Sources
1: Access to cycleways	<ul style="list-style-type: none"> Distance to cycleway 	<ul style="list-style-type: none"> 25% of urban households are within 400m of a cycleway facility 	<ul style="list-style-type: none"> Cycleway maps for urban areas
2: Access to public transport	<ul style="list-style-type: none"> Distance to regular bus route 	<ul style="list-style-type: none"> 40% of urban households within 400m of a regular bus route 	<ul style="list-style-type: none"> Public transport route information by spatial areas

Outcome: Healthy and safe people

Measure	Indicator	Specifications	Data Sources
1: Deaths and serious injuries	<ul style="list-style-type: none"> percentage reduction in deaths and serious injuries by 2020 	<ul style="list-style-type: none"> 40% reduction in deaths and serious injuries by 2030 from 2020 	<ul style="list-style-type: none"> Waka Kotahi crash statistics
2: Risky driver behaviour	<ul style="list-style-type: none"> Trends in risk behaviour as the cause of crashes 	<ul style="list-style-type: none"> A decreasing trend in the number of crashes caused by risky driver behaviour 	<ul style="list-style-type: none"> Waka Kotahi crash statistics

Outcome: Environmental sustainability

Measure	Indicator	Specifications	Data Sources
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1: people using public or active transport for work and education	<ul style="list-style-type: none"> percentage of people using transport methods other than private car for work and education 	<ul style="list-style-type: none"> Travel to work by private vehicle reduces by 20% (to 70%) Travel to school by private car reduces by 23% (to 35%) 	<ul style="list-style-type: none"> Statistics NZ Bus patronage cycleway meters

Outcome: Resilience and security

Measure	Indicator	Specifications	Data Sources
1: Road closures	<ul style="list-style-type: none"> duration and frequency of road closures on the following key freight routes; <p>SH2 SH50 SH51 SH5 SH38 (Wairoa to Onepoto) Porongahau / Wimbledon Road Taihape Road Puketitiri Road Pakowhai Road Anderson Road Whakatu Road Omahu Road Te Ara Kahikatea Karamu Road Havelock Road</p>	<ul style="list-style-type: none"> No change to the duration and frequency of road closures over a 5 year period do not exceed acceptable frequency or duration. <p>(Each TLA will determine the LOS for the key freight routes)</p>	<ul style="list-style-type: none"> Traffic Road Event Information System (TREIS) data

Appendices

Appendix A

SIGNIFICANCE POLICY

1. PURPOSE OF THE POLICY

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of

- the activities that are included in the regional land transport plan under section 16 of the Act; and
- variations made to regional land transport plans under section 18D of the Act.

2. APPLICATION OF THE POLICY

The policy will be used in the following ways

- To determine which activities are significant for the purposes of prioritisation in the plan. (Section 16(3)(d) requires the RTC to determine the order of priority of significant activities that it includes in the plan.)
- To determine inter-regional significance. (Section 16(2)(d) requires the RTC to identify any activities that have interregional significance)
- To identify regionally significant expenditure from other sources. (Section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources.
- To determine whether a variation to the plan is significant and therefore must be consulted on.

(Section 18D requires that significant variations to the plan undergo a public consultation process)

3. DETERMINATION OF A SIGNIFICANT ACTIVITY FOR PRIORITISATION

For the purpose of section 16(3)(d) of the Act, a significant activity is any activity put forward by an approved organisation (including the NZ Transport Agency) that includes:

All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan **other than**:

- Maintenance, operations and renewal programmes
- Public transport programmes (existing services)
- Low cost/low risk programmes
- Road safety promotion programmes
- Investment management activities, including transport planning and modelling
- Business cases that are not part of a package

4. DETERMINATION OF INTER-REGIONAL SIGNIFICANCE

For an activity to have inter-regional significance under section 16(2)(d) it is any significant activity (see above):

- that has implications for connectivity with other regions; and /or

- for which cooperation with other regions is required; or
- any nationally significant activity identified in the Government Policy Statement on Land Transport

5. DETERMINATION OF REGIONALLY SIGNIFICANT EXPENDITURE FROM OTHER SOURCES

For the purposes of Section 16(2)(c), regionally significant expenditure from sources other than the national land transport fund is any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from:

- Approved organisations (where there is no National Land Transport Fund share)
- Crown appropriations
- Other funds administered by the Crown

6. DETERMINATION OF SIGNIFICANCE OF A VARIATION

The Regional Land Transport Plan can be varied at any time, once operative. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant. Certain activities do not require a variation to the Regional Land Transport Plan (Section 18D of the Act) and these are activities proposed by an approved organisation relating to:

- local road maintenance
- local road renewals
- local road minor capital works; and
- existing public transport services

The RTC has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation:

All variations to the Regional Land Transport Plan other than the following are considered to be significant for the purposes of consultation:

- Activities that are in the urgent interest of public safety; or
- New preventative maintenance and emergency reinstatement activities; or
- The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or
- A scope change that does not significantly alter the original objectives of the project – to be determined by the RTC; or
- Variations to timing, cash flow or total cost for improvement projects
- Replacement of activities within an approved programme (eg maintenance programme) or group with activities of the same type and general priority; or
- A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme.

Approved Organisation	Activity	Activity description	Activity class	Phase/s	Timing	Total Cost	RLTP primary objective	RLTP secondary objective	Weighting	Rating (1 - 10)	Score	Community Interest	Growth impacts	BCR	Priority order
WK	SH5 Napier to Taupo Corridor Improvements	Programme Business Case addressing safety, efficiency and resilience and subsequent Detailed Business Case phase, delivered alongside shorter term Low Cost/Low Risk safety improvements.	Investment Management, SH Improvements	PBC, DBC	2021/22 - 2022/23	1,400,000	A safe transport system for all users	Resilient and reliable network	20%	10	200	High	High	High	1
HDC	Maraekakaho Road / York Road Roundabout	Existing T-intersection is performing poorly in both safety and efficiency. Identified as a high risk intersection in HDC Safety Strategy 2017, recommendation for intersection transformation and endorsed in Road to Zero programme	Road to Zero	Implementation	2021/22	\$2,500,000	A safe transport system for all users	Transport choice	20%	9	180	Medium	High	High	2
WK	Napier Port Access – SH2 Hawkes Bay Expressway	Developing and implementation of a business case/network plan to optimise the HB Expressway and provide multimodal access across and along with a focus between Pakowhai to Meanee and enabling a more resilient and reliable network for journeys to the Port.	State Highway Improvements	DBC, Pre-Implementation, Implementation	2022/23 - 2025/26	\$24,000,000	Resilient and reliable network	Transport choice	15%	10	150	High	High	Medium	3
HDC	Hastings Bridges strengthening	Ridge strengthening programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDAM(2016) class 1 limits on local roads	Local roads improvements	Implementation	2021/22 - 2023/24	\$5,025,800	Resilient and reliable network	Transport choice	15%	10	150	Medium	Medium	High	4
WK	State Highway Multi-modal Access – SH2 Hawkes Bay Expressway	Developing and implement a business case to provide multimodal access along and across the Expressway.	Walking and Cycling	DBC, Implementation	2023/24	\$2,500,000	Transport choice	Resilient and reliable network	15%	10	150	High	High	Medium	5
WK	SH51 Waipatu to Whakatu	Implementing safety improvements on SH51 between waipatu and Whakatu .transformational project meeting residential and school development transport needs in Waipatu as well as primary production growth need (Road to Zero)	State highway improvements, Walking and Cycling, Road to Zero	Implementation	2021/22 - 2023/24	\$12,760,000	A safe transport system for all users	Transport choice	20%	7	140	Medium	High	Medium	6
WK/NCC	State Highway Multi modal Access – Ahuriri Access	Develop and potential implementation of a Business Case to address community severance, safety and multimodal access whilst optimising freight efficiency.	State Highway improvements (TBC)	DBC, Implementation	2021/22 - 2024/25	\$13,500,000	A safe transport system for all users	Transport choice	20%	7	140	High	High	Low	7
WK	SH51 Ellison St to Farndon Rd	Implementing safety improvements on SH51 between Ellison St and Farndon Road (Road to Zero)	Road to Zero	Implementation	2021/22 - 2023/24	\$19,700,000	A safe transport system for all users	Transport choice	20%	6	120	Medium	Medium	Medium	8
WK	SH2 Waipapa to Waipukurau shared path.	Implementation of the shared path linking Waipapa to Waipukurau including a clip on or similar to address the severance across the Tuki Tuki river.	Walking and Cycling	Implementation	2021/22	\$2,921,203	Transport choice	A safe transport system for all users	15%	8	120	High	High	Medium	9
WDC	Mahia connectivity	Nuhaka-Opoutama Road - Blowhole Realignment /retreat + coastal protection. Address safety deficiencies on the corridor and address resilience. This corridor forms a critical route to Mahia Peninsula and sections of the corridor are currently threatened by coastal erosion. This project is for the blowhole dropout retreat and could be considered part of the next project but is separated in this summary of improvements	Local road improvements			\$2,200,000	Resilient and reliable network	A safe transport system for all users	15%	7	105	High	Medium	Low	10
WDC	Mahia connectivity	Nuhaka-Opoutama Road - Blowhole Realignment /retreat + coastal protection. Address safety deficiencies on the corridor and address resilience. This corridor forms a critical route to Mahia Peninsula and sections of the corridor are currently threatened by coastal erosion. This project is for the 610m coastal protection and could be considered part of the next project but is separated in this summary of improvements	Local road improvements			\$6,200,000	Resilient and reliable network	A safe transport system for all users	15%	7	105	High	Medium	Low	11
WDC	SH38 Wairoa to Murupara	Develop and implement the business case to address the safety, resilience and levels of service issues on the corridor in the context of the communities and Te Urewera.	Local roads improvements				A safe transport system for all users	Resilient and reliable network	20%	3	60	medium	low	low	12

ATTACHMENT 2

REGIONAL LAND TRANSPORT PLAN PRIORITISATION

The Transport Special Interest Group (TSIG) in conjunction with Waka Kotahi NZ Transport Agency have been working on a consistent approach to the development and preparation of Regional Land Transport Plans (RLTP). This note specifically applies to the prioritisation approach to be used by Regional Transport Committees (RTC) to prioritise significant improvement projects included in the RLTP.

The RLTP is not just a list of activities and projects that seeks inclusion in the National Land Transport Plan by Waka Kotahi. The RLTP consists of two distinct sections that fulfil differing purposes. RLTPs provide the regional context, setting out the problems, and how the proposed investment would address them at a regional level.

The front section of the RLTP sets the strategic context for transport activities in the region with a 30-year horizon. The strategic section is linked to the Ministry of Transport Outcomes Framework. The RLTP provides the strategic framework for an Approved Organisation (AO) activity management plans (AMP) and the AMP provides the background detail that supports maintenance, renewals and improvement projects to be included in the RLTP.

The back section of the RLTP includes the programme of activities that AOs are proposing for funding from the National Land Transport Fund. The RLTP is prepared by the RTC who must set the regions priority for the significant improvement projects AOs have proposed.

Prioritisation allows the region to tell their unique story on the outcomes that really matter and how investment in projects included in the various improvement activities will contribute to the RLTP desired outcomes, their individual community outcomes and the direction provided by the Government Policy Statement on land transport.

This document proposes a prioritisation approach based on principles that regions are encouraged to adopt when developing their RLTP 2021-24. The TSIG/Waka Kotahi working group encourage regions and unitary authorities to use this proposed approach as it will allow Waka Kotahi to consider activities and projects in one region alongside activities and projects of similar priority in other regions. Currently, unique approaches taken by different regions to prioritise their activities and projects make it difficult to draw comparisons.

Projects and activities defined as having a 'high' regional priority may or may not also have high alignment with the GPS priorities. The priority given using the proposed methodology will provide a methodical way for Waka Kotahi to recognise regional importance when confirming projects for inclusion in the NLTP.

