



## **Meeting of the Regional Transport Committee**

**Date:** Friday 12 March 2021  
**Time:** 11.00am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### **Attachments Excluded From Agenda**

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 02/02/2021

First name: Nick Last name: Ratcliffe

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☒☐☐☐☐☒☐☐☒☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☒☐☐

Do you have any comments to make about these targets?

I think that if we can get more people walking, cycling and using public transport, the death toll on the roads will go down.

When I cycle in Hawke's Bay, I get cut off, threatened and abused. Driver education is needed. Research also shows that physically separating cycle lanes from motor vehicle lanes is the most effective preventive measure in cycle accidents. Thank you for doing this from Clive to Napier. Please make the cities themselves as safe for cyclists.

Transit connections between Hastings and Napier are woeful. I have always taken the bus when I've lived in other places and I would love to take the bus here. I live 50m from Karamu Rd, and I work 50m from Kennedy Rd. The journey takes 20 mins in a car, or 90 mins on a bus. These are main roads in the only 2 urban centres in the region. Incidentally, I notice the bus services to the HBRC offices from Hastings and Havelock for a 9am start are more than adequate.

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## Investment Priorities

First of all, I don't believe that you have half a trillion dollars to spend over the next 3 years.

Second, 90% of the budget is allocated to maintaining and improving the existing network. Maintaining the status quo means keeping people in their cars, and not using bicycles or public transit. The lightbulb did not come about by constant improvements to the candle. If you want 30% of people to take the bus to work, you need to spend 30% of your budget on buses. I know buses use the roads too but the only reason the roads are unfit for purpose is that 99.9% of journeys are in trucks and private cars. Lay on the buses, people will use them, and some of the other problems will go away. You claim to be trying to inspire change, use some imagination.

## Prioritises of the significant regional activities

Yes

Why?

They are in an appropriate order and there seems to be some focus on multi-modal design.

There's still a need for urban redesign if you want a significant number of journeys to change mode.

## Projects or Programmes

Urban redesign to make walking and cycling more attractive and driving less attractive within the city limits (Napier and Hastings). Car-free streets, shared spaces, 30km/h zones, cycle lanes \*instead of\* street parking etc.

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## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 04/02/2021

First name: Anita Last name: Apatu

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

Regional Context

Please bring back train transportation.

Visions and Objectives

Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

Headline Targets

Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

Priorities of the significant regional activities

Yes

Why?

Everything needs maintaining

Projects or Programmes

Can you please try to put in school a programmer to get their learners license and to know more about driving before they actually get to drive.

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Extra

Put licensing through schools to make sure our kids are prepared for the future.

Bring back Train Transport to Wellington etc

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## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 06/02/2021

First name: Graeme Last name: Wetton

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
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Least  
Important

Important

Most  
Important☐☐☒☒☐☐☐☒☐☐☐☒☐☐☒

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☒☐☐

Do you have any comments to make about these targets?

## Prioritises of the significant regional activities

Yes

Why?

## Indicator Framework

Yes

Why?

## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 06/02/2021

First name: David Last name: SUTHERLAND

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

I would like to see a commuter cycle way between Taradale and Hastings Hospital

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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Do you have any comments to make about these objectives?

A carbon neutral heavy transport industry is a long way off due to the technical challenges this brings

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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Do you have any comments to make about these targets?

Industry transport is essential, anything to support rail transport should be encouraged

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## Investment Priorities

I think more smaller and more direct express busses between the cities would help.

An express bus that started in Napier and say 4 pick up points on Kennedy Rd and then went to Hastings hospital and then the city center so that the journey was not more than 35 to 40 minutes long should be looked at.

## Priorities of the significant regional activities

Yes

Why?

I trust these are listed in order based on the number of crashes at each location.

You have the problem of the more you improve the roads the more they are used

## Projects or Programmes

A commuter cycle way between Taradale and Hastings hospital

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## Attached Documents

File
Cycle submission to HBRG

Cycle submission to HBRG

3.8 The iWay Cycle Network The iWay network is focused on urban travel for commuting and getting around our cities. The iWay network is complemented and overlapped by the Hawke's Bay Trail network 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, on 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. 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 36.5kilometres of off-road pathways and cycle lanes now almost completed.

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 potential of micro-mobility has 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. This will provide both opportunities and challenges to diversify the modal choice available to users in preference to motor vehicles.

Figure 5: Transport Outcomes Framework 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.

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 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.

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.

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".

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 09/02/2021

First name: Nick Last name: Preston

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

More public transport, less cars on the roads.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
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Do you have any comments to make about these objectives?

With the foreseeable growth of Napier and Hastings in future years, towns like Otane, Waipawa and Waipukurau will also grow. There needs to be a focus on high speed electric rail to connect CHB to Napier / Hastings. It's inevitable so might as well make a start on it.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

Yes, high speed electric rail to connect CHB to Napier / Hastings.

## Investment Priorities

Sounds great. The cycle ways of Hawkes Bay are fantastic.

## Priorities of the significant regional activities

Yes

## Why?

All improvements on current situation.

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## Projects or Programmes

Hate to bang on about it...but high speed electric rail would be fantastic. Yes it will be expensive but surely the council/s could work with central government on this. Apparently the Labour government loves rail so that's a start.

## Indicator Framework

Yes

## Why?

Looks good.

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## Attached Documents

File
No records to display.

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 09/02/2021

First name: Dick Last name: Hilton

Organisation(Iwi/Hapu): Eastern Institute of Technology

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

The Eastern Institute of Technology is fully supportive of a regional initiative to provide public transport systems that reduce traffic congestion and provide a framework for sustained growth and economic development for Hawke's Bay. The institute has consistently engaged and consulted with its student body, staff, stakeholders, Hawke's Bay Regional Council, Napier City and Hastings District Councils to explore measures to reduce every day vehicle use by using alternate means of transport such as, walking, biking, car pooling and using public transport.

The Institute and the Student Association have made numerous representations over the years to the councils to promote strategies to significantly reduce the daily use of private motor vehicles coming onto and leaving from the Hawke's Bay Campus, Taradale, including possible joint initiatives such as;

- Provision of a free bus service for EIT staff and students to and from the Napier and Hastings suburban areas
- The extension and continued linking of cycle ways to the campus
- The improvement of curbing access for the use of mobility scooters
- Promotion of appropriate carpooling schemes
- The possible installation of a controlled pedestrian crossing to the campus

The institute would consider contributing to any of the initiatives, particularly in the strategy of the provision of a free bus service. There are a number of cities in New Zealand that have such a service in operation.

As a key stakeholder in this region we are keen to be involved in the continuing development of the Regional Land Transport Strategy.

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## Visions and Objectives

## Visions and Objectives

Least  
Important

Important

Most  
Important

- A safe transport system for all users. (Safety) ☐ ☐ ☒
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks) ☐ ☒ ☐
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport) ☐ ☒ ☐
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice) ☐ ☒ ☐
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning) ☐ ☐ ☒

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

Least  
Important

Important

Most  
Important

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030 ☐ ☐ ☒
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. ☐ ☐ ☒
- Having reliable and predictable travel times for freight ☒ ☐ ☐

Do you have any comments to make about these targets?

Extra  
no

## Attached Documents

File

No records to display.



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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 09/02/2021

First name: Guy Last name: Wellwood

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Yes Section 2 The word rail does not appear at all in this section notwithstanding that a working rail line runs from the South of the Region -Kopua linking the region with Palmerston North and the Main Trunk Line -right through to the North of the Region , Mahia Peninsula

Section 3 90% of this section is about roads. 3.10 is about rail and is COMPLIMENTARY about the potential for rail to rectify the issues you have indentified -A safe transport system , a resilient ,reliable and efficient network , environmental issues, and the need to minimise demand for travel and freight

4-It is no good just letting Waka Kotahi tell you what roads they are going to fix and you should not just accept that Kiwirail the monopoly track access provider and rail operator is going to do less and less in the region, YOU SHOULD BE VISIONARY and decide yourselves what is best for the future of Hawkes Bay

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
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Do you have any comments to make about these objectives?

You need to consider rail in your visions and objectives -as is happening in almost every other developed country of the world and in the Bay of Plenty. Do not consider it in the light of Road Transport Forum lobbying or the limitations of Kiwirail but in the light of potential. A single train can transfer at least one thousand tons or 300 people on existing pathways with no carbon output, and minimum pollution and this would keep thousands of cars and trucks off the roads thus improving congestion,

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accidents and damage to the roads

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
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- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☐☐☒

Do you have any comments to make about these targets?  
Greater use of RAIL achieves ALL these targets

## Investment Priorities

These are in the main the policies of Waka Kotahi, not specifically designed for Hawkes Bay, not visionary, designed around existing facilities for cars and trucks, without thought for the land, often fertile land that gets gobbled up by roads and carparks. Waka Kotahi has an obligation to fund rail and they should be asked to do so.

## Priorities of the significant regional activities

No

Why?

It is all about roads. The Port of Napier itself realises that it can not grow effectively if it is only serviced by trucks. THAT IS NEW POLICY AND SHOULD BE LISTENED TO

## Projects or Programmes

Yes. Commuter rail between Whirinaki and Waipukurau and the Cities and towns in between. A rail loop from the Port of Napier along Marine Parade to join the line at Te Awa. A line to the Airport. Massive consideration to new overhead bridges that cross rail lines but also roads

## Indicator Framework

No

Why?

Monitoring will only be effective if Rail is seriously considered as a transport medium deserving of further development

## Extra

In arguing for a greater use of rail I am aware of the limitations but believe the designers of the new Regional Transport Plan need to look behind those current limitations to a BETTER FUTURE. These limitations include

A totally unhelpful, inadequate Kiwirail

A Government that relies solely on Kiwirail to provide Rail Policy - which means no visionary policy and certainly not in the regions

The need to limit or control the interaction of road and rail ie rail crossings

The need to build more bridges over roads and rail lines

The need to get people (but not necessarily all people) out of cars and trucks

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REMEMBER -Under the amendment to the Land Transport Management Act funding for rail from the National Land Transport Fund funding for rail is to be treated on the same basis as funding for roads and Waka Kotahi is charged with listening to Local Government in that regard

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## Attached Documents

File

No records to display.

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 10/02/2021

First name: Michelle Last name: Matthews

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

I can only speak of the bus from Bay View as this is what we have tried to use. It does not fit the community. There is only one bus stop and as we cannot cross the road safely we would need to drive to use it - kind of cancels out the need for a bus. We could cycle there but there is no safe place to leave a bike or to lock a bike up. We could be dropped there but someone and wait but there is no bus shelter nor seat to rest on. We need smaller buses and more bus stops. To get to the hospital and back using the bus is near impossible and takes all day because the bay view bus does not match up. Same with getting to the EIT. We want to use it and there is an aging community out here that would love to use it but we can't start our journey as the bus stop is limiting.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

## Investment Priorities

will it help me catch the bus from Bay View?

8

Prioritises of the significant regional activities

Yes

Why?

the napier - Taupo road is so dangerous because of the condition its in.

Projects or Programmes

somewhere to cross the road safely in bay view. perhaps a tunnel under the road or an overbridge? not just for bay residents but to join the cycle tracks up. It is confusing and extremely dangerous for people who don't know the area. Someone will get killed soon.

Attached Documents

File

No records to display.

Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 10/02/2021

First name: John Last name: Adams

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

Section 3.2 on page 11 refers to Climate Change and introduces the concerns around transport's share of GHG emissions. It would seem appropriate at this point (and elsewhere in the plan) that the word "emergency" be used. Both HBRC and Central Government have declared climate emergencies and so it is disappointing to see that the required sense of urgency is not to be found in this draft. If this is an emergency we should treat it as such.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
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• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

Inevitably, transport demand is influenced by urban planning considerations. But the majority of urban planning controls are set by City & District Councils rather than the Regional Council. If "Integrated Planning" is to make a meaningful contribution to the demand for transport and the mode of transport taken then this Draft should make explicit how HBRC intends to influence the work of other Authorities.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

30% using active transport to get to work and 65% to get to school both sound like good targets. And yet, the draft shows that just building more network is not sufficient to increase use. Where in the plan should we look for the actions that HBRC intends to take to increase demand? We know that programmes in and with schools to train cyclists, develop safer routes to school, to reduce out-of-zone enrolments etc all make a difference to uptake of active transport. Where does the Draft indicate a willingness to work with the DHB, with Sport HB with schools etc to proactively raise the mode share for active transport? What is HBRC proposing to do to reduce demand for car transport around schools?

#### Investment Priorities

Given the concept of a "climate emergency" that has been promoted by Central Government and by HBRC it is difficult to see that these funding allocations are appropriate to a "step-change" into the future. I acknowledge that roading projects are notoriously expensive, but a budget based on "business as usual" will do nothing to address the emerging needs. I would propose that the percentage directed to walking / cycling and public transport should be doubled. Some of the roading projects might have to be delayed or scaled back, but we are not trying to maintain the status quo - we are seeking a societal shift to reduce GHG emissions.

#### Priorities of the significant regional activities

No

Why?

Once again these have put roading and infrastructure to the top of the priority list. Please can we recognise the climate "emergency" and shift cycling, public transport, rail, disadvantaged communities to the top of the list. This list could have been constructed a generation ago when GHG emissions were not even part of the vocabulary.

#### Projects or Programmes

Are we funding / subsidising e-vehicles or is the "support" that is talked about only notional?

Are we funding a trial of a CHB - Hastings - Napier passenger service by rail (or electric bus) or are we just commenting that there is currently no provision?

What real steps are we taking to make the Public Transport system more "attractive"? Does that include real-time information on bus movements via an app to a phone?

Other than road upgrade suggestions, the draft plan is notably weak on the specifics of what it would like to do. And it's those non-roading changes that will make the most difference.

#### Indicator Framework

No

Why?

You have to have more 21st Century outcomes in mind before the measures will become meaningful.

#### Extra

I should point out that I am currently employed as a Health Promoter (DHB) and so I see the benefits that come from active promotion of safe /healthy alternatives. I have previously worked in transport management (public transport) and been a Trustee of the Environment Centre Hawke's Bay. the comments here are my own and do not represent the views of any body that I am associated with or employed by.

Can I suggest that you look at this short video which typifies the energy that can be generated in community (in this case a Flaxmere School) when positive steps are taken to actively promote active transport: <https://www.youtube.com/watch?v=B5UQXgLDHQ>

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Attached Documents

File

No records to display.

Item 6

Attachment 2

10

Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 10/02/2021

First name: Kiera Last name: Oliver

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

It is imperative to implement public transport in CHB travelling to Hastings/ Napier to reduce health inequities for CHB. I work in healthcare in CHB and there are few supports for getting patients to appointments as the current supports require a lot of flexibility in travel time. Bus fares from Napier/ Hastings to the regional hospital are funded which is needed for CHB residents also.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

## Projects or Programmes

regarding safe travelling - implementing more alcohol testing on the road in CHB - I have lived here for 5+ years and never

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seen a breath testing station or drug testing

Indicator Framework

Yes

Why?

Item 6

Attachment 2

Attached Documents

File

No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 11/02/2021

First name: Lance Last name: Simon

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

I reside at 701 Main North Rd, Bayview. I have lived there for some years. In this time there has been a huge increase in traffic going past my gate on SH2. There now is many more people living north of my property on the various subdivisions off SH 5 and SH 2, plus an increase in traffic anyway. My property is located in the 100 K area of road between Bayview township and the SH2/SH 5 intersection..It is now very dangerous entering and exiting properties along this stretch of highway. Recently 7 neighbours had a meeting on site with a NZTA representative over reducing the speed limit to 80K. At the time road widening was being carried out and had been going on for a number of months with temporary speed restrictions. This person agreed the speed should be reduced to 80K and advised everyone present that when the road widening was complete they would leave the temporary 80K signs up as everyone was now used to traveling at 80K and that he would start the process of permanently reducing the speed limit to 80 K. This never happened and when I asked Oliver Posting (head of NZTA HB) why this had not happened, his reply was that no NZTA staff member had said what he said , and it was not going to happen. There has been nose to tail accidents with people turning into their properties. There is a major fruit and vegie shop on this road that has a lot of traffic entering and exiting. The residents ask that the speed be reduced from 100K to 80 K. for safety reasons before someone is killed. 100K on this stretch of road will not help the Government reach its "Road To Zero " target.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Many HB roads are sub standard, and need improvements.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
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T24Consult Page 1 of 2

11

• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030

☐☐☒

• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.

☒☐☐

• Having reliable and predictable travel times for freight

☐☒☐

Do you have any comments to make about these targets?

There needs to be a major look at speed limits right across HB. There is inconsistency, and confusion. Some areas seem to have speed restrictions for no obvious reason while others which should have speed restrictions don't. Hastings seems to view speed restrictions different to Napier.

Investment Priorities

There clearly is a problem with traffic exiting the expressway to Taradale heading North. At peak traffic times traffic is backing up to the Pakowhai /Waiohiki roundabout. This could be easily fixed by making the pull off entrance to Taradale longer and wider, thus avoiding people slowing down excessively which happens now. Why this has not happened before now I find amazing. Such a simple cheap resolution to a major problem.

Priorities of the significant regional activities

Yes

Why?

They are all sensible projects.

Projects or Programmes

Lengthen and widen the North bound off ramp to Taradale on the expressway, to mitigate the constant tail back that occurs at peak traffic times. Perhaps a dedicated Taradale only exit lane could be installed.

Attached Documents

File

No records to display.

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Attachment 2

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 12/02/2021

First name: Ross Last name: culver

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☒☐☐☒☐☐☐☐☒

Do you have any comments to make about these objectives?

The expressway needs 4 lane bridges and the expressway 4 lanes like it should have been when it was originally put in. stop throwing money away doing cosmetic alterations.

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these targets?

Police engine braking on the expressway. Get rid of the stupid fence down the middle.

## Investment Priorities

Improve the expressway to 4 lanes with 4 lane bridges.

Purchase land at Stortford lodge and put a proper 2 lane roundabout in.

## Priorities of the significant regional activities

No

## Why?

Stop tinkering with the expressway and fix it to 4 lanes with 4 lane bridges and get rid of the dangerous fence down the middle. It was designed before the closure of the Napier hospital and it is now a log jam.

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## Projects or Programmes

No I have mentioned enough to keep you busy for the next 4 years.

## Indicator Framework

No

## Why?

You seem to have a austin A35 mentality and do not appear to be thinking of the people who are using the expressway every day..Cars are bigger trucks are enormous.

Item 6

Attachment 2

## Attached Documents

File
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No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 14/02/2021

First name: Karen Last name: Mata

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

Regional Context

The inland port proposed for Whakatū, How will all pollutions transport trucks and rail be mitigated?

Visions and Objectives

Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Headline Targets

Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

What about the Whakatū community and all residents who live there. How important is their health and well-being?

Investment Priorities

could be better

Priorities of the significant regional activities

No

Why?

Attached Documents

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13

File

No records to display.

Item 6

Attachment 2

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 15/02/2021

First name: Brendan Last name: Veale

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
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Least  
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Most  
Important☐☒☐☐☒☐☐☐☒☐☐☒☐☐☒

Do you have any comments to make about these objectives?

## Headline Targets

Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
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- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☐☒☐

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

## Indicator Framework

Yes

Why?

## Attached Documents

File

No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 16/02/2021

First name: Damien Last name: Naidoo

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- |  | Least Important       | Important                        | Most Important                   |
|--|-----------------------|----------------------------------|----------------------------------|
| • A safe transport system for all users. (Safety)  | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
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| • A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)   | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
| • Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)   | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
| • Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)             | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |

Do you have any comments to make about these objectives?

Moving away from motorised transport, I think, is bigger than carbon neutrality and greenhouse gas emissions. Ideally, our environments would be designed to steer us humans in using the right tool for the job at hand: that is, motorised transport for long journeys, trips during bad weather and for moving heavy loads, PT \*(public transport, cycling and walking) for other purposes. I hope your 'Land use planning and development...' objective encompasses this.

## Headline Targets

## Headline Targets

- |   | Least Important       | Important                        | Most Important                   |
|---|-----------------------|----------------------------------|----------------------------------|
| • Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030  | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
| • Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Having reliable and predictable travel times for freight  | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |

Do you have any comments to make about these targets?

## Investment Priorities

The program looks good.

## Projects or Programmes

Trials and implementation of alternative surfaces for roads, cycleways and footpaths. Has PlasticRoad been considered for cycle paths: <https://plasticroad.com/en/?> What about solar generating footpaths? <https://solarroadways.com/>

## Extra

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Well placed shelters, drinking fountains and rest stops (perhaps even coupled with spaces for mobile food vendors and other pop-up shops) around public transport stops and on cycling and walking trails should be considered.

Multi-modal transport is the way of the future.

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Attachment 2

## Attached Documents

File

No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 18/02/2021

First name: Anthony Last name: Last

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

You need to get more people to use buses instead of cars when going into the towns and cities of Hawke's Bay. Consider the following to achieve this:

Introduce a congestion charge for cars parking in towns and cities

introduce a park and ride scheme for people wanting to go into towns and cities

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

Consider introducing a rail passenger service between Wairoa and Dannevirke

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
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• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these targets?

Make all speed limits around schools 30kph

Make all speed limits on all roads a maximum of 80kph and where there are known black spots, reduce to

T24Consult Page 1 of 2

16

60kph

Enforce speed limits rigourously, especially where there are road works

Investment Priorities

It's a start but much more needs to be done

Item 6

Attachment 2

## Attached Documents

File

No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 21/02/2021

First name: Karen Last name: Hampton

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
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Least  
Important

Important

Most  
Important☐☒☐☐☒☐☒☐☐☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
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- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☒☐☐☐☒☐

Do you have any comments to make about these targets?

## Investment Priorities

what about horse riding paths and access. Council need to be aware that horses , bikes and loose dogs do not mix. We need safe areas that provide us with places to ride

## Prioritises of the significant regional activities

Yes

Why?

the Tsupo road is shocking , the surface has deterrated. Pot holes and lumps on comers and downhill sections.

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## Projects or Programmes

I worry about the safety measures on the expressway. It is impossible for emergency vehicles to pass where the middle ropes have been placed. It may have saved life's but it has potentially cost them in emergency services bring unable to safely use this road.

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Attachment 2

## Attached Documents

File

No records to display.

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 21/02/2021

First name: Kate Last name: Luff

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☒☐☐☒☐☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☐☒☐☒☐

Do you have any comments to make about these targets?

## Investment Priorities

no mention of equestrian users or bridle paths/riding trails

## Prioritises of the significant regional activities

Yes

Why?

yes but as above, no mention of ridden access

## Projects or Programmes

giving horse riders safe and interesting places to ride. Clear information about public riding spaces (very hard to find info on line)

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Indicator Framework  
Yes  
Why?

Extra  
no

Attached Documents

File

No records to display.



## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 21/02/2021

First name: Leticya Last name: Mehalski

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☒☐☐☐☒☐☐☒☐☐☐☒

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these targets?

## Investment Priorities

We need more bridle paths and accessibility for horse riding in the region. The current horse trails advertised are in reality just maintenance roads. The current horse trails are also very poorly maintained - lots of poor footing, bunny holes all over the place which can cause a serious accident if a horse stumbles in them even if just at a walk. The HBRC website horse trail page needs updating - lots of the gates listed as a way to move along the trail are often locked and the council key opens hardly any of them. There should be horse trails everywhere that cyclists have access to in the rural settings (countryside, beachside etc). Horses won't do as much damage to walkways as those opposed to sharing the cycle paths believe. It would be far safer to ride our horses along well maintained bridle paths to get from location to location than the way it is at the moment which often involves riding on the roadside where road users very rarely ever drive safely past us. Look at all

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the fantastic pathways that are available to horses in other areas of NZ (and which horse riders are very respectful of when it comes to leaving an area clean and tidy!) - the redwoods in Rotorua is one that springs to mind!

There is such a strong horse community in Hawkes Bay we would love to enjoy the same scenery as cyclists, mountain bikers and walkers are entitled to and be safe doing it!

Prioritises of the significant regional activities

Yes

Why?

Indicator Framework

Yes

Why?

Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 22/02/2021

First name: Kerry Last name: Marshall

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

Regional Context

4 lane expressway to facilitate quick movement through. Less time slowing / accelerating or sitting in queue is less fuel burnt

widen the central median and add light rail between napier and Hastings

## Visions and Objectives

Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Get back to basics. Build good quality infrastructure that lasts

use the railway line to run a cheap frequent shuttle service between the two cities with a feeder network of bus and incorporate park and ride

## Headline Targets

Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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Do you have any comments to make about these targets?

Priorities of the significant regional activities

Yes

Why?

napier taupo road needs proper work not just tinkering and lowering speed limits. Roaring companies must have targets for how long repairs last otherwise money is deducted

Projects or Programmes

we need far more safe places to ride horses. Allow horses on cycle paths and also make new bridle tracks in safe places

Indicator Framework

No

Why?

speed of movement along the expressway, reduction in repairs, increase in quality of work, measurement of length of new bridle paths should be included

Attached Documents

File

No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

First name: Paul Last name:

Daytime Phone:

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

1. Section 2 of the Plan describes the regional context for our transport network. Section 3 describes the current transport system, including how it impacts on people's health and well-being, its environmental and economic impact and the transport choices. Section 4 provides information about the transport planning context from the national through to the local level.

Do you have any comments to make about this part of the plan?

Section 2 is informative especially for those outside of the Region. There are no details of the Regional transport systems that enable comparison with other Regions and the percentage of the National system.

The need for funding one assumes is somewhat complete and should go on needs. Without a base to start from it's difficult to see what share of the Cake the HB Region should be receiving. If not why not! The Plan should include this additional data, so over the 10 year period the improvements are self evident at a high level.

Information that would be of use are for example

The length of each SH broken down into strategic lengths.

The crash rate /fatalities for each strategic section.

The length of each TLA arterial networks by strategic Lengths. and same for Principle Rds and local Rds

The crash rate/fatalities for each.

Passenger Transport -actual network by TLA

Cost per passenger transported./Passenger fare contribution.

Cycle network per TLA. Separated dedicated cycleway. etc.

The above is not exhaustive but an example of the base information for each output at a high level, showing how each component is made up to those accountable, for funding and achieving the outcomes. This would then enable the ratepayer to easily see what is being actually achieved as the RLTP progresses over time.

It would also assist a comparison with other Regions to ensure the HB receiving its fair share and enable meaningful advocacy at a political level if HB is not in the right space.

Section 3.

This section of 14 lines is a major disappointment.

There are very high level comments but no actual details of the transport system deficiencies.

AS for Section 2 this section should drop down from the Government Policy level into Regional areas where the system has deficiencies and the network issues identified.

A good example is no mention of SH 5 and the various sections that have issues and known crash/fatalities numbers. It is known from Police reports that on this 127km section of SH5 Napier to Taupo there were 8 deaths and 40 severely injuries last year, with the bulk of these between Te Pohue and Tarawera.

There is no information of the section of SH2 south of Hastings where there has been significant installation of wire barriers as to the previous crash rate and the objective crash rate reduction.

The SH Collège road section currently under construction what is its current crash rate and what is the projected reduction? Without base data whilst it may reduce the crash rate, if the existing rate is low should it be a priority?

Without this information it is difficult to see how the Regional Council is able to really advocate for network deficiencies.

3.2 This is a Transport Plan at a high level. A breakdown of the emissions by HCV's (Trucks) against light traffic would be useful as the former are unlikely to change fuel types in the foreseeable future. What will be the impact of full conversion of Light vehicles to alternative fuels on the total emissions from Transport within the Region. Again without some base data its difficult to see what is the target that the Regional Council is seeking to achieve.

3.4 It is noted that SH5 Napier is not included as part of the Strategic Network, one assumes this is an oversight.

The resilience of this part of the network may have specific needs and intervention given its alignment and topography. One crash can close the network without any low cost to transporters alternatives.

3.5 The list on Page 13 can only be of historical interest as whilst the projects are stated as significant there is no indication as to the effectiveness of the various interventions in reducing the Regional crash rate.

What was the crash rate per km on the HB Expressway prior to the wire barriers and how has that rate dropped. This would give a real cost/benefit answer to the installation of the wire barriers. It is noted that the Government paper Roads to Zero highlights the Wellington Kapiti Coast initial installation of wire barrier but that location on a curvaceous narrow road of length is quite different to the HB Expressway.

This is not saying that wire barriers don't work but where should the priority be, when there are known high fatal crash areas not being addressed.

3.6 As mentioned above there should be more details of costs per passenger and the projected needs. Without this it calls into question the validity of the RLTP to be able to forward plan.

3.9 As mentioned above the details of the Greenhouse emissions, related to heavy traffic should be highlighted so that consideration can be given to any offsets required. If the growth impact is significant then that future need for consideration by the Region. With the information suggested then the actual impact can be seen and targets set.

3.10 What would be the actual net gain in GH emissions if volume was converted to Rail. There is much comment made of this. It must be possible to put a real figure on this taking into account any rehandling required on/off rail. Whilst there are other factors supporting rail a quantum related to Climate change needs to



appear .

4.0 It is noted that the RLTP includes the Government outcomes

The RLTP should move on from that and include how the Region will play its part with specific outcomes to be achieve.. Regional targets should be established and set via this planning process. Measurable outcomes to the participating agencies should then be likewise established and accountability established.

Whilst some will argue that it's an overall outcome and difficult to establish, that is trite in that targets at a reasonable level are at least known against such variables. The current situation is without any real accountability hence what's the reason for the RLTP?

As stated previously if one has targets and known outcomes from intervention then there is a strong base for advocacy for more for the Region. If other Regions are not doing it so be it but that's no excuse to be just part of the norm.

4.6 Whilst it is accepted that one can trawl through each Councils LTCCP, a summary of what is to be achieved by each TLA against the RLTP would give confidence to the ratepayers that the actual outcomes are known, targeted and funded. As it stands the financial as shown are somewhat meaningless just being a range of figures without any rational without some supporting data readily available.

The essential thing missing is what is the expenditure trying to achieve other than a government set of very high level aspirational targets. The Region is in a different place and needs ratepayers financial contributions and buying for the rates required. At the moment it seems a targeted expenditure programme of have faith and we may or not deliver .

4.8 On enquiry I was advised that the information was not available and one needed to make a submission on what is in the Draft Document. I find this discourteous to the ratepayer as if there is information that is available to Councilors but not the general public then as a submitter what is the purpose of even making a submission.

Please ensure that all relevant information is readily available and internet linkages are quite readily available for some information but not all it seems

5-6 This seems to be more of a reiteration of Government Policy the Regional Objectives pages 29-31 are very general without any actual detail as to;

What is to happen,

by whom, by when and at what cost!

7 Again the information is any such a high level without detail.

The Long-Term results just reiterate Government Policy without any specific Regional Targets. If the RLTP set say 5, 2year targets then there could be some meaningfulness as to progress over time. At the moment it's not until 2023 we would know any outcome and then it would be based on what?

8/9/10/11 These tables are only of general value primarily related to the amount of money to be spent but NO indication of what they are to achieve other than meeting some Objective that is at such a high level as to be meaningless in terms of actual outcomes required.

A trite example would be the WKNZTA are going to achieve a safe transport system for all users of SH5 with the expenditure of \$1.4m by 2023 ????

It also appears that with only an additional \$15m from 2025-2027 a period of 3 years that's all that this Region is to be granted by the Government for the HB Region to WKNZTA. The Regional Councilors should be concerned as the fatality rate on SH5 is unacceptable and does it sit comfortable with the Regional Council that only investigation at a very light level of \$1.4m is proposed.

The RLTP and those responsible should be showing some passion to get this section of SH 5 focused upon, the problems have been well highlighted and this part of the network has been under scrutiny for many years so its not a matter of going back to first principles its a matter of dealing with a real known issue with some problems but should surely be strong being advocated through this plan which at the moment is almost silent upon it.

Paul A Sampson QSM FEngNZ.

Comments for Admin. Not for Submission. I've found it a bit difficult to use this online portal as it cannot be saved hence printed out and corrections, grammar etc. Can I suggest in future it would assist if like the IRD you log in that then can save a draft, I've had to risk a mal function or need to go off line and have already lost an hours work so this submission is not as full or detailed as I would have liked . Cheers

2. Section 5 of the Plan describes the vision and objectives. There are five objectives of the plan.

What's important to you?

Visions and Objectives	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

3. Section 5 also describes the headline targets There are three main targets for the plan.

What's important to you?

Headline Targets	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

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Hawke's Bay Regional Land Transport Plan 2021 from user, Paul  
public transport to go to education.

- Having reliable and predictable travel times for freight

Do you have any comments to make about these targets?

Attached Documents

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 24/02/2021

First name: Wayne Last name: Smith

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☐☐☒☒☐☐☐☐☐☐☒☐

Do you have any comments to make about these objectives?

Make getting a four lane highway between the Airport and Omaha Road top priority. Get more passing lanes on the road between Hastings and Waipukurau. Get more passing lanes on the Napier Wairoa Road

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☐☒

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes  
Why?

## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 25/02/2021

First name: Jesse Last name: Cameron

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☒☐☐☒☐☐☐☒☐☐☒☐☐☒

Do you have any comments to make about these objectives?

## Headline Targets

Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☐☒☐

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

## Indicator Framework

Yes

Why?

## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 25/02/2021

First name: Jenny Last name: Elliott

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☒☐☐☒☐☐☐☒☐☒☐☐☐☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☐☒☐☒☐

Do you have any comments to make about these targets?

I can't see anywhere in the plan that explains how you are going to get 30% of people using active/public transport by 2030. How are you going to turn around current trend of more cars (and presumably fewer public transport users). Where are your plans for that?

Yes reducing road deaths and serious injuries needs to be a priority. But it's not only about roads - driver behaviour is complex and building better roads may mean more cars going faster. I can't see anything in the

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plan that tells me otherwise. Let's work to get the cars off the roads!

Investment Priorities

multit modal access - what?

I assume multi modal access? Jargon - what does this actually mean?

Priorities of the significant regional activities

No

Why?

See comments in box below re need for a focus on public transport not road infrastructure.

Projects or Programmes

We need to see much more resource going into developing a modern, reliable public transport system - focussing initially on the two hubs of Hastings and Napier. It needs to be a modern, reliable public transport system that is affordable (ie subsidised) and offers frequent services. The majority of our funds is going on roads - and no one would want to argue against making roads safer. But a significant safety factor will be taking cars off the roads. As well as the flow on to climate change mitigation which the HBRC has declared an EMERGENCY.

The HBRLTP fails to give any detail about how HB will meet its commitment to the Climate Change Emergency Declaration. It identifies that we are a car dependent region, that this dependency is increasing, and that road transport is 'recording an increase in greenhouse gas emissions.' (Pg 37) But there is nothing in the Plan that drills down into any detail about how we will turn that trend around. Where are the plans for this? Where are some costings? Please see attached document for more details about these concerns.

Attached Documents

File

Submission to HB Regional Land Transport Plan 2021 draft consultation

### Submission to HB Regional Land Transport Plan 2021 Draft Consultation

While acknowledging that current road usage trends impact across the region's transport issues, this submission focuses on the urgency of its climate change impact.

We urge decision makers on the Regional Transport Committee to take leadership in ensuring all decisions are informed by the HBRC's commitment to its Climate Change Emergency Declaration.

*"We know that the actions we take over the next 10 years will be critical to ensure our climate resilience as a region."* (HBRC.govt.nz/environment/climate-actionhb-what-is-council-doing)

Other councils are doing this, e.g. Auckland Council has adopted a **climate plan** following on from their Climate Emergency Declaration. It has set goals for a 50 percent reduction in emissions by 2030 which will require a 64% reduction in transport emissions, and net zero emissions by 2050.

The HBRLTP fails to give any detail about how HB will meet its commitment to the Climate Change Emergency Declaration. It identifies that we are a car dependent region, that this dependency is increasing, and that road transport is 'recording an increase in greenhouse gas emissions.' (Pg 37) But there is nothing in the Plan that drills down into any detail about how we will turn that trend around.

- What fundamental shifts in infrastructure spending will be made to change how we power our personal travel, our work travel and our freight transport?
- Where are the specifics and plans for the essential infrastructure needed for this transition to happen, eg connecting services, transport hubs, secure bike storage facilities, frequency, and routes?
- How will people be encouraged/supported to get out of their cars and onto public transport? How will attitudinal change happen?

We fully endorse the **Primary Problem** as identified in Transport Priority 4, pg 37. We urge that everything be done now to reverse private motor vehicle usage and the consequences of this on our environment.

**We need your committee to lead on climate action for Hawke's Bay NOW.**

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 25/02/2021

First name: Cherie Last name: Flintoff

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Please see attached submission - noting Road Safety can only be achieved with widespread good quality training and licencing, and the conditions to make that possible.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Please see attached submission - noting Road Safety can only be achieved with widespread good quality training and licencing, and the conditions to make that possible.

## Headline Targets

## Headline Targets

Least Important	Important	Most Important
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- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030 ☐ ☐ ☒
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. ☐ ☒ ☐
- Having reliable and predictable travel times for freight ☐ ☒ ☐

Do you have any comments to make about these targets?

Please see attached submission - noting Road Safety can only be achieved with widespread good quality training and licencing, and the conditions to make that possible.

#### Investment Priorities

Please see attached submission - noting Road Safety can only be achieved with widespread good quality training and licencing, and the conditions to make that possible.

We have also made several specific comments in the attached submission.

#### Priorities of the significant regional activities

Yes

Why?

While we largely support these priorities, others are also important, such as:

- more provision for training road users to drive safely
- improving the Napier - Wairoa road

#### Projects or Programmes

Please see attached submission. Other priorities are also important, such as:

- more provision for training road users to drive safely
- improving the Napier - Wairoa road
- ensuring that roads in Wairoa and Central Hawke's Bay have sufficient variety to provide approved testing routes for Restricted and Full licences. This will help enable people to sit their licence and encourage more driver training (as it will have a purpose).

#### Indicator Framework

Yes

Why?

#### Extra

Monitoring of licencing rates, issues around lack of suitable training, how financially, geographically and culturally available suitable training and test routes for licencing are to different parts of the community.

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Attachment 2

## Attached Documents

File
Submission to Regional Land Transport Plan 2021
MAP of Hawkes Bay Driver Licencing FINAL 15 September 2020



*2.4.d Increase the number of whānau with driver's licenses to ensure more whānau have access to, and are eligible for, employment*

Submission to Regional Land Transport Plan: Hawke's Bay February 2021

### Introduction

This submission is made on behalf of the Matariki 2.4D working group, and generally supports the direction of the Regional Land Transport Plan (the Plan). The working group is focused on improving access to driver training and licencing and includes representatives from Connecting for Youth Employment (CHB), REAP Tairāwhiti (Wairoa), Te Taiwhenua O Heretaunga, Hastings District Council, Got Drive Community Trust (Napier/Hastings), Kainga Pasifika, ACC, RoadSafe, NZ Police, Ministry of Social Development, Ministry of Business Innovation and Employment and the Ministry of Education.