Value Proposition

Using the prioritisation principles will give credibility to an activity or projects regional priorities in the RLTP. This will allow Waka Kotahi to recognise regional priorities when administering funding.

The regional priorities can also be used to support applications for investment for projects/packages from PGF and other Crown funding sources. RTCs may utilise the regional priorities to support advocacy for projects in their respective region.

Prioritisation Approach

The prioritisation approach is recommended by the TSIG/Waka Kotahi working group for Improvement Activities of more than \$2 million. Projects to be prioritised must show strong alignment with the strategic 'front end' of the RLTP. Rather than recommend a detailed process the working group are recommending a principles-based approach that will allow regions a little more flexibility in their prioritisation process but still provide Waka Kotahi with confidence that a consistent approach has been taken across the sector.

Principles to be applied

The base principles are;

- Road maintenance and renewal, Public transport existing services and road safety promotion are considered as "continuous programs. All continuous programs are eligible for NLTF funding within the relevant activity class. The allocation of NLTF funds to continuous programs will take account of cost-effective levels of investment to maintain an appropriate customer level of service when considering the distribution of available funds. These should be listed, and any inter-dependencies specified. These activities do not require prioritisation at a regional level.
- Low cost, low risk (LCLR) activities (those costing less the \$2m) are being assessed at the programme level. There should be a strong linkage between the AMP and RLTP that provides insight to the quality and value proposition of these programs. These should be listed, and any inter-dependencies specified. These do not require to be prioritised at a regional level.
- Activities being developed, in a Programme Business Case, Indicative Business Case or Detailed Business Case stage, may be prioritised to demonstrate their importance to the region but under normal circumstances would not be prioritised.
- Activities including business cases that are part of a package are prioritised as part of the package and not as an individual item.
- Activities with contracts signed and funding allocated from any source (e.g. property, pre-implementation and implementation), are considered as "committed". These should be listed, and any inter-dependencies specified. These do not require to be prioritised on a regional level.

The above is a guide but is not intended to omit any activity or project from being in the priority list by the RTC. It will be each RTCs choice whether to include activities or projects that they deem are significant at a regional level. The inclusion of an activity in the priority list would also provide additional visibility along the process, provide RTC an opportunity to elevate its importance.

The principles are developed in alignment with Waka Kotahi's guidance on developing regional land transport plans and should be updated as required.

Statutory Context

According to the Land Transport Management Act (LTMA) 2003, a regional programme should include:

- Outline of funding sources, e.g.NLTF, local rate contributions, central government (PGF, NZUP etc.

- List of region's 'significant' activities proposed for funding over the next 3 to 6 years in priority order
- List of inter-regionally 'significant' transport activities
- A 10-year financial forecast

Section 16 (3)(d) of the Land Transport Management Act 2003 (Act) requires significant activities to be ranked by priority. 'Significant' activities are not defined in the Act, and RTCs are responsible for defining 'significant' activities for prioritisation.

A suggested definition of 'significant' activities is provided in Table 1, and it could be adapted to reflect each region's requirements as defined by the RLTP strategic 'front end'.

Table 1: Suggested Definition of Significant Activities

Significant Activities		
Section 16 (3)(d)	Significant activities - to be presented in order of priority	All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than : Maintenance, operations and renewal programmes Public transport programmes (existing services) Low cost/low risk programmes Road safety promotion programmes Investment management activities, including transport planning and modelling Business cases that are not part of a package
Significant inter-regional activities		
Section 16 (2)(d)	Activities that have inter-regional significance	Any significant activity (see above): <ul style="list-style-type: none"> • that has implications for connectivity with other regions; and /or • for which cooperation with other regions is required; or • any nationally significant activity identified in the Government Policy Statement on Land Transport <p><i>Note:</i> Regions should connect with their neighbours to identify activities or programmes that connect to and/or depend on each other to be successful. This can also inform the prioritisation process. For example, a region may wish to adjust the priority of an activity to the same level as that of a connecting activity in a neighbouring region to maximise them being considered in combination rather than separately.</p>
Significant expenditure funded from other sources		
Section 16 (2)(c)	Significant expenditure on land transport activities to be funded from sources other than the National Land Transport Fund	Any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from: Approved organisations (where there is no National Land Transport Fund share) Crown appropriations Other funds administered by the Crown

Prioritisation Approach

- To link the strategic 'front end' with the 'Improvement Activities >\$2 million' requires AOs to align their projects with the 'most fitting' investment priority agreed by the RTC.
- In most Regions, there will not be many Improvement Activities >\$2 million included in the RLTP. (N.B. The low cost / low risk threshold has been increased to \$2 million per project)
- If more than one project aligns with an investment priority, the RTCs technical officers advisory group will need to achieve consensus on each project's contribution to the investment priority using their professional expertise.

Example Scenario

In this scenario, there are only five activities that meet the definition of significant activity for the two investment priorities.

For the prioritisation, the TOG used their technical expertise and local knowledge to achieve an agreed contribution distribution of the two activities.



- The raw score for Activity A is 42, calculated as 60% of 70, i.e. $0.6 \times 70 = 42$
- The raw score for Activity D is 18, calculated as 30% of 60, i.e. $0.3 \times 60 = 18$
- On this basis, Activity A would be priority 1 in the RLTP and Activity D, priority 2. This reflects the technical position of the prioritisation approach and is a recommendation of the TOG.
- RTC may decide to elevate Activity D to priority 1, to promote its importance to the region, and the provision of a reason for such event is recommended.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 11 December 2020

Subject: TRANSPORT MANAGER'S DECEMBER 2020 REPORT

Item 7

Reason for Report

1. This item updates the Committee on a range of transport issues and seeks direction in relation to the Regional Cycling Governance Group

Officers' Recommendation(s)

2. Most of the report is for information and presented to the Committee as an information item.
3. This report also considers integration of the strategic planning and direction for the Hawke's Bay cycleway, including the iWay and Hawke's Bay Trails, with the development and implementation with the Regional Land Transport Plan and makes a recommendation to include representation on the Regional Transport Committee by the Hawke's Bay Cycle Governance Group.
4. That the RTC support the proposal to Regional Council to continue with the flat low fare structure, pending an annual fare level review or review of fares in relation to on-demand services.

Executive Summary

5. A workshop was held with RTC members to discuss content and direction for the Regional Land Transport Plan. This workshop led to further development of the draft plan which is to be considered under a separate report in this agenda.
6. The TAG has met on several occasions to further develop the RLTP and also attended the RTC workshop.
7. The Driver Licensing Governance Group considered applications for funding programmes to improve the number of people gaining their full driver's licence.
8. We received communication from a ratepayer outlining community concerns about changes to a school bus route.
9. The Regional Cycling Governance Group discussed the possibility for more integration with the RTC in respect of regional transport objectives at their recent quarterly meeting.

Background/Discussion

Driver Licensing

10. The Driver Licensing Governance Group was tasked with allocation of funds available to improve the rates that drivers moved through the driver licensing requirements from learners to holding full licenses. The group received three applications for driver license training programmes from:
 - 10.1. GOT Drive
 - 10.2. Connecting for Youth Employment Trust
 - 10.3. Wairoa College
11. The applications were all approved for the first year's programme.
12. A separate application from GOT Drive was also received. They sought funding to run a driver instructor programme to increase the number of driving instructors by delivering local training programmes.
13. Contracts have been prepared with all these providers with delivery of their programmes to be completed by June next year. These service providers also sought funding for a

further two years so that programmes could be more effectively supported and continued.

14. Each applicant also sought funding for a further 2 years (which enabled on-going continuity in the delivery of programmes). The additional two years funding was approved in principal by the Governance Group, but on the proviso that local share funding to support NZTA contributions would also be available. The Governance Group undertook to seek this on-going funding from the organisations contributing to the current programme i.e. the local councils, Te Taiwhenua o Heretaunga and Ngati Kahungunu Inc.

School Bus Service

15. The Ministry of Education provides transport solutions for students travelling to schools and manages bus contracts to provide this service.
16. The school bus service is provided for students subject to the following restrictions:
 - 16.1. Transport is provided to the nearest school
 - 16.2. Students must live more than 3.2 km (primary) or 4.8km (secondary school)
 - 16.3. There is no suitable public transport option.
17. School students regularly use the public transport network and in limited circumstances where student use overwhelms the public service, additional bus routes are added to the service operated by the Council (for example, a school bus route from Flaxmere to Hastings Boys High School and another from Napier to Rudolf Steiner). Students will pay the usual fare.
18. The Ministry provides transport solutions where there is no public transport and is generally provided free to eligible students. In some places, the school bus operator might allow the public to use the bus if there is capacity.
19. The Ministry reviews its services regularly as student numbers and transport demand changes over time. A recent review led to local issues for Elsthorpe parents who were using the school bus for high school students travelling to Havelock. The Havelock school is not their closest school.
20. The Ministry of Education bus policies are also used in part to protect school rolls by not providing transport solutions for students who attend schools that are further away. However, parents still have a choice as to what school their children attend, and the closest school is not always their favoured option.
21. The Elsthorpe scenario illustrates this issue and demonstrates how it results in parents increasing transport demands as they find other solutions. The consequence of losing access to school bus services can result in an increased transport demand/private vehicle use as parents continue to send children to their favoured school.
22. The Council's public transport staff and the local Ministry of Education staff tasked with managing the delivery of school bus services currently maintain close contact in respect of the services being delivered, particular where changes in one service potentially impact on the other.
23. However, any decisions are constrained by how these services are managed. There are quite separate objectives and policies and funding models guiding delivery of school and public transport solutions. The possibility of integrating planning and delivery of transport solutions for school students and the wider public is not something that can be resolved at a regional scale.
24. This Committee is considering a significant new objective in relation to reducing use of private vehicles. It will need to explore new opportunities or ways of providing transport choice to its community so they can meet their objective.
25. Public transport and the school bus services both provide transport solutions as well as transport choices. Both contribute to reducing use of private vehicles. Integrating decisions about how these services are provided and funded could enable both services to maximise the benefits and improve overall efficiencies of these services. This

includes not just considering before and after school services for students, but integration with public transport where after-school activities lead to great use of private cars because of the limitations of the school bus service.

26. The RTC could consider advocating to both the Ministry of Transport and the Ministry of Education to consider a more integrated approach to the delivery of school bus and public transport services that better enables wider transport objectives to be met for both students and the public.

Regional Cycling Governance Group

27. The Regional Cycling Governance Group meets quarterly to consider preparation and implementation of the Hawke's Bay Regional Cycling Plan. The establishment of the Hawke's Bay Regional Cycling Governance Group was originally an operational requirement of NZ Cycle Trail Incorporated. NZ Cycle Trail Incorporated provides for the governance and management of the NZ Cycle Trail and of which Hawke's Bay Trails is a Great Ride member.
28. NCC, HDC WDC and CHBDC have their individual cycle networks in development. The Regional Cycle Governance Group performs a valuable regional cycling/walking overview role for the development of networks for both recreational and transport. HBRC oversees the Hawke's Bay Trails network of HBRC in conjunction with NCC, HDC.
29. The Group's membership includes elected representatives from the HBRC, Napier, Central Hawkes Bay, Wairoa and Hastings Councils, and representatives from Hawke's Bay Tourism, the District Health Board, and the NZTA. It is also supported by technical staff from the member councils.
30. The Cycling Plan is not a statutory plan, but is developed as part of managing the Hawkes Bay Trails network as well as integrating with the local cycle iWay networks. The iWay network is the urban shared cycle/walking infrastructure being developed by Napier and Hastings Councils. The cycling plan addresses recreational and sporting cycling activities as well as transport choice and includes within its brief a consideration of health outcomes for the community. The governance group also oversees cycle safety education.
31. The Regional Cycling Governance Group recognises the linkages and overlaps between its functions and goals and those of the Regional Transport Committee. It is also aware of the ambitious target for mode shift the Council is considering in the Regional Transport Management Plan. The group supports closer liaison with the RTC to ensure goals, objectives and programmes are aligned.
32. The critical contribution that cycling and walking will make to meet the Committee's mode shift targets suggests a need for a greater line of sight and connection between the Committee and the cycling governance group. It is suggested that this could be provided through inviting a Regional Cycling Governance Group to be an advisory member of the Committee.
33. The Transport Technical Advisory Group could also be further supported by including technical input by the HBRC Cycle Network Co-ordinator in the TAG.

Bus Flat Fare Review

34. Since we went live with the new Bee card system at the end of August 2020, we have been operating a low flat fare trial (approved by Council earlier in the year).
35. The fares are:
 - 35.1. \$3 cash or \$2 with a Bee card for a two zone trip (between Napier and Hastings)
 - 35.2. \$2 cash or \$1 with a Bee card for a one zone trip (within the Napier area; within the Hastings area).
36. The boundary is EIT, which means EIT students pay only a one zone fare wherever they travel to/from.

37. The new simplified fare system is proving to be very popular with passengers and bus drivers.
38. It is believed that the low fares contributed to post-Covid patronage of 96%, which is higher than other regions of NZ, which are around 90%. This increase in patronage is a positive step in our climate change battle and it will help us to meet our target of reducing the number of car journeys being made.
39. The amount of cash fares being presented has also reduced, which is good news for the health and safety of bus drivers. Some regions have moved/are moving to eliminate cash fares, however at this time we are not considering this as we believe it would cause unnecessary hardship and inconvenience for some of our passengers, particularly those on low incomes who cannot afford to purchase a Bee card (\$5) and minimum top-up (\$5).
40. If we are to revert to our old fare structure we will need time to let our passengers know of the changes, we will also need to be prepared for hundreds (possibly thousands) of phone calls/visits from Bee card holders wanting council staff to update their concession status. For this we need to sight evidence i.e. tertiary student ID, Community Services card, and we're not geared up to do this at reception as reception staff don't have access to the Bee card Customer Service Workstation (we only hold two CSW licences).
41. Reverting back to the old fare structure will result in reduced patronage. We know that there is an element of 'inconvenience' in using public transport, however the low fares have made that inconvenience worthwhile. Increasing the fares will see many passengers return to the comfort and convenience of their own personal vehicles.
42. Retaining the current fare tariff is demonstrating Council's commitment, in a tangible way, to reducing the number of private car journeys and reducing emissions by approximately 180 grams of CO2 per kilometre (in a light vehicle).
43. The fare is currently very low however, and is likely to require review as part introducing the on-demand service. Given the reasons above we favour continuing to operate the current flat fare at the current low fare levels until we carry out the annual fare review at the end of this financial year.
44. However, we also note that Waka Kotahi/NZTA is proposing some changes to the Public Transport Investment Policy and the Guidelines for regional fare policy development which may impact on this fare review proposal.
45. We are seeking the RTC support for the proposal to Regional Council and NZTA to continue with the flat low fare structure, pending the annual fare level review or review of fares in relation to on-demand services.

Climate Change Considerations

46. The public transport and cycling transport issues do not directly impact on climate change, however they have some relevance in supporting shift in modes of transport to more sustainable options and thereby assisting with meeting emissions targets.

Considerations of Tangata Whenua

47. In respect of road safety issues and driver licensing, some communities are at higher risk than others. This particularly includes Wairoa, which features in adverse death and serious injury statistics as well as in relation to driver licensing.

Decision Making Process

48. Council and its committees are 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:
 - 48.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 48.2. The use of the special consultative procedure is not prescribed by legislation.

- 48.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
- 48.4. The persons affected by this decision are people with an interest in transport, particularly delivery of cycling infrastructure and public transport
- 48.5. 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 Regional Transport Committee

1. Receives and considers the "HBRC Transport Manager's December 2020 Report" 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 and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Recommends to the Regional Council and the New Zealand Transport Agency that the flat fare for public transport be continued until the annual fare level review or review of fares in relation to on-demand services.
4. Invites a representative of the Regional Cycling Governance Group to be an advisory member of the Committee.
5. Directs the RTC Technical Advisory Group to include cycling expertise within their terms of reference.

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Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 11 December 2020

Item 8

Subject: ROADS SAFE UPDATE

Reason for Report

1. This regular report provides the Committee with an update on road safety statistics in the region and a snapshot of road safety activities undertaken by Road Safe Hawke's Bay.
2. It also describes the process for developing and reporting on the Road Safe Action Plan and suggests measures to provide the Committee with a greater level of direction and oversight.

Officers' Recommendation(s)

3. The committee's direction for how it wishes to manage the development, implementation and evaluation of the Road Safe programme is sought.
4. The 3 year Road Safety programme is also attached for the Committee's endorsement.

Executive Summary

5. This report provides the usual summary of programme activities and road death statistics. It also describes the process used to develop the Road Safe programme.
6. It also discusses the process by which the Road Safe programme is developed and suggests some changes to the current process.

Background /Discussion

7. There are three significant documents that provide the direction for the road safety activities, including:
 - 7.1. The Government Policy Statement for Land Transport (GPS)
 - 7.2. "Road to Zero "– the NZ road safety strategy 2020.
 - 7.3. The Hawke's Bay Regional Land Transport Plan
8. The current Regional Land Transport Plan addresses road safety and includes a number of strategic objectives and policies directed at reducing deaths and serious injuries.
9. The proposed draft of the Regional Land Transport Plan now goes further to include specific new targets to reduce deaths and serious injuries aligning with the national Road to Zero strategy.
10. The focus for road safety in New Zealand is provide through the Road to Zero Strategy which recognises that all elements of the road system need to be strengthened, including road infrastructure, speed management, vehicle safety, road user choices. This approach recognises that all parts of the system have an important role in reducing our crash rates; if people make mistakes, then our roads, roadsides and vehicles should, as much as possible, protect them and other road users from harm.
11. The Road Safe Hawke's Bay programme addresses road user choices and activities focus on the high risk road safety for the region and includes the following projects over the next three months:
 - 11.1. Preparing for the Christmas themed checkpoints across Hawkes Bay with the Impairment prevention team
 - 11.2. Fatigue stop to be implemented at Raupunga on the 27th December in partnership with New Zealand Police

- 11.3. Continue to develop the social media DVD with all associated partners from the Expo. This will highlight the collaboration of the partners to reduce road trauma
- 11.4. Plan the media coverage leading up to the Xmas and New Year period
- 11.5. Revise all the Project Plans to reflect the guidelines and outcomes relating to Road to Zero Strategy
- 11.6. Setting activity dates with NZ Police for checkpoints and fatigue stops for next year
- 11.7. Continue the planning for the HB Youth Road Safety Expo

Hawke's Bay Statistics

12. Road death statistics are reported by the NZTA with data to end November shown below. The total below does not include the recent crash on SH2 which claimed the lives of 3 young people.
13. The number of road deaths so far this year (updated to 23) exceeds totals for each of the previous 5 years.

Road deaths by region - year to date (01 January - 30 November)

Region

Type of user by region - year to date

Type of road user	2016	2017	2018	2019	2020
Driver	8	10	6	10	8
Passenger	3	2	3	3	5
Motorcycle riders	1	1	3	2	3
Pedestrian		2	1	1	4
Cyclist		2	1	1	
Total	12	17	14	17	20

Age group by region - year to date

Age group	2016	2017	2018	2019	2020
0-15	2			1	1
16-19	1	1	3	1	1
20-24	5	3	3	2	3
25-39	1	6	3	4	6
40-59	1	4	2	5	4
60+	2	3	3	4	5

Gender by region - year to date

Gender	2016	2017	2018	2019	2020
Female	6	3	5	5	6
Male	6	14	9	12	14

The Road Safe Programme

Funding and programme development

14. The Road Safe programme is part of the continuing annual programme developed and delivered by Road Safe Hawke's Bay team including the Road Safe Partners. The Road Safe Partners are the contributing Councils, NZ Police and NZTA. There are other groups and organisations who contribute to or support Road Safe Hawke's Bay including Plunket, Hauora Providers, Early Childhood providers, District Health Board, St John Ambulance Service and Fire and Emergency Service.

15. Road Safe also supports and complements other road safety initiatives. While there is no funding increase in the Road Safe programme sought within the next RLTP term, there is other planned work on roading infrastructure for cycleways, walkways and intersections as well as infrastructure work on SH5 also aimed at reducing deaths and serious injuries. The Road Safe programme provides a platform that supports and complements this work.
16. The application for road safe funding for the next three years being made as part of the current Regional Land Transport Plan review process reflects a similar level of expenditure and effort as the last 3 years. The 3 year programme is provided in Attachment 1 to this report. This report seeks the RTC endorsement for this programme as part of the RLTP programme.
17. The local share funding is contributed by the Regional Council as well as the 4 local councils. The application assumes an on-going local share contribution as in previous years. Special projects such as such as the driver licensing programme can attract further funding provided local share can be raised.
18. Waka Kotahi provides the balance funding at a financial assistance rate for our road safe programme of 51%. The Driver License Programme attracted a 74% level of assistance.
19. The funding application is for activities that target the high-risk road safety issues for the region, what we plan to do under each category, who we will do it with and what the intended outcomes are. All the work is related to the RLTP policies and based on risks identified in the Communities at Risk Register (Waka Kotahi).
20. The funding application provides the overall direction and content of the Road Safe activities and this guides the development of an annual work programme. This year's annual programme is provided as attachment 2 for the Committee's reference.
21. The development and oversight of the road safe programme was historically carried out by a Road Safe sub-committee of the Committee. This sub-committee was disbanded 8 years ago in favour of direct reporting to the Committee. However, in practice, the development of the Road Safe programme has been somewhat independent of direct input by the RTC since then. Instead, the Committee member organisations are provided annually with the proposed Road Safe Programme information and requested to review and provide feedback on the programme content.
22. Note that the Road Safe programme will contribute to meeting the proposed new target to reduce deaths and serious injuries by 40%. The programme aims to reduce the incidence of risky behaviour or increase uptake of safe behaviours (such as promoting breaks through the fatigue stops). It is part of a three-pronged approach that includes education, enforcement and infrastructure management. The overall success can be measured by the reduction in crash statistics, though this is hard to attribute to any one factor.
23. NZTA are also collecting increasing detailed statistics in relation to risk behaviours contributing to crashes. These indicators are now reflected in the draft RLTP and will provide additional measures or indicators for the Road Safe programme.

RLTP oversight and evaluation

24. As noted above there was previously a Road Safe sub-committee of the RTC that previously considered the programme development and funding proposals to NZTA as well as regular oversight and input into the annual delivery of the programme.
25. Two options for future management of the Road Safe Programme are suggested:
 - 25.1. Re-establish the Road Safe sub-committee to:
 - 25.1.1 Receive and provide input into the 3 year programme for approval by the RTC with each RLTP review
 - 25.1.2 Provide input and oversight of the annual programme

- 25.1.3 Receive evaluation reports on significant projects implemented under the Road Safe Plan
- 25.1.4 Report to the regular meetings of the Committee.

Or

- 25.2 Direct RTC oversight of the Road Safe programme as above and
 - 25.2.1 Require the TAG to provide technical advice on the preparation of the 3 year review of the Road Safe Programme and development of the annual Road Safe plan and
 - 25.2.2 Require the TAG to provide quarterly reports to the Committee on the implementation of the annual road safe plan and provide evaluation of significant projects.