This submission supports the general aims of:

1. Reducing deaths and serious injuries on Hawke's Bay roads;
2. Better road and corridor design to increase the safety of surfaces, corners and the corridor generally, resilience of the network and sustainability;
3. Improving the reliability of freight and other transport times to, from and within the region.

The key focus area of this submission is Road Safety, specifically through ensuring road users are better trained and licenced. The submission supports development of action plans, with a strong focus on removing barriers to a variety of good quality driver training and licencing, and ensuring that this is reflected in the Regional Programme of Activities.

### Executive Summary

Investment in driver training to use roads safely should sit alongside investment in infrastructure.

We note that the Plan identifies a priority need to "Develop, implement and report on annual road safety action plans jointly with councils, NZTA, NZ Police and any other road safety funding partners" and to "Target road safety behaviour change programmes to high-risk users and major crash causes". This includes "Preparation and implementation of annual Road Safety Action Plans that include education and other programmes on speed, driver licensing (sic), young drivers, restraints (sic) targeted to high-risk activities and communities". This submission notes that funded actions for this area are not yet visibly reflected in the Regional Programme of Activities. We respectfully submit that the attached MAP of Hawke's Bay Driver Licensing document be used to inform the relevant parts of the Action Plan and that sustainable and adequate funding be provided for removing cost, access and other barriers to driver training and licencing.

Access to professional driver training (which can greatly increase road safety) is currently ad hoc and often based on affordability.

Please note: more detail is provided in the main submission pages and in the attached mapping document.

This submission would like further projects / programmes and funding for :

- Ensuring each part of the district has reasonably equal access to driver licence testing (a local test route, on familiar local roads).
- Wide access to driver training and education – when building billions of dollars of infrastructure it is good business practice to also invest in the knowledge of the "operators". Ideally, access to training should have no cost barriers. Training could include:



**2.4.d Increase the number of whānau with driver's licenses to ensure more whānau have access to, and are eligible for, employment**

- Improving access to training on the theory of driving and hazard avoidance . (Available through some programmes, but cost can be a barrier.)
- Access to good quality driver training simulator(s), particularly for beginner drivers and hazard awareness. (Not currently available in Hawke 's Bay, although a limited trial in February 2020 was well received in the school and community settings it was used in.)
- A dedicated controlled-environment area for practical driver training to teach good decision-making strategies , understanding of vehicle features and limitations ( e.g. braking distances) and planning ahead <sup>1</sup>. (Not currently available in Hawke 's Bay, but delivered in other areas of New Zealand. Greg Murphy is keen to support development of a facility in Hawke 's Bay.)
- Access for everyone to good quality driver training on road . (Available through some programmes, but cost can be a barrier.)
- Assisting with developing and producing resources where gaps exist ( e.g. for Pasifika, Māori).

This submission also requests that the Plan consider:

- Also allowing for a small scale on-demand public transport service in Wairoa and Central Hawke's Bay areas, which have even fewer transport options than Napier and Hastings.
- The plan includes corridor improvements to the Napier-Taupo road, and we hope that planning is able to achieve good longevity of surfaces. The potholing and rutting that result from poor surfaces or repairs that haven 't "taken" properly greatly increase risks for even well-trained drivers, particularly on corners.
- Planning for improving SH2 Napier-Wairoa, with more visibility of plans for improving the quality of this road and reducing commuting times, which fit some of the identified issues / priorities in the plan mentioned above.
- Supporting the Matariki 2.4D working group in its work with Government to achieve changes in key areas, such as the Graduated Driver Licensing System, overseas licence conversions and access to timely appointments for practical driver testing.

This submission also requests that the Regional Transport Committee support the actions and priorities of Matariki 2.4D with Waka Kotahi and other Government agencies, given the importance of driver training and licencing in road safety. This particularly includes the Graduated Driver Licensing System review, a review of overseas licence conversion issues and timely availability of practical driver licence test appointments.

**Attachment: Map of Hawke's Bay Driver Licencing (document).**

#### Access to Local Driver Testing

In Wairoa and Central Hawke 's Bay people have no approved Restricted or Full licence testing routes.

<sup>1</sup> Potentially based on the Street Smart programme: <https://www.streetsmart.nz/about-street-smart/> and created in partnership with other parties as suitable (e.g. Ngati Kahungunu Iwi, NZ Trucking Association and roading construction companies).



#### 2.4.d Increase the number of whānau with driver's licenses to ensure more whānau have access to, and are eligible for, employment

People thus have to travel out of town to sit their licence, creating further barriers (a couple of which are noted below). Additional information is provided in the attached mapping document.

The barriers they face can make them less likely to engage in training and obtaining a driver licence, which can in turn mean that they are less well-equipped (less safe, in themselves and in relation to other road users) when they are driving (as many will do even if un/under licenced as they live in an isolated community where relying on public transport or even a taxi service is not an option).

We note that the Plan identifies that "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." We submit that barriers to training and licencing are some of the drivers behind those rankings.

We submit that to improve driver safety, the Plan should have an action to work with local councils and Waka Kotahi (NZTA) to develop better access to local approved driver testing routes for both Restricted and Full licence tests.

Main barriers created by lack of local testing:

- Students do not get to sit the test on roads that they are familiar with – this means that they are disadvantaged compared to people from other areas as a large part of their concentration will be used on the unfamiliar road layout and conditions, leaving less capacity to focus on the test requirements.
- If sitting a Restricted Licence test, the student and their supervisor essentially need to take a whole day out of school / work to travel to another town to sit their licence. This affects their learning or income and the District's productivity. The travel itself also costs them more than people that have access to taking a local test.
- People who are on a lower income have less access to driver training and to meeting licencing costs, and re-sit costs. The additional costs that people face when they also have to travel to another centre, and are more likely to fail due to being unfamiliar with the roads, disproportionately affect lower income people.

#### Driver Training and Education

Addressing road safety without a significant investment in training the people who will be driving on the roads is akin to a business spending billions of dollars on machinery without providing training for the operators. If little or no training is given, resulting in accidents, would a business's likely focus then be on changing or slowing down the machinery or on training the operators?

This submission recognises the importance of ongoing work on infrastructure, but notes that support for driver training is sadly lacking and often left to good intentions from family members, with poorly resourced support by committed schools and other organisations rather than being a well-planned and properly resourced system that is designed to provide good training.

We note that the plan identifies that "Poor driver behaviour is over-represented in death and serious injury crashes in the region when compared to the national average." Good quality training is a key factor in improving driver behaviour.

Driver training has for too long been regarded as an individual action rather than recognising its importance in the road safety equation (well-trained drivers are more likely to be able to understand





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how to drive safely and to foresee and avoid hazards) and in strengthening the economy (more people able to drive safely = more workers able to get to work more safely, drive more safely for work and be more productive by being able to drive themselves around to get to meetings or job sites or to pick up equipment needed for the job).

A lack of universal driver training and access to driver licencing creates and reinforces cyclical inequalities in our communities. Those with less money are less likely to be able to afford to get training, pay licence test / re-test fees, have access to a road-legal car, or to get their first job (84% of entry level jobs across all types of role require a driver licence). They are also less likely to be able to afford compliance if they are caught without a licence than people in a better socio-economic position, thus are further disadvantaged. Providing universal training and licencing breaks that cycle and is more likely to allow people to get and keep work, which then allows them to better maintain their vehicles, as well as having better knowledge of how to drive safely and avoiding licence-related charges.

New Zealand / Aotearoa needs more people to be trained to be safer drivers, for our community and our economy. This submission therefore asks that further funding be set aside to allow groups working in the community and with schools to increase their ability to sustainably train and licence more drivers (road operators, if you will).

Ideally, the first step for driver training would be to make driver training and licencing part of the school curriculum. This would provide more equity of access to driver training, ensuring that all young people were leaving school with at least core training in how to drive more safely. While recognising that the school curriculum is not the regional transport 's purview, there are strong arguments for a regional advocacy / influence to promote this action.

To support driver training and licencing in schools, Hawke 's Bay is currently lacking facilities like a good quality driver training simulator(s) and off-road training facilities to teach people practical driving skills in a safe environment. These sit alongside courses that teach theory (including the "why" of rules, signage and driver safety actions) and on-road driver training to practice in a real-life situation with trained instructors who can guide better driving behaviours.

Providing or funding driver training services free / very low cost for all, or at least for those who are on lower incomes, would also help to ensure that more people are able to drive safely on our roads. This would include both theory, e.g. "why" road rules exist, what different painted symbols and signs mean, how to look for hazards; and practical driver training — included simulated environments, on-road "real-life" driver training, and training in a dedicated, safe, non-road environment where people can be taught good decision-making strategies for safe driving, including self-assessment and learning, reading the road environment, resisting peer pressure, managing or eliminating distractions, knowing your vehicles features and limitations (e.g. braking distances) and planning ahead<sup>2</sup>.

Cost is one barrier to accessing good driver training. However, there are other barriers.

<sup>2</sup> Potentially based on the Street Smart programme: <https://www.streetsmart.nz/about-street-smart/> and created in partnership with other parties as suitable (e.g. Ngati Kahungunu Iwi, NZ Trucking Association and roading construction companies).



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Suitable driver training is currently being addressed, with support from the Regional Transport Committee, Wairoa representatives, the Matariki 2.4D working group and Got Drive Community Trust.

Language has been a barrier to getting a driver licence for many Pasifika people, with few resources available in any language except English. A recent survey of Pasifika Drivers showed 72% were on the wrong licence. Through the support for suitable driver training noted above, Hawke's Bay now has two trained instructors based at Kainga Pasifika Services, who are able to train people in Tongan and Samoan as well as English. We also note that the Pacific Community are developing a resource for Drivers licence training. This is one area where regional funding could assist in improving access to training and the knowledge that can help people to become safer drivers.

Further training is being worked on for Wairoa, where many people have no access to a local driving instructor (there is a service for people on probation and other areas where there is a capacity gap). Central Hawke's Bay also has limited access to local driving instructors.

We ask that the plan signal ongoing support to ensure that further capacity gaps in instructors can be filled and that driving instructors and community members have access to support to provide training where needed (funding support and ongoing training where needed).

#### Other Requests

This submission also requests that the Plan consider :

- also allowing for an on-demand service in Wairoa and Central Hawke's Bay areas, which have even fewer transport options than Napier and Hastings.
- Ensuring that the planning for corridor improvement is able to achieve good longevity of surfaces. The potholing and rutting that result from poor surfaces or repairs that haven't "taken" properly greatly increase risks for even well-trained drivers, particularly on corners.
- Planning for improving SH2 Napier-Wairoa, to improve the quality of this road and reduce commuting times.

This submission also requests that the Regional Transport Committee support the actions and priorities of Matariki 2.4D with Waka Kotahi and other Government agencies, given the importance of driver training and licencing in road safety. Some of the issues we wish to have input in and see resolved at this level are the Graduated Driver Licensing System review, as it is not achieving the best outcomes possible in its current form; and long waiting lists for driver licencing practical tests, which exacerbate issues with getting people trained and licenced effectively - COVID has exacerbated this issue with average availability of tests now 64 days out for many in the region.

Not being able to sit a test in a timely manner increases the costs (whether individual or agency) for ongoing refresher training and/or resit fees as people lose their readiness and confidence over 2 months. It affects people who are reliant on their licence to take up a job offer (two months is a long time for an employer to wait).

The time delay to get a test also creates major issues for those converting a licence under the current system (also in need of review) which requires people converting an overseas licence to a New Zealand licence to revert from being able to drive freely to having to be supervised until they pass a practical test (imagine being told when you went to renew your licence you had to be supervised until you sat a test and that getting a test time would take at least two months). Many don't have access to a suitable supervisor. There are also issues with access to documents from



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overseas where NZTA wishes to get further information can also be costly and time-consuming, and for at least our closer neighbours an inter-governmental agreement could improve this process.

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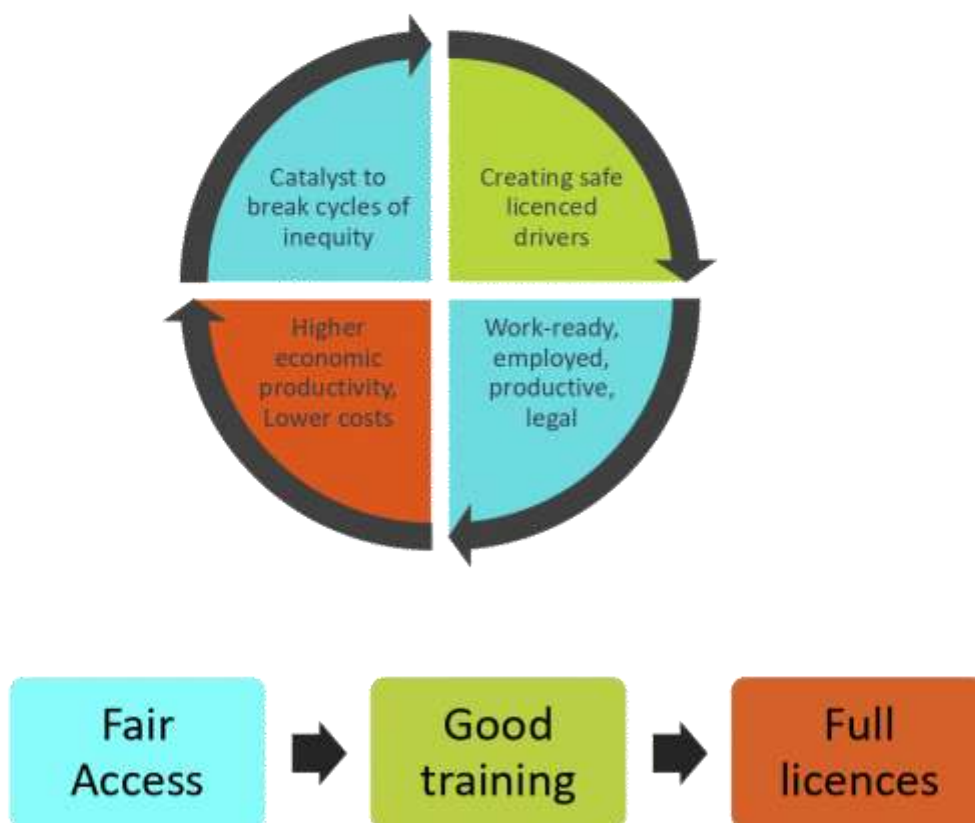
Attachment 2

## MAP OF HAWKE'S BAY DRIVER LICENCING

Prepared for the Driver Licensing Stakeholder Group (Matariki 2.4D, action from the Matariki Hawke's Bay Regional Development Strategy for economic, inclusive and sustainable growth)<sup>1</sup>

### **Matariki action point 2.4D:**

***"Increase the number of whānau with driver's licences to ensure more whānau have access to, and are eligible for, employment"***



<sup>1</sup> Original prepared for the Driver Licensing Advisory Group October 2017 by S Tidswell, updated by C Flintoff May 2020. This document will be updated on an ongoing basis as Matariki 2.4D see the need.



## EXECUTIVE SUMMARY

The question we need to be asking at both regional and national levels is not "why can't we" but instead "how can we" ensure that all people in New Zealand able to hold a driver's licence, can get one and drive safely?

Hawke's Bay has been providing driver licencing programmes for many years, with licencing recognised and coordinated under the Regional Economic Development Strategy since 2017. This means in some areas Hawke's Bay is now slightly ahead of national licencing averages. However, a lack of licencing in schools, system issues, capacity, funding and coordination issues restrict the ability to make significant headway on the overall number of un(der) licenced drivers. People who come from families without driver licences, access to a road-legal vehicle and funds for lessons and tests have inequitable access to the Transport System, which perpetuates cyclical family/whānau-based inequitable access to the labour market and other opportunity.

### Why licencing and training matter

A driver licence is a magic bullet to unlocking greater social inclusion, reducing inequities, increasing economic participation and productivity and reducing cost in the criminal justice, welfare, ACC and health sectors.

Licencing is a symptom and cause of cyclical, systemic inequalities. Without a licence, people are less likely to get (and keep) a job or to be able to train their children to drive. Not having a licence traps whole families in poorer circumstances in a negative spiral, noting that without a licence and a job they are consequently less likely to have the resources to undertake remediation work if caught driving unregistered or unlicensed and more likely to have to pay fines and face Court action. Driver's licences can provide a way out of that cycle.

Conversely, people with a driver's licence are more employable and can be more productive and help move New Zealand / Aotearoa's economy forward. A licence is a key part of any move to increase access to work and licencing assistance should be available as part of COVID-19 recovery measures.

When accompanied by consistent, good quality driver training, the country also benefits from improved safety and reduced social and economic costs of road accidents.

The ability to drive legally and safely is a public good, like (other) education, health and employment. Improving access to driver licencing and training is a key contributor to inclusive access, economic prosperity and healthy and safe people in New Zealand's Transport Outcomes Framework<sup>2</sup>, outlined in the figure below.



One of the most important steps is to recognise driver licencing as a universal basic qualification and include it in the school curriculum, with appropriate resourcing. How many of us used our trigonometry in the last month, and how many used our driver licence? If young people have a restricted or full licence before leaving school they will have better access to employment, opportunities and services; and progress can be made on reducing the number of people in our community without a licence.

<sup>2</sup> See Ministry of Transport, A framework for shaping our transport system: Transport outcomes and mode neutrality. June 2018

## Barriers

Key barriers for individuals include:

Socio-economic / equity issues	Licence testing fees Access to a legal car Access to professional training Availability of fully licenced driver supervision
System complexity / access issues	GDLS stages (delays, perceptions, roadblocks) Testing availability (waitlist, rural access, 9-5 model, mobile testing) Language barriers (literacy, translation of material and tests)
General issues	Lack of confidence Accessing suitable identification (youth particularly) Test tracks that are inconsistent (e.g. poor road design likely to contribute to test failure)

Larger system and capacity barriers also need to be addressed if New Zealand society is going to ensure that people have access to a drivers licence and training on safe driving habits.

## Recommendations (Summary)

Review of best practice and local research suggests that strategies and investment should focus on properly supporting and strengthening local service providers in a sustainable way, so that they can focus on providing good training, support and resources where they are needed. Wider support with tools and community education can also help ensure people are motivated to become safer, licenced drivers and to unlock the opportunities that a driver's licence provides.

The recommendations to Matariki 2.4D Governance Group members include actions to:

- ☉ Address barriers and support whānau in Hawke's Bay to become fully licenced;
- ☉ Jointly resource actions; and
- ☉ Monitor success and identify areas to improve.

### Priorities for training

1. Universal, free & accessible driver licencing programme in New Zealand schools - start with decile 1-4.
2. Broad funding for training and other licence costs. (A one-stop funding shop.)
3. Community access to good practice training on road hazards and driving safely.

### Increase capacity

4. More instructors to deliver professional driver licence training.
5. Simulation tools (with people to provide supervision).
6. More trained support – mentoring, parents as driving coaches.
7. Joint service provision - pastoral / social support / literacy services with driver training.
8. Develop a single point of referral (with funding).
9. Off-road training areas.

### Provide sustainable funding

10. Sustainable, long-term funding / contracts for community-based programmes.
11. Funding for all drivers to access safety training and resources.

### Tools and resources

12. Promote driver training as a (deductible) business expense and investment.
13. Campaign for attitude change around licenced, safer driving.
14. Education resources, software tools and sharing information.

### System Tools – advocate, resource and support as appropriate

15. Improve access to testing facilities, mobile testing plus after-hours and weekends.
16. Provide vehicles that can be used for testing.
17. Push for effective multi-lingual learning and testing tools.
18. Ensure booking systems and testing facilities are suitable for groups.
19. Change GDLS to encourage progression and allow people with appropriate training to get to a full licence while still in school.
20. Achieve coordination via aligned contracting.
21. Measure driver licencing in each area and identify barriers that need further work (e.g.: access to instructors; test conditions and other factors behind why Restricted pass rates in some areas are so much lower; how to achieve local practical testing in more areas).

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## INTRODUCTION

This Mapping document provides an overview of:

- A. Who is doing what, with what, and for who in Hawke's Bay driver licencing<sup>3</sup>. It shows:
- ☉ programmes funded by key agencies such as: Ministry of Social Development, Te Puni Kokiri and Hawke's Bay Regional Council;
  - ☉ programmes delivered via schools, social service providers and community groups;
  - ☉ local and national learning resources to support deliver licencing programmes;
  - ☉ Key gaps / issue areas.
- B. Our licenced and unlicenced population.
- ☉ Most people over the age of 16 want or need a licence to obtain work and stay out of (licence-related) trouble, creating an ongoing demand for services and support.
  - ☉ There are an estimated 20,545 people over 16 years old in Hawke's Bay who have been on a Learner Licence for over 9 months, a Restricted for over 2 years or (estimate) have no licence (see Table 6).
  - ☉ This means approximately 16% of Hawke's Bay's over 16 year old population potentially need help to get a Full licence - many of whom are likely to come from disadvantaged families, to have trouble getting a job without a licence and to commit driving offences; all of which can lead to perpetuating family cycles of disadvantage and relying on benefits rather than being able to earn more and contribute to the economy.

## BACKGROUND

Driver licencing has been recognised as a social and economic issue in Hawke's Bay (and elsewhere) for many years, which has in recent years ensured it has become a key action within the region's Matariki Hawke's Bay Regional Development Strategy for economic, inclusive and sustainable growth (Matariki Hawke's Bay Regional Development Strategy).

In 2015 the East Coast Better Public Service group commissioned a project funded by the New Zealand Transport Agency (NZTA, also known as Waka Kotahi), which provided recommendations to maximise opportunities and confirmed the significant benefit a community-specific coordinated driver licencing system plays in poverty relief and crime prevention for Hawke's Bay communities.

In 2016 Central Hawke's Bay College was involved in a Massey University Study that proved that driver licencing is best delivered in High School. These findings were presented to the Labour Party Caucus when they were in opposition. When the Labour Government came to power in 2017, one of their policy platforms was to provide school leavers with five hours of professional driving lessons, a defensive driving course, and free testing for their learners and restricted licence. Local Government New Zealand (LGNZ) also supported that policy (noting mentoring is also needed) as a way to provide social and economic benefits to youth and employers, particularly in rural and low socioeconomic areas.

In 2017 a project group of representatives from Got Drive Community Trust, Connecting for Youth Employment – CONNECT Driver Licencing, Police and Hawke's Bay District Health Board developed a project plan with actions to establish a stakeholder group and collate licencing information/data in a Map for Hawke's Bay. This Map has been updated in 2020.

In 2018 a Matariki 2.4 action group was created to help progress driver licencing, one of the core actions within the Matariki Hawke's Bay Regional Development Strategy, which can be a catalyst for both economic benefits and social inclusion. Driver licencing became action 2.4D in the 2019 review of the Matariki Hawke's Bay Regional Development Strategy.

<sup>3</sup> For the purposes of this map, Hawke's Bay is defined by the four local authority areas of Wairoa, Napier, Hastings and Central Hawke's Bay

In 2019, Wairoa District Council produced an [Economic Development Report](#), which among other things identifies how important driver licences are in supporting people to get employment and businesses to have suitable staff, enabling productivity and growth.

In 2019 the national Driving Change Network was founded by a coalition of key philanthropy groups, with government agency and community driver licencing providers, recognising that sustainable funding for community-based driver licencing is a major issue and that New Zealand / Aotearoa needs system change to recognise the public good provided by having safe, licenced drivers. Representatives from Matariki 2.4D were invited to participate from the initial stages and are included in the Network's steering group.

## MAP OVERVIEW

The purpose of this mapping report is to provide a picture of:

1. Current funding for driver licencing programmes and support for individuals to gain a licence.
2. Programmes and services being delivered and who they are targeting. These fall into two groups – school programmes and other programmes.
3. Resources developed to support driver education, where to access them and what they cover.
4. Potential population to be linked to driver licencing support, education and programmes. Impact on this population – financial cost and barriers.
5. Evidence on what works to address the gap between what we have currently and the ideal of all those wanting or needing a licence with a full licence.

This information will guide both the stakeholder groups and the project management team. It will also provide some baseline data to measure change and progress in increasing access while maintaining driving standards for licences.

To gain information:

- Key funders provided information on the programmes and known service providers and services they fund
- All secondary schools were surveyed via phone to obtain information on what they deliver
- Key stakeholder feedback provided an overview of non-school delivered programmes. This may not be an exhaustive summary but does provide an informative indication of the work
- Driver education resources have been identified by the Key Stakeholder Group
- Identifying the population these services and programmes should target has used Ministry of Education data to identify; 16 year olds, NZTA data for licence holders and Police and Justice data for infringements
- The best practice summary is based on a report completed in 2015 "East Coast Better Public Service Driver Licence Project"<sup>4</sup>, with updated information from the New Zealand Institute of Economic Research.

<sup>4</sup> East Coast Better Public Service Driver license Project- Final Report by Natalie Hazelwood December 2015

Current Situation

The current system can be hit and miss. A lot is left to random chance or the skill of the “player” organising driver licencing assistance at the time for that one school / place.

Hawke’s Bay has the opportunity to step up and take a strategic approach, using this mapping report to guide coordinated action. We can improve our employability, our worker productivity and our social equity.



Players: Who has an interest?	Scoring: What are we aiming for?
<ul style="list-style-type: none"><li>• Schools</li><li>• Businesses</li><li>• ACC</li><li>• Hospitals / DHBs</li><li>• Work and Income</li><li>• Oranga Tamariki</li><li>• Police</li><li>• Court</li><li>• Prison</li><li>• Probation</li></ul> <p>If we start at the top, with good training and licence goals:</p> <ol style="list-style-type: none"><li>1. People can get jobs and stay safer.</li><li>2. Everyone gets access to a licence and training.</li><li>3. We can stop topping up the un(der) licenced pool of people and can really improve licencing rates.</li></ol> <p>If we don't start at the top, other “players” end up being brought in.</p>	<ol style="list-style-type: none"><li>1. Fair access = licenced drivers = reduce cyclical family / whānau disadvantage</li><li>2. Good training = safer drivers = lower health &amp; social costs = lower crash rates and higher productivity</li><li>3. Full licences = employability = higher productivity = less likely to get in trouble</li></ol> <p>How are we doing?</p> <ul style="list-style-type: none"><li>• No single point of referral, who can bring in providers and other support</li><li>• Funding for action uncertain, hard to plan, build capacity</li><li>• Hit and miss who gets training and a licence</li><li>• We help some but more without a licence come through each year.</li></ul>



## Future Situation

**Fair Access**

- School-based driver training and licencing system, with appropriate resources
- Support accessible by need not "fit / target group"
- Sustainable funding that allows providers to plan, train instructors and purchase resources (e.g. cars)
- Coordinators: one point of referral, with access to providers and resources
- Tracking to link people to training and support to progress through licence stages
- Provides options depending on stage and support needed and helps people navigate to the next step.

**Good training:** Capacity to train people well

- Enough instructors to be able to provide professional instruction to help ensure people know how to drive safely and well
- Driver training simulator(s) available with quality supervision to assist learner drivers and those needing assessment
- Well-known easy to find and useful resources for drivers, whānau and trainers
- Training for parents / others in how to supervise their learning drivers & what to teach
- Mentors to help where parents aren't able to provide enough in-car practice
- Off-road training area in all regions to provide practical courses (can also be used for driving events) with free / cheap, ongoing, well-designed, practical training for all drivers, designed to improve safety on the roads.

**Full licences:** a Graduated Driver Licence System that:

- Allows people who do appropriate training to progress quicker (can finish at school)
- Allows those in work to sit tests outside work hours (evenings and weekends)
- Is recognised as a social good and valuable work training / professional development
- Has incentives to progress (remove R plate, drive more powerful car, etc)
- Has great social marketing that makes people want to get a full licence
- Is affordable / low cost / linked to student loans system.

## WHY LICENCING MATTERS

As Prime Minister Jacinda Ardern has clearly stated, “a driver’s licence is an important tool to open doors to education and jobs”<sup>5</sup> The Labour party’s 2017 election manifesto talked about 5 professional lessons and free tests for all high school students, which would help ensure everyone has access to learning to be a safe and licenced driver.

### Costs

The ABC of basic costs that our current driver licencing approach contributes to (Accident Costs; Benefit Costs; and Court Costs) provide strong reasons for changing the way New Zealand approaches driver licencing, to strengthen the safety training for all new (or new to New Zealand) drivers and to ensure people are leaving school with a driver licence – the main qualification for many entry-level jobs.

#### A: Accident costs

- ⑤ The Ministry of Transport estimates “the total social cost of motor vehicle injury crashes in 2017 is \$4.8 billion”. The value of statistical life (VOSL) at June 2018 is \$4.34 million per fatality. Adding other social costs gives an updated average social cost per fatality of \$4.37 million. For non-fatal injuries, the updated average social cost is estimated at \$458,400 per serious injury and \$24,700 per minor injury, although when adjusted to incorporate the cost of non-reported cases these increase to \$791,000 and \$84,000 respectively.<sup>6</sup>
- ⑤ There were “165 fatal or serious crashes in the past five years involved young drivers who did not hold a driving licence”.<sup>7</sup>

#### B: Benefit costs

- ⑤ The savings in benefit costs alone if just 20% of the young people on benefit without a licence were to get a licence and transition to employment has been estimated at \$16-18million, with a further \$7-\$8million in PAYE and ACC returning to Government<sup>8</sup>.

#### C: Court costs

- ⑤ The most common offence that gets young people into the criminal justice system is traffic and vehicle regulatory offences; at 39% it is three times higher than the next offence.<sup>9</sup>
- ⑤ “The net present value of combined reductions in police operating costs and infringements for breach of licence conditions ranges between \$2 million and \$4 million over 10 years...”
- ⑤ In 2013/14, 43,527 people were disqualified or suspended from driving (excluding drink driving and dangerous driving infringements), of which 4,383 received a managed sentence that ranged from community work to imprisonment. The total estimated cost for these managed sentences is \$19.3 million...
- ⑤ Between 2008 and 2013 there were 4,703 unlicenced driver court cases for drivers aged between 14 and 19 years...” The percentage of driving offence convictions for 18-24 year olds that were for being unlicenced has been increasing, from 25% in 2010/11 to 35% in 2014/15.
- ⑤ Reducing driving-related offences could also create significant savings in Court costs and waiting times.<sup>10</sup>

<sup>5</sup> Prime Minister announces free driving lessons and tests for young people on benefits or in care. Lee Kenny. 14:39, Apr 10 2019. Stuff website.

<sup>6</sup> [www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/](http://www.transport.govt.nz/mot-resources/road-safety-resources/roadcrashstatistics/social-cost-of-road-crashes-and-injuries/)

<sup>7</sup> Prime Minister announces free driving lessons and tests for young people on benefits or in care. Lee Kenny. 14:39, Apr 10 2019. Stuff website.

<sup>8</sup> Memo: NZIER Michael Bealing to James Mather, Mayors’ Taskforce for Jobs (MTFJ). 5 July 2017. Available on MTFJ website.

<sup>9</sup> Memo: NZIER Michael Bealing to James Mather, Mayors’ Taskforce for Jobs (MTFJ). 5 July 2017.

<sup>10</sup> The driver licensing challenge NZIER report to the Ministry of Business, Innovation and Employment April 2016. P18-20



- ⊗ These costs do not account for the potential impact of young people being converted to other criminal offending by the experiences and contacts they make related to their Court appearances.
- ⊗ Young Māori are twice as likely to be picked up for driving-related offences and find themselves stuck in the justice system.
- ⊗ Those whose families do not have the resources to help them become safe licenced drivers are also less likely to be able to have the resources to help with remedial action to avoid fines or prosecution.

The costs of providing a holistic licencing programme depends on what is provided and how that is funded.

- ⊗ Initially directing funding to ensure young people at schools in our most deprived areas is likely to provide the most return on investment, as these are the people least likely to have access to licenced driving supervision or to the funds to obtain training and a licence; and are therefore the people most at risk of missing out on employment and other opportunities due to not having a driver licence. This should include a coordinator, licence costs, access to resources including e-Drive, training (licenced) parents as coaches, mentoring programmes and access to professional training.
- ⊗ Further investment could roll out driver training resourcing to all schools, train parents as coaches and make professional training available initially on an "as needed" basis to schools outside the first investment tier (noting that ideally some professional practical training and hazard awareness should be available to all drivers to increase safety).
- ⊗ Alongside investment in schools, there is a need for ongoing investment in helping people who haven't got their full licence who have financial, literacy or other barriers (e.g. those on benefit, people facing driving fines, those in the justice system, people who have English as a second language, etc.).
- ⊗ To improve road safety outcomes, all drivers could be given access to e-Drive and to practical safer driving training, modelled on international best practice (similar to Road Safe for motorcyclists - such as Holden Street Smart, Defensive Driving and Street Talk). This could be subsidised through ACC and insurance company levies / discounts, based on the likelihood it will reduce the frequency and severity of crashes.

Increasing the number of people with driver licences and safe driving habits in Hawke's Bay is imperative for social inclusion and economic development, because:

- ⊗ Not having a licence can create barriers to accessing even basic services like health and education, particularly in smaller / more rural communities with fewer transport options, further to travel to services and more complex needs.<sup>11</sup>
- ⊗ Over 80 percent of entry-level jobs require a driver licence. Work and Income data shows people are seven times more likely to get a job if they have a licence.
- ⊗ Employers whose staff don't have a full licence can face higher absenteeism due to transport issues and lower productivity as staff cannot do all the tasks or work independently. Licenced workers on the other hand can get to the job, drive to meetings and pick up materials when needed.
- ⊗ A major shortage of truck drivers is predicted in coming years due to an ageing workforce, increasing freight volumes and fewer young people gaining their class one (car) licence – a prerequisite to getting an HT licence.
- ⊗ Those who come from a situation of social inequity are typically less able to afford a licence, less likely to have a licenced family member with a road-legal vehicle to help them learn how to drive and less likely to access professional training to ensure they develop safe driving habits. Consequently these families can get trapped in a cycle of poverty because without a licence they can't get a job or improve their options.

<sup>11</sup> He Korowai Manaaki is a health project for pregnant women and mothers, primarily based in Wairoa. Their studies to date showed that (unexpectedly for the researchers) a drivers licence is a key determinant of health outcomes for their participants, and that many required multiple scans during pregnancy and had to travel to Hastings for scans.

- ⊗ Drivers without good training and the appropriate licence are more likely to be involved in accidents, creating costs to the individuals, families, employers and the health system and sometimes resulting in permanent disability or death.
- ⊗ Unlicensed drivers or those driving without the right category of licence can be fined, causing economic hardship and sometimes beginning a slide into the Courts and prison; when a licence could have instead enabled them to step into or stay in employment.

### Licencing in High Schools

One of the most important steps in improving licencing rates is for driver licencing to be included in the school curriculum / system. This would:

- ⊗ reduce the ongoing stream of unlicensed people refilling the pool that providers and agencies are working to empty;
- ⊗ help ensure equitable access for all people to education that supports safer driving; and
- ⊗ increase equity of access to future employment.

A minimum of a restricted licence should be targeted for all school leavers. A learners licence on its own is a first step but is of extremely limited benefit, as it does not support people to get work or access services and reduces opportunities to ensure drivers are taught to be safer. A full licence would be the preferred outcome but for many would require changes to licencing ages / time between licence stages.

Licencing in schools should be supported by best practice driver education and training so that people are learning to be safer drivers from the outset.

Good practice driver education and training can help frontal lobe development. Further research is recommended to look at whether this also links to increases in educational achievement.

A 2019 NZIER study for the Ministry of Education found that in schools where driver licencing was provided, the targeting, approach and funding were all unique. Common factors were that a driver licencing programme:

- ⊗ Needs coordination
- ⊗ Needs funding
- ⊗ Works best where existing services and a local approach are used
- ⊗ Is only available in some areas (inequitable)
- ⊗ and is at risk of falling over when funding is not sustainable or it relies too much on voluntary contributions of time for coordination or training.

To be effective, school education, training and licencing will need to be resourced. To target improvements in road safety (reducing insurance, health, ACC and other costs) as well as licencing (with social inclusion and wide-ranging economic benefits) this could include:

- ⊗ making licencing a core part of the curriculum (credits can link to other subjects)
- ⊗ KPIs for schools measuring changes in driver licencing rates (ensuring measures reflect improvement not decile-related achievement)
- ⊗ professional lessons / instructor time
- ⊗ access to simulators (with instruction and oversight)
- ⊗ training for parents and mentors in what to teach and how
- ⊗ access to vehicles for mentors / parents to supervise student driving
- ⊗ funding for sitting licences
- ⊗ coordination / administration assistance
- ⊗ ongoing development of motivational and educational resources.

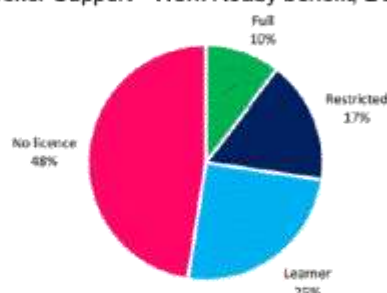
Key statistics:

- ⊗ In Hawke's Bay schools in July 2019, there were<sup>12</sup>:

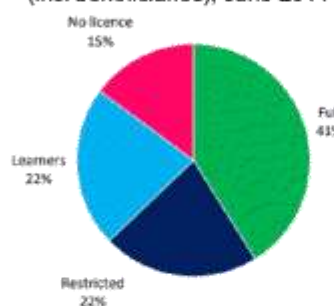
<sup>12</sup> In many cases at the moment, students will not have progressed as quickly as they could have, but this is how the system could work in future if licencing in schools is done well. These figures exclude special schools whose students are not likely to be able to seek a driver licence. See Appendix 3 for details.