Decision Making Process

- 26 Council and its committees are 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:
 - 26.1 The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 26.2 The use of the special consultative procedure is not prescribed by legislation.
 - 26.3 The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
 - 26.4 The persons affected by this decision are people with an interest in transport, particularly in how the Road Safe programme for road users is developed and implemented.
 - 26.5 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 Regional Transport Committee:

- 1. Receives and considers the "Roadsafe Update" staff report.
- 2. Approves the 3 year Road Safe Programme contained in Attachment 1
- 3. Either
 - 3.1. Establishes a Road Safe sub-committee which is directed to provide direction and oversight into the review of the 3 year Road Safe Programme, and the development and implementation of the annual Road Safe programme and to receive regular reports from the sub-committee,
 - or:
 - 3.2. Directs the RTC-TAG to:
 - 3.2.1. provide technical advice on the preparation of the 3 year review of the Road Safe Programme and development of the annual Road Safe plan and
 - 3.2.2. provide quarterly reports to the Committee on the implementation of the annual road safe plan and provide evaluation of significant projects

Authored by:

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PLANNING**

Attachment/s

- [!\[\]\(13dd0e1ab3baa23f7c1ed52b3eec2756_img.jpg\) 1](#) Road Safe Programme 2021-2024
- [!\[\]\(5ed985c65f50e5350eeeb77f03c2e095_img.jpg\) 2](#) Road Safe Report Annual Programme 2020-2021

ATTACHMENT 1

Road Safe Programme 2021-2024

ACTIVITY	PROBLEM/OPPORTUNITY	PROGRAMME DESCRIPTION	TARGET AUDIENCE	2021/22	2022/2023	2023/2024	THREE YEAR PROGRAMME COSTS	MEASURES OF SUCESS
Alcohol Impaired by drugs and/or alcohol	Road to Zero places human wellbeing at the heart of our road transport planning. It outlines a road safety system that supports and expects road users to make good choices, but acknowledges that we can all make mistakes. I	HB Youth Road Safety Expo: An education opportunity for Year 11 Students with focus on: safety, responsibility, driver licencing, WOF, Road Code, roading infrastructure, emergency services etc. The purpose is to provide information to support students through the Graduated Driver Licence programme and their responsibilities as drivers. Increase knowledge and understanding around road safety and that they as new drivers will drive safely at all times to increase their safety, their passengers and other road users. The students are able to talk to associated stakeholders during the expo and increase their knowledge, understanding, responsibilities, potential risks and consequences. Drug Driving: Road to Zero: Evidence indicates that many illicit substances can impair driving. There is a large body of international research on the impacts of drugs on driving ability. Overall, international studies show that many illicit substances can slow reaction time, increase risk taking and cause fatigue, particularly when taken in combination with alcohol or other drugs. When combined with alcohol or other drugs, the negative effects can be even larger. Methamphetamine has been found to be the most risky drug to use before driving and is the drug found with increasing prevalence compared to other drugs in fatal crash victims. Drug driving will feature in all education opportunities and events, including the work being undertaken at the HB Regional Prison in a number of the focus units. The inmates in these units are involved in intensive rehabilitation programmes, including addiction to alcohol and drugs and many are convicted of driving offenses in their criminal history.	Young drivers (16-24yrs)	45,000	45,000	45,000	135,000	Road to Zero looks to a future New Zealand where no one is killed or seriously injured in road crashes. Over the next decade, we know that new transport technologies will bring significant opportunities as well as challenges, and the very nature of how we transport goods and people across the country is likely to change. Road to Zero: "By placing safety at the core of our transport system, we can anticipate and adapt to the changes ahead while continuing to strive for our vision." Road to Zero Action Plan: "We need to shift public attitudes, behaviour and understanding of road safety." We aim to: Reduce and continue to reduce crashes that involve alcohol with a focus on young drivers/at risk drivers/their passengers and other road users. Also an increased awareness and acceptance that road safety is everyone's responsibility.
Alcohol Checkpoints	Problem: Alcohol impaired driving is one of the high risk road safety issues and contributes to a significant number of crashes regionally and nationally. Young drivers aged between 16-24 years old are over represented in the regional and national statistics. Opportunity: By working in partnership with other key stakeholders will increase the reach and scope of this project. By planning and implementing projects that work towards the Road to Zero Strategy (along with partner agency Strategies) we aim to reduce and continue to reduce fatal and serious crashes.	Joint Roadside Education NZ Police: Partner with NZ Police to deliver road side education with drivers (other vehicle occupants) during alcohol checkpoints. Other road safety messages will be included along with Compulsory Alcohol Breath Testing. This is also an opportunity to build resilience within the community that safety is paramount and at the forefront of key stakeholders implementing road safety programmes. Alcohol awareness and education to feature in all Road Safe HB events and activities and media education	All road users	\$10,000	\$10,000	\$10,000	\$ 30,000	Reduction and continued reduction in alcohol related crashes, both serious and fatal. Raises awareness of the risk driving while impaired poses for: driver/passenger/other road users. Increased understanding and acceptance 'that road safety is everyone's responsibility'. Deliverables meet the outcomes and objectives of the Road to Zero Strategy and Action Plan. Passengers take responsibility for their safety.....have a plan to socialise safely and how you will 'get home' or other destination.

ACTIVITY	PROBLEM/OPPORTUNITY	PROGRAMME DESCRIPTION	TARGET AUDIENCE	2021/22	2022/2023	2023/2024	THREE YEAR PROGRAMME COSTS	MEASURES OF SUCCESS
Social Media	Problem: Alcohol impaired driving is one of the high risk road safety issues and contributes to a significant number of crashes regionally and nationally. Young drivers aged between 16-24 years old are over represented in the regional and national statistics. Opportunities: By creating fit for purpose targeted social media campaigns that focus on high risk road safety issues (the intention is) and particular groups that pose a risk for all road users and how we can influence drivers to drive safely at all times. It is proposed that this will reduce fatal and serious road crashes. The campaign education opportunities for all age drivers.	Underpinning this vision are seven guiding principles: - We promote good choices but plan for mistakes -We design for human vulnerability -We strengthen all parts of the road transport system -We have a shared responsibility for improving road safety -Our actions are grounded in evidence and evaluated -Our road safety actions support health, wellbeing and liveable places -We make safety a critical decision-making priority. Develop a social media campaign that is targeted to risk and fit for purpose. Key education elements will include: Alcohol and the impacts on driving while impaired/the benefits of sober driving/the benefits of the 'Party Register'. Road Safe HB will implement all the objectives of the Road to Zero and other associated Strategies in place. The programmes will be measured against the intended outcomes of these Strategies	Young drivers (16-24yrs)	\$ 10,000	\$ 5,000	\$ 5,000	\$ 20,000	Reduction and continued reduction in alcohol related crashes, both serious and fatal. Raises awareness of the risk driving while impaired poses for: driver/passengers/other road users. Increased understanding and acceptance 'that road safety is everyone's responsibility'. Deliverables meet the outcomes and objectives of the Road to Zero Strategy and Action Plan. Passengers take responsibility for their safety.....have a plan to socialise safely and how you will 'get home' or other destination
HB Regional Prison	Problem: A significant number of prisoners are incarcerated for traffic offences...these may be unpaid fines along with serious offences (dangerous driving causing death). Opportunity: By working in partnership with the Department of Corrections we are able to work with a 'hard to reach' group of drivers.	Provide an education programme that raises awareness around risk and consequence. This programme focusses on driver responsibility: The programme provides an opportunity for inmates to participate in a graphic design course...the inmates develop road safety resources that we use in our programmes - these include flyers/posters/billboards and social media campaigns. A designer then creates these in to a design and resource. At the end of the programme the inmates are given a Certificate of Participation in a Graphic Design Course and this is presented at a Graduation Ceremony.	All road users	\$ 5,000	\$ 5,000	\$ 5,000	\$15,000	Reduction in inmate incarceration for traffic related offences. Raised awareness of alcohol contributing factors to their offending and how change and rehabilitation can support their reintegration back into the community.
Education Day High Schools	Problem: Young drivers are one of the most at risk groups and require creative ways to educate around road safety. Opportunity: by developing 'in school' activities the associated road safety stakeholders are able to have a close connection with the students and have a conversation with them and discuss - risk/ consequence/responsibility etc		Young drivers (16-24yrs)	\$3,000	\$ 3,000	\$ 3,000	\$ 9,000	Road to Zero looks to a future New Zealand where no one is killed or seriously injured in road crashes. Over the next decade, we know that new transport technologies will bring significant opportunities as well as challenges, and the very nature of how we transport goods and people across the country is likely to change. Road to Zero: "By placing safety at the core of our transport system, we can anticipate and adapt to the changes ahead while continuing to strive for our vision." Road to Zero Action Plan: "We need to shift public attitudes, behaviour and understanding of road safety." We aim to: Reduce and continue to reduce crashes that involve alcohol (and other high risk road safety issues with a focus on young drivers/at risk drivers/their passengers and other road users. Also an increased awareness and acceptance that road safety is everyone's responsibility.

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Young and New Drivers	Unlicensed and incorrectly licenced young drivers/newly licenced drivers: these inexperienced drivers pose a risk for all road users. They are predominantly in the age bracket of 16-24 year olds. There are significant numbers of drivers who do not graduate through the graduated driver licence stages and contribute to a significant number of crashes, both fatal and serious injury crashes. Opportunity: Support programmes that provide driver education/driver licence programmes	Provide resources to existing driver licence programmes. Provide road safety education opportunities to existing driver licence programmes	Young drivers (16-24yrs)	\$ 3,000	\$ 3,000	\$ 3,000	\$ 9,000	Increase the safety of these young drivers and support a learning platform to work towards their Graduated Driver Licence.
Alcohol Billboard Replacement	Problem: Alcohol impaired driving is one of the high risk road safety issues and contributes to a significant number of crashes regionally and nationally. Opportunity: Billboards form part of a comprehensive road safety programme. The best option for use is: strategic placement/specific messages/rotated across the region and then in partnership with other regions to swap out and use other collateral stock	Replace all Road Safe HB billboards with a focus on: Alcohol/Speed/Driver Distraction/Fatigue/Drug Driving	All road users	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000	Road to Zero looks to a future New Zealand where no one is killed or seriously injured in road crashes. Over the next decade, we know that new transport technologies will bring significant opportunities as well as challenges, and the very nature of how we transport goods and people across the country is likely to change. Road to Zero: "By placing safety at the core of our transport system, we can anticipate and adapt to the changes ahead while continuing to strive for our vision." Road to Zero Action Plan: "We need to shift public attitudes, behaviour and understanding of road safety." We aim to: Reduce and continue to reduce crashes that involve alcohol (other high risk road safety issues) and create a road system that is safe for all road users. Also an increased awareness and acceptance that road safety is everyone's responsibility.
Pouwhenua Wairoa	Problem: Wairoa is ranked the most at risk community nationally (Communities at Risk Register). There is a need for a collaborative approach from road safety partners and the community. Wairoa is featured in a significant high risk road safety issues (Communities at Risk Register) including - speed/not driving to the conditions/impaired driving etc Opportunity: There is an opportunity to work with local iwi and other groups to create a place of learning and kaitiaki.	The Pouwhenu (Carvings) will be carved by local iwi and will have spiritual significance for the local community of Wairoa. The site for this will also have spiritual significance (Wairoa Marine Parade) for the local community. These will have a holistic focus supporting the model te whare tapa wha. The road safety message boards will be the artwork designed by the inmates (HB Regional Prison). The education opportunity will be unique for this community and will be a focal point for those that live and travel through Wairoa. The Pouwhenua will support and uphold the Principles of te tiriti o waitangi	All road users	\$ 3,000	\$ 3,000	\$ 3,000	\$ 9,000	Create a safe road network for communities, light vehicle fleet, heavy vehicles and tourists.
Speed	Problem: Speed robs you of time, time to react in an emergency situation (and in general) Opportunity: Road Safe HB will work in partnership with NZTA (Engineers), NZ Police and Taupo District Council on a collaborative approach to improving safety for all road users. SH5 has seen an increase in fatal and serious injury crashes. Opportunity: This project will have a number of strategies to reduce the risk of harm. This will include several elements from engineering treatments, targeted enforcement and high visibility that are supported by a robust education programme on several platforms.	Joint SH5 Project: This programme will feature social media campaigns, billboard messaging, on road activities (fatigue stops) with NZ Police and target to risk road patrolling across the network. The billboards will support travel from Napier-Taupo and Taupo-Napier. The aim is to remind drivers to: take breaks during travel, reduce speed, drive to the conditions etc. These billboard sites will be use for many different messaging over time, this will include event weekends/long weekends. The project will also include a social media campaign along with newspaper articles as well. Drivers will receive information packs at planned roadside activities and the Police/RSMB will also speak to drivers as they pass through planned checkpoints. The purpose is to build resilience in the community (travellers) that		\$ 17,000	\$ 17,000	\$ 17,000	\$ 51,000	The Road to Zero strategy includes an outcomes framework with a clear results focus to help drive action and hold relevant agencies publicly accountable for delivery. The strategy document describes the overarching goal, outcomes indicators and safety performance indicators. All activities will be evaluated against the outcomes of the Strategy and Action Plan. Road to Zero: PERCEPTION-Reducing speeds in some areas won't save lives, it will just take people longer to get anywhere. RESEARCH FINDINGS: Research has shown that reducing your speed a little generally results in a very small increase in travel time (Rowland & McLeod, 2017). Our aim is to: reduce speed related crashes (other high risk road safety