- 2,247 students aged 15 – who could be preparing for their Learners licence.
  - 1,990 students aged 16 – who could be sitting their Learners, practicing driving and then getting their Restricted licence
  - 1,695 students aged 17, 357 aged 18 and 47 aged 19 – who could be learning more about driving safely, practicing, and preparing for their Full licence.
  - 420 students aged 15+ are in Decile 1 schools.
  - 737 students aged 15+ are in Decile 2 schools.
  - 1,699 students aged 15+ are in Decile 3 or 4 schools.
- ⊗ Nearly three quarters of the 18-24 year olds on a job seeker benefit have no licence or only a learners licence, compared to 37% of all young people having no licence or only a learners licence (and remember the unemployed youth are also included in the whole youth cohort figures).<sup>13</sup>

Licence status of 18 to 24 year olds receiving a Jobseeker Support - Work Ready benefit, Dec 2015



Licence status of 18 to 24 year olds in New Zealand (incl beneficiaries), June 2014



Source: NZIER based on NZ Transport Agency and Statistic NZ data, from *The Driver Licensing Challenge*

### Truck Driver Shortage

"The National Road Carriers Association predicts the industry will need about 28,000 drivers over the next decade to meet growth in demand from the freight industry. That's 2,800 every year for the next ten years needed, but we're only getting 1700 to 1800 a year. ...the current heavy vehicle driver licencing system ... (is) partly to blame for the shortage."<sup>14</sup>

Younger people are taking longer to gain a car licence, so are less able to enter the industry. There is also concern that people are not paid enough and safety is compromised by working long hours.<sup>15</sup> Shorter working hours would further increase the need for more licenced truck drivers.

The tonnage of freight moved by road increased from 189 million tonnes in 2005/06 to 233 million tonnes in 2014/15 – over 23% in 9 years.<sup>16</sup> The Ministry of Transport predicts that freight moved by road will continue to increase, from the 2012/13 base of 217 million tonnes to 277 million tonnes by 2022/23, 315 million tonnes by 2032/33 and 340 million tonnes by 2042/43. While it also suggests that the average amount carried by truck will increase by 15% from 2012/13 to 2042/43, the increase in freight tonnage over the same period is 57%.<sup>17</sup>

The NZIER report for the Mayors' Taskforce for Jobs in 2017 highlights that there are also bus driver shortages looming.<sup>18</sup>

<sup>13</sup> Source: "The Driver Licensing Challenge" NZIER report to Ministry of Business, Innovation and Employment - April 2016

<sup>14</sup> <https://www.beehive.govt.nz/speech/speech-road-transport-forum-2019> Speech by Hon Phil Twyford to the Road Transport Forum.

<sup>15</sup> <https://www.rnz.co.nz/national/programmes/insight/audio/2018672554/difficult-and-dangerous-why-truck-drivers-are-quitting>

<sup>16</sup> Transport Outlook Current State 2016. Ministry of Transport. June 2017. P.33

<sup>17</sup> Transport Outlook Future State. Ministry of Transport. November 2017. P.62, 67

<sup>18</sup> <http://www.mayorstaskforceforjobs.co.nz/home/our-work/drivers-licensing/nzier-driver-licensing/>



## FUNDING

The funding table below originates from information shared by the key funders in Hawke's Bay. Each funder's organisational outcomes have driven these investments which are key to continued funding. Hawke's Bay Regional Council are seeking increased road safety, Te Puni Kokiri Māori development and Ministry of Social Development access to employment. (See Appendix One – "Funder Summary").

A range of programmes funded and delivered in schools and communities are noted in Table 1. Programmes are predominantly delivered in Central Hawke's Bay and Wairoa targeting our most vulnerable populations in terms of the barriers, deprivation and access to driver testing services. More information is provided in Appendix 1.

Table 1

Funder	Previously funded	Current Service funded	Amount	Coverage/outcomes
HB Regional Council (2019/20)	Got Drive Connecting for Youth Employment Trust Tairāwhiti Reap	Reviewing approach: no funding in 2019/20 as yet	-	-
Te Puni Kokiri (2018/19)	Connecting for Youth Employment Trust	William Colenso High School	\$90,000	Not sure what WCHS have to deliver on
Ministry of Social Development (2019/20)	Connecting for Youth Employment Got Drive Matapuna Ihow	Connecting for Youth Employment Got Drive Matapuna Ihow	\$513,385	Simulator use Workshop held 130 Learners 364 Restricted / Full
NZTA (2019) with MSD (\$0.25m)		Driver licence and lessons for young people on (youth) benefits or in (Oranga Tamariki) care	\$5m (nationally)	Nationally – goal of 2,500 Learners, Restricted
PGF, He Poutama Rangatahi, Te Ara Mahi		Heretaunga Taiwhenua Howard League Lift Trust? Outcomes for young people and work development	\$4,998,000 + proportion of Howard League, other services	Licensing only part / one of the things providers can do
Corrections		Howard League iHow (learner licences)		

The total resource investment in driver licencing is difficult to calculate. There are a number of providers that fund licences via their core services. These include; social service agencies (i.e. Lift Social Enterprise, Youth Service Providers, Te Taiwhenua o Heretaunga) where funding is via a whānau plan. Ministry of Social Development provide funding through grants in programmes i.e. Employment Placement Service and Youth Services. Tertiary education providers also fund driver licencing as part of course delivery. Some schools are providing subsidies funded via community grants plus teaching resources and other indirect funding for driver licencing. Police provide officer time as an education resource for schools and other programmes. As a consequence, the total funding is not able to be calculated and it is important to consider the programmes below as part of the investment in licence support for Hawke's Bay.

The \$5million funding announced in 2019 for young people on benefits or in care will be primarily "financed by the NZTA Community Road Safety Fund, with \$250,000 from the Ministry of Social Development (MSD)".<sup>19</sup>

<sup>19</sup> <https://www.stuff.co.nz/national/111922049/prime-minister-announces-free-driving-lessons-and-tests-for-young-people-on-benefits-or-in-care>

## PROGRAMMES AND SERVICES DELIVERED

### High Schools and Driver Licencing

Including driver training and licencing in high schools would help provide consistent training in driver safety and to reduce the risk of people from lower decile schools in particular leaving without what is arguably the most important qualification for getting their first job.

Schools outlined barriers in assisting students to attain a full licence by Year 13 – these include having to do a defensive driving course; both the cost and availability are noted as barriers. Cost and access to testing are also noted as issues. Students who do not pass each test first time can find it challenging to get through within the set timeframe. (See Appendix Two – Feedback from Secondary Schools)

Based on the telephone survey and verification from key stakeholders, of the 27 schools in Hawke's Bay:

- ⊗ 11 schools are providing support for some students who want a learner licence;
- ⊗ This drops to 8 for restricted (some do not provide driving licencing programmes, but support such as absence to sit tests or take driving lessons);
- ⊗ Only 7 of these schools support full licences in some way.
- ⊗ Approaches vary considerably, with some just providing time to do lessons, while some subsidise or provide lessons or use mentors to assist.
- ⊗ Most assistance for restricted or full licencing is highly targeted.
- ⊗ Some schools do help organise Defensive Driving Courses, which are often user-pays at \$220 per student which is unaffordable for many whānau.

Schools in communities without practical testing (restricted and full licences) have the most comprehensive programmes being delivered. These include; education, support with driving practice, support with testing and defensive driving courses.

### Other Support for Driver Licencing

Many adults also need help with learning to drive safely and getting a driver's licence.

- ⊗ Some of these are economically disadvantaged and may not have access to legal vehicles and licenced supervisors. Getting a licence can help them get a job and make them able to help family members in future.
- ⊗ Roadside diversion programmes are an excellent idea, taking a strategic approach to avoiding Court and improving driver licencing; however, the AWHI programme does not come with funding so only those who fit other criteria or can afford training are likely to actually be helped.
- ⊗ Success rates with keeping some clients engaged can be an issue. More pastoral support services alongside driver training could be useful for some groups to improve attendance and both licencing and employment outcomes.

An August 2018 evaluation report on the *Effectiveness of driver licencing programmes funded by the Ministry of Social Development*<sup>20</sup> over 2014-2015 found that "after 18 months, 30 percent of participants held a full licence<sup>21</sup> compared to 17 percent of the comparison group" and "that the programmes increased the time participants spent in employment and their net income" by an average of \$3,000. Participants also spent 20 more days in work while off a benefit than the comparison group over the time assessed and paid an average \$500 more in Income Tax.

Many of the programmes identified in Table 2 below are linked to "high" need groups. Some programmes only work with those who have engaged with either an agency/services i.e. Probation or Whānau Ora and are supported to gain a drivers licence as part of this. Even within that framework some areas do not have the funding to provide support for many of the (potential or actual) referrals.

<sup>20</sup> By Bryan Ku, Analyst, Ministry of Social Development and Marc de Boer, Principal Analyst, Ministry of Social Development. August 2018. See p.4-5, 10 for quotes/information noted here.

<sup>21</sup> This includes any licence class, eg car licence or motorcycle licence.

Some ad hoc driver licencing assistance is also provided by employment programmes or directly through schools or employers. A lack of sustainable funding, training consistency and coordination can limit programmes – particularly for practical driver training which, while providing a licence that is useful for employment, needs more time and resources.

Table 2

Service Provider*	Area / Criteria	Programme	Provider capacity (Class 1)		
			Learner	Restricted	Full
<b>CONNECT Driver Licencing</b> (was Connecting for Youth Employment)	Central Hawke's Bay: ✓ Work and Income ✓ Youth Services ✓ Te Aute College ✓ CHB College ✓ Police ✓ Court ✓ Probation ✓ Every Friday – open to community / other referrals	Work with suitable Hawke's Bay or Dannevirke instructors Class 1 Learners, Restricted, Full – lessons, mentoring, other assistance Class 2 Learners Motorbike Handling skills Motorbike learners Forklift	Y	Y	Y
<b>Got Drive Community Trust</b>	Napier, Hastings: ✓ Work and Income clients ✓ William Colenso College and Teen Parent Unit ✓ Other groups as funding allows	Work with suitable Hawke's Bay instructors. Capacity has been increased over 2019-20. Lack of sustainable long-term funding restricts ability to provide other programmes e.g. Police or Court referrals.		Y	Y
<b>iHow</b>	Manawatu, Hawke's Bay: ✓ Community ✓ Schools ✓ Prisons ✓ Others by arrangement	Community caravan – a 1/2 day training then taken to sit Learner licence Schools – contracted service Prisons – contracted service	Y		
<b>REAP Tairāwhiti</b>	Wairoa: ✓ Community ✓ College		Y	Y	Y
<b>Howard League Trust</b>	Nationwide, incl Hawke's Bay: ✓ Probation clients ✓ Wairoa - Instructor with car	Howard League Driver Licencing programme. 261 licences across L to F between July 2018 and Feb 2020, over 70% Maori, mostly young. Funded via PGF (\$2.5m/year for 3 years over 14 areas). (average 157/yr)	Y	Y	Y
<b>Te Taiwhenua o Heretaunga</b>	Hastings: ✓ Focus on Māori NEETs in Flaxmere, Camberley, Whakatu and Waimarama	Whānau Ora Plan – delivered by I-How and AA instructors: 238 L and 105 R licences.	Y	Y	
<b>Other school-based</b>	Partial coverage – fewer than half of high schools	Some high schools work independently or with Police / others to deliver licencing, either just learners or some targeted assistance for R/F	Y	Y	Y
<b>Other: Private driving instructors</b>	Varied	Some local social service providers work with mentors or driving instructors to support schools or wider social service programmes – e.g. First Employment programme	Y	Y	Y

\* See Appendix One for more details on providers funded via Te Puni Kōriki, Ministry of Social Development and Hawke's Bay Regional Council



## Capacity and Gaps

### High Schools

At the moment, only a few schools are supporting students to qualify with at least a restricted driver licence before leaving school, and often even in those schools it is only available to selected classes or individuals.

- ☉ Over half of the Hawke's Bay region's high schools provide no support for driver licencing and even the schools that do have programmes are often limited in how many students they support and/or what they are able to help with.
- ☉ The only Māori specific school in Hawke's Bay with a comprehensive driver licencing programme is Te Aute College in Central Hawke's Bay, where a community provider specifically works with the two local high schools.
- ☉ Hastings Girls High School is the only 'girls' school providing driver licencing support through to full licence.
- ☉ Many schools indicated that if resources were available they would offer more.

### Early learning tools

A driver training simulator trial in several Hawke's Bay locations during February 2020 was found to be a useful supplementary tool, particularly for helping young people become more familiar with vehicle handling before facing a road situation.

Suitable driver training simulators also have modules to show people the effects of distraction and to highlight safe stopping distances and the impacts of rain, ice and other driving conditions on vehicle stopping distances and handling.

The trial highlighted that having a trained person giving consistent guidance to the learners while using the simulator helps them to learn better habits. Ad hoc supervision has limitations and can put the equipment at risk.

Some driver training simulators also have useful modules for testing driver capacity to see if they are capable of driving safely after suffering incapacity as a result of an accident or medical event.

Partnership funding is needed to provide a driver training simulator and a suitable supervisor for use in the Hawke's Bay; preferably one suitable for medical assessment and training purposes.

### Qualified driving instructors

Training providers in Hawke's Bay are mostly operating at or near current capacity. Many are a one-person operation and some are nearing retirement. If programmes are expanded in Hawke's Bay, more qualified driving instructors will be needed to help provide professional training.

There are a variety of driving instructors operating in Hawke's Bay, but most of them are based in Napier or Hastings. Appendix 7 provides a quick scan of local driver trainers. Based on research to date, gaps include:

- ☉ Central Hawke's Bay does not have any local qualified driving instructors; with the community provider based there (CONNECT) bringing in driving instructors from Dannevirke and Hastings/Napier. A local qualified instructor could reduce costs and increase availability of training.
- ☉ Wairoa has one active qualified driving instructor, who works for the Howard League and exclusively helps those on probation / in the justice system. REAP Tairāwhiti assist people at all stages of the licencing system and work with a driving instructor from Gisborne but does not have anyone local qualified at this point. REAP has also noted a gap in support available to community members who would like to pay for training. Wairoa College also uses a Gisborne based driving instructor to assist with training. A trip to Gisborne from Wairoa is approximately 100km and 1.5 hours in each direction. Two more qualified local instructors would have potential to greatly improve community licencing and training capacity, particularly if one could also help with truck driver licencing.
- ☉ The only person specifically helping Pasifika people to navigate the driver licencing system is trilingual (English, Samoan, Tongan) but is not a qualified instructor and provides help

through word of mouth around her day job, with Kainga Pasifika / Dove. Helping her or someone else with Pasifika language and driving capability to become trained would help this community, which has large numbers of families with at most one fully licenced driver, often resulting in unpalatable choices when the driver is at work.

- ④ Continue discussions to identify with Iwi, Taiwhenua and other stakeholders where capacity gaps, or opportunities may exist to achieve better outcomes for particular areas or groups.

Targeted assistance, potentially using a one-year bond in return for a training scholarship, could help to increase capacity in cultural or geographic communities.

### Off-road Training

Other than recreational activities, there is currently no suitable off-road training within Hawke's Bay. Courses developed with input from one of New Zealand's leading road safety training experts<sup>22</sup> to ensure people are learning how to drive more safely and understand their limitations are run during school holidays and by arrangement at Taupo and Palmerston North facilities.

Greg Murphy<sup>23</sup> has been lobbying for a suitable paved offroad training area within Hawke's Bay. This would require suitable land, funding or in-kind sponsorship to pave the area and assistance for funding to make it available on a non-commercial basis. Some commercial activity such as car launches and team building events for companies could help cross-subsidise community / youth training. There is potential for partnerships with local clubs and businesses to help manage the facility.

## DRIVER EDUCATION RESOURCES

Additional resources have been developed by a number agencies, e.g.

- ④ NZ Transport Agency (NZTA) have an online tool and App – see [www.drive.govt.nz](http://www.drive.govt.nz);
- ④ Ministry of Education have links to NCEA credits;
- ④ Locally there is a resource developed by Police in Hawke's Bay.
- ④ There are also formal classroom-based courses such as Defensive Driving and Street Talk.
- ④ Practical training is available in school holidays at either Taupo or Manfeild through Holden Street Smart (if a facility was available in Hawke's Bay it could be offered locally).
- ④ Finally there are private businesses delivering practical driver education (eight companies advertised in the Yellow Pages).

The aim is to increase success in licence testing and support those providing driver education.

Table 3

Resource – title/reference	Description	Source	Cost
Getting a Licence	Website based information with Q&A	<a href="http://www.nzta.govt.nz/drive-r-licences/getting-a-licence/">http://www.nzta.govt.nz/drive-r-licences/getting-a-licence/</a> <a href="http://www.nzta.govt.nz/resources/roadcode/driving-skill-syllabus/driving-lessons">www.nzta.govt.nz/resources/roadcode/driving-skill-syllabus/driving-lessons</a>	Free
Drive, Drive Go (app)	Website learning tool for each stage of a car licence, includes activities, video and FAQs <b>Drive Go</b> app for phones is also available.	<a href="https://drive.govt.nz/">https://drive.govt.nz/</a> App Store or Google Play	Free
E-Drive	Hazard awareness online training	<a href="http://www.edrive.co.nz">www.edrive.co.nz</a>	\$29.95 (or incl. with Defensive

<sup>22</sup> Peter Sheppard, who has experience in the NZ Army, worked with the Automobile Association, has been involved with University research into psychology and safe driving and has advised nationally and internationally on training.

<sup>23</sup> A well known racing driver with a passion for New Zealander's learning to be safer drivers, Greg helped set up the Holden Street Smart training run at suitable venues throughout the country. He lives in Hawke's Bay and wants to see similar training available in the region.



			Driving Course)
Pathways Awarua	Online learning modules to help with learner and restricted licence prep and other skills	<a href="https://pathwaysawarua.com/">https://pathwaysawarua.com/</a>	Free trial
Students passing driver licence tests can get NCEA credit	Information about what and how student can get NCEA credits	<a href="https://education.govt.nz/news/ncea-credits-now-possible-in/">https://education.govt.nz/news/ncea-credits-now-possible-in/</a>	Free
Learner Licence Resource	Locally developed printed resource. Workbook for students and others to prepare for driver licence tests	Currently available via William Colenso portal with Constable Leppien	Free
Getting to Grips with the Road Code	Printed workbooks –includes 10 tests	Howard League	Printing costs
Let Get Legal	Website with eBooks, workshops, App, clips and comments	<a href="http://www.letsgetlegalnz.co.nz/get-it-now.html">http://www.letsgetlegalnz.co.nz/get-it-now.html</a>	\$55 per eBook

## BARRIERS TO FULLY LICENCED DRIVERS

**The system** – having a graduated testing system means there are multiple layers with considerable administration and processes involved. People need the skills to read, comprehend and ask questions to navigate it. They also need access to documentation to identify who they are, are able to fill out forms and communicate with administrators. To support the process and pass practical tests, people need practice – so for anyone with no access to a legal car and a driver with 2 years on a Full Licence, they are seriously disadvantaged. People in smaller, more remote areas without local testing are further disadvantaged by having to go out of town to do tests on roads that are unfamiliar to them.

**Financial cost** - \$338.20<sup>24</sup> just for the testing costs to move from no Licence to a Full Licence (assuming no failed tests) - every re-test is an additional cost. There are secondary costs i.e. practice requires access to a warranted and registered car with petrol. There are costs to speed up the process e.g. a Defensive Driving course and driving lessons. The New Zealand Institution of Economic Research (NZIER)<sup>25</sup> summarised the costs as follows (italics added for reference):

- ⊗ Road Code = \$26
- ⊗ Identification (birth certificate, RealMe) = \$33
- ⊗ Driving lessons (5 with pre-paid discount) = \$335
- ⊗ Learner's test (assuming average pass rate) = \$111 (\$93.90 if no resit required, Jan 2019)
- ⊗ Restricted test (assuming average pass rate) = \$147 (\$134.80 if no resit required, Jan 2019)
- ⊗ Full test (assuming average pass rate) = \$170 (\$109.50 if no resit required, Jan 2019)
- ⊗ Defensive Driving Certificate \$220 per student
- ⊗ Time cost for home practice (\$20 per hour 50 hours required) = \$1,000 (*noting NZTA recommend 120 hours supervised practice for a restricted licence*<sup>26</sup>)

**Access** - People require time off work/schools to take tests. For people living in Wairoa and Central Hawke's Bay this means a trip out of town with a licenced driver and vehicle, or public transport or the cost of borrowing a car. Stakeholders noted that whānau have to take a day off work to drive or supervise someone to sit a restricted test. While Learner Licence tests can be sat in each Hawke's Bay centre, appointments can be difficult to get. Hastings offers drop-in appointments, however queues can be long and some give up in frustration due to the long waiting period. There are also

<sup>24</sup> <https://www.nzta.govt.nz/driver-licences/licensing-fees/licence-fees/>

<sup>25</sup> The Driver Licensing Challenge, NZIER for MBIE, April 2016

<sup>26</sup> <https://www.nzta.govt.nz/resources/roadcode/driving-skill-syllabus/driving-log>

issues with opening hours - these are during normal working hours creating difficulty for those unable to get time off work. Overall, the services provided by the AA and VTNZ are not flexible enough to meet our regional needs and the feedback provided that services are inconsistent.

**Testing** – August 2017 data for 16-19 year olds showed in Hawke's Bay:

- ☉ 82% passed their learner test first time
- ☉ 63% passed their Restricted Licence first time; and
- ☉ 82% passed their Full Licence first time.

In New Zealand overall, for 16-19 years, 83.8% passed their learner's licence first time in 2017<sup>27</sup>.

Hawke's Bay data for 2019<sup>28</sup> shows that for 16-19 year olds sitting the Class 1 (car) driver licence test for the first time, pass rates were:

Table 4

	16-19 year olds			All ages		
	Learners	Restricted	Full	Learners	Restricted	Full
Central Hawke's Bay	86.02%	62.69%	78.05%	80.16%	64.92%	78.89%
Hastings	87.41%	48.27%	82.35%	83.59%	45.49%	73.12%
Napier	86.78%	71.07%	94.90%	84.62%	69.08%	84.60%
Wairoa	78.76%	45.45%	72.00%	77.71%	51.69%	68.81%
Hawke's Bay	86.59%	59.30%	86.29%	83.42%	56.71%	77.87%
New Zealand	82.36%	58.24%	81.52%	77.67%	55.35%	68.48%

This shows that for Hawke's Bay in this age group learner (and Full) licence passes have been improving, while in New Zealand generally there has been some decline. The decline in Restricted pass rates is of potential concern for the areas affected.

In most areas within Hawke's Bay, young people generally have better first time learner licence pass rates than other working age groups. There are some exceptions in Wairoa which has better pass rates in some other age groups - more information would be needed to confirm this, but it potentially reflects where local service providers are helping to train people in what they need to know.

For Restricted licences in all age groups, people in Hastings and Wairoa are below the average national pass rate, whereas in Central Hawke's Bay and Napier young people are above the average in passing first time. For Full licence testing Central Hawke's Bay and Wairoa are below the average.

Regionally, first time licence passes compare well to the national average but show considerable regional variation, particularly for the Restricted test. While the intensive work done with young people in all Central Hawke's Bay schools has assisted with their L and R pass rates there are still lower F pass rates first time, and for Wairoa the practical test success rates for young people particularly are low, possibly because without local testing it is so much more difficult for learner drivers in more rural areas to practice on the roads that they will be tested on and the distance to a testing site is furthest in Wairoa.

Hastings Restricted test passes are also significantly below other parts of the region. There has been considerable anecdotal discussion about how difficult the testing officers and course in Hastings is, with some traveling to Napier to sit their licence instead<sup>29</sup>. It is reasonable to suppose this is not due to a lack of learning, as the Hastings Learner pass rates are higher than the national average for all age groups. This bears further investigation.

<sup>27</sup> Based LTNZ data up to 1 August 2017

<sup>28</sup> See Appendix 6 for more information on regional pass rates in different age groups at different licence levels.

<sup>29</sup> Discussion on the Neighbourly site in 2019 got quite vociferous on this issue and personal communication during interviews with some school Gateway coordinators also mentioned this issue.

## POTENTIAL SERVICE USERS

### Schools / Young People

Young people in schools are an obvious focus for driver training. Based on the number of students in school in July 2019 (see Appendix Three - the figures do include fee paying students), there is a "captive audience" of 2,247 15-year olds who could be preparing for their Learner licence; 1,990 16-year olds who could be sitting their Learners then training for their Restricted; and 1,695 17 year olds who may be part-way through, or yet to begin, obtaining a driver licence (but are likely to soon need to look for a job).

Some of these students will have good parental support, but others may face barriers, e.g. 9 schools have boarding students with potentially no term time access to parental support for driver education; 13 schools are in decile 1 or 2 and a further 6 schools in decile 3 and 4, where families may not have the funds to maintain a road-legal vehicle and to provide professional training and pay for test fees. Students placed in alternative education (22 in 2016) may not have been able to access school programmes.

A consistent driver licencing programme has the ability to ensure at least most students, regardless of their family circumstances, are able to get some professional training to become a safer driver and to be in a better position to be licenced, which will increase their ability to find work and stay out of trouble.

Table 5 shows the estimated number of 16-19 year old people in each part of Hawke's Bay with different licence categories. There are high numbers in Wairoa and Hastings particularly without a licence, or sitting on a learners – some for several years.

Table 5<sup>30</sup>

	Central Hawke's Bay	Hastings District	Napier City	Wairoa District	Total
Total age 16-19 with a licence	569	3,108	2,635	323	6,635
Population 16-19 at 2018 census	615	4,317	2,985	435	8,352
Estimate % 16-19 without a licence	7.48%	28.01%	11.73%	25.75%	20.56%
% of 16-19 with L	41.95%	36.04%	35.81%	49.20%	37.08%
% of 16-19 with R	34.31%	23.53%	35.24%	17.70%	28.21%
% of 16-19 with Full	16.26%	12.42%	17.22%	7.36%	14.15%
% 16-19 with licence on L 2yrs+	5.45%	10.23%	6.19%	15.48%	8.47%
% 16-19 with licence on R 2 yrs+	3.51%	2.22%	3.11%	2.17%	2.68%
% in age group with Full	16.26%	12.42%	17.22%	7.36%	14.15%

In 2017, the greatest gap was in moving young people from Learners to Restricted Licences, with only 23.7% holding a Restricted Licence<sup>31</sup>; 71.7% of 16 to 18 year olds holding a graduated class 1 licence, at any stage.

Some progress has been made. By 2019, 28.21% held a Restricted Licence and 79.44% held at least some stage of a graduated class 1 licence. However, there are significant differences between areas and only 42.36% of people in the 16-19 year age group held either Restricted or Full licence, allowing them to legally drive themselves to work or other activities.

<sup>30</sup> Sources: NZTA licence data at 1 July 2019, and Statistics NZ census usually resident population data

<sup>31</sup> Based LTNZ data up to 1 August 2017 and Stats NZ projections



Notably, the area with the best statistics is Central Hawke's Bay, where both colleges have been working closely with Connecting Youth for Employment (CYE) and CYE has begged and borrowed enough resources to provide training and support through the licence stages and follow up after school where needed. Resources have not allowed the same intensive coverage elsewhere (although good work is underway in pockets of some committed schools) and even CYE is constantly under pressure and could fall over if funding or other support was no longer available.

The best way to achieve meaningful change in future is to ensure that all students have a full driver licence when they leave school, which will allow service providers to focus on working with a pool of un(der)licenced drivers that is not continually refilling.

**Potential barriers for 16 -19 year olds:**

- ⊗ Attending schools in districts with no driver licence practical testing. If all students aged 15 in July 2019 are ready to sit their Restricted licence in 2020, up to 217 students will need to travel out of town to sit their Restricted Practical test. This includes 76 students located at; Wairoa College or TKKM o Ngati Kahungunu o Te Wairoa, 27 at Te Aute College and 114 at Central Hawke's Bay College.
- ⊗ A quarter of 16 year old students experience potential deprivation inhibiting access to driver licencing. This includes; test costs to sit a licence, access to practice (licenced supervisor, car with registration, warrant and fuel), travel costs and a supervisor missing work for those having to travel out of town, driving lessons, a defensive driving course and a road-legal vehicle to sit the test. This is more likely to be a barrier for those least able to afford failure and re-sit costs. There are 869 sixteen year old students attending decile 1-3 schools (2019).
- ⊗ Those not in education, employment and training (MoE/MSD), would not access training and support provided in schools. In 2016 there were 25 students listed in alternative education and a total of 1,715 NEETs (2017 aged between 16 and 24 years).
- ⊗ The licencing process included; not having proof of identity, literacy issues and generally not understanding the complex system (including paper work and process). In addition, there are issues in the testing service –staff attitudes, wait times and inconsistency.

Working with school-aged populations has the potential to increase the number of licenced drivers before any adverse impact i.e. reduced access to employment and increased infringements. Working with students in schools also provides the greatest access to people eligible for a licence. NZIER released a memo supporting the concept of driver licencing classes linked to schools, sighting the impact of not having a licence on social inclusion, employment, offending, crashes and the demand for driver-based job. Also included were the benefits of delivery through schools.<sup>32</sup>

## Adults

Table 6 illustrates the potential for more Hawke's Bay adults to gain Restricted and Full Licences.

The number of people who have stayed on a learners or restricted licence for more than 5 years indicates the scale of the issue that can occur when people do not progress to their full licence at a younger age.

Working with those who are currently un(der)licenced to get them a licence will reduce benefit dependence, increase workplace productivity, help meet future heavy transport driver gaps and improve social inclusion.

Having more adults fully licenced will also help in future with providing legal (and hopefully trained) supervised driving for young people in those families.

<sup>32</sup> Mayors Taskforce for Jobs, Memo "the concept of after-school driver licensing classes has its merits and should be explored further", 5 July 2017

Table 6

	CHB	Hastings	Napier	Wairoa	Total Hawke's Bay
Population estimate aged 16+ <sup>33</sup>	11,088	61,654	49,593	6,120	128,455
People with any licence	10,517	55,725	51,555 <sup>34</sup>	5,497	123,294
Learners 0.9 years +	450	4320	2701	526	7,997
<b>L - 0.9yrs+, % of those with a licence</b>	<b>4.28%</b>	<b>7.75%</b>	<b>5.24%</b>	<b>9.57%</b>	<b>6.49%</b>
Learners 2 years +	340	3349	2051	410	6,150
Learners 5 years +	202	1871	1205	221	3,499
Over 25, L 5 years +	166	1525	1003	176	2870
Restricted 2 years +	579	3437	2856	515	7,387
<b>R - 2yrs+, % of those with a licence</b>	<b>5.51%</b>	<b>6.17%</b>	<b>5.54%</b>	<b>9.37%</b>	<b>5.99%</b>
Restricted 5 years +	401	2348	1930	381	5,060
Over 25, R 5 years +	382	2228	1795	366	4771
<b>L 0.9yrs+ or R 2yrs+, % of those with a licence</b>	<b>9.78%</b>	<b>13.92%</b>	<b>10.78%</b>	<b>18.94%</b>	<b>12.48%</b>
Estimate with no licence					5,161
<b>Total no licence plus L &gt;0.9 yrs / R for 2 yrs+</b>					<b>20,545</b>

**Potential barriers for adults**

Data supplied by NZTA shows a significant number of people currently without a Full Licence over the age of 25 and over.

The 2017 report showed 2,855 people over 25 holding a Learners Licence for more than 5 years<sup>35</sup>. More recent figures show that in Hawke's Bay 2,870 people over 25 have held their Learners, and 4,771 have held their Restricted, Licence for over five years. Including people 20 and over, the figures jump to 3,499 (L - 5 years+) and 5,060 (R - 5 years+). Bear in mind that people over the age of 48<sup>36</sup> are likely to have gained their licence before the graduated driver licence system came into force on 1 August 1987, so without changes in how driver training and licencing is treated the proportion of un(der)licenced people can be expected to increase.

Having a Learners indicates that people are wanting to drive, and in many cases may be driving, but only holding a Learners means people have not proven they have the skill to drive safely and cannot legally drive themselves or others to work, education or other places.

Over 25s are not enrolled in school so support may need to be provided elsewhere. However, unless people are on a benefit or on probation, there are few options for those who can't afford the training to ensure they are safe drivers who are ready to pass a driving test.

In Hawke's Bay alone there are 20,545 people over 20 years old in the system who may need help to get a Full Licence - 8,559 of whom have at least 5 years on a learner or restricted licence and over 5,000 people without any licence.

Table 7

Year	Hold a Learners -over 25 year olds	Hold a Restricted -over 25 year olds	Hold a Full over -25 year olds
2017	4,011	6,360	68,854
July 2019	3,640	6,533	96,374
	Hold a Learners: over 20	Hold a Restricted: over 20	Hold a Full: over 20
July 2019	6,916	9,048	100,695

<sup>33</sup> 15yrs+ Population estimate at 2018 (Stats NZ)

<sup>34</sup> Figures provided by NZTA based on recorded address. Note that this may include people who have moved elsewhere for work or study but still use a Hawke's Bay address.

<sup>35</sup> This figure is likely to be slightly inflated due to people leaving the region and sitting Restricted and Full elsewhere

<sup>36</sup> In 2020



**Potential Barriers for over 25's**

- ⊗ Cost remains an issue for training and licences, particularly for those on a low income or benefit.
- ⊗ Little motivation to gain a Full Licence, with many driving without a Full Licence. Anecdotal examples provided by all Steering Group members indicate this is not isolated to one area. In the example of Wairoa:
  - 56% of over 25s with a Learners Licence had held it for more than 5 years in version one of this report (2017/18).
  - Work has been underway to improve licencing, and in July 2019 this had improved to 221 of the 630 who are on a Learner licence, or 35%, although 410 of the 630 (65%) have held a Learners for 2 or more years.
  - The relative numbers of those remaining on a licence stage for a long time are still high, which could indicate an issue related to the challenges of both a driving "student" and a supervisor having to take time off work and travel a considerable distance to unfamiliar roads to sit a test.
- ⊗ Not able to access testing due to work commitments, access to a registered and warranted car or able to practice (no time, driving mentor or car).
- ⊗ Not understanding the process or unable to access resources i.e. RealMe, LTNZ education tools and computer based tests, due to lack of knowledge, literacy issues, limited access to internet.

**Impact for drivers and community of having no licence or incorrect licence**

- ⊗ People without a licence spend 12 months longer on a benefit than those with a licence.<sup>37</sup>
- ⊗ Fines and enforcement associated with licences cost whānau nationally \$3.4million per annum. They also make up 39% of offences committed by 17-24 year olds.
- ⊗ Accidents resulting in serious injury and death - 27% involved unlicensed or incorrectly licenced drivers.

The biggest issue is social exclusion – with restricted access to employment, services, social connections and whānau.

**How big is the problem?**

- ⊗ 5,161 people age 16 or over have no licence.
- ⊗ 1,717 of those are under 20 years old.
- ⊗ 15,089 people age 16 or over either have no licence or have been on a Learners more than 0.9 years or a Restricted more than 2 years, 3,290 of those are under 20 years old.
- ⊗ 2870 people over 25 in Hawke's Bay have been on their Learners for over 5 years, with a further 4,771 on their Restricted Licence for over 5 years.
- ⊗ Statistics show that those without a licence are more likely to be on a benefit or facing a driving-related entry to the Justice system.
- ⊗ MSD and TPK funded programmes cover approximately 160 Learners licences and 449 Restricted or Full licences. Other programmes may provide support for an estimated 300 licence stages. Some of these may be provided to the same people, who progress from one stage to another. At this rate and until / unless students all / mostly obtain their licence while at school, getting to a fully licenced population in the region will continue to be an out of reach target.
- ⊗ Most people gain a full licence on their own or with whānau support.
- ⊗ For those who face barriers, funding can be short-term and highly targeted, which can:
  - limit the ability of community programmes to assist those outside a couple of funded school programmes, those on probation and beneficiaries;
  - increase the costs and difficulties of providing a sustainable training programme (financing, leasing vs purchasing vehicles, ability to recruit, employ and train staff).
- ⊗ 41% of schools are providing at least some driver licencing support but in many cases this is just help with a Learner Licence or is highly targeted. Several schools with smaller roles in decile 1 and 2 do not even have Learner Licence support.
- ⊗ Access to testing is an issue in Wairoa and Central Hawke's Bay for Restricted and Full Licences.

<sup>37</sup> Work and Income, 2015

## BEST PRACTISE EVIDENCE

### **East Coast Better Public Service Driver Licence Project**

#### **Key findings/ recommendations**

A number of local initiatives were identified as successful with participants gaining licences and achieving further outcomes, i.e. avoiding fines, gaining employment and achieving success in passing their first test. These programmes are designed to support driver licencing including a Co-ordinated Driver Licencing programme in Central Hawke's Bay, Wairoa College Programme linked to Nga Ara Pai Programme and Waiora Young Achievers Trust and Hawke's Bay Regional Prison Programme.

The recommendations for the community-based programmes include; establishing a coordinated service to support referrals from the Police and the Courts. This would divert people from fines and enforcement to gaining a licence. It would also provide coordination for school based and community education programmes.

Further recommendations involve resources to support driver education i.e. tablet to support access to online tools and printed resources such as Road Codes.

### **The Driver Licencing Challenge**

#### **NZIER report for Ministry of Business Innovation and Employment**

In a region with limited public transport alternatives and significant work and recreation in rural locations, not having a licence is strongly linked to social exclusion in Hawke's Bay.

This report explains "transport disadvantage and social exclusion" and its impact. For 16-19 year olds, deprivation is more common due to low income and higher benefit dependency than other age groups which also acts as a barrier to attaining licences due to the cost and not having a licence as a barrier to employment. Whilst unquantified, the impact on high deprivation communities of poor access to a legal vehicle and driver is seen as a barrier to gaining a licence. Nationally, 48% of 18-24 year olds receiving a benefit have no licence; not having a licence is a barrier to many types of employment, particularly those involving driving.

This report also looks at the cost benefit of addressing driver licencing including; the cost of reduced employability, impact of crashes (non-licenced and learner licenced people are over represented in accidents), and costs to the justice system. Interventions to support people to attain a licence is very beneficial.

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### **Mayors Taskforce for Jobs**

"Mayors Taskforce for Jobs (MTFJ) holds the position that the existing graduated driver licensing system (GDLS) does not serve young people well. Successfully navigating the GDLS requires an intensive level of support, mentoring and resources that many of our young people are unable to draw upon. Young people who do not successfully obtain a driver's license are often unable to participate in the economy (particularly in rural and provincial areas), and are at an increased risk of entering the criminal justice system via a licensing infringement.

Mayor Steve Chadwick of Rotorua moved a remit at the 2017 LGNZ AGM that the membership of LGNZ advocate with them for the implementation of a universal, free & all accessible drivers licensing programme in New Zealand schools." The remit was passed overwhelmingly.

Prior to the 2017 election, both NZ First and Labour recognised the importance of driver licencing and it was included in Labour's "School Leavers Toolkit" (but yet to be implemented).

[www.mayorstaskforceforjobs.co.nz/home/our-work/drivers-licensing](http://www.mayorstaskforceforjobs.co.nz/home/our-work/drivers-licensing)

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**Stakeholder Feedback****Stakeholder meeting 9 June 2017**

*Delivering in schools* as a prevention strategy – all 16 year olds should attain their Learners Licence and be supported to do this in schools and gain NCEA credits. Offering Driver Education for Restricted and Full Licences for all students wanting to drive is effective. This is a tool to keep students engaged in school to year 13 and in doing so increases the number of level 2 NCEA credits students have. Schools need greater access to Defensive Driving Programmes.

*Community delivery* needs to reflect the learning needs of those participating – flexible, hands-on education works best, preferable single session delivery with the test at the conclusion. Diverting people to driver licence programmes instead of fines and court appearances will benefit everyone – reducing debt for drivers and the burden on courts.

*Advocating for change* - working with testing providers to support greater access and increasing the use of technology. Having learner testing in schools and other locations. Reducing the cost or targeting support to ensure cost is not a barrier.

*Changing attitudes* – encouraging people to view a licence as “important to have” and prioritising getting to their Full Licence. Using social marketing campaigns to change attitudes. Having Police in a preventative role i.e. driving mentors, using diversion and continuing to provide education.

**National Programmes**

Table 8

Programme Title	Description	Delivered By
Driver Mentoring Programme	Driving mentors providing time with a fully licenced driver and vehicle for practice. Currently includes Police as mentors	Tairāwhiti
Diversion Programme	Roadside follow up directing people caught without the correct licence to get a licence, if they do not, infringement follows	Christchurch
New Driver Education Programme	Providing practise for learner drivers, potential apps and other tools	Auckland
Young Driver Signature Project	In car driver assessment tool and social marketing campaign	Mangere
Let Get Legal	Website with tools to purchase – eBook and app, focussing on Māori and Pasifika	<a href="http://www.letsgetlegalnz.com/get-it-now.html">http://www.letsgetlegalnz.com/get-it-now.html</a>

Programmes focus on providing driver education and support to navigate the graduated driver licencing process. They demonstrate success in getting more people through various stages of the graduated driver licencing process i.e. higher pass rates and reducing barriers.

There are also self-funded options for those individuals and families able to pay for services. The Hawke's Bay Yellow Pages list six driving schools and there is the LTNZ website.

There is the potential to look at addressing other barriers including:

- ⊗ Providing universal access via schools
- ⊗ Financial cost - either by subsidising the cost (currently part-of some Hawke's Bay programmes) or advocating for national price reductions
- ⊗ Increasing access by having testing available closer to high deprivation communities or having written testing being available to complete on-line from anywhere
- ⊗ Advocating for changes to the graduated system to increase fairness and access
- ⊗ A social marketing approach to change attitudes to *valuing a drivers licence*



## SUMMARY

Best practice population-based evidence is informing current funding and delivery in Hawke's Bay. Programmes are adapting ideas from other regions i.e. mentoring programmes, supporting resources and Police engagement. The region also has leading research into driver licencing. Funded community programmes are targeted at groups with high needs and significant barriers including; prisons, probation clients, Work and Income clients, communities in Wairoa, Central Hawke's Bay, Flaxmere as well as Pasifika communities.

Funding for driver licencing support comes via funded licencing programmes and as part of support linked to social service programmes and schools. Funding is focused on high need communities/populations. A significant number of people are able to self-fund their drivers licence and this has resulted in a range of companies providing commercial services i.e. driving lessons and defensive driver courses. However, there is still a significant group of unlicensed or driving without the correct licence.

Most secondary schools provide some support for students to access driver licencing – ranging from allowing absences to sit tests, to half the schools in Hawke's Bay providing driver licencing education. The challenge is supporting students to achieve a Full Licence due to the time restrictions and financial cost. Also the potential to provide all 16 year olds in schools with support.

These programmes are supported with resources and tools – most are targeted at supporting people to complete a written test for their Learner Licence.

Access issues start with the cost, followed with a lack of whānau/community support (no car, no licenced driver, no time), access to testing services (no practical testing in Central Hawke's Bay and Wairoa, limited computers for testing in Napier and Hastings), fear of failure and attitude – having a licence is not a priority and people are "happy" to drive without a licence or the appropriate-type of licence.

There are real costs to individuals and the community of not having a licence or appropriate licence. For individuals, no licence creates barriers to social inclusion including reduced access to employment and community resources. There are also financial costs including fines. For the community, there are increased accidents, Justice and Police resources used to deal with infringements, and employers unable to recruit.

Over the next four years there will be 7,340 16 year olds (estimate based on NZ Census and Ministry of Education data) potentially demanding to access driver licencing and the majority of these will be engaged in secondary schools.

There are 10,371 people over 20 years in the system potentially requiring to move to a Full Licence and potentially 21,260 people<sup>38</sup> without any type of licence.

Local and national research suggests schools provide the best opportunity to support these young people. Working to increase the number of licenced young people will flow on to reduced unlicensed adults in the community.

In Hawke's Bay there is demand for support for the over 20 years and the under 20s not engaged in school; linking licencing support to services they are already engaging with is working. There are steps to divert people from the justice system by intervening to provide support to sit tests and gain an appropriate licence.

In Hawke's Bay mobile services could also be effective in addressing geographic barriers.

<sup>38</sup> This uses Census total population over 25 year and LTNZ licence data – see Appendices.

## RECOMMENDATIONS

The recommendations to Matariki Hawke's Bay Regional Development Strategy Governance Group members include actions to:

- ☉ Address barriers and support whānau in Hawke's Bay to become fully licenced;
- ☉ Jointly resource actions; and
- ☉ Monitor success and identify areas to improve.

### Priorities for training

Follow up the recommendations from research, including establishing coordination and delivering driver education in schools. The goal needs to be **achieving a Full Licence and improving driver capability**. This will ensure best outcomes for the individual, community and economy.

1. **Universal, free & accessible driver licencing programme in New Zealand schools.** Start with the schools who are willing, prioritising decile 1-4, and aim to implement in Hawke's Bay by 2025 and all schools in Hawke's Bay by 2030. Include practical and other training.
2. **Provide funding for training and other licence costs** for referrals from a wide variety of Government and Non-Government providers, including Work and Income, Police, Courts, plus youth, community and family support agencies. (A one-stop funding shop.)
3. **Ensure that all members of the community have access to good practice practical and other training in recognising road hazards and driving safely;** and to professional lessons.

### Increase capacity

Ensure there is sufficient, well-resourced capacity to make a bigger difference for the Hawke's Bay, positioning our region and our people to participate more fully in society and work, and to increase equity of access to opportunities.

4. **Support and help fund increased capacity to deliver professional driver licence training** (more instructors) in schools and in the community, with incentives for increasing diversity to reduce cultural and language barriers.
5. **Provide regional driver training simulation (with supervision)** to help schools and other groups in need expand a safe (re)introduction to key basic driving skills.
6. **Develop / deliver more programmes and support services to increase the number of safe, fully licenced<sup>39</sup> people in Hawke's Bay, i.e. mentoring, parents as driving coaches.**
7. **Support joint service provision, between pastoral / social support / literacy services and driver training providers,** to improve motivation, attendance rates and programme success.
8. **Develop a single point of referral,** which can coordinate access to professional training, mentors, pastoral support and other services needed. Include staff, equipment, tracking systems and promotion of the service (note this may be partly delivered by appropriate tools to coordinate and track referrals, results and follow up).
9. **Support establishment of one or more off-road training areas** to provide well-designed, practical training for all drivers, designed to improve safety on the roads.

### Provide sustainable funding

Providers are typically under-resourced (particularly for working with "hard to reach" potential drivers) and get short term funding, making it a challenge to purchase vehicles and to recruit, train and retain good instructors.

10. **Ensure sustainable, long-term funding for community-based programmes** that include driver licencing, to allow services to plan ahead for staffing, training and asset purchases.
11. **Seek long-term funding for all drivers to access safety training and resources,** such as e-Drive and approved programmes that can reduce accident rates / severity.

<sup>39</sup> Note: in this context fully licenced means a full class 1 driver licence.



**Tools and resources**

Ensure that students and providers all have access to tools that improve effective and efficient service delivery / learning and reduce duplication of resources.

12. **Promote driver training as a (deductible) business expense and investment** for employers; and look at partnership opportunities that support training and related costs for staff to get both class 1 and class 2/5 licences.
13. Develop a social marketing programme to support **attitude change around licenced driving** and the value to individuals and society of people having a full licence.
14. Support those delivering driver licencing with **education resources, software tools and sharing information**.

**System Tools – advocate and support as appropriate**

Make sure that system barriers to training and testing are addressed, to ensure that as far as possible access to training and testing are equitable to all, regardless of area, socio-economic position, language or age.

15. **Improve access to testing facilities** (e.g. after hours and weekend testing; reduce wait times; technology to provide for practical testing in more rural areas).
16. **Provide vehicles that can be used for testing**, removing the (often income-related) barrier of access to a legal vehicle.
17. Continue to **push for effective multi-lingual learning and testing tools**.
18. Ensure **booking systems and testing facilities are suitable for groups**, such as schools and community driver training providers. This includes payment and refund services, ability to record both provider and student details and the ability to book groups for Learner testing and organisation time slots for training providers / schools (rather than booking in an individual – those test-ready could also be registered).
19. Change system to **encourage progression and allow people with appropriate training to get to a full licence while still in school**.
20. **Achieve coordination via aligned contracting**, with coordination as a contracted outcome and funded coordination assistance roles.
21. Measure driver licencing in each area and identify barriers that need further work (e.g.: access to instructors; test conditions and other factors behind why Restricted pass rates in some areas are so much lower; how to achieve local practical testing in more areas).

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## Appendix 1: Funding Tables

## Te Puni Kōkiri 2018/19

Provider	Target Group	No. of Contracted Passes	Date for Completion	Contract Value ( ex GST)
William Colenso	To assist rangatahi from William Colenso College to achieve learners and restricted licences	30 rangatahi learner licence 40 rangatahi restricted licence 20 rangatahi full licence	2018/19	\$45,000
Connecting for Youth Employment Trust -CYE	For 78 senior Māori students at Te Aute College and Central Hawke's Bay College to progress their driver training.	45+ Maori students get restricted licence	2018/19	\$45,000
<b>Totals</b>		30 Learners Licences 85 Restricted 20 Full		<b>\$90,000</b>

## He Poutama Rangatahi / PGF

Provider	Target Group	No. of Contracted Passes	Contract Value ( ex GST)
LIFT	Pathways into employment, education or training for Hawke's Bay rangatahi at most risk of long-term unemployment	N/A – licencing can be part of outcomes but not necessarily	
Hastings District Council			\$460,000
Workfit			\$765,000
Te Taiwhenua o Heretaunga	Youth Mentoring – driver licencing programme	140 rangatahi to gain driving qualifications	\$258,000
NZ Howard League	People on probation	Not available. Up to 157 L to F	HB portion not available
The Development Hub	One HPR with young people (work readiness for 36 young Māori and Pasifika women), one Te Ara Mahi – supporting work outcomes	N/A – licencing can be part of outcomes but not necessarily	\$194,000
First Choice Employment	Te Ara Mahi – supporting work outcomes		\$1,100,000
Ngāti Pāhauwera Commercial Development Ltd's Training and Employment project	Training and skills development, forestry and horticulture		\$1,359,000
The Wairoa Young Achievers Trust (WYAT)	Give rangatahi a pathway into work and education in the region		\$305,000
Turners and Growers (T&G)	build the management and leadership capabilities of at least 100 local horticulture workers, to help with an industry skills shortage and lead to 40 new local jobs		\$557,000
<b>Totals</b>			<b>\$4,998,000</b>

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Hawke's Bay Regional Council

No figures provided for recent / current year.

Ministry of Social Development 2019/20

Provider	Target Group	No. of Contracted Passes	Date for Completion	Contract Value (ex GST)
Got Drive Trust	Hawke's Bay Work and Income clients	380 engaged, expected 60%+ pass rate, mix of Restricted and Full licences	June 2020	\$390,385
Got Drive (for Matariki 2.4D)	Workshop for driver licencing providers and stakeholders	N/A	November 2020	\$3,000
Got Drive (for regional use)	Costs to bring a simulator to the region on loan from Christchurch.	1 week each in Hastings, Napier, Central Hawke's Bay and Wairoa	February 2020	\$10,000
REAP Tairāwhiti Wairoa	Hawke's Bay Work and Income clients	20 Restricted / Full licences	June 2020	\$25,000
I-How	Learners - education programme	100 Learner licences	June 2020	\$40,000
Connecting for Youth Employment	Driving toward employment programme – Work and Income Client	30 Learners licences 40 Restricted / Full licences	June 2020	\$45,000
<b>Totals</b>		Simulator use Workshop held 130 Learners 364 Restricted / Full		\$513,385
new Youth Service contracts	East Coast – young mothers	tbc	From 1/4/2020	\$15,000
REAP Tairāwhiti and Matapuna	Gisborne Work and Income clients			

## Appendix 2 Feedback from Secondary Schools – Driver Licencing Education

School	Contact number	Does your school support students to achieve a driver licence:			July 2017 Are there any resources you use to support driver licence education	Nov-Dec 2019 Update
		Learners	Restricted	Full		
Central Hawke's Bay College	06 858 9203	Yes	Y	Y	Yes class rooms and computer suites available, allow time out of class, teacher support and referrals, admin for student communication. Very supportive.	Yes class rooms and computer suites available, allow time out of class, teacher support and referrals, admin for student communication. Very supportive. Lessons through CYE.
Flaxmere College, with Te Tipu Whenua o Pa Harakeke	06 879 9833	Y	Y	Y	Funded via a community trust	TPU do licencing. Help students who they identify as needing it with Learners. Will ask Chris about Resource Kit.
Hastings Boys' High	06 873 0365	Y - one week per term	N	N - too few old enough	Police come in work with students for one week a term. A car used for the restricted training	Police come in work with students for one week a term for Learners. Property manager Crawford organises Defensive Driving Course for selected few (6-15) with STAR.
Hastings Christian School	06 878 6696 Emma				No response	Emailed. Phoned repeatedly and couldn't get an answer or reply to voicemail. Know do Learners with iHow.
Hastings Girls' High School	06 873 1133	Y - Everyone 16 and over	Y - Some subsidised lessons	Y	One on one tutoring with student for learners North and South Trust funding support driving lessons \$50 student contribution = 3 lessons, No contribution = 2 lessons Constable Chris = supports the programme Martin Melloon AA – Defensive Driving course once a term	North and South funding was one-off, no funding now. Use Chris's learners resource kit, help with learners. Have trained 41 in 2019. Have a donated car coordinated via Got Drive two days a week for mentors to use for driving lessons. 16-20 have taken part in these mentor drives. Students can pay for professional lessons, but none provided.
Havelock North High School	06 877 8129 x732 Careers, Helen	Y	N	N		Assist students to learn what is needed to get Learners Licence (100% pass). Chris (Police)' learners licence course. Will financially assist if really needed. Working with peer mentoring for future. Organise (at students' cost) to do DDC. Planning to work with Police and mentor(s) to help students without access to car to get restricted / help with driving skills. Prioritise students closer to being school leavers, but anyone who wants help.



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Hukarere Girls' College	06 835 8452	N	N	N	School out for the term at time of surveying	Sees a real need, interested in simulator and lessons.
Iona College	Cathy Blake 06 877 8149		Defensive Driving Course		No one delivering this	Offer a user pays defensive driving course. Girls have access to driving lessons as arranged by parents (we have a number of boarders). Many have driving skills developed on farms.
Karamu High School	06 878 7139	N	N	N	Police come in work with students.	Used to have Police coming in to help with @risk children but that stopped so now only organise NCEA credits for those who do get their licence but that's it.
Lindisfarne College	06 873 1136 Matt Ahern	Y	Y	Y		Learners - have practice test and road codes available. In careers programme classes talk about licences. Take boarders down to sit licence, grant leave to get picked up for lessons or tests. Provide subsidised DDC at school in terms 1-3 for up to 20 students a time and subsidise ones who go private (approx \$100). Help where needed with practical. Claim Unit Standards for licences. Support Wheels Tracks and Rollers where appropriate via STAR programme. Boys often highly motivated to get licence especially if from out of town.
Napier Boys' High	06 833 5900	N	N	N	Allow student absences to do licence testing	Doing nothing at the moment. No funding. Would work with ~60 of the 240 year 12s if funded and could organise time.
Napier Girls' High	06 835 1069 Philipp	N	N	N	Defensive driving course	DDC - emailed Philipp to find out more. Emailed again Feb.
Sacred Heart College	06 835 3761 Fiona	N	N	N		At this stage, we haven't supported any students in driver licencing, due to constant changes in FPW staff, staff attitudes and funding. Would like to support Future Pathways students as a priority and also any students wishing to join police/armed forces
St John's College	06 878 6853 Shelley Oliver	N	N	N		Did help with DDC in the past. Would like to offer free driving lessons for students before sit Restricted - if funding was available.
St Joseph's Māori Girls' College	06 844 8461	N	N	N	No response	Currently do nothing. Have sent useful links and invitation to connect with our work.
Taikura Rudolf Steiner School	06 878 7363 Lesley	N	N	N	Defensive driving course. They used to have	<a href="#">Emailed Dec. Not available when called, so emailed again Feb.</a>

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Tamatea High School	06 844 6600	Y Careers Dept	Y - only a few students	N	Print out work sheets	Mix n match cards with road code q.s, 20 folders with licence tests in them for students to work through. Has requested Unison sponsor an electric car for Napier and Hastings schools - should have answer by end Nov. Students can either pay for lessons or earn them by doing work around the school.
Taradale High School	06 844 2159 Robin Andrea or Lynda	Y Careers Dept	N	N	Print out work sheets used and staff support - worked with Police, did road code and tests, then taken to VTNZ to sit Learners.	Careers Dept. Give students copies of the practice tests they download. Students pay the office \$46 + \$93.90 for test, staff apply to principal for funding from a school fund where need identified - Arthur Miller Trust (max \$70). Working with iHow Trust, up to 10 students at a time to get Learners. Cost can be an issue - iHow charge for an extra tutor if someone has learning difficulties (good results, but working out dearer than going to the caravan!). \$93.90 for test. VTNZ can be inconsistent in what they accept for ID. KAMAR print out sometimes accepted and sometimes not. Martin Mellow driver training does a DDC course at the school - initially 2x a year, just once in Sept this year planning on twice most years. Promoted by school, students pay/plan with him direct so most likely to be for middle - upper income families.
<u>Te Aratika Academy</u>	0800 832 728 Casey					Left message
Te Aute College	06 856 8016	Yes	Y	Y	Yes class rooms and computer suites available, allow time out of class, teacher support and referrals, admin for student communication. Very supportive.	Yes class rooms and computer suites available, allow time out of class, teacher support and referrals, admin for student communication. Very supportive. Lessons through CYE.
Te Kura Kaupapa Maori o Ngati Kahungunu ki Heretaunga	06 879 5235	N	N	N		Hasn't been doing anything but is keen to start in 2020, can contribute some funding, will need some subsidy.
<u>TKKM o Ngati Kahungunu o Te Wairoa</u>	06 838 6813	N	N	N		Informal support - find out about courses for students interested. Best contact Matua Wi - Sr Kaiako at where kura (away on a trip) Spoke with Here and emailed, she'll talk to others. Thrilled to hear about simulator.



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Te Kura Kaupapa Maori O Te Ara Hou	06 843 4600	N	N	N	No response	Unable to offer anything as only small wharekura role, but would love to be able to help support their rangatahi if this were funded.
<u>TKKM o Te</u> <u>Wananga Whare</u> <u>Tapere o</u> <u>Takitimu</u>	06 878 6340					Left voice message and emailed Dec and voice mail Feb.
Wairoa College	06 838 8303 Karen	Y - Everyone 16 and over	Y	Y	Programme supported by HB Regional Council Limited by the timeframes for licencing	Use NZTA / HBRC funding (when available) Use McInnes driver training from Gisborne Work on Learners, Defensive Driving and Restricted licences
William Colenso College, with Hawke's Bay School for Teenage Parents	06 831 0180 Virginia	Y - Everyone 16 and over	Y	Y	Funded via TPK and the school has a coordinator	Funded via TPK and the school has a coordinator. Uses Resource Kit for Learners developed with Chris Leppien (Police). Have use of a car with Got Drive, can be tricky getting consistent mentor support. Often difficult to keep students moving through. Help students with professional lessons.
Woodford House	06 873 0700 Suzanna	N	N	N		Organise DDC with Top Drive, at school. Otherwise no formal programme. The girls book lessons with AA or another trainer. Need parents to sign permission forms for students to have privilege of bringing car to school. If on Restricted try to monitor no passengers. Tend to go out of Hastings to sit test as so many fail first time through Hastings. Parents may pay first test, girls often have to pay any re-sit, and many still find costs a struggle - a subsidy would really help encourage more take up. Parents don't always see the need for professional lessons, or how different expectations are now than when they learned.

## Appendix 3: Senior Students at Hawke's Bay High Schools

Ages of students attending HB secondary schools (Based on July 2019 roll return data)							Age totals in each decile grouping				
School: Name	Age 15	Age 16	Age 17	Age 18	Age 19+	Decile	15	16	17	18	19+
Flaxmere College	66	38	35	4		1					
Wairoa College	74	54	46	3		1					
Te Tipu Whenua o Pa Harakeke		1	2	4	8	1					
TKKM o Ngati Kahungunu o Te Wairoa	2	2	1			1					
TKKM o Ngati Kahungunu Ki Heretaunga	10	7	5	1		1					
Hawke's Bay School for Teenage Parents		1	5	3	21	1					
TKKM o Te Ara Hou	12	10	5			1	164	113	99	15	29
William Colenso College	60	38	45	5	3	2					
St Joseph's Maori Girls' College	30	29	23	5		2					
Hastings Boys' High School	155	140	90	36	4	2					
Hukarere College	15	16	7	1	1	2					
Te Aratika Academy	5	7	11	2		2					
TKKM o Te Wananga Whare Tapere o Takitimu	5	3	1			2	270	233	177	49	8
							434	346	276	64	37
Tamalea High School	71	51	56	11	1	3					
Hastings Girls' High School	137	126	117	28		3					
Te Aute College	27	11	15	1		3					
St John's College (Hastings)	85	69	63	16		4					
Karamu High School	183	180	128	25		4					
Central Hawkes Bay College	114	86	82	13	3	4	617	523	461	94	4
Sacred Heart College (Napier)	50	42	53	3		5					
Napier Boys' High School	226	254	181	40	1	6					
Napier Girls' High School	231	191	176	37		6					
Taikura Rudolf Steiner School	27	29	15	15	1	6					
Taradale High School	200	211	176	31		7					
Hastings Christian School	25	18	10	2	1	7	759	745	611	128	3
Havelock North High School	224	172	184	37	3	8					
Woodford House	60	62	42	8		9					
Lindisfarne College	103	83	83	17		9					
Iona College	50	59	38	9		10	437	376	347	71	3
Subtotal							2247	1990	1695	357	47
Total (all)											6336

## Appendix 4: Overall School Data (at 1 October 2019)

Org Name	CoEd Status	Area	Decile	Total	European	Māori	Pacific	Asian	MELAA	Other	Intl	Notes
Flaxmere College	Co-Ed	Hastings	1	348	14	302	31	0	1	0	0	
Hawke's Bay School for Teenage Parents	Co-Ed	Napier	1	0	0	0	0	0	0	0	0	
Te Tipu Whenua o Pa Harakeke	Co-Ed	Hastings	1	0	0	0	0	0	0	0	0	
TKKM o Ngati Kahungunu Ki Heretaunga	Co-Ed	Hastings	1	150	1	149	0	0	0	0	0	
TKKM o Ngati Kahungunu o Te Wairoa	Co-Ed	Wairoa	1	111	1	109	0	1	0	0	0	
TKKM o Te Ara Hou	Co-Ed	Napier	1	212	0	210	2	0	0	0	0	
Wairoa College	Co-Ed	Wairoa	1	461	47	400	4	9	0	1	0	
Hastings Boys' High School	Boys	Hastings	2	698	188	365	95	34	4	1	11	
Hukarere College	Girls	Hastings	2	75	0	72	3	0	0	0	0	
St Joseph's Maori Girls' College	Girls	Napier	2	198	1	197	0	0	0	0	0	
Te Aratika Academy	Boys	Hastings	2	23	0	23	0	0	0	0	0	
TKKM o Te Wananga Whare Tapere o Takitimu	Co-Ed	Hastings	2	131	0	130	1	0	0	0	0	
William Colenso College	Co-Ed	Napier	2	391	85	257	24	9	0	0	16	
Hastings Girls' High School	Girls	Hastings	3	633	160	269	116	68	6	3	11	
Tamatea High School	Co-Ed	Napier	3	262	100	134	16	3	2	1	6	
Te Aute College	Boys	CHB	3	80	0	80	0	0	0	0	0	
Central Hawkes Bay College	Co-Ed	CHB	4	488	266	183	7	19	6	4	3	
Karamu High School	Co-Ed	Hastings	4	858	473	308	27	40	8	2	0	
St John's College (Hastings)	Boys	Hastings	4	362	197	85	25	49	5	1	0	
Sacred Heart College (Napier)	Girls	Napier	5	231	125	55	34	14	1	0	2	
Napier Boys' High School	Boys	Napier	6	1117	689	304	46	27	16	7	28	
Napier Girls' High School	Girls	Napier	6	995	682	228	19	34	2	1	29	
Taikura Rudolf Steiner School	Co-Ed	Hastings	6	389	291	59	6	15	14	4	0	
Hastings Christian School	Co-Ed	Hastings	7	277	214	20	6	19	17	1	0	
Taradale High School	Co-Ed	Napier	7	1006	704	181	17	44	25	2	33	
Havelock North High School	Co-Ed	Hastings	8	1001	737	156	7	45	18	11	27	
Lindisfarne College	Boys	Hastings	9	519	399	62	4	30	1	1	22	
Woodford House	Girls	Hastings	9	328	244	46	0	10	3	2	23	
Iona College	Girls	Hastings	10	299	251	29	0	10	0	2	7	

## Appendix 5: Hawke's Bay Provincial Growth Fund Projects with Possible Links to Driver Licencing

Hastings Te Koru Education and Employment Initiative	To deliver an innovative, tested and evidence based programme designed to address the effects of substance abuse in relation to participants within education, industry training and/or future employment acquisition and retention	First Choice Employment Services Ltd	10-Jun	\$ 1,100,000	TAM	In progress
Hastings The Initiate Programme (TAM)	Initiate Rangatahi is an initiative run by The Development Hub in partnership with MBIE to support wahine between the ages of 18 and 24 into further employment, education or training in Hawke's Bay. The Programme works intensively with small groups of wahine who are most at risk of long-term unemployment and who face significant personal challenges such as inadequate housing, gender-based violence and substance abuse.	The Development Hub	10-Jun	\$ 780,434	TAM	In progress
Hastings Tautaua Pasifika Youth	Tautua Limited has been approved \$320,000 over two years, for its project in Napier which is focussed on working with Pasifika youth at risk of long-term unemployment. The initiative aims to provide sustainable employment outcomes and increase income levels for Pasifika 'āigā' (family) in Hawkes Bay.	Tautua Limited	10-Jun	\$ 320,000	HPR	In progress
Hastings He Poutama Rangatahi (TToH)	Youth Preparation for Employment Programme	Te Taiwhenua o Heretaunga	2018	\$ 258,000	HPR	In progress
Hastings He Poutama Rangatahi (The Development Hub)	Youth Preparation for Employment Programme	The Development Hub	2018	\$ 194,394	HPR	Complete
Hastings He Poutama Rangatahi (Hikoi 4 Life)	Youth Preparation for Employment Programme	Hikoi Charitable Trust	2018	764,930	HPR	In progress
Hastings T&G Global Emerging Leaders Skills Pathway	This initiative's purpose is to build and nurture the front-line leadership capability and capacity of T&G's horticulture workers.	T&G Global	23-Sep	557,000	TAM	In progress
Hastings He Poutama Rangatahi (HDC)	Youth Preparation for Employment Programme	Hastings District Council	2018	\$ 460,000	HPR	In progress
Napier He Poutama Rangatahi (LIFT)	Youth Preparation for Employment Programme	LIFT	2018	375,000	HPR	In progress
Wairoa District Wairoa Skills and Employment	Employ a Project Manager to deliver the Wairoa Job Shop project for the Wairoa Community Partnership Group (WCPG) from July 2018 - June 2019.	Wairoa District Council	Pre Jun 19	\$ 150,000	PGF	Complete
Wairoa District He Poutama Rangatahi (WYAT)	WYAT will work with at least 100 rangatahi who are not in education, employment or training (NEET), including non-beneficiaries, to support a pathway for these rangatahi into further education, employment or training. Life skills, <b>driver licences and training</b> , broad-based pre-employment work training as well as pastoral care will be provided, including post-placement employment support for up to 12 months.	Wairoa Young Achievers Trust	22-Sep	305,574	HPR	In progress
Wairoa District Wairoa Digital Employment Programme	Establishment of an ICT industry employment programme where candidates secure an initial 52-week employment contract including 12 weeks of technology industry training.	Korou Digital Agency	22-Jan-20	960,000	TAM	In progress
Wairoa District Growing Future Farmers	To establish and implement a scalable on-farm training scheme that will offer rangatahi the opportunity to gain agricultural qualifications and experiences. Across Tairāwhiti, Wairoa and Wairarapa regions.	Growing Future Farmers Charitable Trust	22-Jan-20	250,000	TAM	In progress



## Appendix 6: Driver Licence Pass Rates for 2019

Pass rates on the first attempt in 2019, by drivers address district and age group						
Class 1L						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	86.02%	87.41%	86.78%	78.76%	86.59%	82.36%
20-24 Years	70.59%	80.59%	82.35%	66.67%	80.30%	71.62%
25-29 Years	50.00%	78.79%	82.61%	83.33%	79.67%	74.19%
30-34 Years	71.43%	75.21%	81.61%	80.00%	77.53%	75.24%
35-39 Years	66.67%	78.46%	81.82%	60.00%	78.33%	72.35%
40-44 Years	42.86%	70.37%	76.74%	71.43%	71.17%	69.29%
45-49 Years	50.00%	82.14%	78.95%	100.00%	80.39%	66.63%
50-54 Years	50.00%	73.08%	78.57%	100.00%	75.00%	65.23%
55-59 Years	50.00%	75.00%	66.67%	83.33%	73.08%	65.43%
60-64 Years	66.67%	71.43%	66.67%	0.00%	64.71%	64.31%
65+ Years		66.67%	100.00%	100.00%	80.00%	62.40%
Total	80.16%	83.59%	84.62%	77.71%	83.42%	77.67%
Class 1R						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	62.69%	48.27%	71.07%	45.45%	59.30%	58.24%
20-24 Years	67.86%	40.43%	67.72%	52.78%	53.48%	54.58%
25-29 Years	78.57%	41.94%	66.00%	58.82%	53.15%	52.99%
30-34 Years	66.67%	44.59%	60.38%	75.00%	53.19%	49.33%
35-39 Years	75.00%	37.84%	66.67%	33.33%	50.65%	46.70%
40-44 Years	50.00%	62.86%	68.42%	75.00%	65.00%	48.52%
45-49 Years	0.00%	40.91%	60.00%	33.33%	46.34%	44.58%
50-54 Years	100.00%	41.67%	66.67%		52.94%	44.23%
55-59 Years		25.00%	100.00%		40.00%	33.66%
60-64 Years		0.00%	50.00%		33.33%	36.16%
65+ Years		0.00%			0.00%	32.26%
Total	64.92%	45.49%	69.08%	51.69%	56.71%	55.35%
Class 1F						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	78.05%	82.35%	94.90%	72.00%	86.29%	81.52%
20-24 Years	81.82%	74.91%	85.96%	78.95%	79.97%	71.38%
25-29 Years	69.57%	69.46%	82.23%	63.64%	74.83%	64.71%
30-34 Years	85.71%	65.54%	75.20%	50.00%	69.77%	60.34%
35-39 Years	85.71%	70.37%	66.67%	62.50%	69.82%	59.87%
40-44 Years	66.67%	58.33%	80.00%	84.62%	68.75%	58.38%
45-49 Years	87.50%	64.00%	80.00%	80.00%	71.59%	56.85%
50-54 Years		47.62%	68.42%	0.00%	56.10%	55.02%
55-59 Years	100.00%	60.00%	87.50%	100.00%	74.07%	57.17%
60-64 Years	50.00%	75.00%	66.67%		66.67%	56.45%
65+ Years		50.00%	100.00%	0.00%	50.00%	50.22%
Total	78.89%	73.12%	84.60%	68.81%	77.87%	68.48%



Total pass rates on any attempt in 2019, by drivers address district and age group						
Class 1L						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	81.22%	84.02%	82.36%	73.57%	82.56%	77.28%
20-24 Years	60.87%	73.62%	75.71%	57.89%	73.13%	63.00%
25-29 Years	53.85%	75.96%	77.24%	85.71%	76.05%	66.05%
30-34 Years	68.42%	66.12%	78.70%	83.33%	70.89%	66.38%
35-39 Years	58.33%	66.67%	76.27%	62.50%	69.28%	63.29%
40-44 Years	40.00%	55.91%	75.00%	50.00%	59.77%	58.74%
45-49 Years	50.00%	75.76%	52.78%	100.00%	64.38%	56.43%
50-54 Years	33.33%	64.10%	72.22%	100.00%	66.13%	55.05%
55-59 Years	25.00%	80.00%	62.50%	83.33%	69.70%	55.60%
60-64 Years	66.67%	70.00%	66.67%	33.33%	64.00%	55.15%
65+ Years		30.00%	100.00%	100.00%	41.67%	51.90%
Total	73.68%	77.70%	79.38%	71.63%	77.70%	70.13%
Class 1R						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	63.11%	52.10%	73.93%	51.39%	61.21%	60.52%
20-24 Years	60.53%	46.11%	70.04%	55.10%	55.89%	55.80%
25-29 Years	81.25%	44.08%	66.92%	61.90%	53.64%	52.96%
30-34 Years	71.43%	45.53%	54.05%	70.00%	50.47%	49.32%
35-39 Years	75.00%	47.54%	56.82%	42.86%	51.72%	46.68%
40-44 Years	33.33%	56.00%	60.71%	75.00%	57.65%	46.85%
45-49 Years	66.67%	45.45%	66.67%	60.00%	54.24%	44.01%
50-54 Years	100.00%	42.86%	50.00%		48.28%	40.93%
55-59 Years	100.00%	11.11%	100.00%		27.27%	31.41%
60-64 Years		0.00%	50.00%		33.33%	32.69%
65+ Years		33.33%			33.33%	35.26%
Total	64.29%	49.18%	70.51%	55.36%	58.15%	56.66%
Class 1F						
Age Group	Central Hawke's Bay District	Hastings District	Napier City	Wairoa District	Total Hawkes Bay	Total NZ
16-19 Years	78.43%	81.95%	94.55%	74.19%	85.67%	81.41%
20-24 Years	82.69%	74.57%	86.06%	80.95%	79.70%	70.16%
25-29 Years	67.86%	68.73%	82.33%	62.07%	73.94%	63.04%
30-34 Years	82.35%	65.20%	75.97%	58.82%	69.90%	59.45%
35-39 Years	76.47%	74.29%	68.60%	70.00%	72.02%	59.25%
40-44 Years	70.00%	61.46%	78.33%	81.25%	69.23%	57.70%
45-49 Years	87.50%	63.01%	82.14%	83.33%	70.43%	55.58%
50-54 Years		54.84%	75.00%	50.00%	63.16%	54.29%
55-59 Years	100.00%	60.00%	88.89%	100.00%	72.73%	57.07%
60-64 Years	66.67%	83.33%	62.50%		70.59%	55.59%
65+ Years		57.14%	100.00%	0.00%	55.56%	49.59%
Total	78.33%	72.77%	84.28%	70.90%	77.34%	66.72%

(Source NZTA (Waka Kotahi), provided 30/4/2020)

Test attempts are calculated on tests sat within the reported year (calendar year or financial year) only.

Data is limited to applicants sitting tests in calendar year 2019 for Class 1 licences (all stages) as part of an overseas conversion, the Graduated Driver Licencing System, requalification application, etc.

### Appendix 7: Scan of driver training in Hawke's Bay

Please note: this scan was done in late 2019 with a focus on car / commercial licence training. Where updates are known these have been included but some providers may have retired, expanded, merged or new providers been established.

☞ Note: some providers use other providers to assist with practical driver training.