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		safety is paramount and 'brief intervention' opportunities focus on key messages						issues).this will be done in partnership with associated road safety partners.
Joint Project NZ Police			All road users				\$ -	
Billboard Replacement and Pouwhenua	Opportunity: Road Safe HB will work in partnership with NZTA (Engineers), NZ Police and Taupo District Council on a collaborative approach to improving safety for all road users. SH5 has seen an increase in fatal and serious injury crashes. This programme will feature social media campaigns, billboard messaging, on road activities with NZ Police and target to risk road patrolling across the network. Our seven guiding principles for our road safety strategy are: -We promote good choices but plan for mistakes -We design for human vulnerability -We strengthen all parts of the road transport system -We have a shared responsibility for improving road safety -Our actions are grounded in evidence and evaluated -Our road safety actions support health, wellbeing and liveable places -We make safety a critical decision-making priority.	The Pouwhenu (Carvings) will be carved by local iwi and will have spiritual significance for the local community of Wairoa. The site for this will also have spiritual significance (Wairoa Marine Parade) for the local community. These will have a holistic focus (Te whare tapa wha) and the guiding principles of this model. The community will have a spiritual connection, a voice and a focal point that represents kawanatanga and upholds the principles of the Te Tiriti O Waitangi	All road users				\$ -	The aim of the project is to create a 'feeling of ownership' for the community of Wairoa which has seen the area feature for several years as the most at risk community in New Zealand. This is a component of a comprehensive programme including driver licence courses, road safety education, road safety events, social media and media articles. By working in partnership with key agencies the purpose is to create a safe road system for residents, heavy vehicles and tourists. This is a basic right and supports the ethos of the Road to Zero Action Plan. Success will be a reduction in fatal and serious crashes, all vehicle occupants are compliant with traffic laws and support road safety for all road users.
Driver Distraction	Everyone has a responsibility to act with care and consideration on our roads. Supporting good road user choices is fundamental to tackling road trauma. We need to build a safety culture where people not only accept but expect road safety interventions and enforcement	Provide on road education opportunities in partnership with NZ Police. Driver distraction to feature in all Road Safe HB activities and events. Continue the development of the 'Stopping Distances' Education Resource.	All road users	\$ 10,000	\$ 10,000	\$ 10,000	\$ 30,000	Zero tolerance to cell phone use in vehicles. Compliance around the laws 'no cell phone use in vehicles' increases. Reduction and continued reduction in crashes involving cell phone use in vehicles. Increased awareness the risks cell phone use in vehicles has for all road users.
Social Media Resource	Driving requires your complete attention. You need to keep control of your vehicle at the same time as maintaining an awareness of your surroundings and potential hazards	Create an awareness programme that supports the law, and safety factors	Young drivers (16-24yrs)	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000	Increased safety for all road users
Fatigue Resources	Problem: Fatigue is not well understood by some road users and the impacts this has on everyone's safety. Fatigue fits in with driving impaired but isn't often as relatable to drivers. Early signs of fatigue may go un-noticed by the driver and their passengers but poses a huge risk for other road users. Opportunity: Provide multi level education opportunities across Hawkes Bay using different types of medium.	Create relevant education resources to support on-road/fatigue events across Hawkes Bay. This will support the SH5 joint project	All road users	\$1,000	\$ 1,000	\$ 1,000	\$ 3,000	Reduction in fatigue related crashes
Fatigue Stops	Problem: Fatigue is not well understood by some road users and the impacts this has on everyone's safety. Fatigue fits in with driving impaired but isn't often as relatable to drivers. Early signs of fatigue may go un-noticed by the driver and their passengers but poses a huge risk for other road users. Opportunity: Provide multi level education opportunities across Hawkes Bay using different types of medium.	New Zealand Transport Agency-Fatigue is tiredness, weariness or exhaustion. You can be fatigued enough for it to impair your driving long before you 'nod off' at the wheel – which is an extreme form of fatigue. In 2019, fatigue was a contributing factor in 17 fatal crashes (6 per cent of all fatal crashes), 85 (4 per cent) serious injury crashes and 491 (5 per cent) minor injury crashes, Provide fatigue stops in rural locations: The purpose of these is: provide a rest stop where drivers can refresh. The stops will include: Police checkpoint/Police are able	All road users	\$ 10,000	\$ 10,000	\$ 10,000	\$ 30,000	Reduction and continued reduction in fatigue related crashes. Promoted road safety messages around travel and how to reduce fatigue. Increased awareness the impacts fatigue has on drivers and the impairment it causes and the risks for all road users.

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		to provide a brief conversation with drivers around planning rest stops during their travel/food and refreshment/educational material						
Restraints/Adult/Child/Infant	New Zealand Road Code: "Safety belts and child restraints protect people by holding them in their seats when there is a crash or when the vehicle stops suddenly. If you don't wear a safety belt and you're involved in a crash, you could be thrown out of your vehicle. The safety belt must be worn correctly and kept securely fastened while the vehicle is in motion on the road. Problem: Adult Restraints: Problem-Although the law for wearing seatbelts has been in place for many years there is still a significant number of vehicle occupants still not wearing restraints. Opportunity: Provide education opportunities that focus on the benefits (legal requirement) of wearing a restraint and the protection they provide in a crash....even at low speeds. Child Restraints: Problem: incorrectly fitted child restraints and restraints compliant for age and/or weight	Adult Restraints: To work in partnership with NZ Police and provide education opportunities (events/activities/media campaigns) that focus on the benefits (legal requirement) of wearing a restraint and the protection they provide in a crash or evasive situation....even at low speeds. Work road side with NZ Police to provide education opportunities and enforcement (if required). Infant/Child Restraints: Work with Police road side to provide: bolt fitting clinics/Car-Seat Checking Clinics: Kohanga Reo/Early Childhood Centres/Day Care. Distribute education resources to Centres etc: Parent Packs/Story Books, Cd's/Centre Packs	All road users	\$5,000	\$ 5,000	\$ 5,000	\$ 15,000	Increased usage rates for adult restraints. Correct installation and fit for all infant/child restraints. Increased awareness of the responsibility of driver/other vehicle occupants to ensure everyone under the age of 15 years old is correctly restrained.
Walking	Problem: Return to school increases the vulnerability of young pedestrians due to increased volumes at peak times. Young road users can be un-predictable and require hyper vigilance by other road users. In general pedestrian safety can be compromised by other factors-speed and excessive speed/increase in traffic flows at peak time etc. Opportunity: To undertake a collaborative approach with the main focus being around 'share the road' in shared spaces. Everyone has the right to 'go about' their daily life safely	Operation Crest: This is a joint project between RSHB and New Zealand Police. This programme is implemented at the end of the school term and the return to school week. This development will lead towards a 'whole school approach' to road safety.	Pedestrians	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000	Increased safety for school aged children and their families and caregivers. Overall safety for all pedestrians.
Cycling	Support local activities involving other cycle safety groups. Also NZ Police in school programmes.	Operation Crest: This is a joint project between RSHB and New Zealand Police. This programme is implemented at the end of the school term and the return to school week. This development will lead towards a 'whole school approach' to road safety	Cyclists	\$ 5,000	\$ 5,000	\$ 5,000	\$ 15,000	Increased safety for all school aged children and their families and caregivers. Overall safety all cyclists: community and recreational.
Motorcycles	Problem: Motorcycles: A significant number of crashes in Hawkes Bay feature new and return to motorcycling. Opportunity: Plan joint activities involving NZ Police and local motorcycle shops.	Provide pre-summer season bike checks with incentives to subsidised hi-visibility clothing and other road safety resources. Create awareness programmes for all road users and the vulnerability of motorcyclists and the increased vigilance around these road users	Motorcyclists	\$ 10,000	\$ 10,000	\$ 10,000	\$ 30,000	Reduction in motorcycle related crashes. Raised awareness of the vulnerability of these road users and the high vigilance required to create a safe road environment. Increased use of hi-visibility clothing.

Attachment 1

Item 8

RTC REPORT: ROAD SAFE ANNUAL PROGRAMME 2020/2021

ATTACHMENT 2

Fatigue	<p>Road to Zero: Vision Zero</p> <p>Road to Zero adopts Vision Zero, a vision for Aotearoa New Zealand where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable.</p> <p>A vision where all New Zealanders, no matter their age or ability, can get around safely and our road system actually improves people’s health and well-being, and the places and spaces we love.</p> <p>Road to Zero: Our road system shapes how people and products move around, and how communities interact. It plays an important role in connecting people, and gives New Zealanders access to education, work and recreation. It also supports economic activity through movements of freight, by connecting businesses with their employees, customers, and other goods and services, and by creating vibrant towns and cities.</p> <p>Fatigue: Waka Kotahi - People often think that driver fatigue means falling asleep at the wheel. Falling asleep, however, is an extreme form of fatigue. Fatigue is tiredness, weariness or exhaustion. You can be fatigued enough for it to impair you are driving long before you ‘nod off’ at the wheel. For example, when you are fatigued: • your reactions are much slower • your ability to concentrate is reduced • it takes long</p> <p>Road User Choices: (Road to Zero)Everyone has a responsibility to act with care and consideration on our roads. Supporting good road user choices is fundamental to tackling road trauma. We need to build a safety culture where people not only accept but expect road safety interventions and enforcement. While a safe road system requires us to plan for people’s mistakes by investing in improving our road network, tackling unsafe speeds and lifting the safety of our vehicle fleet, there is also an ongoing task to positively influence others to drive safely.</p>
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	<p>For further information: https://www.nzta.govt.nz/assets/resources/factsheets/24/docs/24-fatigue.pdf</p> <p>Road Safe HB partner with other agencies to implement road safety education focussing on fatigue: Fire and Emergency Services, St John's, predominantly with New Zealand Police. The purpose is reduce fatal and serious injuries across Hawkes Bay and beyond.</p> <p>Road Safe HB will support all the guidelines and intended outcomes of Road to Zero Strategy and all other associated national strategies, RLTP and other reporting documents.</p>
Fatigue Events	<p>Fatigue stops are carried out across the region over – long weekends, event weekends and the Christmas, New Year period. The purpose of these are: education opportunity, reinforcing other road safety messages, compulsory breath testing, provide rest stops. These are a collaboration between Road Safe HB, NZ Police, Fire and Emergency, St Johns and NZ Police.</p> <p>These will be part of the road safety program over 2020-2021. We are currently discussing dates and locations for next year. The final one for the year will be held on the 27th December (Raupunga). I have provided you with a link to the DVD that we had produced for the CHB Fatigue Stop on the Monday of Labour Weekend.</p>
Social Media Campaigns	<p>https://www.facebook.com/RoadSafeHawkesBay/videos/3452650111517346</p> <p>Leading up to the fatigue stops we educate travellers on fatigue, what it is, the impacts and how it relates to crashes. The purpose is to reduce and continue to reduce fatal and serious crashes. This year we had a DVD done as our part of our social media campaigns. I have provided you with a link to the DVD. It features the one held in CHB on the Monday of Labour Weekend. We also held one on SH5 on the Friday of Labour Weekend. These were very successful and many hundreds of people attended.</p> <p>It is apparent that people are travelling long distances with variable plans to stop and rest along the way. We are currently reviewing all the current resources and updating the information.</p>
Featured at all Education	<p>Fatigue features in all education opportunities planned and delivered across the region. We also provide education resources to other agencies and groups.</p>

SH5 Joint Project	Stay Alive on Five Joint Project: The fatigue stop and social media articles fit within the Joint SH5 Project. This will continue for at least the next year and will be reviewed at the end and determine the continuation of this project.
Speed	<p>Road to Zero: We all know that not all roads are equal. The safety of a road's design and the speed we travel on it influence both the risk of a crash and whether we survive it. By improving the safety of our roads, streets and footpaths, and setting and maintaining safe travel speeds, we can save lives and prevent injuries.</p> <p>Vision Zero: Road to Zero adopts Vision Zero, a vision for Aotearoa New Zealand where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable.</p> <p>A vision where all New Zealanders, no matter their age or ability, can get around safely and our road system actually improves people's health and well-being, and the places and spaces we love.</p> <p>Road to Zero: Our road system shapes how people and products move around, and how communities interact. It plays an important role in connecting people, and gives New Zealanders access to education, work and recreation. It also supports economic activity through movements of freight, by connecting businesses with their employees, customers, and other goods and services, and by creating vibrant towns and cities.</p> <p>Road User Choices: (Road to Zero) Everyone has a responsibility to act with care and consideration on our roads. Supporting good road user choices is fundamental to tackling road trauma. We need to build a safety culture where people not only accept but expect road safety interventions and enforcement. While a safe road system requires us to plan for people's mistakes by investing in improving our road network, tackling unsafe speeds and lifting the safety of our vehicle fleet, there is also an ongoing task to positively influence others to drive safely.</p>

	<p>For further information: https://www.nzta.govt.nz/safety/driving-safely/speed/</p> <p>Road Safe HB collaborates with New Zealand Police to plan and implement road safety events and activities focussing on speed. The purpose is reduce fatal and serious injuries across Hawkes Bay and beyond.</p> <p>Road Safe HB will support all the guidelines and intended outcomes of Road to Zero Strategy and all other associated national strategies, RLTP and other reporting documents. 'Road Safety belongs to us all – This is the key message that underpins all the work undertaken by Road Safe HB and is supported by the collaborative work amongst the associated partners.</p>
Speed-HB Youth Road Safety Expo	Speed features as one of the key road safety messages presented at the Expo – These key messages include 'Road Safety is Everyone's Responsibility' along with 'What does speed do – increases risk and harm in a crash.....and robs you of time to react'.
Stopping Distances DVD	This educational DVD was developed by RSHB a few years ago and has had some additions recently. There is a plan to review this resource and potentially add more aspects to it. In particular, speed/stopping distances in varying situations (weather/experience etc). This will be done in conjunction with Fire and Emergency Services. I have provided you with the link to the DVD. https://www.youtube.com/watch?v=ZBYuCASBedo
Social Media Campaigns	Speed features in all education opportunities. Using the Waka Kotahi national education resources to compliment the locally produced resources. These are used on the RSHB website/Facebook along with the Regional Council social media platforms
Billboard Replacement	A number of billboards are going to be installed across Hawkes Bay in the 2020-2021 year, some will feature speed. We will include media coverage around the new billboards along with key road safety messages around the Christmas and New Year period.
Featured at all Education	Speed features in all education opportunities and events.
SH5 Joint Project	Speed is going to feature in the joint SH5 project, including the billboard series that will be installed over a few months. Media advertising will be part of the upcoming education series prior to Xmas and New Year.

Stakeholder DVD	We are currently developing a DVD for our social media platform. It will feature all the stakeholders that work with us at the Expo. The purpose is to demonstrate to the community the collaborative efforts of the key agencies associated with reducing road trauma. This will be completed early next year.
Road Safety Documentary	A Documentary Film Maker who is developing a documentary has approached us to work with him. It will be based on a kiwi road trip – It will also feature how New Zealand roads are also some of the most challenging and we have poor statistics around fatal and serious crashes. The documentary will feature the work we are doing. There is no cost to us, the film maker is funding this
Impairment	<p>Road to Zero:</p> <p>Vision Zero</p> <p>Road to Zero adopts Vision Zero, a vision for Aotearoa New Zealand where no-one is killed or seriously injured in road crashes, and where no death or serious injury while travelling on our roads is acceptable.</p> <p>A vision where all New Zealanders, no matter their age or ability, can get around safely and our road system actually improves people's health and well-being, and the places and spaces we love.</p> <p>Road to Zero:</p> <p>This road safety strategy charts a bold course for the next decade, outlining a plan to build the safest road system we can, and work towards zero deaths and serious injuries on New Zealand roads. It sets out priority focus areas to drive national road safety performance to the end of 2030, lays the groundwork for longer-term goals and aspirations, and will hold us accountable through clear and measurable outcomes.</p> <p>Road User Choices: (Road to Zero) Everyone has a responsibility to act with care and consideration on our roads. Supporting good road user choices is fundamental to tackling road trauma. We need to build a safety culture where people not only accept but expect road safety interventions and enforcement.</p>

	<p>While a safe road system requires us to plan for people's mistakes by investing in improving our road network, tackling unsafe speeds and lifting the safety of our vehicle fleet, there is also an ongoing task to positively influence others to drive safely.</p> <p>Over the past six years, we have seen an unprecedented rise in the number of deaths and serious injuries. We know the rate of increase is partly due to an increase of people travelling on our roads. However, this is not the only factor. The number of deaths and serious injuries are increasing at a much faster rate than can be explained by simple traffic growth. About half the people who were harmed did not contribute to the crash. They were harmed by other people's errors in judgement, and were let down by a system that failed to protect them from those mistakes.</p> <p>All of these actions – along with speeding (discussed in more detail in Focus Area 1: Infrastructure improvements and speed management), driving under the influence of drugs or alcohol, choosing not to wear seatbelts or use child restraints, driving while fatigued or driving while unlicensed or disqualified – are contributors to harm. Impairment from alcohol and drugs remains a significant contributing factor to deaths on our roads. While drink driving rates have decreased since 2012, a significant number of New Zealanders are driving after taking recreational or prescription drugs that can impair driving, with over 20 percent of road deaths involving a driver with drugs in their system.</p> <p>While the presence of these drugs in a driver's system does not necessarily indicate impairment, addressing this problem is an important part of improving the safety of our roads. The effect of drugged driving can be escalated by alcohol, with both combined having far worse effects on driving ability than either substance alone. Our current system for identifying drug-impaired drivers, based on a roadside behavioural test, is effective but does not adequately deter drug driving. Roadside testing for drug driving is undertaken infrequently, and is time-consuming to administer.</p> <p>For further information: https://www.transport.govt.nz/assets/Uploads/Report/Road-to-Zero-strategy_final.pdf</p>
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	<p>Road Safe HB partner with other agencies to implement road safety education focussing on fatigue: Fire and Emergency Services, St John's, predominantly with New Zealand Police. The purpose is reduce fatal and serious injuries across Hawkes Bay and beyond.</p> <p>Road Safe HB will support all the guidelines and intended outcomes of Road to Zero Strategy and all other associated national strategies, RLTP and other reporting documents.</p>
HB Youth Road Safety Expo	<p>Impairment is one of the high-risk road safety issues presented at the Youth Road Safety Expo. Impairment is featured during the presentations and in the interactive area. Students see first-hand the consequences of driving impaired by drugs/and all alcohol. The purpose of the Expo is to educate the up and coming drivers about road safety, risks and consequences and what they will be responsible for as new drivers.</p> <p>We have recently re-branded to reflect the broad content of the expo. The expo was known as the HB Youth Alcohol Expo...the new name is the HB Youth Road Safety Expo. The original stakeholders from the beginning are still supporting the expo. Schools are seeing this education opportunity as part of their school curriculum. We will continue to implement the expo while we still have the support of the schools.</p> <p>Additions are added to the expo to keep evolving and relevant for the students. Additions this year will include Tyres and road safety, VTNZ-Registration and Warrants along with The ANCAP rating and how this supports road safety.</p>
Social Media Campaigns	<p>Social media campaigns will support the on-road activities and planned events. Media will also be implemented over the long weekends and event weekends.</p>
Impairment Prevent Team (Traffic Teams)	<p>We continue to support roadside activities with the Traffic and Impairment prevention team. Alongside the NZ Police, we provide an education opportunity and provide a reward for sober drivers. We will be providing a 'Xmas' theme checkpoints across Hawkes Bay leading up to Christmas.</p>

	We support the Impairment Team undertaking checkpoints as they head to Gisborne for their scheduled tasking in Gisborne. This is an opportunity to undertake brief intervention conversations with drivers and the distribution of information packs and snack packs.
Party Register	The public to register their parties uses the party register. This registration is then sent on to the District Command Centre (NZ Police). All officers on duty are provided the information as to the location of party/host/contact numbers.

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

Friday 11 December 2020

**Subject: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS DIRECTOR'S
DECEMBER 2020 REPORT**

Item 10

Reason for Report

1. This item introduces 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 and notes the "NZTA Central Region – Regional Relationships Director's December 2020 Report".

Authored by:

**Mary-Anne Baker
ACTING TRANSPORT MANAGER**

Approved by:

**Ceri Edmonds
ACTING GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[1](#) NZTA Central Region Regional Relationships Director's report

Regional Transport Committee

Hawke's Bay
11 December 2020



New Zealand Government



2021-24 National Land Transport Programme development

- We're currently moderating, assessing and prioritising continuous programmes.
- We've received initial submissions for improvements activities - moderation will start in February 2021.
- There will be significant demand for available funding across all activity classes.





Waka Kotahi Investment Proposal

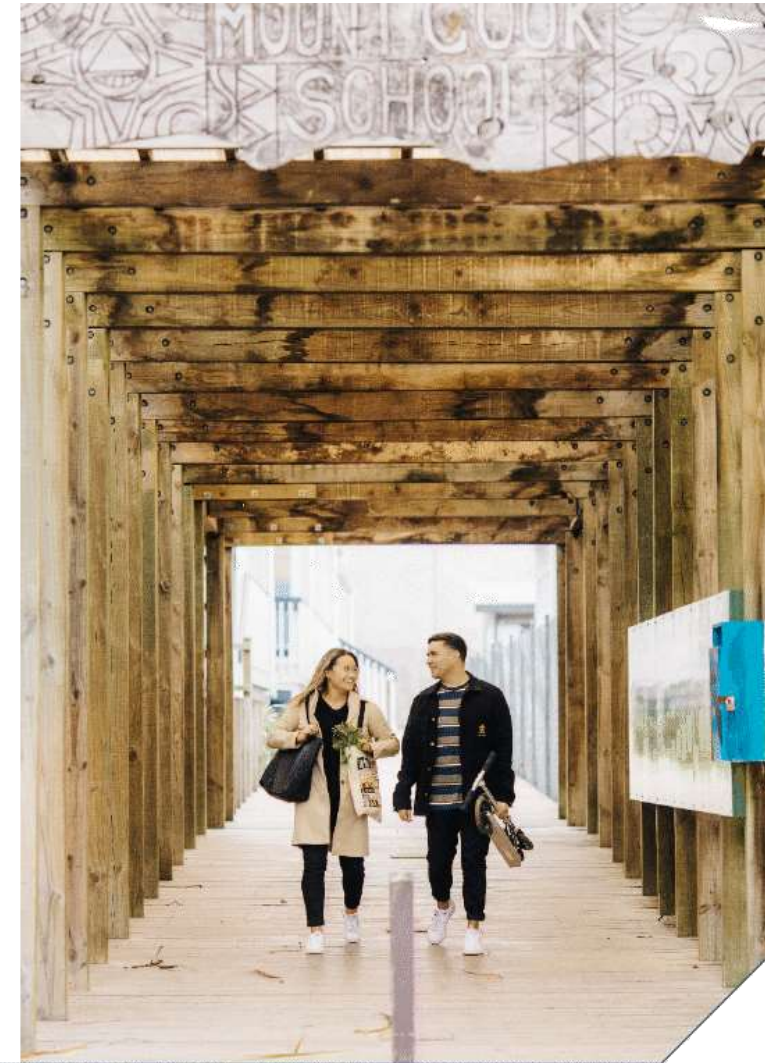
- The Waka Kotahi Investment Proposal is now available – it sets out our proposed investment activities for inclusion in the 2021-24 National Land Transport Programme (NLTP).
- In line with the GPS 2021, we have focused our investment planning on meeting existing commitments, maintaining core service levels and then looking for ways to improve safety.
- We're asking for your informal feedback by 4 December, via Director Regional Relationships or Lead Strategic Planners.