Organisation	Contact person	Notes
Academy of Driving	Marie	
AMS Driving School (Axiom)	Kuini Te Amo	Nationwide, a Hawke's Bay rep at EIT. All licence types
Bay Driving School	Paul McPherson	
Blue Sky Drive School	Kevin Moloney	
Complete Driver Training Solutions	Rowdy Morgan	All licence types
CONNECT (was CYE)*	Kelly Annand / Paula	Central HB, work with others as needed, car, motorcycle, truck
Drive Train	Gary May	Commercial driver training
Drive with Focus	Donna Keeley	Possibly retiring soon
Formula Driving	Vance Headley	Martin Bremner
G&R Driver Training	Geoff Wright	All licence types
Gear Up / Drive IQ	Stephen Jones	Several staff / contractors, car, truck
Get your Licence	Te Atakura Huata-Harawira (was Mokotupu)	Michelle Kingi – also contracts to Gear Up
Got Drive Community Trust*	Nic Burkin	Shaun Pettersson / Cherie Flintoff
iHow*	Suzanne Carpenter	Mere Clark / Warwick Maguire
Master Drive Services	Michael Nitschke	All licence types – Mike also runs Star Transport
McInnes Driving School	John McInnes	Gisborne – travels to Wairoa
NZ Howard League	Elly Guthrie (Hastings area) Lu Maitland (Wairoa)	Work with people on probation
Private trainer	Bruce Porter	Commercial and motorcycle
REAP Tairāwhiti*	Hine Flood / Suzanne Hema	Wairoa – work with McInnes for practical training
SKM Training and Licencing	Simon Matthews	Commercial licences
Strap Driver Licencing	Ngaio Watene	Now working with Gear Up
Top Drive	Linda Satherley	
Private / non-profit	Ave Faka'osi	Works with Dove HB, Kainga Pasifika

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Murray Last name: Deakin

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

With particular reference to the health and well-being aspect of this plan I find it extremely offensive that the HBRC Regional Transport Committee can continue to have such a blatant disregard for the health and safety of the people who suffer the indignity of living beside State Highway 38 in the stretch between Mangapapa and Tuai . Having lived beside this dust bowl since 1998 I have been witness to constant clouds of choking dust for all that time, multiple appeals to the RTC and multiple approaches to NZTA and WDC have always resulted in the same outcome, no action of any consequence. NZTA purchased land from us shortly after we arrived with intentions of realigning and sealing the road, they have since given back the land as it was made clear to them that HBRC was NEVER going to prioritise the sealing of this road . The main sticking point appears to be the parochial interests of the Hawkes Bay dominant Regional Transport Committee, who don't see any advantage to them and their Port in sealing this small stretch of road . This attitude propped up by incompetent representation from Wairoa representatives in HBRC and RTC have left the residents here fuming as well as choking on the dust. After serious lobbying we managed to negotiate some seal outside our house, and we thought four other residential stretches, we got 300metres of seal but not where the dust comes from, the idiot NZTA contract manager used the dust sealing money to traction seal the hill downwind from us and refused our offer of money to seal where we needed it. In 2014 after much persuasion HBRC installed a dust monitor outside our house during a period of rainy winter weather, they never told us the results but we have found out since that it registered alarming amounts of pm10 particles, but that's ok it's not Napier or Hastings so forget it no more monitoring .We did get some seal done by WDC between our traction seal and the Mangapapa bridge but only after a good friend crashed and died on the bridge after skidding on the loose gravel. I have serious concerns for the people of Piripaua who suffer the same issues, they also have to use the gravel road to get to Wairoa and they have issues with dust in the rainwater tanks, so much for your health and safety focus. I commuted past the Piripaua entrance for 5 years and saw the school children waiting for the bus in the clouds of dust . The state of this road is disgusting it hammers the local cars into an early grave and probably does the same to the owners . Trucks and cars with boats behind them rattle their way over the potholes and corrugations or into the ditches or over a bank more times than I can count. As for NZTA doing another business case for this road their coffee bill for the business

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case meetings would have sealed this road to Tuai years ago, but every time we get a decent NZTA manager who can see the problem they get ground down by the Regional Transport Committee. The easy solution would be to remove this part of the road from the business case and let WDC seal it to Tuai. The grand design addition of those in charge trying to do the whole road to Murupara is the major sticking point, we do not need a super highway just a good honest two lane sealed road. Any activity beyond Tuai while desirable is not essential. Once the Tangarakau gorge is sealed on SH43 this part of SH38 will be the only unsealed state highway in NZ doesn't that say something to you.

#### Visions and Objectives

##### Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☐☐☒☐☒☐☐☒☐☒☐☐

Do you have any comments to make about these objectives?

On safety as a motorcyclist I find the obsession with closing off the roadside with barriers extremely off putting as there is now no escape route when some tin can pilot on P and a cellphone decides to use my bit of the road, this is mitigated to some extent by the motorcycle friendly cheese-cutters keeping the opposing traffic in the other lane but if one of us tangles with these barriers we wont survive anyway, I'd rather slide along an armco than get minced by wire rope.

#### Headline Targets

##### Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☒☐☐☐☒☐

Do you have any comments to make about these targets?

#### Attached Documents

File

No records to display.



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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Alain and Sarah Last name: Douylliez

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

People's health and well-being: it would seem the plan is not considering the negative effects of noise pollution caused by traffic, in particular when it comes to heavy vehicles. The HBRC has a duty to preserve people's health, for instance through the Treaty of Waitangi. Addressing this issue will also have an economic impact by reducing considerably the cost of maintenance of local roads.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Use of transport networks: Presently a number of heavy vehicles use our local roads not because they need to but for convenience. I guess that avoiding the road-about and speed limits, they find quicker to use local roads. One 40 ton vehicle causes the same road wear as 1500 light vehicles. The unnecessary damage caused to local roads create hazards and possibly accidents.

Taking our road as an example, there are heavy vehicles travelling at 100 Km/h day and night causing building vibrations and considerable noise as well as road damage.

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## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☒☐☐

Do you have any comments to make about these targets?

no

## Investment Priorities

Roads maintenance represents 40% of the budget. Regarding heavy vehicles, limiting access to local roads to those and only to those that need to use them, we would realise significant savings. Redirecting spending will allow better maintenance or improvements of, for instance, the Napier-Taupo highway.

## Priorities of the significant regional activities

No

Why?

Access to Napier port: we should prioritise the use of rail to access the port with loading sites around the region: e.g. Woodville, Waipawa, Longlands Road etc... Such a solution would address partially the issues of noise pollution, health, accidents and road maintenance. It would also be considerably more sustainable. HBRC should urgently investigate the costs and mainly benefits of such a project,

## Projects or Programmes

HBRC should investigate what actions need be taken to protect the health and well-being of the people of HB. Investigating noise pollution, its effects and how it can be minimised should be a top priority.

## Extra

The main intention of this submission is to incite HBRC to improve people's health and well-being by preventing heavy vehicles traffic where it is not necessary. This is done in a number of countries and is viewed as a crucial part of protecting the population's health

## Attached Documents

File

No records to display.

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Oksana Last name: Pavletich

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

Equine enthusiasts are huge in the Hawke's Bay community. The Plan has not one mention of what concessions will be or can be made to allow horse riders to enjoy variety of bridle trails in a safe environment.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

Again, there is nothing in the plans to increase variety of bridle (horse riding) trails in the area.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

## Investment Priorities

Walking and Cycling is the only recreational plans that I see. Would be great to see some focus on horse treks and trails for equine enthusiasts.

## Projects or Programmes

Yes, increased access to variety of horse treks and trails. Currently there is only one area

## Attached Documents

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File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Jenny Last name: Baker

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

I am not sure whether I will be in HB at the time of the hearings.  
 Please can you publicise the dates of the hearing.  
 I apologise for the poor formatting of my submission. I needed to write it away from home and not at my usual computer and found trying to edit this online version difficult.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☒☐☐☒☐☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☐☒☐

Do you have any comments to make about these targets?

## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Margaret Last name: Gwynn

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

The current plan is road-focussed, paying no attention to the urgency of taking action on climate change to reduce carbon emissions. No council has given priority to climate change. The key strategic priorities have been safety and better travel options. This is totally inadequate now that the Climate Change Commission has released its draft report. The draft Regional Land Transport Plan will need to be re-written taking this into account.

The NZEECS sets a target of 2% of electric vehicles by the end of 2021, and recognises energy efficiency and low emissions transport as a priority. This was supposed to be taken into account in developing the HB RLTP. I can't find any evidence of this.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

The vision does include reducing emissions, but confines actions to increasing use of walking, cycling, and public transport. No mention is made of the need to move to renewable fuels or the need to put more freight on to rail.

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Objective 3 needs to become Objective 1, and Objective 5 needs to become Objective 2. We are going to have to change the way we travel and live, the planning of our cities and towns, and our modes of transport.

#### Headline Targets

Headline Targets	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

These targets are important, but more important are the targets omitted from the plan. Where is a target for moving freight on to rail? a target for transitioning to renewable fuels in cars, buses and trucks.

#### Investment Priorities

Assuming that Objective 3 becomes Objective 1, I agree with the policies set out in Section 6, for Objective 3 but do not see them in any way represented in the proposed activities which are heavily road-focussed, with a few cycle way improvements.

Investments are 90% for roadworks. This must change if the Regional Council is to honour its Climate Change Emergency Declaration.

#### Priorities of the significant regional activities

No  
Why?

Entirely the wrong way round. 7.4, Sustainable transport should be Priority 1. I agree with the analysis but the measures lack any targets for decarbonising public transport and the council vehicle fleet or the use of rail and coastal shipping for freight.

Too much money is being spent on tweaking roads for a minimal improvement in safety. Please divert some of this money to addressing the most urgent crisis facing us - climate change. Some money could be spent on correcting the limitations on rail freight access to the Napier Port.

#### Projects or Programmes

A huge attitudinal change is going to be demanded of us all to move from the convenience of individual car use to using buses. Can the Regional Council investigate how to bring this about?

One place to start is with people commuting to work. Could the Regional Council work with individual industries to create incentives for people to use buses?

#### Indicator Framework

No  
Why?

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There is no indication as to how to increase the number of people using public transport, walking or cycling.

There is no measure for for moving freight on to rail or for transitioning to renewable fuels in cars, buses and trucks.

Extra

I repeat that the whole draft transport plan needs to be re-written taking in to account the Climate Change Commission's draft recommendations to government and honouring the HB Regional Council Climate Change Emergency Declaration.

We can no longer repeat what we have done before. We must learn to think and plan differently if we are to avoid temperature increases which will render the planet uninhabitable..

Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Lisa Last name: Malde

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

Travel behaviour should be mentioned alongside the upward trend of private vehicle ownership, trips by car versus other modes, etc. If not section 2, possibly section 3.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

## Investment Priorities

We need more walking, cycling, PT and demand management projects in order to shift people away from private vehicles, increase health and sustainability outcomes and decrease demand and maintenance on our roads.

## Prioritises of the significant regional activities

No

Why?

Port access should not be prioritised so high. The Waipawa to Waipukurau path should be higher on the list.

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## Projects or Programmes

Additional or increased travel behaviour change and demand management activities.

## Indicator Framework

No

## Why?

I generally agree, however I would recommend a few modifications. Healthy and safe people - a measure regarding the actual health of our residents should be included (eg obesity, mental health, etc). Outcome: Environmental sustainability - should have a measure regarding reduced CO2 emission reduction related to transport.

## Extra

I am very happy to see consideration for a PT service that better accommodates our residents. I do however feel that a comprehensive travel behaviour change and demand management programme will be required to get people to think differently about how they travel. Too many residents are reliant on single occupancy private vehicles for all trips which is impacting quality of life and liveability.

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## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Wayne Last name: England

Organisation(Iwi/Hapu): Hawkes Bay Combined

Taxis Limited

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Hawkes Bay Combined Taxis Limited (HBCT) serves the Hawkes Bay region with its large fleet of small passenger service vehicles. We are passionate about our service delivery, and have invested heavily in telephony and app-based systems to provide traditional and on-demand customer solutions. We wish to be part of providing flexible and value-for-money transport solutions to customers in the region.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

We certainly support all of the above (sustainable/choice) but at the same time being very mindful what the extra cost to Rate Payers will be.

## Headline Targets

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## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☐☐☐☐☐

Do you have any comments to make about these targets?

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## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: David Last name: Plowman

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☒☐☐☐☐☒☐☒☐☒☐☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☒☐☐☐☒☒☐☐

Do you have any comments to make about these targets?

## Investment Priorities

There is no specific key cycling infrastructure activities listed for either Napier or Hastings areas.

## Priorities of the significant regional activities

No

## Why?

While I agree that these activities should be prioritised, I cannot agree with the list as a whole because there are no priority cycling/cycleway initiatives. And none of the proposed activities directly address the above stated carbon reduction targets.

## Projects or Programmes

**Higher quality road surface as a means to reduce carbon and noise pollution - Promote the use of**

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higher quality roading materials such as asphalt which reduce noise pollution and carbon emissions by providing a smoother more efficient running surface for traffic. This has been done overseas as a easy win for the authorities seeking to reduce emissions.

**Cycling infrastructure to enable fast and safe commuting by bike between Napier and Taradale to Hastings.** There is still no dedicated paved path separated from road traffic from Central Napier or Taradale to Central Hastings. The route is an awkward length but good quality routes would greatly increase its accessibility and appeal. High quality cycling infrastructure in cities overseas allow longer distance, safe commuting by bicycle. Napier to Hastings seems like a no brainer.

This route should have the following qualities to promote use:

- Physically separated from road traffic which is especially important and commuter times. (currently it is Napier to Clive).

- Fully paved with a clean surface such as asphalt or concrete should be specified. Limestone is dirty increasing cleaning requirements wear on components.

- A smooth efficient surface such as asphalt or concrete. A good quality flat surface reduces the amount of energy required to ride the bike quickly, both reducing time required for the journey and reducing fatigue on the rider. Chipseal is not an ideal riding surface especially in a cycle lane where it is unlikely to be worn to a flat running surface by road traffic. Where concrete is used, ensure proper construction joints with plates are used to avoid differential settlements and large bumps between the slabs.

- The route should be given some priority separated space all the way to Central Hastings. This will increase appeal with numerous office workers in Central Hastings and Napier as it will incidentally pass a large number of the residential suburbs of both cities.

- Direct routes. Avoiding time consuming deviations such as what has been created at Clive where commuters travelling toward Hastings are now directed under the bridge up an over on a shared footpath before being directed back under the bridge on the other side coming out of the domain car park onto a local road. Joining the commuting vehicle traffic to try and re-join the cycle lane on the side of the main road. Absurd given that their used to be a painted cycle lane on the bridge that allowed commuter cycles to pass over the bridge and remain on the cycle lane at full speed.

Indicator Framework

No

Why?

For the outcomes given they are appropriate.

However there does not seem to be an outcome or measurement for carbon reduction. Only indirectly through access to alternative means. I suggest this should be a stated objective with a measured outcome.

Extra

Much more emphasis is required on the importance of reducing carbon emissions especially as the plan notes the difficulty of achieving this given the large geographical distribution of the population in the region.

A great way to do this is to increase the accessibility of quality alternative active travel options between the two largest population bases. This also gives the biggest bang for buck as it targets the highest trafficked routes in the area with the opportunity to remove the greatest number of journeys along with the associated health benefits.

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When roading projects are undertaken in the region the conversation should be about why we aren't providing cycling infrastructure and features in the built environment as part of the works rather than why we should. Other countries start from premise that the standard road cross section comes with a cycle lane meaning that over time as road upgrades are carried out the quality cycle network naturally increases in size unless there is a good reason not to, i.e. that a particular route would be replicated nearby or that it cannot be achieved safely.

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## Attached Documents

File

No records to display.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Paul Last name: Bailey

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these targets?

## Attached Documents

File

Regional Land Transport Plan 2021 Submission (HBRC)

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Submission to Hawke's Bay Regional Land Transport Plan  
Paul Bailey

## BACKGROUND

The following is a statement from HBRC's own Climate Action Hub web page.

*"Public transport – we manage the go Bay bus service to help Napier and Hastings locals reduce their carbon footprint and free up our roads"*

Unfortunately, in reading the Hawke's Bay Regional Land Transport Plan the only goal I see giving effect to HBRC's own statement is improving the number of urban households within 400m of a regular bus route from 20% to 40%. That's it.

There is no discussion on how HBRC intends improving utilisation of the public bus service, either by reducing the cost to users, or improving the regularity and convenience of services. There is no fleshing out of the plan to replace diesel buses with electric buses. There is no discussion on the territorial authorities increasing the number of covered bus stops.

I get that many households in Hawke's Bay are addicted to private motor vehicles which is no wonder given the poor regularity, poor convenience, and high cost of the urban public transport system. We need to do much better and I would have thought the first place to signal how these issues would be tackled would be in this plan.

Because this hasn't happened this makes this plan unimaginative and pointless. Personally I think the time and effort taken to get to this point has been wasted and demonstrates a lack of leadership in this space.

HBRC declared a climate emergency in June 2019 and to quote Rex Graham – Hawke's Bay Regional Council Chair - *"We need to do so much more as a region to achieve the transformational change required to reduce our environmental footprint, and live more sustainably."* and *"Let's protect our future, and act now."* Why is HBRC not fulfilling it's own vision? There is nothing transformational about this plan at all.

## REQUEST

That the draft Hawke's Bay Regional Land Transport Plan be rewritten in its entirety to give clear direction as to how Hawke's Bay could reduce its carbon emissions from land transport. It needs to have clear, time bound goals incorporated into it.

Lets not fail our children.....



School Strike for Climate March 2019



Climate Rally November 2015 - Hastings

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Jan Louise Last name: Schick

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
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Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

I feel the Nuhaka to Opoutama Road, Blowhole is critical for repair as it is the gateway to the Mahia Peninsula, especially as there are growing numbers of holiday houses being built and tourists with mobile homes and tourists in general and access to RocketLab and the permanent residents and farmers all presently use that single lane road, which indeed is in need of urgent attention.

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Projects or Programmes  
Mahanga Road Realignment

Extra

Presently Mahanga Road goes over my private property Lot 1 DP 312555. I feel the "s" bend which traverses my property is dangerous and would like the Wairoa District Council to realign the road with the legal boundaries

On 7th October 2010, I received a letter from Turley & Co Ltd who were engaged by the Wairoa District Council to go through legal processes to formally legalize parts of Mahanga Road but I never consented to it because it went through my private property and I had my Lawyer Peter Kite from Gisborne reply on 15th February 2011

I do have photos and correspondence concerning this matter, which I could forward to you on request, as I am not so confident with my computer skills to send them via computer sorry.

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Attached Documents

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Rhea Last name: Dasent

Organisation(Iwi/Hapu): Federated Farmers

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

Regional Context

See attached submission.

## Visions and Objectives

Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
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Do you have any comments to make about these objectives?

## Headline Targets

Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

Attached Documents

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File
Submission to HB RLTP 2021

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# SUBMISSION

TELEPHONE 0800 327 6461 WEBSITE [WWW.FEDFARM.ORG.NZ](http://WWW.FEDFARM.ORG.NZ)



To: Hawke's Bay Regional Council  
Private Bag 6006  
NAPIER

Submission on: Draft Regional Land Transport Plan

Date: 28 February 2021

Submission by: Hawke's Bay and Wairoa Federated Farmers

**JIM GALLOWAY**  
HAWKE'S BAY PROVINCIAL PRESIDENT  
Federated Farmers of New Zealand

**ALLAN NEWTON**  
WAIROA BRANCH CHAIR  
Federated Farmers of New Zealand

Address for service: **RHEA DASENT**  
SENIOR POLICY ADVISOR  
Federated Farmers of New Zealand  
Ph 021 501 817  
E [rdasent@fedfarm.org.nz](mailto:rdasent@fedfarm.org.nz)

**We wish to be heard in support of our submission.**

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We appreciate this opportunity to submit on the Draft Regional Land Transport Plan. We support any submissions made by individual members of Federated Farmers.

Federated Farmers recognises that the draft RLTP, and associated strategies, have been prepared under legislative direction and that the HB Regional Council has a co-ordinating role. The strategies are aspirational as District Councils and other agencies are largely responsible for implementing the draft RLTP. The impacts (including cost benefits) of the strategies on these agencies and the community should be transparent and at the forefront of decisions about implementation priorities.

Federated Farmers has considerable experience advocating the views of rural people on local roads to regional and district councils. We are familiar with the challenges faced by councils and road users – both in terms of the affordability of the local share of road funding and the cost-benefit analysis needed to secure funding assistance for improvements such as road sealing.

Network infrastructure forms a key part of the underlying strength of farming and rural communities. Representation on these issues is vital as the population in rural areas is relatively thinly dispersed, and the rural voice often subsumed by the demands of more densely populated urban areas.

We share the same goals as the Council:

- Reducing deaths and serious injuries on Hawke's Bay roads;
- A more sustainable transport system and healthier communities;
- Reliable and predictable travel times for freight.

#### Summary of Submission

1. The discrepancy between the high district council rates farmers pay towards roading, and the low level of service they receive needs to be addressed.
2. Rural roads should not be low priority for maintenance and repair, because rural people have few choices for alternative ways to transport goods, services and people.
3. Roading security needs to be a priority alongside the other four priorities identified in the RLTP, particularly for Wairoa which is vulnerable to being cut-off north and south.
4. Councils need to adopt a hybrid funding model consisting of a public-good flat fee plus a property value rate in order to increase affordability, and reduce discrepancies between ratepayers.
5. Rural rate contributions need to be prioritised for local roads, rather than urban projects like footpaths and cycleways.
6. We commend the use of higher rates differentials and increased FAR tools to address the impact of increased forestry on rural roads.
7. We urge the Regional Council to advocate for changes to the Rating Valuations Act 1998 and policy corrections to address farmland conversion incentives.

8. Any Land Transport works need to ensure that they are not a vector for weed spread and materials and vehicles are clean and weed free.
9. Federated Farmers wants stock droving along or across roads to be acknowledged as an appropriate and legitimate road use.
10. A reliable road network is necessary to provide access for emergency services and evacuation routes for residents and stock, and fire risk needs to be properly considered.
11. Federated Farmers would like the Covid-19 statement amended to acknowledge that the pandemic has had a material impact on primary production, and on transport of goods, services and employees.
12. Federated Farmers generally supports the Regional Vision in the draft RLTP but considers that economic factors and value for money needs to be included.
13. We agree that road safety is an ongoing and timeless priority.
14. The Wairoa-Napier road should be improved and straightened, and this would meet both safety and climate change goals.
15. Federated Farmers is concerned that aging roading infrastructure and inadequate bridges are a major safety issue.
16. We are disappointed that historic, chronic underinvestment in rural roads is leading to councils being in catch-up mode and unacceptable high rates increases.
17. Roadside safety barriers need to provide enough room for slow agricultural vehicles to pull over or drive to the far left.
18. Federated Farmers does not support a reduction to speed limits on rural roads as a method to address safety, the existing 90km/h speed limit for trailers is sufficient.
19. Access to driver education and driver licensing services is needed in rural communities.
20. Federated Farmers supports a reliable freight supply chain as Priority 2.
21. Federated Farmers is concerned that Priority 3 for Transport Choice will benefit mainly urban people, yet will be funded by rural ratepayers.
22. The RLTP needs to acknowledge that rail does have limitations for refrigerated produce and livestock, and that roading remains of vital importance to rural communities.
23. Any initiatives and investment in public transport, walking and cycling and rail, for the purpose of reducing greenhouse gas emissions, must not divert funds away from rural Hawke 's Bay roading.

24. Farm utes must excluded from policies until such a time that viable low emission alternatives are available on the New Zealand market.
25. The RLTP needs to acknowledge that private cars and road transportation of freight are the only current realistic option for the rural population.

#### Rural Road Service Levels

Members have emphasised to Federated Farmers a discrepancy between the high rates they pay towards roading, and the low level of service they receive. They are widely concerned that their distance from main centres means their roads are low priority for maintenance and repair, yet they have few choices for alternative ways to transport goods, services and people.

Farmers rely on transport networks, particularly local roads, to transport goods (often sensitive, in bulk and at critical times) and provide service (harvesting, bailing etc); access goods and services places of employment, public service and facilities (schools, hospitals, sportsgrounds etc); and connect with neighbours, family and communities. Local roads are very much the lifeline of rural communities. Single lane, poorly surfaced local roads make our rural communities vulnerable, especially when there are natural disasters.

Wairoa District farmers are particularly concerned about being isolated from both Gisborne and Napier. Their roads and the State Highway are prone to erosion, rock falls and flooding. An earthquake could cut them off completely and take many months or even years to repair, similar to the Kaikoura district after the 2016 earthquake. Roading security is vital, and needs to be a priority alongside the other 4 priorities identified in the RLTP.

Most of the 4,700 km of roads in the Hawke's Bay region are classified as *local roads*. An estimated 55% of kilometres travelled are on local roads. State highways are undeniably important, but so are our local roads that connect farmers and rural communities.

Despite this, we find councils struggle to upgrade local roads, or even adequately maintain them. It is crucial therefore, that rural roads are given the same status and equity in considerations of design and maintenance and that the resilience of our network ensures our rural communities have failsafe options when there is a system failure.

The cost of roading to farm businesses is significant on an individual basis and the local share of road funding through property value rates, comes at considerable cost to any farm business. In addition, individual farm businesses will significantly contribute to the National Land Transport Fund, directly through petrol taxes and road user charges and indirectly through road freight costs.



Farmers pay huge roading rates to their district councils. For example, Federated Farmers has a member who pays \$31,000+ per year in rates to the Central Hawkes Bay District Council towards roads, and he is not unique. Despite this, there are still many unsealed kilometres road in that District. Between 2015 and 2018, only 2km of road was sealed in the central Hawkes Bay. This has thankfully stepped up and 57km of road re-sealing occurred in 2020. Our farmers do not feel like they get a corresponding value proposition for their local roads.

The District Councils suffer from a divergence between the amount they collect to spend on roads, and the amount that individual ratepayers are contributing to this. Hastings District Council collected \$16,603,379 for transportation, via the General Rate in 2020-21 rating year, whereas the amount CHB District collected was \$7,881,738.28 from their targeted District Land Transport rate, and Wairoa collects \$3,695,000 from rates.

A 588ha hill country drystock farm in CHB pays \$7,611 towards roading in 2020-21 rating year. A comparable Hastings farm of 586ha pays \$8,632 and a Wairoa 191ha farm pays \$4,758 via the Rural Roding rate. The discrepancy between these ratepayers has equity issues and needs to be addressed, and also that the districts collect such different amounts needs to be taken into account by the RLTP.

The District Councils undertaking roading activities need to be urged to adopt equitable and affordable rating mechanisms, and to deliver a regular maintenance and upgrade programme that avoids cost blowouts. For years, Federated Farmers has been urging our local Hawke's Bay councils to adopt a hybrid road rating model consisting of a targeted uniform charge as an equal amount paid by all ratepayers in the district, as well as the general rate applied with the existing differentials. A hybrid funding model can increase affordability, and reduce discrepancies between ratepayers.

The uniform charge component of the hybrid rates model recognises that roading provides a general benefit that is uniform to all ratepayers; people enjoy roads and the mobility of goods and service irrespective of the size of their property. The property value rate recognises that some properties benefit more than others from roads. Together, a uniform charge and a property value rate allow the public benefit and private benefit aspects to be funded accordingly.

We were delighted that the Provincial Growth Fund has given the region a \$20.1 million boost to carry out bridge strengthening and to upgrade local roads connecting to SH2 and onto the Port of Napier. However, we would like to see farmer rate contributions prioritised for local roads, rather than urban projects.

#### Impact of Forestry on Local Roads

Members have highlighted to Federated Farmers their concerns about increasing exotic forestation, and the impact it has on rural roads. This is particularly the case in areas like Wairoa which already has large volumes of heavy forestry vehicles impacting local roads.

We are pleased to see on page 9 that the RLTP acknowledges growing forestry by detailing that plantation forests in the region have increased from 128,100 hectares in 2012 up to 134,841ha. The RLTP acknowledges that Wairoa District has already seen 8,486 hectares of sheep and beef land converted to forestry, and that forecasts also indicate that one-way logging truck movements on SH2 from Wairoa to the Napier Port will increase from 171 per day in 2017 to 278 by 2023.

An increase of logging trucks risks exposing areas of historic underinvestment on rural roads. This issue will be exacerbated as forestry (development and harvesting) increases as a land-use in many rural areas. Expectations of increasing numbers of heavy vehicle movements will increase existing road safety issues of users having to share local roads which have not been designed for this change in vehicle use and volumes.

Some councils that have recently assessed the full impact of the forestry sector on local infrastructure, such as Gisborne District Council, are now scrambling to recover large deficits through higher differentials and increased use of Funding Assistance Rate. We commend the use of these tools but believe the real problem may be the way forestry is valued for rating purposes.

The rateable value of forests tends to be lower on a per hectare basis than other rural land use types, and low compared to the impact forestry has on infrastructure; Under s 20 of the Rating Valuations Act 1998, trees are not included in any rating valuation unless they are fruit trees, vines etc. Further, as we understand it, forestry land is valued as a forest in perpetuity, rather than being valued at its highest and best potential use, as most other land is.

Central Government's climate policy settings, coupled with a permissive Forestry NES, currently favour forestry land use over pasture. This is leading to further afforestation on the East Coast, partly through the conversion of hill country farms. Because of the low rateable value of forestry land, afforestation amounts to a future rates-based revenue loss of councils. In other words, less money to repair the transport network and more damage to it.

Federated Farmers urges the Council to advocate for changes to the Rating Valuations Act 1998 and policy corrections to address farmland conversion incentives.

#### Machine Hygiene by Road Contractors

Federated Farmers would like road contractors to use more vigilance when it comes to machine hygiene to stop the introduction, and spread, of pest plants along road verges and into productive pasture. We are disappointed at the amount of weed incursion that Hawkes Bay has experienced in the last few years, and that road maintenance, gravel extraction or earthmoving has emerged as a major vector.

Yellow Bristle Grass was discovered in 2018 the Wairoa District mostly along roadsides and possibly spread there by roading material. The recent discovery of Chilean Needlegrass in the Tukituki River is a major concern, and we appreciate that gravel extraction has been halted to prevent further spread.

Thorn Apple has been observed by members where earthmoving or roadworks has occurred, such as the section of Meeanee Road works near the motorway on-ramp, and at Marekakaho School where topsoil was deposited. These examples do not have agriculture as the common theme, but contractor vehicles shifting material from place to place.

Although the topic of weeds is normally addressed by the Pest Management Plan, farmers are frustrated to see the problem continuing and we would like to see the dots joined up. We remind the Council that the Good Neighbour Rule in s 69(5) of the Biosecurity Act 1993 has been incorporated into the Regional Pest Management Plan and it explicitly applies to pest management on road reserves or rail corridors.<sup>1</sup>

Any Land Transport works need to ensure that they are not a vector for weed spread and materials and vehicles are clean and weed free.

#### Livestock

Federated Farmers wants stock droving along or across roads to be acknowledged as an appropriate and legitimate road use. Many farmers own property on either side of the road or lease neighbouring properties, necessitating stock droving across the road. Vehicle traffic needs to approach at a sensible speed and pay attention to the situation. Underpasses should not be required when droving is occasional.



Stock droving across Patangata Bridge in January 2021.

<sup>1</sup> Refer to section 3.3 of the Regional Pest Management Plan:  
<https://www.hbrc.govt.nz/assets/Document-Library/Plans/Regional-Pest-Management-Strategy/Hawkes-Bay-Regional-Pest-Management-Plan-2018-2038.pdf>

**Chapter 2.2 Landscape and Climate**

Fire risk should be mentioned in this chapter, particularly where climate change effects are discussed. In the 10-year period between 2009-2019, Napier had the second highest annual average of “very high” and “extreme” fire danger days in NZ.<sup>2</sup> NIWA projects North Island regions spending 10% more of the year in drought by 2050. Several studies predict that the nature of droughts is likely to change, and we will see increases in intensity and duration including higher temperatures, decreased precipitation and/or increased evaporation. In short, climate change will increase fire danger in the region. We need to be planning for this in an integrated way.

A reliable road network is necessary to provide access for emergency service and evacuation routes for residents and stock. Federated Farmers would like to see councils working closer with Fire Emergency NZ to ensure fire breaks are created on forestry and crown land, and emergency water supply for firefighting are strategically developed. Fire danger should also be a key consideration when subdivision, development and consent decisions are made.

**Chapter 2.4 Our Economy and Employment**

This chapter makes the incorrect statement that Covid-19 will likely cause little disruption to primary production and food manufacturing on page 10. In fact, Covid-19 has had a big impact on the primary sector, some of which are:

- Farmers are finding it difficult to get both skilled (veterinarians) and seasonal (fruit picking and dairy farm work) workers within NZ.
- Social distancing requirements create processing delays at meat works, which exacerbated feed availability issues during the drought of 2020 because farmers had to find feed to hold animals for longer than they intended.
- Social distancing also meant that work like sheep shearing had to be delayed or cancelled, causing animal welfare concerns.
- Port delays means meat processing has to be delayed because fewer shipping containers are available, meaning that farmers miss out on income and have to hold stock for longer.
- Overseas supply chains are interrupted making it difficult to replace parts on farm vehicles and machinery.

Federated Farmers would like the Covid-19 statement amended to acknowledge these impacts.

<sup>2</sup> <https://www.stats.govt.nz/indicators/wildfire-risk>

### Chapter 2.3 Our People

Federated Farmers supports statements in the draft RLTP about the need to retain high quality soils when planning residential developments. The focus for future population growth should be on urban intensification and brownfields development. There is ample evidence to show this kind of intensification helps to decreased car dependency and more vibrant cities .

### Regional Vision

Federated Farmers generally supports the Regional Vision in the draft RLTP, but consider that economic factors and value need to be included.

#### *Regional Vision:*

- *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 .*

We would like to see the Regional Vision including economic growth and productivity; and value for money.

Economic needs should be explicitly identified as an aim of the road network as regional economic prosperity is fundamental to achieving a 'vibrant, accessible and sustainable Hawkes Bay'. Bullet point three should be amended to read: "Provide transport choices to meet social, environmental, economic and cultural needs."

Federated Farmers also wants a *value for money* principle to be included in the Regional Vision. This concept is vital to ratepayers and taxpayers, and inescapable when it comes to delivering transport outcomes for Hawkes Bay with its rural ratepayer base.

### Transport Priority 1: Road Safety

We agree that road safety is an ongoing and timeless priority. Federated Farmers supported the setting of a reduction target for deaths and serious injuries on our roads in the Ministry of 2020-2030 Road Safety Strategy. We see that the Regional Vision detailing a 40% reduction in 2030 is consistent.

The roading network provides a key, and usually sole, transit line for our farming sector's goods (inputs and outputs) and service and the safe use of it (for all) will improve economic resilience and sustainability of rural communities. The roading network is also a crucial social lifeline and for the vast majority of rural people there is not a viable alternative mode of transport.



We note the partial success of the Wairoa rail line in reducing the volume of forestry trucks crossing the Wharerata range to Gisborne. The Wairoa-Napier road should be improved and straightened and this would meet both safety and climate change goals.

Federated Farmers is concerned that aging road infrastructure, which has the potential to fail, is a major safety issue. Bridge strengthening across the network is urgently required. We are pleased that a 7 year bridge strengthening programme for Hastings District is occurring as mentioned in Section 3.4 of the RLTP, and that the SH2 Tahaenui Bridge between Wairoa and Gisborne will be upgraded to allow two-lane travel in Section 4.3. We agree that aging bridges are an issue particularly in Wairoa District, limiting access for heavy vehicles like stock trucks.

Of further note is the lack of consideration of future uses that will impact the safety of road users. For example, the risks of underinvestment in rural roads at a time when logging trucks are increasing has not been adequately identified. This issue will be exacerbated as forestry (development and harvesting) increases as a land-use in many rural areas. Expectations of increasing numbers of heavy vehicle movements will increase existing road safety issues of users having to share local roads which have not been designed for this change in vehicle use and volumes.



Federated Farmers is concerned that increased logging trucks will affect road safety, such as [this truck jack-knifing on SH2](#) 10km away from Wairoa in February 2020.

Ensuring road maintenance is adequately funded and actually carried out will complement the safety strategy. Many rural councils are falling further behind in essential maintenance of roads, which shortens the lifetime of the asset and increases potential accidents.

Historic chronic under-investment in rural roads is leading to unsustainable rates increases in the near future, such as Hastings proposing to [increase rural rates by 40%](#) over six years. This is unacceptable and a result of kicking the renewal can down the road too many times. It has long been a governance problem where nice-to-have's are prioritised over core Council functions like road infrastructure – a topic that Federated Farmers has submitted on to Annual Plans and Long Term Plans for decades.

There are 35,000 km of unsealed roads in New Zealand which cannot be allowed to degrade and increase safety risks on the network. We were unable to find any discussion on sealing in the RLTP, and would appreciate if the Council could direct us to any.

While the sentiment that road safety actions support community health and wellbeing and reduced costs associated with harm is supported, Federated Farmers expresses its concern that the economic vitality of communities is not explicitly mentioned as a primary benefit of improved safety.

Priority 1 identifies that an aging vehicle fleet is a primary safety problem. The issue of vehicle safety focusses heavily on a rather simplistic approach to replacing old vehicles with new ones. Federated Farmers is concerned about the impact on rural people, who are more reliant on private transport than many of our urban centres, who may not be able to afford these changes especially in conjunction with the policy settings on carbon neutrality and low emission vehicles.

While we support "improved safety of roadside barriers" (Implementation Priority Area 2), agricultural vehicles often have to pull over allow other vehicles to pass and it would be useful if safety barriers were installed with enough room to accommodate this. Otherwise drivers get frustrated and use unsafe passing maneuvers.

A safety aspect that is important to our members is reliable road access for emergency service, and evacuation routes for rural residents and livestock. Members are unsure about their essential farm workers either returning home, or coming to work in the event of a flood cutting off a road or bridge.

Federated Farmers would like to see councils working closer with Fire Emergency NZ to ensure fire breaks are created on forestry and crown land, and emergency water supply for firefighting are strategically developed. Fire danger should also be a key consideration when subdivision, development and consent decisions are made.

Federated Farmers does not support a reduction to speed limits on rural roads as a method to address safety, because it reduces the travel time for goods getting to market. Most rural drivers already use sensible speeds for the conditions. The existing open road limit of 90km/h for vehicles towing trailers already addresses this safety issue.

As for driver education, driver licence testing for our young drivers needs to be affordable and accessible for rural communities. Access to this service was removed from rural towns in 2012. It was noted at the time that this was not a solution to decreasing the number of deaths or serious injuries involving youth. Federated Farmers would like to see driver licence testing re-introduced into rural centres as part of the strategy to improve safety.

### Transport Priority 2: Freight Supply Chain

Federated Farmers supports a reliable freight supply chain as Priority 2. We agree that a primary benefit is better network resilience from disruption. Federated Farmers is worried that freight transport chains are currently vulnerable to flooding and storm events.

This is particularly a concern for our Wairoa farmers, because the challenging terrain that the highway and rail both traverse means they are vulnerable to storm events or maintenance issues, potentially cutting off the Wairoa freight from Napier.

Members have expressed their concerns about storm-related closures on SH2 north of Gisborne in the Waioeka Gorge and SH2 Devil's Elbow just north of Napier, resulting in long detours for people accessing services and fresh produce trying to get to market.

Regular rock falls on the Wairoa roadside cuts also cause delays, which affects time-sensitive refrigerated produce. The Flaxmill Bridge in CHB was closed for 28 days from a flood event in 2018, which is unacceptable. Livestock trucks would not be able to get in and out.

### Transport Priority 3: Transport Choice

Federated Farmers is concerned that this priority will benefit mainly urban people, yet will be funded by rural ratepayers.

We agree that moving freight by rail can reduce road maintenance costs, reduce congestion, and improve road safety, especially on roads like SH2 between Napier and Wairoa. However, rail does have limitations which should be mentioned in this chapter because they help to explain why 95% of the region's freight is still carried by road.<sup>3</sup>

The time-sensitive aspect of freighting refrigerated food like meat and fruit-veg to the port or to market leads to a preference of trucking on roads. Livestock need to be transported by road because most of the rail heads and sidings that would have enabled them to be loaded onto trains have been removed. It is unclear how these obstacles can be overcome to make rail more efficient and attractive to the primary production and manufacturing industries. Further, the line between Napier and Wairoa has proven unreliable, as it is vulnerable to slips<sup>4</sup> and market fluctuations which may deter users.<sup>5</sup>

### Transport Priority 4: Sustainable Travel Choices

<sup>3</sup> Page 16, draft RLTP.