Draft Investment Prioritisation Method (IPM)

- Consultation on the draft Investment Prioritisation Method (the draft IPM) for the 2021-24 National Land Transport Programme (NLTP) has now closed.
- We expect to have the final IPM released by mid-December 2020.
- The IPM will replace the Investment Assessment Framework.
- It was developed in response to GPS 2021 and will be used to prioritise activities in the 2021-24 NLTP.





Proposed non-state highway activities

- We deliver a range of non-state highway activities as part of the National Land Transport Programme (NLTP). The proposed activities are included in the Waka Kotahi Investment Proposal.
- We have identified the activities that we propose for inclusion in the 2021-24 NLTP and welcome your feedback on what activities we should focus on.
- We have more information available on our [website](#).



Item 10

Attachment 1



Arataki V2 – COVID-19 employer modelling

The employment modelling used to inform Arataki V2 is now available to use as a tool at a regional and district level



Useful for RLTPs, demand assumptions on key corridors, spatial planning and supporting vulnerable communities



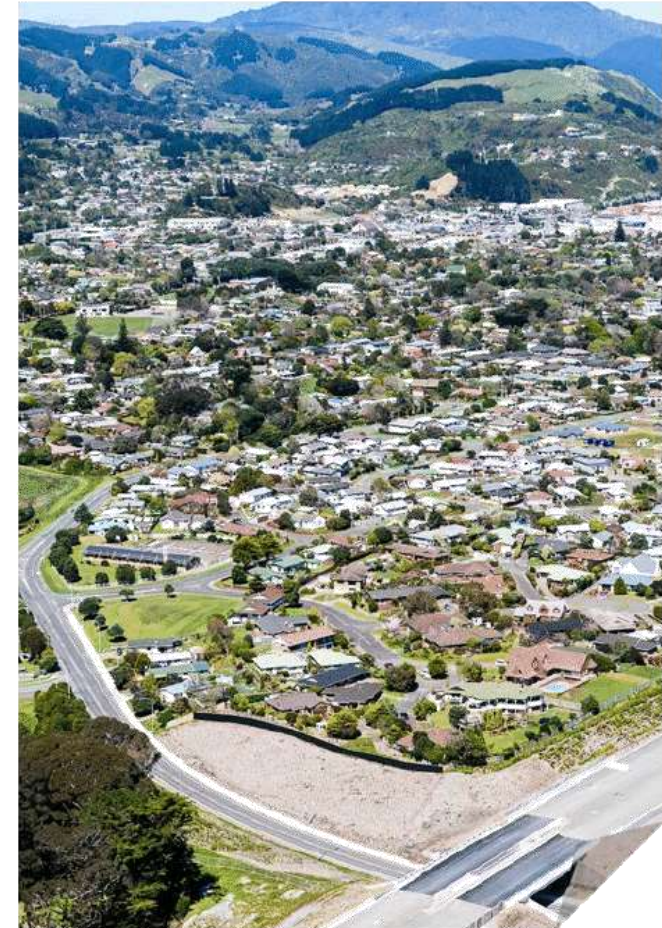
Arataki V2 provides easier access to data and information to help with RLTP development and other planning for the next decade





30-Year Plan (Version 1)

- We're currently working on a 30-Year Plan – it will describe what the land transport system needs to look like to support people's well-being and liveability in New Zealand in 2050.
- It will set out a three-decade plan of what we need to accomplish.
- Version 1 is expected to be released for engagement in July 2021.



Item 10

Attachment 1

Innovating Streets for People pilot fund

Creating people-friendly spaces through tactical urbanism

**Innovating Streets for People pilot fund closed
(About \$24m allocated at 90% FAR)**



For temporary projects with a pathway to permanence - co-designed with communities



71 projects that will make our streets more people-friendly by June 2021





Accessible Streets Consultation

- Public Consultation on the Accessible Streets proposal closed on 20 May 2020.
- Post-consultation analysis has been extended - decisions on the Accessible Streets proposals will be made post-election.
- We're currently finalising the summary of submissions report and have recently started work on a disability impact assessment.
- The submissions report and impact assessment will be used to inform recommendations to the incoming Minister and next steps for the Accessible Streets package.



Item 10

Attachment 1



Asset Management Data Standard (AMDS)

- The AMDS is a joint programme with the Road Efficiency Group (REG).
- The standard is being released in four versions to socialise the different types of assets for review and feedback from the sector.
- Version one was released in July with version two released on 30 October.
- Implementation is due to be complete in July 2021.





Update on speed management changes

- Part of the Tackling Unsafe Speeds programme is establishing a new regulatory framework for speed management.
- The Ministry of Transport released information on how we propose this will work earlier this year, and the Rule is being drafted.
- We are updating our guidance on speed management and school safety to reflect Road to Zero and will be seeking feedback once the new Rule is signed.



Item 10

Attachment 1

Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- The guide is one of the Road to Zero actions and will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the cycling network guide, pedestrian planning guide and public transport design guidelines to create a suite of technical guidance in the urban mobility space.





Regional road safety dashboards

- We're launching our new regional road safety dashboard prototype.
- It will enable you to interactively understand how your road transport system is performing on road safety issues.
- This is part of a broader refresh of tools, guidance and resources under Road to Zero.
- We welcome any feedback you may have.

Speed						
Q	DSI resulting from Rural head-on	DSI resulting from Rural run off-road	DSI from crashes at Urban intersections	DSI on roads with a SAAS lower than posted	DSI on roads in the top 10% for speed management	DSI on roads with IRR of medium or higher
	51	85	9	194	38	116
	31	57	128	178	59	331
	99	144	61	201	71	210
	51	62	31	100	40	101
	4	22	2	12	7	32
	10	34	13	42	15	48
	13	32	15	62	14	63
	32	50	22	99	30	90
	7	20	37	66	26	96
	12	22	14	33	13	39
	2	16	2	16	1	15
	37	72	97	140	51	195
	8	51	30	78	17	91
	13	31	17	51	17	49
	370	686	488	1192	407	1485

Item 10

Attachment 1

Hawke's Bay Road Deaths - 2019

A Safe System Summary of annual road deaths 2019 - Hawkes Bay



Last loaded on 03/12/2020

People



19 DEATHS

- 7 Light vehicle drivers (25+)
- 3 Young drivers
- 4 Passengers
- 4 Motorcyclists
- 1 Pedestrians
- 1 Heavy vehicle drivers
- 1 Cyclists

Aged 14 to 82 years old



\$199 SOCIAL COST OF DSI (\$M)

Roads & roadside



47% died on roads with a medium or higher IRR



79% died on roads in areas defined as rural



6 died on head-on crashes



9 death involved roadside objects



1 died at urban intersections



6 died in rural run-off-road crashes

*Numbers are preliminary, based on the notification received during the month. May vary from MoT figures.

Speed

8 died on roads with a speed limit set higher than the SAAS

1 died on roads in the top 10% requiring speed management

Vehicles



58% died in 1-star or 2-star light vehicles



4 died in crashes involving a truck



4 died in crashes involving motorcycles



5 died not wearing a seatbelt



Hawke's Bay - Regional Updates

December 2020

am 10



SH2 College Road to Silverstream



This realignment project in Pukehou, Central Hawke's Bay will add a passing lane and ease the curves of this part of SH2.

We are working closely with the community on the safety of tie-in areas around Te Aute College, the Paper Mulberry and Pukehou School.



NZ Upgrade Package

Activity	Funding	Key date(s)	Progress	Commentary
SH2 College Road to Silverstream	\$13.0M	Contract awarded October 2020 Construction beginning Dec with enabling works	Green	<ul style="list-style-type: none"> Landowners and key stakeholder consultation is in its final stages Blessing to begin works was held at the beginning of November The site is currently being mobilised.
SH2 Tahaenui Bridge	\$1.2M	Construction on hold until Q1 2021	On Hold	<ul style="list-style-type: none"> Physical works contract has been awarded to QRS Engineering contract has been awarded to WSP The road safety audit has prompted consultants to look at their design, this may have an impact on funding and changes will be required.



Item 10

Attachment 1



Provincial Growth Fund – Tairāwhiti Transport Investment

Activity	Funding	Key date(s)	Progress	Commentary
SH2/35 Passing Opportunities	\$32.65M (PGF) \$2.83M (NLTF)	December 2020 start construction	Green	<ul style="list-style-type: none"> Professional Services and Physical Works Panels have been awarded Multiple designs progressing Physical works contractor processing under review for designs under development GIS map is live https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh2-sh35-passing-opportunities/project-sites/
SH35 Resilience	\$13.5 (PGF)	February 2021 start construction	Green	<ul style="list-style-type: none"> Professional Services and Physical Works Panels have been awarded Blessing for passing ops and resilience projects completed Multiple designs progressing Seed sourcing for native revegetation sites about to begin GIS map is live https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh35-resilience/project-sites/
Waikare Gorge	\$5M (PGF) \$1M (NLTF)	March 2021	Green	<ul style="list-style-type: none"> Cultural walk through with Iwi group completed, pre-implementation planning underway Next step is to confirm the preferred option and take DBC to the Board
SH2 Napier-Opotiki HPMV Route	\$4M (NLTF)	Summer construction January 2021	Green	<ul style="list-style-type: none"> Construction limited to summer conditions due to climate in the Waioeka Gorge Physical works tender closed on Tuesday 17th November and the tender review process is underway.



Hawke's Bay Project Updates – Safety

Activity	Funding	Key date(s)	Progress	Commentary
SH2 Wairoa to Bay View	\$9.0M	November 2020 – Contract Completion		<ul style="list-style-type: none"> Completed
HB Expressway Safety Treatments	\$10.6M	June 2020 – Completion of base contract works Dec 2020 - completion of other works	Green	<ul style="list-style-type: none"> We have gone back to Pakipaki village to discuss to discuss landscaping and artwork. This hui was productive with a timeline agreed to with local maraes and school. New shared path between Taradale Road and Kennedy Road approved with construction due to start in the new year Additional work being considered, but currently not funded, including: <ul style="list-style-type: none"> Median barrier between Taradale Road and Kennedy Road Some additional areas of shoulder widening to better cater for emergency service and agricultural vehicles
SH2 Pakipaki to Waipukurau	\$17.5M	September 2020 – Contract Completion	Red	<ul style="list-style-type: none"> Waipawa to Waipukurau section is complete and second coat seals have been done. Remaining barrier sections are complete, this project is now in its defects period.