<sup>4</sup> Hawke's Bay Today: *Napier-Wairoa rail line washout repair and reopening on track*, 11 Dec 2018.

<sup>5</sup> Radio New Zealand: *Much lauded restart of Napier-Wairoa railway line only ran for a week* 21 Oct 2020.

We are concerned that additional initiatives and investment in public transport, walking and cycling and rail, for the purpose of reducing greenhouse gas emissions, will divert much needed funds away from rural Hawke's Bay roading.

Farmers feel particularly frustrated by the high rates they pay towards local roading going on urban cycleways that are mostly empty. Many of the cycleways and pedestrian routes are used for recreation. We do not want to see funding diverted away from transport that contributes to daily economic wellbeing, towards "nice-to-have" transport for the weekend.

The desire to shift more freight by rail still relies on a road network to transport goods from farms to the train. Livestock will still need to be freighted by trucks to be picked up and delivered to individual farms, as will fertiliser and stock feed.

Federated Farmers submitted on the 2019 Government consultation document *Moving the Light Vehicle Fleet to Low-Emissions: Discussion Paper On A Clean Car Standard And Clean Car Discount*. Our submission points also apply to the RLTP.

Federated Farmers supports farm utes being excluded from policies until such a time that viable low emission alternatives are available on the New Zealand market. New Zealand as a market, and in particular the light commercial market, is at the mercy of vehicle manufacturers who do not see low emission farm vehicles as a priority for manufacture.

Four of the top six new vehicles in 2018 were vehicles used predominantly for farming: Ford Ranger, Toyota Hilux, Mitsubishi Triton and Holden Colorado. There are no available options for low emission replacement vehicles.

The electric, hybrid and low-emission model vehicles are not capable of performing the role of a farm 'workhorse' – farm vehicles require four wheel drive capability, the ability to safely carry heavy loads, towing capacity, long range travel, off-road capability in wet and muddy conditions, hill descent, ability to maintain torque, and flat deck provision. Until such time as low emission vehicles can meet these requirements, Federated Farmers cannot support low/no vehicle emissions policies which include farm utes.

The challenges for electric vehicles in rural areas include a high upfront purchase cost, travel range anxiety for rural people getting to town, availability of rural charging infrastructure and limited variety of Electric Vehicles for the jobs required; effectively makes the use of EV 's not viable for many rural areas.

Public transport is non-existent in most rural areas of Hawkes Bay. Active modes of transport are impractical because of the travel distance to provincial centres, and the need for farmers to transport large items like a week or more of groceries for their family, drenches, vehicle parts, fencing materials. It is also often unsafe, involving roads with limited shoulders, no cycle lanes, and high-speed zones. In our view, the draft strategy should acknowledge this and the fact that motorised road transportation is the

only current realistic option for a significant proportion of the population. Priority 3 is only focused on towns and cities and should explicitly state this.

#### Monitoring Indicator Framework

This section of the draft RLTP explains how implementation success will be measured. The information is important, but it floats around at the back of the document. These measurables should be referenced, or ideally included, in the relevant Transport Priority Area(s).

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Federated Farmers of New Zealand is a member-based organisation that represents farming and other rural businesses. Federated Farmers has a long and proud history of representing the needs and interests of New Zealand farmers.

The Federation aims to add value to its members' farming business. Our key strategic outcomes include the need for New Zealand to provide an economic and social environment within which:

- Our members may operate their business in a fair and flexible commercial environment.
  - Our members' families and their staff have access to service essential to the needs of the rural community; and
  - Our members adopt responsible management and environmental practices.
- 



We thank the Hawke's Bay Regional Council for considering  
our submission to the Regional Land Transport Plan.



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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Ani Last name: Tylee

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

All of these objectives are inter-related.

Eg Road safety isn't simply about vehicle accidents - it is also about vehicle emissions pollution. Increased public transport that is well-patronised means fewer vehicles on the road, making access to and from industrial areas and the Port more efficient. Better transport solutions across the board mean greater well-being, which ought to be part of the bottom-line of any project budget.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

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Do you have any comments to make about these targets?

Providing public transport is only part of the solution. Aligning cost, travel routes, travel times, service frequency, with consumer preference is another part. But changing people's attitude to using public transport is huge.

Focus on the main cities of Hastings and Napier, and the commuting traffic in both cities. Facilitate large employers to incentivise staff to take public transport, or customised services - eg DHB, EIT, Watties, packhouses etc. Normalise catching public transport.

The concept of travelling in other than a private vehicle needs to be normalised, and perceived as the right, good, easy and even cool, option.

What are peoples physical and attitudinal barriers to using public/work based transport?

#### Investment Priorities

It is depressing that less than 10% of the budget is to be spent on public transport and walking and cycling, and that huge majority of money allocated is going to roads.

#### Priorities of the significant regional activities

Why?

See above

Extra

Please see the attached submission.

#### Attached Documents

File

HBRLTP Submission

### Submission to HB Regional Land Transport Plan 2021 Draft Consultation

While acknowledging that current road usage trends impact across the region's transport issues, this submission focuses on the urgency of its climate change impact.

We urge decision makers on the Regional Transport Committee to take leadership in ensuring all decisions are informed by the HBRC's commitment to its Climate Change Emergency Declaration.

*"We know that the actions we take over the next 10 years will be critical to ensure our climate resilience as a region."* (HBRC.govt.nz/environment/climate-action/hb-what-is-council-doing)

Other councils are doing this, e.g. Auckland Council has adopted a **climate plan** following on from their Climate Emergency Declaration. It has set goals for a 50 percent reduction in emissions by 2030 which will require a 64% reduction in transport emissions, and net zero emissions by 2050.

The HBRLTP fails to give any detail about how HB will meet its commitment to the Climate Change Emergency Declaration. It identifies that we are a car dependent region, that this dependency is increasing, and that road transport is 'recording an increase in greenhouse gas emissions.' (Pg 37) But there is nothing in the Plan that drills down into any detail about how we will turn that trend around.

- What fundamental shifts in infrastructure spending will be made to change how we power our personal travel, our work travel and our freight transport?
- Where are the specifics and plans for the essential infrastructure needed for this transition to happen, eg connecting services, transport hubs, secure bike storage facilities, frequency, and routes?
- How will people be encouraged/supported to get out of their cars and onto public transport? How will attitudinal change happen?

We fully endorse the **Primary Problem** as identified in Transport Priority 4, pg 37. We urge that everything be done now to reverse private motor vehicle usage and the consequences of this on our environment.

**We need your committee to lead on climate action for Hawke's Bay NOW.**

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Jerf Last name: Van Beek

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

1. 1. The vision should be transport related and not be general outcome related which does not give direction to any change needed and aimed for in a vision. The vision should be about: The right mobility choice for the right place and function at the right time. Here the operative word is "choice" but unfortunately the choice may have to be socially engineered to achieve the right outcome for the user/community. And other times we as a community do not have a "choice" since there is at this point and time no better alternative.
2. 2. The objective should be: More mobility with less expenditure and creating more room for people and environment(urban) in a changing climate by changing the mode of transport to active transport. One kilometre of Highway cost the equivalent of 100 kilometres of cycle and walkways. The cost per kilometre travelled in a car to society is -\$0.63( negative health outcomes, cost of maintaining roading, air pollution accidents etc). In contrast the benefits of active transport to the community is +\$1.16. (Positive health outcomes, greatly reduced road maintenance, no air pollution, reduced accident etc.)
3. 3. The objectives do speak about generally used cliché terms and are not transformational as the plan aims to achieve. 30% active commuter transport and 65% educational transport. This is very noticeable in the recommendations in this plan.
4. 4. Covid-19 has actually assisted with a reset in the minds of the community albeit for a short period on what transportation, roads and neighbourhoods should look like. And then the cars returned and so did the traffic.

## 1. Introduction

1. "This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment in the Hawke's Bay region". Guiding is the operative word here and therefore is only limited in its ability to influence Long term plans. This means that a strong direction has more chance of succeeding the objectives of the plan. More detailed guidance would assist the development of clear long-term plans.

## 2 Strategic context

1. Our region is relatively spread out but has distinct centres that will be able adopt a change to a mode of transport that meets the objectives of the plan in due time.
2. The climate and landscape are some of the best in the country to embrace this mode change.
3. Our people would benefit in general from a mode change due to high numbers of health-related issues due to being overweight. One year of commuting to work will reduce average weight of a person by 6-8 kgs.
4. More people are settling in HB who need to be able to move around the region. This means we do need to find alternative modes of transportation than the car to avoid increased congestion and impact on the climate.
5. Our economy is very strong and this may give us a window of opportunity to make some difficult investments to create the mode change talked about in this plan.

#### 1. Our transport system

1. Road safety is one key objective this plan needs to address. Key infrastructure projects are planned and are a very good solution to solve motor car and truck fatalities. NZ has an average of 70 fatalities per 1 million compared with 34 per million fatalities in a country in the EU that has close to 30% of the population using active and public transport modes. The plan however is silent on how to avoid accidents and fatalities inflicted on active transport users. Especially when the number of this mode of transportation is going to increase as the plan is aiming to achieve. The only mention in the plan on this subject is that it will be covered by the Regional Cycle plan of 2020/2021.
2. Climate change is not as important as safety and creating a network that will achieve 30% commuter and 65% to go to education using active and PT modes. Predictable travel times for freight is also not high on the agenda especially if we achieve the targets above.
3. Health outcomes is a key objective of a planned mode change to 30% and 65%
4. Network resilience is part of learning to adapt to climate change. Infrastructure will need to be consented to be fit for the conditions and CC will be part of the consenting policy to achieve this.
5. Roving network/ vehicle travel
6. Public transport is going to be very important in achieving the 30% and 65% mode change. Active transport modes need to be able to be combined with PT to achieve the set targets. PT can only be successful if it is accessible by active transport. Eg public transport hubs that are at important gathering points of the active transport network.
7. Walking and cycling as with PT will be the key to a transformation of the HB transportation mode. This will be further explained under question # 8.
8. The iway cycle network was and is an excellent start to a non existing cycle network. However the network is unfit for its purpose which is to serve as a separated safe network to encourage HB people to use active transport to commute to work or an activity. This will be further explained under question # 8.
9. Freight demand
10. Rail
11. Technology and transport. There are many examples from overseas where technology is used in a very clever way to assist in making transport modes safer, quicker, more efficient and pleasant.



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Parking. Every car, truck, bus, motorbike or bike needs parking. This has not been mentioned in the plan that I can recall. However, the provision of parking spaces for specific modes is one of the most important tools to change behaviour. Remove parking from certain areas will stop that type of transport mode being used to arrive at that destination. So for instance if we would be to remove parking from around an education institution including neighbouring streets but have reliable, regular and fast PT available then that would be the transportation mode of choice. This could be combined with either a park and ride facility or a dedicated safe and comfortable cycle network.

1.

#### Visions and Objectives

##### Visions and Objectives

- |  | Least Important                  | Important                        | Most Important                   |
|--|----------------------------------|----------------------------------|----------------------------------|
| • A safe transport system for all users. (Safety)  | <input type="radio"/>            | <input type="radio"/>            | <input checked="" type="radio"/> |
| • A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks) | <input type="radio"/>            | <input checked="" type="radio"/> | <input type="radio"/>            |
| • A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)   | <input checked="" type="radio"/> | <input type="radio"/>            | <input type="radio"/>            |
| • Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)   | <input type="radio"/>            | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)             | <input type="radio"/>            | <input type="radio"/>            | <input checked="" type="radio"/> |

Do you have any comments to make about these objectives?

#### 5. Strategic framework

In broad terms i do agree with the approach taken in the areas of Freight and general use of motor vehicles. However it seems light on actual mindset change measures and the majority of the investment is on improving the roading network to make it easier and safer for motor vehicles to travel around HB efficiently. Hence it is to no ones surprise that it is impossible to get people to get out of their motor vehicles and seek an alternative mode of transport that is better for the economy, community, personal health and the environment. The last point in regards to your question one gives an example how parking can be used to change motorists behavior.

Only speaking from a cycle point of view the Strategic Objectives only speak about high level targets and the outcomes under the Policies are very generic in their direction.

#### Headline Targets

##### Headline Targets

- |   | Least Important       | Important                        | Most Important                   |
|---|-----------------------|----------------------------------|----------------------------------|
| • Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030  | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Having reliable and predictable travel times for freight  | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |

Do you have any comments to make about these targets?

#### Investment Priorities

## Objective 1:

- A. P2. If we are aiming for a transition from car dependence to active and PT modes then we should include stakeholders in the design and decision making who have knowledge and interests in these types of Modes.

P3. The planned investments are aimed at a safety focus of motor vehicles which is important but there should be a greater focus on active and PT modes. Start from day one to design a safe network and not once we are seeing alarming safety statistics.

P4. Programs will not work if the infrastructure is unsafe to use and this is especially true for the vulnerable.

P5. To improve perceptions of safety for active and PT modes can only be achieved by actually making the network safe.

## Objective 2:

P4. All major arterial routes, at a minimum should be designed to have the different traffic strands separated.

## Objective 3:

P1 we believe active transport is missing from this policy

P2 Commercial/industrial areas also should be included in these networks. (See Q8)

P3 Interesting to read that under this policy the road users are being included in the strategy to improve. This has not been the case when active and PT mode networks, programs and safety issues are developed.

P4. Active and PT is your answer. (sorry could not help myself)

P5. Active transport should be encouraged through what is suggested in Question 8. The health benefits speak for themselves. And only then will it lead to increased active transport because it makes perfect sense.

P8. Investment in multi-modal transport should only occur if separated by its articular strand.

## Objective 4

P1. Unless we change the reliance and the comfort of the motor vehicle the use of PT will not improve. There are invisible infrastructural changes we can make to give active and PT advantages over the motor vehicle. CBD's should be of limits for motor vehicles. It is proven overseas that people using active and PT spend more over all in the CBD. Especially hospitality achieves big gains by the sending of those who use these types of modes.

P2. Agree. But only if implemented according to the lines discussed in Q8 of this submission

P5. Agree. But only if implemented according to the lines discussed in Q8 of this submission

## Objective 5

P1. In general agree but only if implemented according to the lines discussed in Q8 of this submission. Agree with minimising private motor vehicle trips. Do not agree with the next statement that we aim to minimise distance of trips o the remaining private motor vehicle trips. We may in fact increase the time it will take for the remaining motor vehicle trips so make active and PT more attractive. In other words we do not want to give MV any priority in design or safety. But you guessed it we do agree with the last statement. " Increase the uptake of active and PT". But only if implemented according to the lines discussed in Q8 of this submission

P2. In support.

P3. Agree and as per the Covid-19 experience w should aim to remove car parking of the street and make neighbourhoods places for the community again by replacing the car parks with play areas, meeting areas, gardens etc.

P4. Support

#### 7.1 Road safety

By increasing investments in the outcome of 30% and 65% respectively to Active and PT the target of a reduction of 40% of deaths and serious injuries will have a better chance to be met. Priority investment area(PIA) 7 is paramount to achieve a transformational change that is needed to achieve the road safety targets.

#### 7.2 Freight supply chain

This is very important for the local economy and is very well formulated. PIA 7 Once again unravel the strands and safety and comfort will be improved remarkably.

#### 7.3 Transport choices.

Support this priority and its direction.

New subdivisions but also changes to older subdivisions need to be designed with the planned transport mode shifts in mind. Road layout needs to be active and PT friendly. Car parking needs to be of road. Direct routes to CBD's and should be quick, comfortable, and attractive. Speed limits no higher than 30km/h. Active transport to have right of way.

PIA 1. At times the choice needs to be made for the public to force change.

#### 7.4 Sustainable Travel Choices

Invest in a network that changes behaviour and is in line with the most important objectives of this plan. Safety is paramount and especially for the vulnerable users of the network who in essence will achieve the uppermost benefits from that investment on behalf of the community. These benefits are: Reduced deaths and serious injuries, increased in public health, environmentally justifiable and increased spending on sustainable living rather than enslaved to the motor vehicle and its associated cost.

Prioritises of the significant regional activities

Yes

Why?

Projects or Programmes  
See Q8

Indicator Framework  
Yes  
Why?

Extra

Suggestions to support a 30% and 65% mode change and reduce fatalities and injuries.

1. These suggestions are in relation to cycling changes required to meet the obligations in the plan rather than freight and long distance travel objectives.
2. The focus of cycling should be for a purpose and pleasure rather than just for recreation.
3. The current network is built for cars, trucks and buses. Not active transport. Even the roads and cycleways built in the last 6 months are built to accommodate travel for cars and not for efficiency and comfort of cyclists. No one in the world would use limestone for a commuter cycleway unless it is for recreation. In HB car ownership is still increasing per household.
4. What are the reasons change of transport mode is not happening despite the seemingly extensive lway network: Safety, Lack of incentives, poor design, Public Perception and education.
5. Traffic consists of different modes of speed and mass. Trucks and buses vs bikes and walkers
6. The venerable transport users are those with low mass and speed.
7. An effective network must be suitable for the venerable from the ages of 8 years to 80 year olds
8. Paint is not protection.
9. We need to unravel the traffic strands and we can do this by: Creating invisible infrastructure that separates traffic modes. By creating a cycle plus network where cyclist are the main transport mode and speeds are maximum 30km/h.
10. Avoid conflict with intersecting traffic through technology or invisible or visible infrastructure
11. The cycle plus network needs to be accessible and connect destinations including PT hubs.
12. It needs to be direct since muscle power is used. So short fast routes. Shortest route possible. In places needs to be quicker than by car to incentivize the use of active transport. This can be achieved by parking changes or road design. One way or dead-end roads for cars truck but not for PT, cyclist or walkers.
13. Needs to be comfortable and attractive. This should not be underestimated.
14. Also needs to be socially safe. Lit up at night etc.
15. By removing parking places in some neighbor hoods there will be more room for cycling and children and community using the freed up space( Covid-19 experience)
16. We need to also seek a law change to protect the venerable road user like they have in the EU.

In conclusion.

Vision Zero Principals of safety

1. Speed control and Separation (Bikes can only Mix up to 30km/h)
2. Functional Harmony
3. Predictability and Simplicity
4. Forgiveness and Restrictiveness
5. State awareness.

To reiterate again:

Invest in a network that changes behaviour and is in line with the most important objectives of this plan.  
Safety is paramount and especially for the vulnerable users of the network who in essence will achieve the

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uppermost benefits from that investment on behalf of the community. These benefits are: Reduced deaths and serious injuries, increased in public health, environmentally justifiable and increased spending on sustainable living rather than enslaved to the motor vehicle and its associated cost.

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Attachment 2

## Attached Documents

File

No records to display.



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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Allan Last name: Newton

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

Regional Context

Don't for SH2 to Wairoa/ Gisborne as you have in the past

## Visions and Objectives

Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

Until we have roads with low gradient slope it will not be possible for low emissions while over 300 log truck are using over 3 liters of diesel per ONE KM on steep hills. Some Hill areas sucking over 1000 liters of diesel a day over 1 km.

## Headline Targets

Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these targets?

I like your goals. For us from Wairoa to Napier to achieve these goals this will take some very serious earthworks and land acquisition As this road is already classed as high risk and has been left behind compared to the rest of New Zealand over the last fifty years this whole section of road from Bayveiw right though to Wairoa needs total rebuild with 3 lanes most of the way as most of the log trucks come out at Raupunga The pathetic slow vehicle bay are a token gesture of good will only and a serous death trap as they TO SHORT NOT SAFE.

Well-being a lot of people from Wairoa cannot afford the travell down to Hasting hospital for health issues are left until it too late. This could be made a huge amount better by giving us a state high way to be proud of this road needs to be able to be driven safely on at 110 km ph all the way. NZ is only just starting harvest of the

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wall of wood and truck numbers are set to increase People making decisions are procrastinating and showing incompetence by leaving any major work on this road out of the ten year plan WAIROA. IS PART OF THE HAWKES BAY AND THE SOUTHERN ENTRANCE TO GISBORNE .

#### Investment Priorities

for the people of Wairoa our biggest need is a decent road to our main centres minor cosmetic works and other areas does not concern the larger population of Wairoa and does not really help us as our road is seriously dangerous and unsafe This is a high risk road Your decisions put my family at risk and danger as we have no alternative routes south, by not doing the work needed

#### Priorities of the significant regional activities

No

#### Why?

are they classed as high risk. STATE HIGHWAY 2 IS CLASSED HIGH RISK this does not mean you have completed your work it means you haven't started. Under government legislation you need to lesson the risk and eliminate it please show some responsibility

#### Projects or Programmes

**Bayview to Wairoa needs a total rebuild and has done for the last fifty years. A plan needs to be established and a construction plan needs to be implemented as soon as possible**

#### Indicator Framework

No

#### Why?

#### Extra

Wairoa people need a decent road as to reduce the death toll by 40%, improve the health of the people by travel being more affordable Well-being, lifestyles and local economy. In turn a stronger economy makes a better life for all, even bringing opportunities and hope for gang influenced people. There is no reason a new road couldn't make Wairoa 25 minutes closer to Napier. This would save between 15 and 20 000 litres diesel a day in the trucking industry. That would be your emission savings and reduce truck travel times. More money to our Wairoa economy

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Attachment 2

#### Attached Documents

File

No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Paul Last name: Simmonds

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- |  | Least Important       | Important                        | Most Important                   |
|--|-----------------------|----------------------------------|----------------------------------|
| • A safe transport system for all users. (Safety)  | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks) | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
| • A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)   | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |
| • Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)   | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)             | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |

Do you have any comments to make about these objectives?

Its time that a commuter train from Waipukurau twice in the morning and twice in the late afternoon back from Napier/Hastings with park and rides at each end and designated cycle tracks from the stations would be the way to go if you are serious in reducing vehicles on the road, less accidents and more sustainable.

## Headline Targets

## Headline Targets

- |   | Least Important       | Important                        | Most Important                   |
|---|-----------------------|----------------------------------|----------------------------------|
| • Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030  | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. | <input type="radio"/> | <input type="radio"/>            | <input checked="" type="radio"/> |
| • Having reliable and predictable travel times for freight  | <input type="radio"/> | <input checked="" type="radio"/> | <input type="radio"/>            |

Do you have any comments to make about these targets?

I would have thought the percentage for reducing deaths and injuries would be a lot higher like 75%+

## Investment Priorities

Central Hawke's Bay where I live: The junction from Argyll Road to State Highway 2 is a death trap waiting to happen. It has been made more dangerous by the CHBDC approving a 7 section subdivision which has been given permission to exit from Stock Road (a paper road) onto State Highway 2 directly across from the Argyll Road junction. Argyll Road is a designated detour off State Highway 2 when the road North of Argyll road junction is closed because of an accident. You cannot obey the road rules when travelling south on State Highway 2 and want to turn right into Argyll Road as the road is not wide enough for cars to pass on the inside. If you pull over to the left you run the risk of ending up in the road side ditch. The same happens turning into Argyll Road from the south (Waipawa). The corner is at a sharp angle less than 90 degrees. Most cars pass you by crossing the double yellow lines when you slow down to a safe speed for turning. SO IS THIS ON THE DESIGNATED WORKS PROGRAMME!!

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Prioritises of the significant regional activities

Yes

Why?

They all have to be done and there is no better time than now, creates jobs and money is cheap to borrow.

Projects or Programmes

A Cycleway from Otane to Waipawa

Indicator Framework

Yes

Why?

Its got to be done now as there has been too little done in the past to meet the demands

Extra

Just get on with it. Like to see something done while Im still here.

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Attached Documents

File

No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Brian Last name: List

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☒☐☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☒☐☐

Do you have any comments to make about these targets?

## Prioritises of the significant regional activities

Yes

Why?

## Projects or Programmes

we live in Argyll Rd, Otane and have grave concerns regarding the intersection of Argyll Rd and SH 2.

when travelling south on SH 2 from Hastings towards Waipawa, making a right hand turn into Argyll Rd can often be a very dangerous exercise, particularly when there is traffic travelling behind you at 100kms per hour as well as approaching traffic travelling north towards you also at 100 kms per hour



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The only option available when this occurs, is to pull over to the left hand side of the highway on a sealed area which leads into a planned subdivision to wait for the southbound traffic to pass.

A slip lane in the middle of the highway, that we can safely pull into when travelling south, enabling us to wait for a clearing in the traffic before we exercise our right hand turn, we feel would be the best solution for this problem.

My wife and I have both had near misses on this intersection, with traffic travelling behind us failing to note our intention to turn right until we are almost about to make our manoeuvre.

It would be negligent to wait for a tragedy to occur with possible loss of life before this problem is addressed and this will indeed happen at some time in the future if we have to continue to engage in this daredevil exercise on a daily basis

Indicator Framework  
No  
Why?

## Attached Documents

File

No records to display.

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Attachment 2

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Paul Last name: Michaelsen

Organisation(Iwi/Hapu): Automobile Association

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Section 2 – accurate portrayal of the challenges to HB roading network. Though AA would like to emphasise the regional vulnerability of Hawke's Bay with a minimal number of state highway options, the increased pressure on the network through both population growth and industry expansion. The HB/Gisborne AA have a particular interest in what the region is doing to maintain and improve the state highway network. Economic issues are also evident due to the heavy transport issues with the closure of the Manawatu gorge currently.

The AA has a view that the increased pressure on the network is leading to poorer safety outcomes. A number of these are canvassed in the regional plan however, the AA would like to see a larger investment into the roading network.

Section 4 – takes the strategic context and looks at local planning and processes. The majority of councils appear to agree that resilience, sustainability and targeted improvement to the ageing road assets and safety are priorities.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

The ones we consider to be least important are more common to the larger metropolitan areas.

This reflects AA memberships indicating their top priorities when surveys were undertaken to produce our election calls. Refer to a copy of our Election Calls attached to the submission.

## Headline Targets

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## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least Important	Important	Most Important
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these targets?

**Network resilience and sustainability.** If we have a sustainable network that is ideal for freight then in turn will increase safety.

1. Safety - Unfortunately, in more recent years, road maintenance, safety improvement work, education and police enforcement programmes do not have appeared to have been effective or successful as they have not delivered reductions in fatal and serious injuries across the region or for that matter across the nation.  
A reduction of this magnitude will require substantially more education, attitude and behaviour changes coupled with engineering.
2. Sustainability – we support a focus on sustainability however, we would recommend that objectives are costed out and presented to Govt as a minimum requirement to achieve results regardless of the budget proposed.
3. Freight - We are noticing more delays in and interruptions in moving freight efficiently. Eg increased rail to the port is likely to reduce the efficiency of road transport to the port (due to delays at rail crossings and traffic restrictions due to congestion on a single lane expressway). Apart from some bridge strengthening, we are interested to understand what is in the programme that will actually improve the efficiency of the movement of freight throughout the region?

## Investment Priorities

## WAIROA

- Nuhaka – Opoutama Rd Safety Improvements (Safety) This is a route that has required attention for many years. **We support this.**
- Coastal erosion protection near Mahia (Reliable/resilient/efficient network) This coastal resilience work has been on Councils programme for years. Some work has been done. **We support this.**
- New Footpath & Cycle Lane Construction in Wairoa (Sustainable transport, Transport choice) **We support this.**

## CENTRAL HAWKES BAY

- SH2 Waipawa Bridge clip-on for shared pathway (Safety, Transport Choice, Sustainable transport) This is required to complete the planned pathway linking Waipawa and Waipukurau. This should really be an NZTA project as it is in the state highway corridor. **Support it but ask if this should be NZTA 100% funded.**
- Bridge upgrades across Central Hawke's Bay (Reliable/resilient/efficient network) This is a continuing programme in the district. **We support this.**
- Intersection improvements across Central Hawke's Bay (Safety, Reliable/resilient/efficient network). **What are the intersections being considered for upgrading? Are the intersections a high safety risk?**

## HASTINGS

- St Aubyn St and Karamu Rd Corridor Improvements (Reliable/resilient/efficient network). **I understand that signal phasing has been the issue here? What is planned ?**
- Te Mata Peak Road Rehabilitation (Reliable/resilient/efficient networks). **There are probably many other rural roads (freight routes) that also need rehabilitating and should be prioritised ahead of this?**
- Middle Road and pathway Rehabilitation & Improvements (Reliable/resilient/efficient networks, Safety) This road has been on the programme for safety improvements for years! **We support this.**
- Maraekakaho / York Roundabout (Safety) ??
- Taihape Road Safety Improvements (Safety) **What is planned ? This road seems to be reasonably safe. What is the crash history? Traffic volumes are comparatively low.**
- Waimarama Road Safety Improvements (Safety) This has been on the programme for years. Safety improvements need to be targeted to the locations where there is a crash history. **We support this.**
- Akina to Mayfair Cycleway (Safety, transport choice, sustainable transport) **We support this.**
- Henderson Rd Pathway - Omaha Rd to Swansea Rd (Safety, transport choice, sustainable transport) **We support this.**
- Pakowhai Rd Cycleway - Omaha Rd to St Aubyn St. **We support this.**

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## NAPIER

- SH2 - Napier Port access - Access for modal interchange of freight between rail, coastal shipping and road freight (Reliable/resilient/efficient network) This is state highway. Why is this in Napier's programme?
- SH2 - Expressway - developing a programme to provide multi-modal access along the expressway (safety, transport choice, sustainable transport) This is state highway. Why is it in Napier's Programme?

## HAWKE'S BAY REGIONAL COUNCIL

- An on-demand public transport service will be trialled in Hastings and Napier (Sustainable transport, transport choice) Has this been trialled elsewhere? It appears existing PT services just need a thorough review?

## WAKA KOTAHI – NZ TRANSPORT AGENCY

- SH5 Napier- Taupo Maintenance program and development of new programme to address safety, efficiency and resilience. (Safety, Reliable/resilient/efficient networks)) Hard to understand why a new programme to address safety, efficiency and resilience needs to be developed? Plenty of strategic and corridor studies have already been done and projects developed. Maintenance should not be included in the programme for projects. Maintenance is separately funded.
- SH2 Wairoa to Waipukurau Maintenance and safety upgrades (Safety) Maintenance should not be included in this part of the programme. Safety upgrades should have been completed under the last RLTP programme. If safety upgrades are completed they should be targeted to locations of risk.
- SH2 Expressway developing a programme to provide multi modal access along expressway. Finally, NZTA are thinking about a cycle commuter link along the expressway corridor? **We support this.**

## Priorities of the significant regional activities

Yes

Why?

1. SH5 Napier to Taupo  
Development of programme to address safety, efficiency and resilience of the road corridor.  
**Agree, however consideration needs to be given to maintaining and improving the efficiency of travel on SH5 (reduced speed limits will not achieve this).**
2. Maraekakaho Road / York Road Roundabout  
This high-risk intersection requires transformation to improve safety of road users  
**Agree.**
3. Napier Port Access – SH2 Hawkes Bay Expressway  
Development of programme to optimise the HB Expressway and provide multimodal access across and along with a focus between Pakowhai to Meeanee.  
**Support but this needs to extend beyond Pakowhai and Meeanee. Should be from Omaha Road to Kennedy Road**
4. Hastings bridges strengthening  
Improve transport accessibility needs for HPMV, 50Max and VDM(2016) class 1 limits on local roads  
**Support**
5. State Highway Multi-modal Access– SH2 Hawkes Bay Expressway????? **Refer to 3 above**  
Safety improvements on SH51 between Waipatu and Whakatu to meet residential and school development t transport needs in Waipatu and primary production growth need.  
**Support but Should this now be SH51 ?? Is the title correct ?**
6. State Highway Multi modal Access – Ahuriri Access  
Development of programme to address community severance, safety and multimodal access whilst optimising freight efficiency.  
**This was included in the last RLTP but NZTA made no progress on this. Remember that NZTA would not provide the report consultants had done. I wonder what they plan to include in the development of a programme over the next three years? Support but request some action.**
7. SH51 Ellison St to Farndon Rd  
Implementing safety improvements on SH51 between Ellison St and Farndon Road (Road to Zero)  
**But they have already done safety improvements between Ellison Street and Farndon. What else is planned?? Don't support this**
8. SH2 Waipawa to Waipukurau shared path  
Shared path linking Waipawa to Waipukurau to address the severance across the Tuki Tuki river.  
**This has been on the programme for at least 7 years. Support**
9. Māhia connectivity  
Nuhaka-Opoutama Road - Blowhole Realignment /retreat + coastal protection including the Blowhole Dropout Retreat and 610m coastal protection.  
**This was on the programme about 7 years ago too. The sea has been eroding the coastline for years. More should have been**



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done before now to protect the coastal road . Support this.

#### 10. SH38 Wairoa to Murupara

Develop a programme to address the safety, resilience and levels of service issues on the corridor in the context of the communities and Te Urewera.

Traffic volumes on this road are very low (50 at the Whakatane / Wairoa boundary. There are far more urgent and pressing projects to address safety, levels of service and resilience that should take priority for funding in the region but have not been included in the programme. (Eg SH5 realignment projects) Do not support this.

Yes - AA agrees with the priority given to most projects however there are many other projects in the region that should be included in the programme and given higher priority than many of these.

#### Projects or Programmes

- SH2 4 lane Expressway Meeanee Road to Pakowhai Road: benefits - safety/resilience/reliability/Port access
- SH50/51 Pettigrews & Prebensen Roundabouts Left turn slip lanes - safety/Port access
- SH5 Tarawera Hill Re-alignment and passing lanes - safety/resilience/reliability/Port access
- SH5 Kowaro to Poppelwells Re-alignment and passing lanes - safety/resilience/reliability/Port access
- SH5 Additional passing lanes - safety/reliability/Port access
- SH2 Wakaki Curves Re-alignment - safety/resilience/Port access
- SH2 Tangoio Hill & Te Ngaru Bridge Re-alignment - safety/resilience/reliability/Port access
- SH2/5 Intersection Improvements - safety/resilience/reliability/Port access
- SH2 Paki Paki to Bdy Additional passing lanes - safety/reliability/Port access
- SH2/50 (Takapau Plains) Intersection Improvements - safety/reliability

It is interesting to note that almost all the above at some time have been in the RLTP for construction.

#### Indicator Framework

Yes

#### Why?

No Comment

#### Extra

Maintenance – We consider there is some serious lack of funding toward maintenance on the state highway and local authority networks. We are not even meeting the required targets for reseals and road renewals and therefore our network will continue to deteriorate, therefore will become less safe and less efficient.

Continuing to under fund maintenance will eventually lead to an unsustainable road network.

Refer to Appendix 1 attached for the Graphs mentioned below.

Over the last 10 years:

- road use has increased (road are consumed by use). With heavy vehicle vkt on Hawke's Bay state highways increasing 15%.
- While SH maintenance funding has decreased.

See graph 1 – HB vkt and funding for state highways 'pavement and surface' maintenance

Source: <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>

The cost of road maintenance work rose 17% (labour, plant, materials) over the last ten years, meaning less work per dollar spent, compounding the impact of funding reductions.

#### State highway work levels

As a consequence of reduced funding and inflation, the level of maintenance work has decreased, and our roads are being worn out faster than they have been replaced.

See graph 2 – Hawkes Bay state highway work levels

Source: <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>



Note: NZTA have not updated work level data for 19/20.

#### State highway quality

Skid resistance and roughness are the road quality measures that have the biggest impact on road safety. The percent of Hawke's Bays state highway network failing minimum standards for skid resistance and roughness continues to increase, especially for skid resistance.

See graph 3 – Hawkes Bay state highway quality

Source: NZTA pavement condition data

The average age of the seal on Hawkes Bay state highways has increased from 5.92 year in 2015 to 9.34 in 2020 (Source: NZTA pavement condition data). This means without a boost in maintenance work levels the decline in network quality will accelerate as more of the network expires.

#### Local roads

Local road maintenance funding has been steady but has not kept pace with increasing road use.

See graph 4 – HB vkt and funding for local roads 'pavement and surface' maintenance

Source: <https://www.nzta.govt.nz/planning-and-investment/learning-and-resources/transport-data/data-and-tools/>

Note: local road funding figure includes NLTF and local share.

Local road quality as measured by the condition index and the pavement integrity index has declined over the past ten years. Local road quality as measured by smooth travel exposure has improved slightly over the last 10 years. However, all three measures showed a decline in road quality between 2018/19 and 2019/20. (Source: pavement condition data provided through REG initiative)

#### Now is the time for restorative work!

When roads are underinvested in the decline in quality is initially 'slight' and then accelerates, if there isn't a significant boost in restorative work (concept illustrated in Figure 1 below).

See figure 1 – road asset management curve

Source: Australia Department of Infrastructure, Transport, Regional Development and Communications

#### Upholding the 'social contract'

Road users pay for the maintenance of roads through road taxes (petrol excise duty and road user charges) which have been steadily increasing.

See graph 5 – increasing road taxes paid by Hawke's Bay motorists

Note: road user charges for diesel vehicles are set at an equivalent rate to petrol excise duty (charged on a per km basis).

Road users are paying for road maintenance to keep our roads safe but we are not getting what we are paying for.

Road surface quality determines the grip a vehicle has with the road and its risk of skidding, reducing crash risk across the network. Poor quality roads increase crash rates, especially loss of control crashes where vehicles cross the centre line or run off the road.

Waka Kotahi-NZ Transport Agency's Standard Safety Intervention Toolkit notes investments to improve skid resistance at high risk locations have BCRs (benefit cost ratios) in the range of 0.7 to 7.1, meaning for every dollar spent there is up to \$7.10 in benefits including savings in trauma costs.

Projects – within the RLTP there is a serious lack of projects. While there are a number of current projects being funded by

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PGF, Tairāwhiti and New Zealand Update Program, once these projects are completed there is no long term significant improvements to the network that will be required to meet the programs overall objectives. Major projects normally produce significant benefits (including safety and resilience), whereas for safety improvement programs the benefits are smaller.

Overall Funding – it appears to meet the objectives of the RLTP, the funding that is available for the program is insufficient.

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Attachment 2

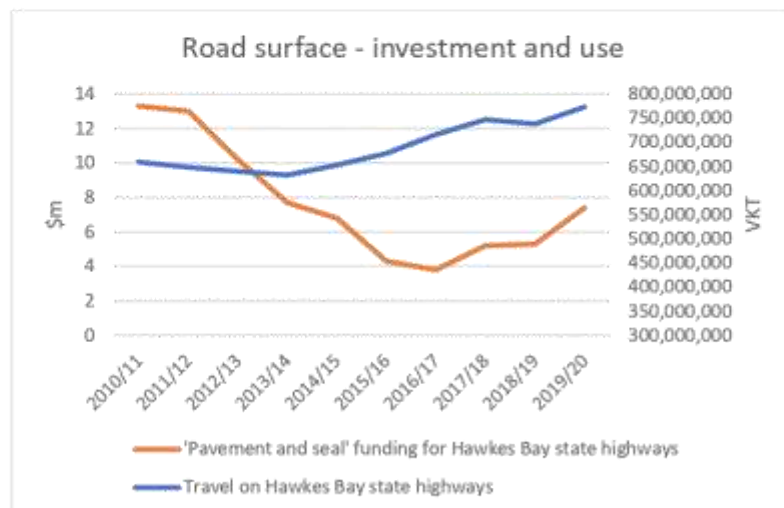
## Attached Documents

File
RLTP Submission Appendix 1 Relation to Question 8
AA 2020 Election Calls

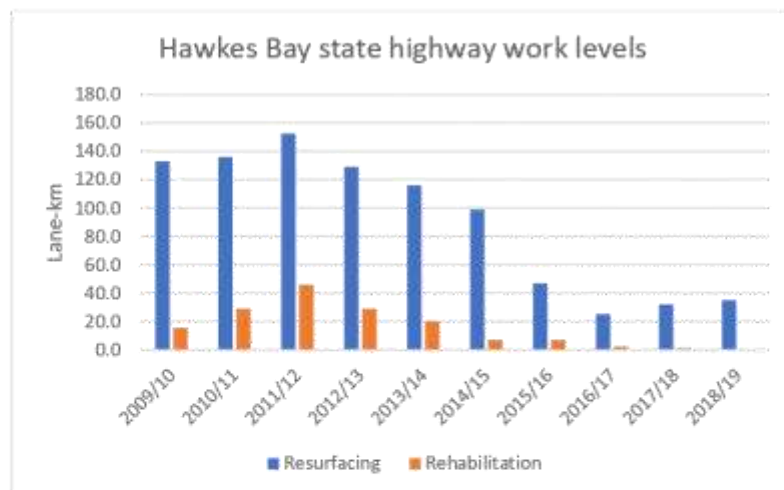
Automobile Association RLTP Submission  
February 2021

Appendix 1 regarding Question 8 in the Submission

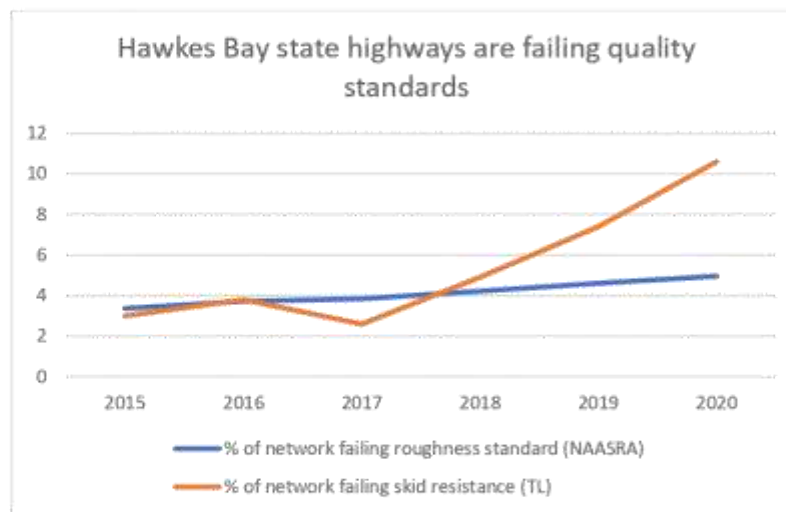
Graph 1



Graph 2



Graph 3



Graph 4

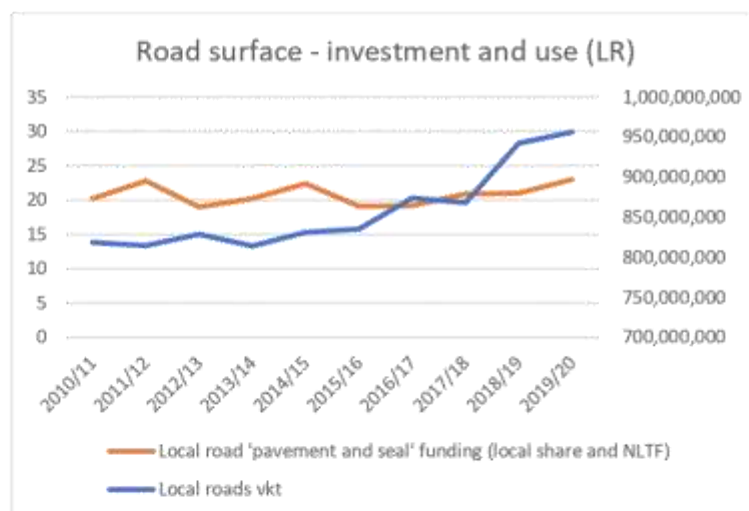
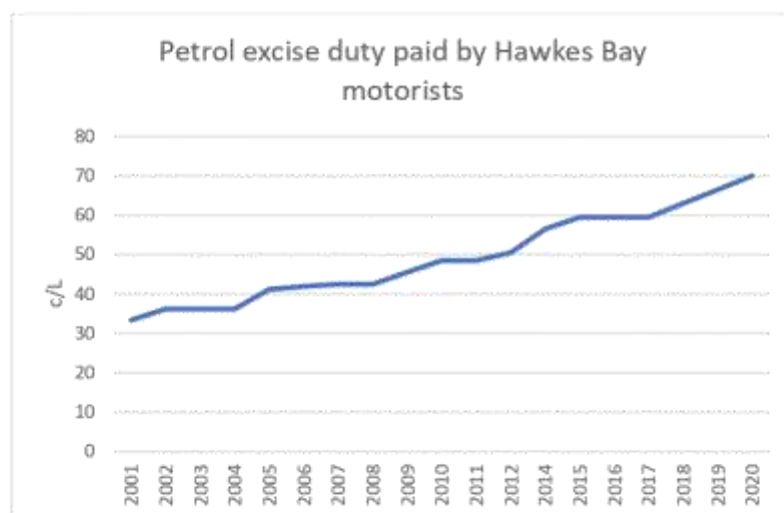


Figure 1



Graph 5







Item 6

## AA Election Calls **2020**



Attachment 2

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The AA wants  
New Zealand's next  
Government to  
**deliver 12 significant  
changes** that will  
make transport better,  
safer and greener.



Item 6

Attachment 2



Whether it's someone visiting their family, going to work, buying their groceries, moving freight or heading to the coast for a holiday – transport is the link that lets us do more or less in our lives.

The years ahead are going to be challenging ones for New Zealand and the rest of the world as we navigate not just a global pandemic's impact but other major issues around our future environment and economy, while trying to maintain the lifestyle and choices that New Zealanders want.

The changes we are calling for are based on a combination of our regular surveys of our Members' views, the thinking of our 17 AA District Councils around the country, and analysis from our policy team and specialist staff. These have been brought together to identify 12 calls that would mean fewer deaths and injuries on the roads, less environmental harm from driving, less time wasted in congestion, and more enjoyable travel.

With more than 1 million Personal Members, there will always be diverse views on any issue among our membership, as there is in the wider community. But these calls reflect areas of strong common ground and support, as well as being realistic and achievable actions that are possible for the authorities to deliver.

The AA is calling on the next Government to commit to these calls to meaningfully improve New Zealand's transport both now and into the future.



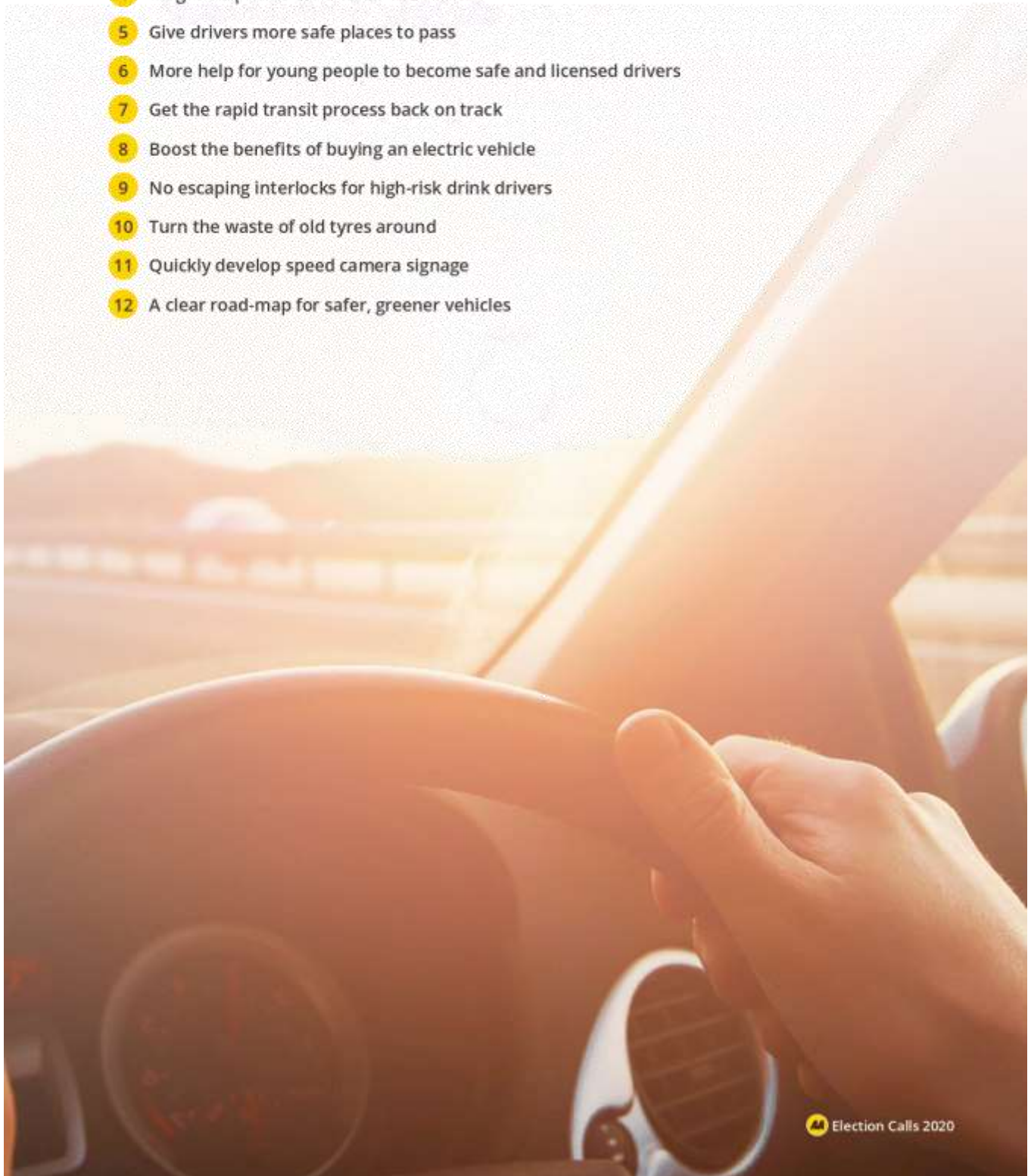




# 12 ways the Government can make transport better

 Election Calls 2020

- 1 Revive essential road maintenance
- 2 More testing and catching of drunk and drugged drivers
- 3 Lift the standard of regional highways
- 4 Target cellphone use behind the wheel
- 5 Give drivers more safe places to pass
- 6 More help for young people to become safe and licensed drivers
- 7 Get the rapid transit process back on track
- 8 Boost the benefits of buying an electric vehicle
- 9 No escaping interlocks for high-risk drink drivers
- 10 Turn the waste of old tyres around
- 11 Quickly develop speed camera signage
- 12 A clear road-map for safer, greener vehicles





1

# Reviving essential road maintenance



## THE PROBLEM

Over much of the last decade our roads have not had the maintenance they need to stay safe and fit for purpose.

Road quality is one of the highest concerns across our districts nationwide and the evidence is clear: the quality of the road surface has a real impact on safety. Drivers continue to pay increasingly more through fuel taxes and Road User Charges, yet have growing dissatisfaction about the quality of road surfaces and frequency of repair work. While there has been a welcome increase in road maintenance investment in recent years there are further safety

gains to be had from lifting the level of funding higher – especially with the amount of vehicle kilometres travelled having increased 20% in the last decade.

## THE CALL



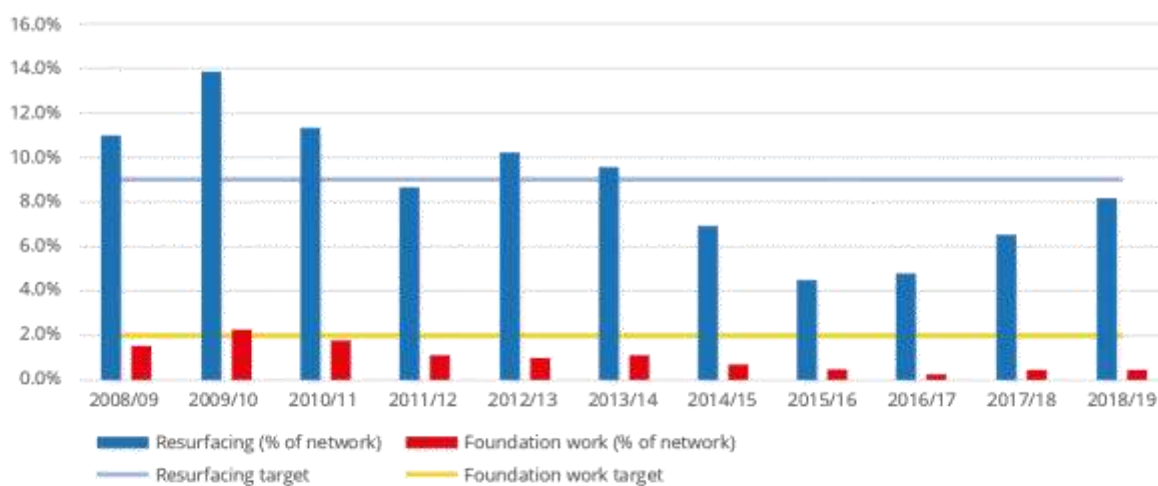
Funding for road maintenance needs to increase by more than \$300m p.a for the next three years, with the bulk needing to go into work on state highways. Even the best drivers risk losing control if the road surface they are driving on doesn't provide vehicles with good grip and control.



## OUR MEMBERS' TWO BIGGEST CONCERNS AROUND ROAD MAINTENANCE ARE



### Road resurfacing and pavement replacement



2

# More testing to catch drunk and drugged drivers



## THE PROBLEM

About 1 in 3 fatal crashes involve drunk or drugged drivers and there has been little progress made reducing these numbers in recent years. Large-scale testing of drivers for alcohol or drugs is a critical element in catching and deterring people from getting behind the wheel when they are impaired, and New Zealand is not where it needs to be in this area. The number of alcohol tests being conducted has dropped from 3 million in 2013 to less than 2 million in recent years while it is still unclear when drug testing will be introduced on our roads.

## THE CALL



The new roadside drug testing regime needs to be introduced as soon as possible by Police and alcohol testing numbers need to return to their previous high levels.



56%  
fewer annual alcohol  
tests than in 2013



AA Election Calls 2020

Photo credit: Stuff Limited



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Item 6

# Lifting the standard of regional highways



## THE PROBLEM

Many of the highways that are key regional connections are not up to the standard they should be. Improving our existing road network is the number one action that our Members want to see from the next Government but much of the upgrades and safety work planned in recent years has struggled to be delivered. The Road To Zero road safety strategy for the upcoming decade states that there will be greater investment in road improvements and the AA wants to ensure that a substantial share of this lifts the quality of regional roads.

## THE CALL



The AA wants to see clear and concrete plans for upgrading regional roads produced and then delivered on by authorities as part of the Road To Zero programme. These works need to take a route treatment approach of upgrading entire road corridors to a quality that fits the use and purpose of the road and ensures safe and fast travel on key regional links.

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# Target cellphone use behind the wheel



## THE PROBLEM

Far too many people are using phones when they are driving and putting themselves and others at completely unnecessary risk. The largest study done in New Zealand indicated about 1 in 40 drivers at any time will be on a phone.

Using a phone while driving is not something that can be done by mistake. People have to deliberately choose to do it and the more drivers on the roads that are distracted by phones, the greater the risks that one will have something unexpected happen in front of them and be too slow to react. There is also a danger that high numbers of drivers getting away with using their phone normalises the behaviour and encourages others to do it.



## THE CALL

Reducing cellphone use by drivers needs to be made an urgent road safety priority by the authorities. A coordinated plan and package of actions is required to change people's behaviour – combining better detection, effective penalties, awareness campaigns and technology solutions.

**1 in 40**

drivers at any time  
will be on a phone



5

# Give drivers more safe places to pass



## THE PROBLEM

Many of our highways have long stretches where the only opportunity to pass a slower vehicle requires overtaking on the other side of the road. This can lead to situations where people attempt to overtake in risky locations, frustrations for those wanting to pass and pressure for those travelling slowly. So it is no surprise that a Member survey found 79% supported increasing the number of passing lanes in New Zealand.

Adding a substantial amount of median barriers to our highways is an essential part of the country's road safety goals for the next decade and by combining many of these with passing lanes we can achieve a win-win of better safety in a way that is welcomed by the public and improves the driving experience.

## THE CALL



Projects to add median barriers to highways should be combined with passing opportunities or space for slower/stopped vehicles to be out of the main traffic flow wherever practicable. Standards for minimum levels of safe passing opportunities (including passing lanes and/or slow vehicle or stopping bays) need to be developed. Work should be prioritised to upgrade highways with few passing opportunities and high volumes of traffic.

6

# More help for young people to become safe and licensed drivers



## THE PROBLEM

A substantial number of young people are driving without the proper licence. They might not have a licence at all, or they got a learner or restricted licence but then never went on to the next steps. This means that not only have they not been tested and shown they are a competent driver to be on our roads, but not having a licence can also void insurance policies, limit employment opportunities and clog the justice system. Driving without a proper licence is one of the most common offences for young people, and can snowball into unpaid fines and further charges with long-term consequences. There are multiple groups providing targeted training and assistance in this

space in different communities but the challenge is to scale-up the reach and consistency of the work to reach more of the young people that need it.



## THE CALL

The Government needs to fund a large-scale, nationwide programme to help young people that would otherwise struggle to obtain a driver's licence and learn to drive safely. This has even more relevance in the economic recovery from Covid-19, as young people are likely to suffer the worst impact in terms of employment and having a driver's licence is crucial for many jobs.



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7

# Get the rapid transit process back on track



## THE PROBLEM

Our Members in New Zealand's main cities are desperate for high-quality public transport options, but they are not seeing results. With rapid transit in Auckland, the Government has pursued a completely different approach to funding and building big infrastructure, in the hope of delivering a project with larger scale and broader impacts. But all this has led to is the programme stalling badly.

## THE CALL



To get rapid transit back on track the Government needs to go back to the standard model for delivering major transport projects. That means Waka Kotahi-NZTA at the helm, making key project decisions based on value for money, and local government playing its role.

It also means the public being given clear information on project objectives, benefits and costs, and the opportunity to have a say before decisions are made.



8

# Boost the benefits of buying an electric vehicle



## THE PROBLEM

The numbers of electric vehicles (EVs) on the road in New Zealand is not increasing as quickly as many would like. Currently there are just over 20,000 EVs in the country compared to 3.3m cars with internal combustion engines.

EVs will play a part in our country reducing greenhouse gas emissions in the future but many of the current options come with a high price tag.



## THE CALL

Introduce incentives for businesses and Government fleet operators to purchase electric vehicles by providing meaningful financial benefits. The Government needs to consider options like tax concessions, accelerated depreciation rates or other financial benefits that will work best to encourage organisations to purchase EVs. This will lead on to more used vehicles becoming available for purchase by individual motorists in the future as businesses replace their fleet.



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# No high-risk drunk drivers avoiding an interlock



## THE PROBLEM

While alcohol interlocks are incredibly effective at reducing drink driving and now a mandatory sentence for high-risk offenders, many individuals are still avoiding them in court. The AA Research Foundation found that only 52% of eligible offenders were being sentenced to one in court and less than half of those sentenced were going on to get a device installed. This means that they have more chance of driving drunk again and putting lives at risk. It is also likely to result in a growing cluster of permanently disqualified drivers that may add additional burden to the court system as they are unlikely to stay off the roads.



Only

50%

of people sentenced  
are currently getting  
an interlock installed

## THE CALL



Alcohol interlock sentences need to be monitored by the authorities to ensure that all the drivers who receive one actually comply and get a device installed in their vehicle. The range of agencies and organisations involved in interlocks need to have access to a shared database that quickly shows if someone is not complying with their sentence so this can be followed-up.


 Election Calls 2020



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# Turning the waste of old tyres around



## THE PROBLEM

More than 7 million tyres reach the end of their life in New Zealand each year and too many of them end up being disposed of in environmentally harmful ways like buried in landfill or burnt. The Government recently announced plans to develop a scheme to reduce tyre waste and we need to ensure this succeeds in genuinely turning the waste around. A Member survey in early 2020 found better disposal of tyres was the most popular environmental initiative with 90% support.



## THE CALL

New Zealand needs to introduce a tyre stewardship scheme that delivers significant real-world waste reductions in line with the recommendations of the Tyrewise working group. This would ensure a levy on all tyres when they are imported that is used to fund greener ways of dealing with them at the end of their driving life.



### 7+ million

Approx. number of tyres  
New Zealand drivers replace  
each year

11

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# Quickly developing appropriate speed camera signage



## THE PROBLEM

The current approach to using fixed speed cameras in New Zealand is perceived by some of the public as being motivated more by revenue gathering than safety. Used well, speed cameras can play an important role at helping ensure safe speeds in high-crash areas. One of the actions in the Government's new Tackling Unsafe Speeds programme is a "no surprises, highly visible" approach to speed cameras which commits to them being well sign-posted. What must now happen is for this approach to be put into action on the roads.



## THE CALL

Warning signs need to be rapidly installed at all fixed speed camera sites, like those used in other countries. Publicly available information reviewing camera sites should be regularly released to show whether they are succeeding in reducing speeds. At sites where, even with the sign and camera a large number of tickets continue to be issued, other measures to slow traffic need to be considered.



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# A clear road-map for safer, greener vehicles



1 in 5

light vehicles in  
New Zealand are  
20+ years old



## THE PROBLEM

The aim of improving the quality of New Zealand's vehicle fleet has been talked about for years with little progress or planning of how to achieve it. Nearly 1 in 5 light vehicles in New Zealand are 20+ years old and this has implications for occupant safety and the environment. Just because a car is older does not automatically make it unsafe or worse-polluting, but in general terms newer vehicles will offer more protection from crashes and produce less harmful emissions. Upgrading our fleet is a complex and difficult challenge, needing a coordinated plan between Government and the industry to maximise the potential benefits.

## THE CALL



A realistic and unified action plan for improving New Zealand's vehicle fleet needs to be developed between Government and industry for this decade and beyond. This needs to agree clear timelines and steps for getting more people into safer and less-polluting vehicles. It should set ambitious but deliverable short and long-term targets, looking at all available tools like scrappage systems, import standards and incentive schemes.





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# Our Members and how we survey

## KEY MEMBER STATS

**54%** female / **46%** male

**48%** under the age of 55

**34%** consider themselves an environmentalist

**13%** consider themselves a cyclist

**10%** regularly use public transport

**17%** of Members have children in their care

**\$62** per week is their average fuel bill

## WHERE OUR MEMBERS LIVE



Our 1 million+ personal Members come from every part of the country and right across New Zealand society – from teenagers learning to drive to Members who have been with the AA for more than 60 years.

Slightly more women than men are Members and we have hundreds of thousands of Members who, as well as being car drivers, also use public transport, bicycles and motorcycles.

Our Members tend to be slightly older and more well off than the general population but because we have such a large number and range of Members our surveys give a good indication of what many New Zealanders think about transport issues. If there is strong support for something among AA Members it will likely be reflected in the wider population as well.

## HOW WE SURVEY OUR MEMBERS' VIEWS

We generally conduct between 10 to 15 email surveys each year sending invitations to participate to the equivalent of 12% of the personal AA Membership, selected at random. Participation is completely voluntary (as with any survey except the Census) but our sample sizes are in line with those used by professional survey or polling businesses.

Once a survey closes, the data is checked and re-calibrated so that any over-represented groups views are scaled back, and under-represented views scaled up in proportion with our Membership's demographics. Results are sense checked against other surveys and the census. In short, everything possible is done to make sure genuine and accurate views of our Members are captured.

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For more information contact:  
AA Motoring Affairs General Manager Mike Noon  
T: 04 931 9984  
E: [mnoon@aa.co.nz](mailto:mnoon@aa.co.nz)

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 26/02/2021

First name: Anthony Last name: Hales

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☒☐☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

## Projects or Programmes

## Extra

I think it would be a good idea to have a pull off area for left turning traffic on SH2. I live in Argyll Road, when heading North and turning into Argyll Road the traffic behind gets slowed and most times passes over the double yellow lines because I have to block the road slowing down for the turn which is sharper than a right angle. Passing me here is practically dangerous as opposite Argyll Road is the paper road, drivers of vehicles exiting from there turning left are looking for vehicles coming from

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their right not from their Left.

## Attached Documents

File
------

No records to display.

Item 6

Attachment 2

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Duncan Last name: Darroch

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

Regional Context

Section 2

2.3.1 The population statistics in section 3 indicated a net migration and a skew towards an aged population. Safe, signposted, segregated, cycling infrastructure needs to be in place for this group.

Educational travel between areas is highlighted. Through the State Highway Multi-modal Access – SH2 Hawkes Bay Expressway a lot of this travel can be shifted to safer and carbon emission free E-Biking. The timeline of 2023/24 for the business case alone is far too slow.

Section 3

3.3 Health outcomes indicate of not only obesity, but also mental and emotional wellbeing need to be factored in as a priority as this has huge ongoing cost. Small improvements, prioritised to physically segregate cycle lanes thereby making them on a equal footing to private motor vehicles will majorly improve use of cycling infrastructure

3.7 and 3.8

The iWay and associated cycling infrastructure was created between 2010-2015. It is exceptional and a model for other cities. However there are significant safety issues in sections, such as.

From Kenilworth Rd, through the center of Hastings. Clive in both directions. Linking to Te Awa Ave from the waterfront in Napier.

A full independent cycling safety audit is needed. With a view to create a well signposted and consistent set of infrastructure that allows for high speed e-bike commuting across suburbs to make replace short trip car use. Where the iWay passes through a built up area, a dedicated, protected lane is needed. Cargo e-bikes, etc which could be used to safely move children, groceries etc are not able to use existing infrastructure due to

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gate construction

3.10 Rail poses an increasing safety concern for the Hawkes Bay. Several high frequency rail/road crossings are by there very design flawed. Examples are the Waitangi Rd/SH51 crossing which when used by trucks, the line is totally blocked. This is replicated at the Marine Parade/SH51 intersection, the Te Awa Ave/SH51 intersection.

3.12

Future improvements to e-biking, e-scooters (All weather micromobility electric transport), e-cargo bikes are a certainty. To be fully equipped to roll these out as viable options, the infrastructure of segregated, sealed high speed pathways must be planned now and implemented in the next 5 years. Ownership models in public, private partnerships or utilising yet to be released subsidies from central govt will accelerate the uptake.

#### Visions and Objectives

##### Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these objectives?

There is limited actual choice for Hawke's Bay residents and as such a high dependence on car usage. While the backbone of cycle infrastructure is in place, the crucial safety improvements are not there. Therefore cars are culturally seen as the only option, with biking reserved for a recreational activity of the extreme (MTB), or the retired.

Infrastructure linking lower socioeconomic suburbs to key education and employment areas should be put in place to create transport equity.

#### Headline Targets

##### Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

There needs to be a holistic assessment of the barriers to people leaving there cars behind in favor of active transport options. The goal of a a sustainable transport system and healthier community should be at the forefront, which will lead to less deaths will follow. The creation of segregation between motorised vehicles and active transport users will form a crucial underpinning of this link.

#### Investment Priorities

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The policies in section 6 that should be undertaken with the highest priority are

Section 6,

objective 1, P5: Improve safety and perceptions of safety for public transport, walking and cycling.

Objective 2 P4: Invest in multi-modal transport, including infrastructure.

Objective 3 P2: Develop and expand safe inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations.

Objective 4 P2: Develop and expand safe inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations.

Objective 4 P4: Promote and support the opportunities provided by new technologies micro-mobility options, electric vehicles and new information technology.

Objective 5 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.

The policies in section 7 that should be undertaken with the highest priority are

#### Transport Priority 7.1 Road Safety

1. Infrastructure improvements for road, cycling, and pedestrian transport.

6. Implement Safer routes to school program (particularly Taradale High School with urgency)

#### 7.3 Transport Choice

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

4. Develop multi-modal and end of trip facilities

#### 7.4 Transport Priority 4: Sustainable Travel Choices

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

SH2 - Expressway - developing a programme to provide multi-modal access along the expressway (safety, transport choice, sustainable transport) has a lead in of 2023/24 to create the business case. This should be the highest priority as it will unlock the potential e-bike and other multi-modal opportunities

Prioritises of the significant regional activities

Yes

Why?

1. The highest priority should be

2. State Highway Multi-modal Access– SH2 Hawkes Bay Expressway

Safety improvements on SH51 between Waipatu and Whakatu to meet residential and school development transport needs in Waipatu and primary production growth need.



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**Projects or Programmes**

Objective 3 P2: Develop and expand safe inter-connected walking and cycling networks in urban areas that prioritise direct connections to key destinations should be implemented as an activity priority. A comprehensive, consistent and interconnected cycling "Highway" network need to be built on or adjacent to arterial routes. This should like to existing 1 way infrastructure in a seamless manner that allows for high speed and convenient trips.

**Indicator Framework**

No

Why?

**Monitoring framework**

1: Access to cycleways , Distance to cycleway, 25% of urban households are within 400m of a cycleway facility, Cycleway maps for urban areas.

The inconsistent and unsafe nature of the onroad/non segregated cycling infrasturure, which doesnt provide a viable alternative to car transport means that this monitoring method above is totally unreliable. Looking on a map on a computer, and ticking the box of access to cycleways, in no way reflects the actual user experience. A better metric would be to look at distance to a "safe cyclepath"

**Extra**

I would love to take the the councilors on a bike ride to show them the cycling infrastructure as part of my submission process

**Attached Documents**

File

No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Rose Last name: Hay

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

Regional Context  
No

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☒☐☒☐☐☐☒☐☒☐☐☒☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to get to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☒☐☐☒☐☒☐

Do you have any comments to make about these targets?

Keith and I have concerns over the intersection of SH2 and Argyll Road. There are 8 new homes going into the subdivision on the Otane side. There is nowhere to pull off when driving south and turning right into Argyll Road. Vehicles are travelling past at 100 km/hr. With increased numbers of home owners using this intersection now and in the near future, we think this will be a site of serious injuries and deaths.

Rose Hay and Keith Hunt

Prioritises of the significant regional activities

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Yes  
Why?

Attached Documents

File

No records to display.

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Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Liz Last name: Lambert

Organisation(Iwi/Hapu): Safer Napier Strategic

Group

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Napier is an award winning accredited safe community working collaboratively with over 40 organisations, to improve community safety. The Safer Napier Strategic Group\* (SNSG) wishes to put forward a submission on the Hawke's Bay Regional Land Transport Plan 2021.

The vision of the Safer Napier programme is 'Napier is a safe and healthy city'. We have five goals to help achieve this, one of which is to ensure Napier roads are safe for all. The overall intent of our submission is to support HBRC's vision "for the regional transport system to foster a vibrant, accessible and sustainable Hawke's Bay".

\*Members as of February 2021: Accident Compensation Corporation, Fire and Emergency New Zealand, Hawke's Bay Civil Defence Emergency Management Group, Hawke's Bay District Health Board, Health Hawke's Bay, Kāinga Ora Homes and Communities, Ministry of Social Development, Napier City Business Inc, Napier City Council, NZ Automobile Association, NZ Police, NZ Red Cross, RoadSafe Hawke's Bay, Roopu a Iwi Trust, Te Kupenga Hauora – Ahuriri, Te Puni Kōkiri, and Te Rangihaeata Oranga Trust/ Hawke's Bay Problem Gambling Services.

We support the plan's focus on increasing the number of people using active transport (e.g. biking and walking). Napier's urban cycle network provides safer alternative routes, however it does feature some inconsistent and disconnected segments of shared paths and cycle lanes resulting in potentially lower numbers of people commuting to work and school. Improving connectivity from the city fringe, in, and around the CBD will increase personal safety and the appeal of engaging in active transport and reduce the number of vehicles on our roads thereby improving overall road safety.

Providing transport options and accessibility support an inclusive Napier. We request the plan priorities transport-planning efforts that focus on supporting 'transport disadvantaged groups' such as young people, people on low incomes, people with impairments or disabilities, and our aging population. This will also support implementation of Napier's Disability Strategy[1] and Positive Ageing Strategy.[2]

The SNSG request HBRC support the following:

- Investment in safety measures for Napier[3] including speed management around schools
- Increase public transport accessibility e.g. real time bus information such as trial of choice app, review bus network servicing Napier City to increase patronage.
- Improve connectivity from the city fringe, in, and around the CBD
- Priorities walking and cycling projects to ensure high quality commuter routes
- Continue to invest in targeted network improvements based on the safe system approach
- Increase Roadsafes HB's engagement and partnership with wider stakeholders such as SNSG
- Increased focus on removing barriers to a variety of good quality driver training and licencing programmes, with a focus on improving access for Māori and Pasifika young people, such as Driver training simulator(s) and the Street Smart programme[4]
- Promote and incentivise motorcyclists and young drivers to engage in national and local programmes such as
  - Ride Forever[5] to instil safe driving behaviours for motorcyclists
  - DRIVE toolkits[6] and online resources for new drivers and people teaching new drivers
  - Driver licencing programmes

Finally, we strongly recommend the plan recognises mana whenua and gives due effect to Te Tiriti o Waitangi by considering how it applies Te Aranga and other kaupapa Māori design principles ensuring a Māori worldview, Māori knowledge and values to urban transport design and development.

[1]<https://www.napier.govt.nz/napier/community-development/about-our-community/disability-strategy/>

[2] <https://www.napier.govt.nz/napier/community-development/about-our-community/napiers-positive-ageing-strategy/>

[3] Napier City Council. (2020). Draft Napier Transport Strategy. Stantec, Hawke's Bay

[4]<https://www.streetsmart.nz/about-street-smart/>

[5] <https://www.rideforever.co.nz/>

[6] <https://drive.govt.nz/>

#### Visions and Objectives

##### Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Do you have any comments to make about these objectives?

No.

#### Headline Targets

##### Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people

Least Important	Important	Most Important
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Least Important	Important	Most Important
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>



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are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.

- Having reliable and predictable travel times for freight



Do you have any comments to make about these targets?  
No.

#### Investment Priorities

Refer to comments above.

#### Prioritises of the significant regional activities

Yes  
Why?

We can see that these new activities are in response to good evidence and will contribute to making Napier roads safe for all.

#### Projects or Programmes

No.

#### Indicator Framework

Yes  
Why?

HBRC may wish to consider additional indicators to measure environmental sustainability e.g. air quality, population use of non-renewable transport fuels, sustainable transport alternatives.

Extra  
No.

Item 6

Attachment 2

#### Attached Documents

File
No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Paula Last name: Fern

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Since moving to CHB nearly a decade ago the population has grown considerably with the resulting heavy increase in traffic, both commuters to and from Hastings/Napier and trucks. This makes the daily commute to work a dangerous one, and public transport is non-existent. Whilst stating the objective is to achieve safety for all and to provide transport choices there is nothing contained within that offers this for Chb commuters. Any long term planning should incorporate passenger rail and the reinstatement of sidings that have been removed so as to allow freight and passengers to utilise the existing track.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

The comparatively small amount of funds allocated to public transport doesn't support the objectives stated.

## Headline Targets

## Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

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As above in regards to disproportionate funding for public transport not supporting your stated objective. Not including passenger rail in the LTP to get commuters out of cars and off roads is a huge oversight.

#### Investment Priorities

Allocating only 3.8% of the budget to public transport when its outcome has such a huge impact on whether your objectives succeed or fail is wrong thinking. We have a government that is actively making changes to cut our carbon emissions and should be open to joint funding regional rail yet the bulk of your budget continues to be spent on roads. And what about public transport for Chb? We have an ageing population that have no affordable way of moving between the most populous townships of Otane, Waipawa and Waipukurau if they find themselves unable to drive.

#### Priorities of the significant regional activities

##### Why?

Linking Waipukurau and Waipawa by finally completing the off road cycle link alongside SH2 is a positive step.

#### Projects or Programmes

A frequent and reliable passenger rail service linking CHB to the the rest of Hawke's Bay for both daily commuters(workers, students, etc) and tourism. Introduce a local bus service between Otane, Waipawa and Waipukurau.

Item 6

Attachment 2

#### Attached Documents

File
No records to display.

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Michael Last name: Charlton-Jones

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Visions and Objectives

## Visions and Objectives

- A safe transport system for all users. (Safety)
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these objectives?

## Headline Targets

## Headline Targets

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

Least  
Important

Important

Most  
Important☐☐☐☐☐☐☐☐☐

Do you have any comments to make about these targets?

## Priorities of the significant regional activities

Yes

Why?

## Projects or Programmes

Urgent attention should be given to the new cross intersection that has been made on State Highway Two and Argyll Road, with the old Stock Road. I have reported many 'near-miss' events due to the inability to turn onto Argyll Road safely due to T junction being made into a cross. I am unaware of the circumstances, but I know that there have been at least two accidents at this intersection. I have been forced into the deep ditches with my children in the car in order to prevent a high speed crash.

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It should be noted that much investment has been made to the intersection of nearby State Highway 2 and Higginson Street. This was a dangerous T junction but has become much safer since the investment.

I have been petitioning local and central government to address this risk for 18 months.

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Attachment 2

## Attached Documents

File

No records to display.



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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021  
 First name: Alan Last name: White  
 Organisation(Iwi/Hapu): Bike Hawke's Bay

Would you like to present your submission in person at a hearing?