Item 10

Attachment 1



Hawke's Bay Project Updates - other

Activity	Funding	Key date(s)	Progress	Commentary
SH2 Raupunga Bluff Enhanced Resilience	\$1.9M	Jan – community engagement February – commence physical works	Amber	<ul style="list-style-type: none"> Physical works contract awarded to Higgins, and pricing confirmed by end of Nov Dec 2020 – Kiwi Rail agreement will be signed off Jan 2021 – recommence community engagement and have a blessing February 2021 – commence physical works, which is expected to take 13 weeks to complete.
SH50 Prebensen Hyderabad	\$3.25M	Jan – Mar 2021 – Award PW Contract	Amber	<ul style="list-style-type: none"> Rescoped project approved and funding confirmed New scope includes lane optimisation and a shared path on Hyderabad Road (From Battery Road to Prebensen Drive) Further survey work has been undertaken and design is being updated Tying in work with Napier City Council at Thames/Pandora Level crossing safety assessment underway.
SH2 Waipawa to Waipukurau Cyclepath	\$2.5M	Jan – Mar 2021 – Award PW Contract	Amber	<ul style="list-style-type: none"> There was a need to re-survey the section to enable design to be updated Concept design expected in late November
Napier Weigh Right Station	\$4.0M	June 2021 - Award PW Contract	Green	<ul style="list-style-type: none"> Investigation work underway Property/iwi discussion underway (awaiting settlement clarification) Exact scope being revised with NZ Police.



Hawke's Bay Regional Update

Activity	Funding	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals- 2018-21	\$51.3M	Ongoing	Green	<ul style="list-style-type: none"> Summer renewals underway- SH2 north completed. 59.5km lane km's of reseal programmed for the HB network
Low Cost / Low Risk- Clive to Waitangi Corridor works	\$1.3M	Ongoing	Green	<ul style="list-style-type: none"> Completed and open
Network Operating Framework (NoF) and Regional Strategic Traffic model updated	\$0.28M	September 2020: NoF complete	Green	<ul style="list-style-type: none"> The Network Operating Framework will inform the Hawkes Bay Programme Business Case (PBC). The first draft is now informing the delivery of the PBC The regional traffic model will evidence any scenario testing required by the PBC
SH38 - Wairoa to Murupara Business Case	\$0.4M	tbc once the programme is agreed with the stakeholders	Green	<ul style="list-style-type: none"> Covid related delays has caused some delivery issues. Discussions are still on-going.
SH5- Safety Improvements - Safe System	\$TBC	TBC	Orange	<ul style="list-style-type: none"> SH5 corridor has been confirmed for speed management technical assessment in 2020/21 Working with NZ Police & Road Safe HB to promote safe driver behaviour along SH5. Standard safety interventions being investigated (Short to long term plan)

Item 10

Attachment 1

Hei konā mai

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 11 December 2020

Subject: DECEMBER 2020 PUBLIC TRANSPORT UPDATE

Item 11

Reason for Report

1. This item provides the Committee with an update on HBRC's public transport operations.

Background

2. The responsibility for contracting public transport services is assigned to regional councils under the Land Transport Management Act 2003. Under Section 35, the council must consider the needs of the "transport disadvantaged" when preparing its Regional Public Transport Plan (RPTP), which sets out the services that the council will provide.
3. "Transport disadvantaged" means people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example work, education, healthcare, welfare and shopping). As part of the responsibility to the transport disadvantaged, councils also provide Total Mobility services where suitable transport operators exist to deliver the service.

New Bus Ticketing System

4. The new bus ticketing and 'Bee' smartcard system, which is being used by nine regional councils across NZ, is working reasonably well and proving to be very popular with goBay passengers.
5. We have issued and distributed over 5000 Bee cards, of which 2936 have been registered. It should be noted that Bee cards do not have to be registered, but registration protects the balance should the card be lost or stolen.
6. Passengers are now able to top up their Bee cards on-line or with cash/EFTPOS at the regional council, this is speeding up loading times considerably. Bee cards can also be topped up onboard the bus with cash.
7. The new simplified fare system is proving to be very popular with passengers and bus drivers.
8. It is believed that the low fares contributed to post-Covid patronage of 96%, which is higher than other regions of NZ, which are around 90%.
9. The amount of cash fares being presented has also reduced, which is good news for the health and safety of bus drivers. Some regions have moved to eliminate cash fares, however at this time we are not considering this in Hawke's Bay as we believe it would cause unnecessary hardship and inconvenience for some of our passengers.

Covid-19

10. At level one there are no restrictions on public transport in HB, however we are aware that this could change at any time. Currently face coverings are 'recommended' but not mandatory.

Onboard Security

11. Onboard security was removed once fares were reintroduced and as predicted, incidents of anti-social behaviour have reduced, however anti-social behaviour is something drivers are facing on a daily basis.

Driver Shortages

12. Due to a bus driver shortage the Napier/Hastings Go Bus Depot Manager recently began a bus driver recruitment campaign, however feedback from applicants was that the wage was too low and other local employers were offering a higher hourly rate. The current hourly rate for bus drivers is \$20 per hour (the living wage is \$22.10 per hour). The issue of the living wage is currently being investigated by Waka Kotahi.

Public Transport Trips

13. Diagram 1 shows public transport trips made from July to October 2012-20.

(It should be noted that there were no trip statistics for July and August as the crossover in ticketing systems saw the buses operating without ticketing equipment).

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	76,924	62,792	761,392
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	74,988	65,297	799,845
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	67,101	62,113	744,692
2015-16	59,690	67,216	62,415	56,656	58,647	44,452	35,487	62,448	67,847	53,679	66,700	59,647	694,884
2016-17	52,226	68,062	58,821	53,911	60,933	43,168	38,223	60,423	75,358	47,103	69,700	61,080	689,008
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	68,404	56,556	666,127
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	63,865	51,977	645,297
2019-20	51,529	61,549	55,641	47,675	54,100	36,402	37,140	57,537	45,848	2,357	21,275	41,344	512,397
2020-21			50,328	45,685	-	-	-	-	-	-	-	-	96,013

Diagram 1 Public Transport Trips

Bus Service Costs

14. Diagram 2 (attached) shows the year to date net cost (after fares and excluding GST) of operating the goBay bus service from July to October 2012-20.
15. Recent cost increases are largely due to inflationary pressure (as our bus contract is adjusted by an NZTA index reflecting fuel, labour and infrastructure prices) lower fare revenue due to lower patronage, and the cost of paid breaks added to the driver hours as required by the Employment Relations Amendment Act.

Total Mobility

16. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive taxi vouchers entitling them to a 50% fare discount (some restrictions apply). The scheme is administered by the regional council and funded by both the Council and the New Zealand Transport Agency.
17. Diagram 3 shows the number of Total Mobility trips made from July to October 2012-20.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	6,850	7,106	6,382	79,985
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	7,745	7,707	7,188	86,847
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	7,328	7,737	7,852	92,280
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	7,806	8,190	8,044	92,805
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	7,185	8,393	6,915	94,024
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	7,293	7,294	8,741	7,582	9,121	8,525	96,770
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	7,953	9,012	8,061	96,921
2019-20	9,559	8,541	8,624	9,277	8,613	8,439	7,469	8,011	7,380	1,869	3,625	8,965	90,372
2020-21	8,557	6,394	8,340	7,732									

Diagram 3 Total Mobility Trips

18. Diagram 4 (attached) shows the cost of the Total Mobility Scheme (excluding GST) from July to October 2012-20.

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 "*December 2020 Public Transport Update*" report.

Authored by:

Megan Welsby
SUSTAINABLE TRANSPORT
COORDINATOR

Mary-Anne Baker
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REGULATION

Attachment/s

[1](#) Public Transport Statistics Tables

Public Transport Statistics Tables

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 242,115	\$ 237,799	\$ 202,020	\$ 231,333	\$ 202,252	\$ 237,765	\$ 2,699,719
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 192,259	\$ 162,473	\$ 135,329	\$ 189,097	\$ 280,422	\$ 160,101	\$ 2,464,873
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 159,785	\$ 141,269	\$ 253,717	\$ 160,004	\$ 139,482	\$ 247,509	\$ 2,263,593
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 222,128	\$ 140,246	\$ 216,502	\$ 160,619	\$ 131,916	\$ 251,027	\$ 2,233,497
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 294,664	\$ 156,458	\$ 141,638	\$ 188,828	\$ 177,752	\$ 175,458	\$ 2,122,569
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 194,928	\$ 157,733	\$ 160,064	\$ 186,174	\$ 241,633	\$ 178,672	\$ 2,211,713
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 173,080	\$ 200,526	\$ 197,190	\$ 236,736	\$ 254,751	\$ 192,463	\$ 171,170	\$ 302,287	\$ 2,474,912
2019-20	\$ 210,999	\$ 186,976	\$ 279,053	\$ 199,680	\$ 194,502	\$ 321,887	\$ 205,736	\$ 179,100	\$ 303,418	\$ 249,303	\$ 253,348	\$ 398,440	\$ 2,982,441
2020-21	\$ 268,783	\$ 234,096	\$ 212,400										\$ 715,279

Diagram 2: Public Transport Costs 51% of this cost is met by the New Zealand Transport Agency. During the Covid-19 emergency, lost fare revenue has also been met by the Agency.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 37,347	\$ 40,682	\$ 44,382	\$ 43,927	\$ 47,612	\$ 43,394	\$ 521,394
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 39,581	\$ 46,567	\$ 52,047	\$ 50,715	\$ 51,078	\$ 49,349	\$ 573,630
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 38,990	\$ 45,943	\$ 52,581	\$ 46,747	\$ 50,971	\$ 51,422	\$ 605,202
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 40,488	\$ 46,215	\$ 52,418	\$ 50,688	\$ 53,458	\$ 51,945	\$ 595,914
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$ 58,273	\$ 49,239	\$ 41,584	\$ 53,728	\$ 57,907	\$ 48,716	\$ 57,319	\$ 48,205	\$ 623,197
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$ 59,020	\$ 51,360	\$ 47,887	\$ 52,009	\$ 61,500	\$ 51,955	\$ 67,062	\$ 56,764	\$ 671,668
2018-19	\$ 60,536	\$ 60,282	\$ 57,320	\$ 55,541	\$ 64,113	\$ 52,387	\$ 47,238	\$ 57,358	\$ 58,154	\$ 56,876	\$ 66,126	\$ 59,317	\$ 695,248
2019-20	\$ 72,464	\$ 63,356	\$ 63,894	\$ 69,626	\$ 67,078	\$ 59,899	\$ 55,760	\$ 58,196	\$ 53,777	\$ 19,637	\$ 45,067	\$ 119,256	\$ 748,010
2020-21	\$ 65,324	\$ 58,162	\$ 71,014	\$ 67,693									

Diagram 4 Total Mobility costs (60% of this cost is met by the New Zealand Transport Agency).

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

Friday 11 December 2020

**Subject: DEPUTATION FROM GUY WELLWOOD ON BEHALF OF THE FRONZ
THE FEDERATION OF RAIL ORGANISATIONS OF NZ**

Item 12

Reason for Report

1. Mr Guy Wellwood is representing the Federation of Rail Organisations of New Zealand and will be speaking to the committee on their behalf.

Executive Summary

2. Mr Wellwood is presenting a case for a strong rail agenda for the region.
3. The Federation of Rail Organisations of New Zealand is an umbrella group for 70 rail organisations around NZ. Mr Wellwood is also the chair of Hawke's Bay Rail Inc, a local rail enthusiasts group.

Strategic Fit

4. The Committee is currently considering the content and direction for the region's transport network. It contains policies supporting use of rail, particularly in respect of freight.

Decision Making Process

5. 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 "Deputation from Guy Wellwood on behalf of the FRONZ the Federation of Rail Organisations of NZ" staff report.

Authored by:

**Mary-Anne Baker
ACTING TRANSPORT MANAGER**

Approved by:

**Ceri Edmonds
ACTING GROUP MANAGER STRATEGIC
PLANNING**

**Katrina Brunton
GROUP MANAGER POLICY &
REGULATION**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 11 December 2020

Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

Item 13

Reason for Report

1. This document has been prepared to assist Committee members note the Minor Items Not on the Agenda to be discussed as determined earlier in Agenda Item 5.

Item	Topic	Raised by
1.		
2.		
3.		