☒ Yes

☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

Regional Context

## SECTION 2. STRATEGIC CONTEXT

There are a number of key trends and issues impacting the region's transport system that are not currently addressed in the plan:

- **2.1 Our region:** Our region is relatively spread out but has distinct centres that will be able to adopt a change to a mode of transport that meets the objectives of the plan in due time.
- **2.2 Landscape and Climate:** The climate and landscape are some of the best in the country to embrace this mode change.
- **2.3.1 Population and residential growth:** The people moving to Hawke's Bay will need to be able to move around the region. This will add stress to the transport system and means we need to find alternative modes of transport to the car to avoid increased congestion and negative impacts on the climate.
- **2.4 Our Economy and Employment:** The Hawke's Bay economy is very strong and this provides an opportunity to make some difficult investments to create the mode change aspired to in this Plan.

## SECTION 3. OUR TRANSPORT SYSTEM

We are pleased to see that the plan includes disturbing trends in road safety, vehicle ownership and vehicle kilometres traveled, mode share, and health that afflict our region. Acknowledging these issues is a key step in combating their negative consequences.

A major omission from this Plan is parking. Every car, truck, bus, motorbike or bike needs parking; it is a key element of any transport system. The types of parking that we choose to provide, where and for what price have enormous effects on the modes people choose to use. Currently, parking for private vehicles is largely abundant and free or relatively inexpensive throughout the region. This should be described in Section 3. The provision of parking spaces for specific modes is one of the most important tools to change behaviour. Policies that address parking should be included in Section 6.

## 3.1 Road Safety

There are important details about existing traffic crash patterns that are missing from this section. For instance, the Hastings District Plan's Active Transport Programme Business Case (PBC) notes that injury crashes have increased in Hastings' urban areas but the 10-year Death and Serious Injury (DSI) trend is actually decreasing in rural areas. It also notes that while a smaller proportion of crash victims are using active modes compared to other districts, the active mode share is also significantly smaller in Hastings. The reality is that as more people use active modes their safety risks will increase, yet the Plan is relatively silent on how to avoid accidents and fatalities inflicted on active transport users.

## Section 3.2 Greenhouse Gas Emissions &amp; Climate Change

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We would like to see this section revised to reiterate that reducing greenhouse gas emissions and mitigating the negative effects of climate change will require a major shift from driving to active and public transport.

### 3.4 Network Resilience

A resilient network requires more than just alternative routes. A key aspect of network resilience is mode redundancy, or having a network that is agile enough to shift to other modes in the event that one is disrupted. Though Rail is addressed in Section 3.10, its potential to improve resilience should be mentioned here as well.

### 3.8 The iWay Cycle Network

It is not a mystery as to why there has been no appreciable improvement to mode change. The iWay cycle network is an excellent start to what was once nonexistent. However the network is unfit for its purpose which is to serve as a separated safe network to encourage Hawke's Bay people to use active transport to commute to work or an activity.

### 3.9 Freight Demand and Napier Port

Heavy vehicles pose a safety hazard to other transport modes, particularly bicyclists. The predicted 187% increase in freight movements to Napier Port will have a negative impact on biking without careful planning and the provision of physically protected/separated bike facilities.

### 3.12 Technology and Transport

We would argue that the uptake of e-bikes in Hawkes Bay is beyond infancy and the opportunity they present for mode shift is not addressed sufficiently in the Plan. A recent article in the [Dominion Post](#) highlighted a record national high of 65,000 e-bike and e-scooter imports in 2019, up from 47,000 in 2018 and 23,000 in 2017. The large number of e-bike users seen on our regional trails today reflects this fact.

We believe the impact of e-bikes is overwhelmingly positive and offers an important opportunity to encourage more people to make the change to biking. The capacity to surmount obstacles such as distance and physical ability are particularly useful in our region where many people regularly travel the 20km between Hastings and Napier, and where a significant proportion of our population (and growing) is over the age of 65.

While expensive compared to pedal bikes, e-bikes are still substantially more affordable than cars, and cost less to maintain and operate. The central government's scheme to subsidize e-bike purchases for government employees, the fact that second-hand e-bikes will become increasingly available, and recent changes to import standards on used cars further adds to the opportunity for e-bikes to take the place of cars for many people. We would like to see this information included in the Plan as it supports the objective of improving our bike network.

#### Visions and Objectives

##### Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

#### SECTION 5. VISION AND OBJECTIVES

We feel that the Plan vision is too general and thus does not provide a clear picture of what our regional transport system aims to be. As the introduction states "This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment in the Hawke's Bay region". Guiding is the operative word here and therefore is only limited in its ability to influence Long Term Plans. Setting a strong direction for change will improve the chances of achieving the Plan objectives and more detailed guidance will assist the development of clear Long Term Plans. We suggest a vision statement that describes the transport system itself, such as *"The Hawke's Bay transport network is one which provides the right mobility choice for the right place and function at the right time."*

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We are concerned that the Plan objectives use clichéd terms and are not transformational. For instance, what is a safe transport system? Is it one which includes 50 Death or Serious Injury crashes a year (a reduction of nearly 50% from 2019)? Or do we want a transport system in which no one loses their life or suffers serious injury on Hawke's Bay roads (the Road to Zero strategy)? The overall objectives for our transport system should describe the ultimate outcomes we want to achieve; interim goals can be used to measure progress. (Section 5.1 does include the Road to Zero vision as part of the safety objective. It would be helpful if the objectives are consistent and use the same wording throughout the plan).

While we agree with the objective to provide transport choices, we do not feel that the language around transport choice in the plan adequately reflects:

1. How decades of prioritized investment in vehicle infrastructure has resulted in a transport system that currently makes driving by private vehicle the easiest, most comfortable, and most convenient choice by far for most trips.
2. That creating truly equitable transport choices will mean making some modes (i.e. driving) less efficient and convenient.
3. How imperative it is that we make walking, biking, and public transport preferable to driving if we are to tackle our health, equity, and environmental issues.

When talking about transport choices, we should focus on mobility. We need an objective that acknowledges that some mode choices will help to meet our social, cultural, environmental, and economic needs better than others. A revised objective might read: *"Provide transport choices that prioritize greater mobility with less expenditure and a smaller footprint to meet social, environmental, cultural, and economic needs."*

Please refer to our comments on Objective 4 in Section 6 for additional ways we think this can be better addressed in the plan.

#### Headline Targets

##### Headline Targets

	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

Considering that the current rates of active and public transport to work and education are only 10% and 40% respectively, achieving these targets in only nine years will require bold policies and significant investment. We feel that the policies and investment priorities outlined in this draft plan need to be refined to achieve these goals. Please refer to our comments on Section 6.

#### Investment Priorities

##### SECTION 6. POLICIES

**Obj 1, P2.** If we are aiming for a transition from car dependence to active and public transport then we should include stakeholders in the design and decision making who have knowledge and interests in these modes. We request that road safety, walking, biking and other such advocacy organizations are included in this policy.

**Obj 1, P5.** According to the plan, objectives "describe what we want to achieve" and policies "set out how we will achieve it" (pg. 29). In our opinion, a policy of improving safety to meet the objective of a safe transport system is too broad. To meet the goal of reducing road deaths and serious injuries by 40% we need policies that are specific about how safety will be improved, similar to policies 1-4. The best way to improve the perception of safety is to actually make it safe with good design and improvements.

To achieve the road safety objective we would like to see Policy 5 replaced with the following (or similar) policies:

- Ensure new on-road biking infrastructure is appropriate for the road context. Upgrade inadequate existing facilities. (This means protected cycleways on roads with over 5,000 average daily traffic volumes and/or speeds over 30 kmh. Please refer to the Hasting District Council's Active Transport Programme Business Case and [Auckland Transport's Urban Street and Road Design Guide](#), pg. 79. Reproduced as Figure 1 in the attached pdf).
- All major arterial routes, at a minimum should be designed to have the different mode types adequately separated.
- Develop a system to identify and prioritize the filling of gaps in the bicycle, pedestrian, and public transport networks.
- When planning and designing transport infrastructure or improvements, prioritize the safety of the road's most vulnerable users.

**Obj 2, P4.** We are not clear on this objective's intention. It may be improved by additional specificity, such as: *Where possible, ensure that key destinations are serviced by multiple modes to limit reliance on a single mode.*

**Obj 3.** A parking policy to support this objective would be beneficial. The provision of parking spaces for specific modes is one of the most important tools to change behaviour. For example, the removal of parking from around an education institution combined with reliable, regular and fast public transport options would encourage more people to take the bus rather than drive. A policy might read: *Adjust parking provisions (through type, amount, location, price and/or time limits) to reflect the desired mode change.*

**Obj 3, P2.** We strongly support this policy and appreciate that it addresses the need for safety and connectivity when building walking and cycling networks.

**Obj 3, P8.** Again, we feel that this policy is too broad and its inclusion under both objective 2 and 3 is confusing. A revised policy might read: *Incorporate infrastructure for active travel as much as possible and provide adequate separation between modes.*

**Obj 4.** As stated in our comments on Section 5, we feel that with the term "choice" can be problematic and does not adequately reflect:

1. How decades of prioritized investment in vehicle infrastructure has resulted in a transport system that currently makes driving by private vehicle the easiest, most comfortable, and most convenient choice by far for most trips.
2. That creating truly equitable transport choices will mean making some modes (i.e. driving) less efficient and convenient.
3. How imperative it is that we make walking, biking, and public transport options that are preferable to driving if we are to tackle our health, equity, and environmental issues.

A revised objective might read: *Realistic transport choices for all users to meet social, economic and cultural needs, that prioritizes active and public transport where possible.*

**Obj 4, P1.** Due to limited resources and road space, the attractiveness and frequency of driving private vehicles must be decreased if we want to improve the attractiveness of public transport. A policy to complement Policy 1 might read: *Discourage the use of private vehicles by limiting vehicle parking and vehicle access to certain areas, such as CBDs.*

Public transport is going to be very important in achieving the 30/65% mode change. Active transport modes need to be able to be combined with public transport to achieve the set targets. Public transport can only be successful if it is accessible by active transport. An additional policy to address this might read: *"Design active and public transport networks in tandem to ensure they support and complement one another."*

**Obj 4, P3 and P5.** Objective 4's Policy 3 and Policy 5 are very similar. If they are intended to be distinct policies, additional language to clarify this would be helpful. Otherwise, we feel they should be combined into one.

In addition, the focus on levels of service has the potential to be in direct conflict with other policies and goals of this plan, such as improving the safety of active transport and increasing the number of people who travel by bike. With limited road space, we will have to prioritize some modes over others. In most instances this should be active transport considering its numerous benefits to our environment, health and wellbeing.

Building new roads or adding vehicle lanes to alleviate congestion and improve levels of service will only act as an incentive for more driving (induced demand). However, we recognize that in some parts of Hawke's Bay, driving is the only practicable way of getting around. Therefore, a revised policy might read: *Outside of urban areas, operate and improve roading networks to the level of service required to ensure equitable access for marae and rural communities.*

**Obj 5, P1.** Minimizing the distance of private motor vehicle trips is contradictory to the other goals listed here. If people are traveling fewer kilometres per car trip, then active and public transport are not filling the role of preferred mode for shorter trips. We request that the use of "multi-modal" be changed to "active and public transport" and that the second bullet point be removed altogether.

**Obj 5, P2.** We strongly support this policy.

**Obj 5, P3.** The urban design protocols should include the systematic removal of parking in CBDs, key activity spaces and community spaces.

**Obj 5, P4.** We support this policy and request that the plan be developed in consultation with key stakeholders, including advocacy groups and transport network users.

## SECTION 7. TEN YEAR TRANSPORT PRIORITIES

### Road Safety

It should be added that incomplete walking/biking networks and insufficient facilities pose considerable safety risks and are major



obstacles to greater uptake of walking and biking. Better health outcomes should be included in the list of benefits.

**7.1 Priority 1, PIA 1.** This is very broad and covers the majority of the transport system. If the point is to prioritise investment, then this should be narrowed down. Increasing investment in active and public transport will go a long way to getting more cars off the road and reducing the number of deaths and serious injuries. Considering the current imbalance in spending between road and active/public transport activity classes, we suggest that “road” be removed and public transport be added.

**7.2 Priority 2, PIA 7.** Multi-modal networks must have adequate separation of modes for safety and comfort.

**7.3 Priority 3.** Overall, we support this priority and its direction. However, if the prioritized investment areas are listed in order of priority, #2 (Walking and cycling infrastructure improvements to deliver safe and connected networks) should be moved to position #1. While travel behavior change programmes are important, they are largely irrelevant without a high-quality network already in place. Not only will it have little impact on mode shift, it can be downright irresponsible to encourage people to use an unfit-for-purpose network.

#3 and #4 are relatively broad priorities; we would appreciate some additional specificity. Design that supports active and public transport in new development is important, but older subdivisions can be retrofit to improve access and connectivity. Pedestrian and bike-only access through winding suburban streets and cul-de-sacs would address the problem of poor connectivity in these areas. Speed limits of 30 kph and traffic calming measures will make streets more friendly to active transport users.

**7.4 Priority 4.** We would like to see how the regional council and organizations in this plan will specifically “promote and support” the use of rail and coastal shipping for freight. Considering the negative environmental and safety impacts of road freight, we would like to see this issue addressed in more detail.

Prioritises of the significant regional activities

No

Why?

#### SECTION 9. REGIONAL PROGRAMME OF ACTIVITIES

Two of the four objectives of this plan—a transport system that contributes to carbon neutrality and transport choices—require a significant shift to active travel modes. The plan’s stated goal is 30% of journeys to work to take place by active or public transport in nine years; that is a shift of 20% in a relatively short time frame. Yet the regional programme of activities does not reflect these objectives and goals. There appear to be no active transport projects in the list of committed activities for 2021-31, and only three of the 12 prioritised activities include the walking and cycling activity class.

#### 9.2 Prioritised Programme of Significant Activities

We would like to see greater transparency about how these projects were prioritised. A weighting system that measures how each project contributes to the desired outcomes of the Plan would be helpful. Projects that will have negative impacts on Plan objectives (e.g. increased emissions due to increased road freight capacity) should have negative weights.

A review of each project against the four step changes identified on page 20 (improve urban form, transform urban mobility, tackle climate change, and reduce harms) to demonstrate how they will contribute to Waka Kotahi’s areas of high focus for the region would also be helpful.

It is difficult to assess the individual projects based on the limited information about them that is provided in this plan. However, one project that stands out is the Maraekakaho Rd/York Rd Roundabout. While roundabouts improve safety and efficiency for vehicles, they are often hazardous, uncomfortable and inconvenient for pedestrians and cyclists. This intersection includes an existing pathway. Careful consideration should be given to the redesign of this intersection to ensure that it prioritizes and protects its most vulnerable users.

Projects or Programmes

We would like to see more projects and programmes for active and public transport. The fact that the vast amount of the region’s transport investment for the next three years will go to road improvements and maintenance indicates that perhaps these projects need to be reevaluated. Dedicating less than 10% of the transport budget to walking, cycling and public transport will not lead to the significant mode shift that the plan seeks. We would also like to have clarified whether the walking and cycling activity class includes improvements as well as maintenance.



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## Indicator Framework

No

## Why?

25% of urban households within 400m of a cycleway facility and 40% of urban households within 400m of a regular bus route - these seem low considering the goal of shifting 20% of trips to active and public transport, but it is difficult to tell without baseline data. Please include the current percentages.

## Extra

Please see the attached document for the pdf version of our submission.

## Attached Documents

## File

Bike Hawkes Bay RLTP 2021 Submission

Item 6

Attachment 2

**HAWKE'S BAY REGIONAL LAND TRANSPORT PLAN 2021 SUBMISSION****Bike Hawke's Bay (formerly Cycle Aware Hawke's Bay)**

Contact: Alan White

0274 302702

[Greenhill.04@gmail.com](mailto:Greenhill.04@gmail.com)

4 Rutland Place, Taradale, Napier

## ABOUT BIKE HAWKE'S BAY

Bike Hawke's Bay (formerly Cycle Aware Hawke's Bay) is the region's biking advocacy organization. We seek to be a voice for people who ride bikes. Our vision is for biking to be a safe, comfortable, and convenient mode of transport for people of all ages and abilities, and we advocate for improvements that will achieve this vision.

## SECTION 2. STRATEGIC CONTEXT

There are a number of key trends and issues impacting the region's transport system that are not currently addressed in the plan:

- **2.1 Our region:** Our region is relatively spread out but has distinct centres that will be able to adopt a change to a mode of transport that meets the objectives of the plan in due time.
- **2.2 Landscape and Climate:** The climate and landscape are some of the best in the country to embrace this mode change.
- **2.3.1 Population and residential growth:** The people moving to Hawke's Bay will need to be able to move around the region. This will add stress to the transport system and means we need to find alternative modes of transport to the car to avoid increased congestion and negative impacts on the climate.
- **2.4 Our Economy and Employment:** The Hawke's Bay economy is very strong and this provides an opportunity to make some difficult investments to create the mode change aspired to in this Plan.

## SECTION 3. OUR TRANSPORT SYSTEM

We are pleased to see that the plan includes disturbing trends in road safety, vehicle ownership and vehicle kilometres traveled, mode share, and health that afflict our region. Acknowledging these issues is a key step in combating their negative consequences.

A major omission from this Plan is parking. Every car, truck, bus, motorbike or bike needs parking; it is a key element of any transport system. The types of parking that we choose to provide, where and for what price have enormous effects on the modes people choose to use. Currently, parking for private vehicles is largely abundant and free or relatively inexpensive throughout the region. This should be described in Section 3. The provision of parking spaces for specific modes is one of the most important tools to change behaviour. Policies that address parking should be included in Section 6.

### 3.1 Road Safety

There are important details about existing traffic crash patterns that are missing from this section. For instance, the Hastings District Plan's Active Transport Programme Business Case (PBC) notes that injury crashes have increased in Hastings's urban areas but the 10-year Death and Serious Injury (DSI) trend is actually decreasing in rural areas. It also notes that while a smaller proportion of crash victims are using active modes compared to other districts, the active mode share is also significantly smaller in Hastings.

The reality is that as more people use active modes their safety risks will increase, yet the Plan is relatively silent on how to avoid accidents and fatalities inflicted on active transport users.

### Section 3.2 Greenhouse Gas Emissions & Climate Change

We would like to see this section revised to reiterate that reducing greenhouse gas emissions and mitigating the negative effects of climate change will require a major shift from driving to active and public transport.

### 3.4 Network Resilience

A resilient network requires more than just alternative routes. A key aspect of network resilience is mode redundancy, or having a network that is agile enough to shift to other modes in the event that one is disrupted. Though Rail is addressed in Section 3.10, its potential to improve resilience should be mentioned here as well.

### 3.8 The iWay Cycle Network

It is not a mystery as to why there has been no appreciable improvement to mode change. The iWay cycle network is an excellent start to what was once nonexistent. However the network is unfit for its purpose which is to serve as a separated safe network to encourage Hawke's Bay people to use active transport to commute to work or an activity.

### 3.9 Freight Demand and Napier Port

Heavy vehicles pose a safety hazard to other transport modes, particularly bicyclists. The predicted 187% increase in freight movements to Napier Port will have a negative impact on biking without careful planning and the provision of physically protected/separated bike facilities.

### 3.12 Technology and Transport

We would argue that the uptake of e-bikes in Hawkes Bay is beyond infancy and the opportunity they present for mode shift is not addressed sufficiently in the Plan. [A recent article in the Dominion Post](#) highlighted a record national high of 65,000 e-bike and e-scooter imports in 2019, up from 47,000 in 2018 and 23,000 in 2017. The large number of e-bike users seen on our regional trails today reflects this fact.

We believe the impact of e-bikes is overwhelmingly positive and offers an important opportunity to encourage more people to make the change to biking. The capacity to surmount obstacles such as distance and physical ability are particularly useful in our region where many people regularly travel the 20km between Hastings and Napier, and where a significant proportion of our population (and growing) is over the age of 65.

While expensive compared to pedal bikes, e-bikes are still substantially more affordable than cars, and cost less to maintain and operate. The central government's scheme to subsidize e-bike purchases for

government employees, the fact that second-hand e-bikes will become increasingly available, and recent changes to import standards on used cars further adds to the opportunity for e-bikes to take the place of cars for many people. We would like to see this information included in the Plan as it supports the objective of improving our bike network.

## SECTION 5. VISION AND OBJECTIVES

The plan objectives which we consider to be most important to address the negative consequences of high car dependency are:

- a safe transport system;
- a system which contributes to a carbon neutral Hawke's Bay;
- transport choices;
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand.

We feel that the Plan vision is too general and thus does not provide a clear picture of what our regional transport system aims to be. As the introduction states "This Regional Land Transport Plan (RLTP) is the primary document guiding integrated land transport planning and investment in the Hawke's Bay region". Guiding is the operative word here and therefore is only limited in its ability to influence Long Term Plans. Setting a strong direction for change will improve the chances of achieving the Plan objectives and more detailed guidance will assist the development of clear Long Term Plans. We suggest a vision statement that describes the transport system itself, such as *"The Hawke's Bay transport network is one which provides the right mobility choice for the right place and function at the right time."*

We are concerned that the Plan objectives use clichéd terms and are not transformational. For instance, what is a safe transport system? Is it one which includes 50 Death or Serious Injury crashes a year (a reduction of nearly 50% from 2019)? Or do we want a transport system in which no one loses their life or suffers serious injury on Hawke's Bay roads (the Road to Zero strategy)? The overall objectives for our transport system should describe the ultimate outcomes we want to achieve; interim goals can be used to measure progress. (Section 5.1 does include the Road to Zero vision as part of the safety objective. It would be helpful if the objectives are consistent and use the same wording throughout the plan).

While we agree with the objective to provide transport choices, we do not feel that the language around transport choice in the plan adequately reflects:

1. How decades of prioritized investment in vehicle infrastructure has resulted in a transport system that currently makes driving by private vehicle the easiest, most comfortable, and most convenient choice by far for most trips.
2. That creating truly equitable transport choices will mean making some modes (i.e. driving) less efficient and convenient.
3. How imperative it is that we make walking, biking, and public transport preferable to driving if we are to tackle our health, equity, and environmental issues.



When talking about transport choices, we should focus on mobility. We need an objective that acknowledges that some mode choices will help to meet our social, cultural, environmental, and economic needs better than others. A revised objective might read: *"Provide transport choices that prioritize greater mobility with less expenditure and a smaller footprint to meet social, environmental, cultural, and economic needs."*

Please refer to our comments on Objective 4 in Section 6 for additional ways we think this can be better addressed in the plan.

## SECTION 5. TARGETS

We strongly support the targets of:

- reducing road deaths and serious injuries by 40%,
- Increasing the share of people traveling to work by active or public transport to 30% and
- Increasing the share of people traveling to school by active transport and public transport to 65% by 2030.

Considering that the current rates of active and public transport to work and education are only 10% and 40% respectively, achieving these targets in only nine years will require bold policies and significant investment. We feel that the policies and investment priorities outlined in this draft plan need to be refined to achieve these goals. Please refer to our comments on Section 6.

## SECTION 6. POLICIES

**Obj 1, P2.** If we are aiming for a transition from car dependence to active and public transport then we should include stakeholders in the design and decision making who have knowledge and interests in these modes. We request that road safety, walking, biking and other such advocacy organizations are included in this policy.

**Obj 1, P5.** According to the plan, objectives "describe what we want to achieve" and policies "set out how we will achieve it" (pg. 29). In our opinion, a policy of improving safety to meet the objective of a safe transport system is too broad. To meet the goal of reducing road deaths and serious injuries by 40% we need policies that are specific about how safety will be improved, similar to policies 1-4. The best way to improve the perception of safety is to actually make it safe with good design and improvements.

To achieve the road safety objective we would like to see Policy 5 replaced with the following (or similar) policies:

- Ensure new on-road biking infrastructure is appropriate for the road context. Upgrade inadequate existing facilities. (This means protected cycleways on roads with over 5,000 average daily traffic volumes and/or speeds over 30 kmh. Please refer to the Hasting District Council's Active Transport Programme Business Case and [Auckland Transport's Urban Street and Road Design Guide](#), pg. 79. Reproduced as Figure 1 below).

- All major arterial routes, at a minimum should be designed to have the different mode types adequately separated.
- Develop a system to identify and prioritize the filling of gaps in the bicycle, pedestrian, and public transport networks.
- When planning and designing transport infrastructure or improvements, prioritize the safety of the road's most vulnerable users.

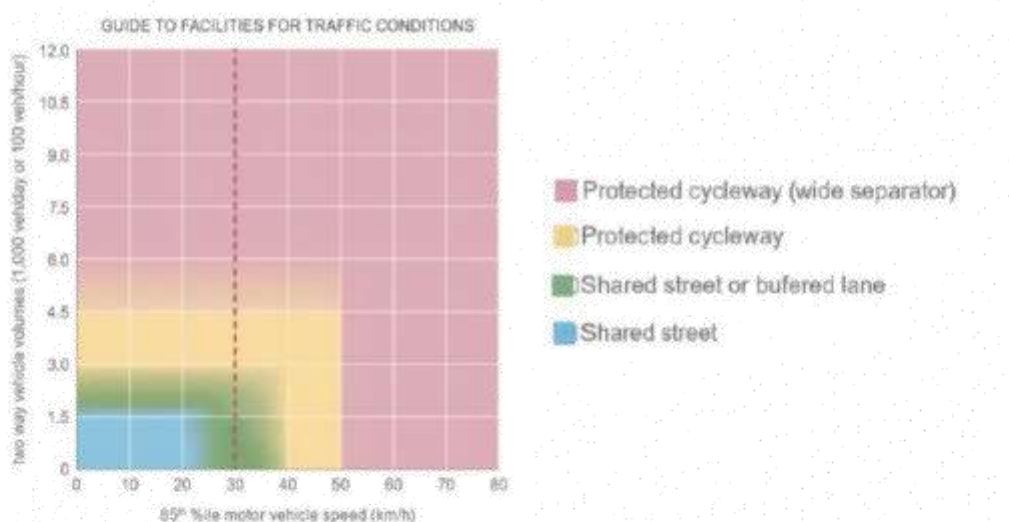


Figure 1. Guide to Facilities for Traffic Conditions (Auckland Transport, 2019)

**Obj 2, P4.** We are not clear on this objective's intention. It may be improved by additional specificity, such as: *Where possible, ensure that key destinations are serviced by multiple modes to limit reliance on a single mode.*

**Obj 3.** A parking policy to support this objective would be beneficial. The provision of parking spaces for specific modes is one of the most important tools to change behaviour. For example, the removal of parking from around an education institution combined with reliable, regular and fast public transport options would encourage more people to take the bus rather than drive. A policy might read: *Adjust parking provisions (through type, amount, location, price and/or time limits) to reflect the desired mode change.*

**Obj 3, P2.** We strongly support this policy and appreciate that it addresses the need for safety and connectivity when building walking and cycling networks.

**Obj 3, P8.** Again, we feel that this policy is too broad and its inclusion under both objective 2 and 3 is confusing. A revised policy might read: *Incorporate infrastructure for active travel as much as possible and provide adequate separation between modes.*

**Obj 4.** As stated in our comments on Section 5, we feel that with the term “choice” can be problematic and does not adequately reflect:

4. How decades of prioritized investment in vehicle infrastructure has resulted in a transport system that currently makes driving by private vehicle the easiest, most comfortable, and most convenient choice by far for most trips.
5. That creating truly equitable transport choices will mean making some modes (i.e. driving) less efficient and convenient.
6. How imperative it is that we make walking, biking, and public transport options that are preferable to driving if we are to tackle our health, equity, and environmental issues.

A revised objective might read: *Realistic transport choices for all users to meet social, economic and cultural needs, that prioritizes active and public transport where possible.*

**Obj 4, P1.** Due to limited resources and road space, the attractiveness and frequency of driving private vehicles must be decreased if we want to improve the attractiveness of public transport. A policy to complement Policy 1 might read: *Discourage the use of private vehicles by limiting vehicle parking and vehicle access to certain areas, such as CBDs.*

Public transport is going to be very important in achieving the 30/65% mode change. Active transport modes need to be able to be combined with public transport to achieve the set targets. Public transport can only be successful if it is accessible by active transport. An additional policy to address this might read: *“Design active and public transport networks in tandem to ensure they support and complement one another.”*

**Obj 4, P3 and P5.** Objective 4’s Policy 3 and Policy 5 are very similar. If they are intended to be distinct policies, additional language to clarify this would be helpful. Otherwise, we feel they should be combined into one.

In addition, the focus on levels of service has the potential to be in direct conflict with other policies and goals of this plan, such as improving the safety of active transport and increasing the number of people who travel by bike. With limited road space, we will have to prioritize some modes over others. In most instances this should be active transport considering its numerous benefits to our environment, health and wellbeing.

Building new roads or adding vehicle lanes to alleviate congestion and improve levels of service will only act as an incentive for more driving (induced demand). However, we recognize that in some parts of Hawke’s Bay, driving is the only practicable way of getting around. Therefore, a revised policy might read: *Outside of urban areas, operate and improve roading networks to the level of service required to ensure equitable access for marae and rural communities.*

**Obj 5, P1.** Minimizing the distance of private motor vehicle trips is contradictory to the other goals listed here. If people are traveling fewer kilometres per car trip, then active and public transport are not filling the role of preferred mode for shorter trips. We request that the use of “multi-modal” be changed to “active and public transport” and that the second bullet point be removed altogether.

**Obj 5, P2.** We strongly support this policy.

**Obj 5, P3.** The urban design protocols should include the systematic removal of parking in CBDs, key activity spaces and community spaces.

**Obj 5, P4.** We support this policy and request that the plan be developed in consultation with key stakeholders, including advocacy groups and transport network users.

## SECTION 7. TEN YEAR TRANSPORT PRIORITIES

### Road Safety

It should be added that incomplete walking/biking networks and insufficient facilities pose considerable safety risks and are major obstacles to greater uptake of walking and biking. Better health outcomes should be included in the list of benefits.

**7.1 Priority 1, PIA 1.** This is very broad and covers the majority of the transport system. If the point is to prioritise investment, then this should be narrowed down. Increasing investment in active and public transport will go a long way to getting more cars off the road and reducing the number of deaths and serious injuries. Considering the current imbalance in spending between road and active/public transport activity classes, we suggest that “road” be removed and public transport be added.

**7.2 Priority 2, PIA 7.** Multi-modal networks must have adequate separation of modes for safety and comfort.

**7.3 Priority 3.** Overall, we support this priority and its direction. However, If the prioritized investment areas are listed in order of priority, #2 (Walking and cycling infrastructure improvements to deliver safe and connected networks) should be moved to position #1. While travel behavior change programmes are important, they are largely irrelevant without a high-quality network already in place. Not only will it have little impact on mode shift, it can be downright irresponsible to encourage people to use an unfit-for-purpose network.

#3 and #4 are relatively broad priorities; we would appreciate some additional specificity. Design that supports active and public transport in new development is important, but older subdivisions can be retrofit to improve access and connectivity. Pedestrian and bike-only access through winding suburban streets and cul-de-sacs would address the problem of poor connectivity in these areas. Speed limits of 30 kph and traffic calming measures will make streets more friendly to active transport users.



**7.4 Priority 4.** We would like to see how the regional council and organizations in this plan will specifically “promote and support” the use of rail and coastal shipping for freight. Considering the negative environmental and safety impacts of road freight, we would like to see this issue addressed in more detail.

## SECTION 9. REGIONAL PROGRAMME OF ACTIVITIES

Two of the four objectives of this plan—a transport system that contributes to carbon neutrality and transport choices—require a significant shift to active travel modes. The plan’s stated goal is 30% of journeys to work to take place by active or public transport in nine years; that is a shift of 20% in a relatively short time frame. Yet the regional programme of activities does not reflect these objectives and goals. There appear to be no active transport projects in the list of committed activities for 2021-31, and only three of the 12 prioritised activities include the walking and cycling activity class.

### 9.2 Prioritised Programme of Significant Activities

We would like to see greater transparency about how these projects were prioritised. A weighting system that measures how each project contributes to the desired outcomes of the Plan would be helpful. Projects that will have negative impacts on Plan objectives (e.g. increased emissions due to increased road freight capacity) should have negative weights.

A review of each project against the four step changes identified on page 20 (improve urban form, transform urban mobility, tackle climate change, and reduce harms) to demonstrate how they will contribute to Waka Kotahi’s areas of high focus for the region would also be helpful.

It is difficult to assess the individual projects based on the limited information about them that is provided in this plan. However, one project that stands out is the Maraekakaho Rd/York Rd Roundabout. While roundabouts improve safety and efficiency for vehicles, they are often hazardous, uncomfortable and inconvenient for pedestrians and cyclists. This intersection includes an existing pathway. Careful consideration should be given to the redesign of this intersection to ensure that it prioritizes and protects its most vulnerable users.

## SECTION 10. TEN YEAR FORECAST BY ACTIVITY CLASS

The fact that the vast amount of the region’s transport investment for the next three years will go to road improvements and maintenance indicates that perhaps these projects need to be reevaluated. Dedicating less than 10% of the transport budget to walking, cycling and public transport will not lead to the significant mode shift that the plan seeks. We would also like to have clarified whether the walking and cycling activity class includes improvements as well as maintenance.



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**SECTION 11. MONITORING INDICATOR FRAMEWORK**

25% of urban households within 400m of a cycleway facility and 40% of urban households within 400m of a regular bus route - these seem low considering the goal of shifting 20% of trips to active and public transport, but it is difficult to tell without baseline data. Please include the current percentages.

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Gillian Last name: Ward

Organisation(Iwi/Hapu): Gisborne Rail Action

Group

Would you like to present your submission in person at a hearing?

☐ Yes☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

## Feedback

## Regional Context

Gisborne Rail Action Group requests that the Hawkes Bay Regional Land Transport Plan includes a strong statement supporting the reinstatement of the railway line to Gisborne, and the resumption of regular rail freight services between Napier and Gisborne.

In the Draft HBRLTP it is recognised in

## 3. Our Transport System - 3.1 Rail

that "the rail system has potential to contribute to reducing greenhouse gas emissions and improving resilience and safety on the interregional routes."

4. Policy context – 4.3 Other National Plans - NZ Rail Plan. The reinstatement of the Wairoa to Gisborne rail line is not included within the NZ Rail Plan, however in the HBRLTP a project to reinstate the Gisborne to Wairoa rail line could be included as a "placeholder", as has been done in the Draft Gisborne Regional Land Transport Plan, to signify the importance of this project to the region. In the Draft Gisborne RLTP no budget has been approved by Council or Waka Kotahi for this project, but it is recognised as a project of

regional economic benefit, with Objective "Economic".

Statements from both Hawkes Bay and Gisborne Regional Councils acknowledging the economic benefit of the rail reinstatement, within both regions' Land Transport Plans, would assist central government to appreciate the regional benefit, and this would assist with securing government's commitment towards investing in this reinstatement. Investment in rail nationally and regionally will support government's goals of reducing CO2 emissions, and will assist towards the "Road to Zero" safety programme.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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Do you have any comments to make about these objectives?

#### Headline Targets

Headline Targets	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>

Do you have any comments to make about these targets?

#### Projects or Programmes

#### Extra

From the Draft Hawkes Bay RLTP: 6. Policies - Objective 3: A transport system that contributes to a carbon neutral Hawkes Bay

P6: Promote and support the use of rail for freight where possible.

The BERL Tūrangā ki Wairoa Rail - Feasibility study into reinstatement of rail line, 2019, concluded that, "There are numerous environmental, social, cultural, and economic wellbeing advantages in favour of the reinstatement". The study estimated that there would be sufficient freight for one full train daily from Gisborne, plus additional trains during the peak produce season.

Kaiaponi Farms, LeaderBrand, Coxco, and Four Seasons would benefit from being able to load their squash, apples, sweetcorn, etc. directly into containers in their pack houses, and send it by train straight to Napier Port. They struggle to find enough trucks, and drivers, during the produce season and they would benefit from the flexibility and security that another transport option offers. In 2011 the rail line was modernised to make it compatible with the new configuration of the 40 ft containers. Then in early 2012 Weatherell Transport ran three trains per week, each with 16 – 20 forty foot hi-cube chilled containers on railway wagons, from Gisborne to Napier Port. Unfortunately, this operation only lasted for three months before the severe weather event which damaged the railway line occurred in March 2012. At that time there were several other businesses ready to transfer their freight to rail.

Kaiaponi Farms and Four Seasons managers particularly mentioned the current expansion in the apple industry. These companies are aware of needing chilled freight to a container port, and rail to Napier would be their preference.

#### 7. Ten Year Transport Priorities - 7.4 Transport Priority 4: Sustainable travel 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".

The Ten Year Transport Priorities support the need for the rail to be reinstated from Wairoa to Gisborne. It should be used for containerised freight, logs, and passenger services, as well as excursion trains.

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The Draft Hawkes Bay Regional Land Transport Plan includes several references to the benefits and strategic advantages of reinstating the rail line to Gisborne. With the rail line reinstated to Gisborne there would be improved interregional connectivity and resilience, as well as a reduced cost of maintenance on SH2. The safety of motorists travelling on SH2 would be increased with fewer heavy trucks travelling on SH2.

In the Draft RLTP it is noted that rail provides benefits, and fits with strategic context -  
Delivers on national policy priorities for better transport choices, improving freight connections and climate change. Contributes to meeting regional objectives for improved transport choices, contributions to a carbon neutral Hawke's Bay and supports land use planning and development that minimises travel demand.

Priority investment areas:

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

Other priority implementation areas:

Promote and support use of rail and coastal shipping for freight.

In Tairāwhiti, we are very aware of the effort that was put into designing and building the railway line to Gisborne through very challenging country (and it was built well and designed to last, given basic maintenance). We should honour those people who built the line, and especially those who died during its construction, by reopening and using the line as it was intended to be used.

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## Attached Documents

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## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 27/02/2021

First name: Graeme Last name: Carroll

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

Regional Context

Re Section 2:

3.9 Freight Demand and Napier Port - should include a mention of the importance of Napier Port to Gisborne, with a significant amount of primary product and other products exported through Napier Port, with this increasing and with a trend to the increased use of 40ft containers, but significant challenges to the transport of fully loaded 40ft containers by road from Gisborne to Napier Port, which means currently much filling and sealing of containers is needed in Napier before shipping. Whereas the railway is able to easily carry fully loaded 40ft containers, as was done before the wash outs (due to poor basic maintenance) closed the line in March 2012. The PGF funded BERL Wairoa Gisborne Rail Study in 2019 includes details on freight demand and expected growth, as well as providing a significant background on the regional economy. This Report concluded the the economic development growth of the Gisborne Tairāwhiti area was being significantly constrained by the lack of the railway being back in operation. This BERL Study included considerable business and community including iwi consultation including in the Wairoa Hawke's Bay area. Hawke's Bay Regional Council was represented on the Project Steering Group along with Wairoa District Council and Gisborne District Council. A mention of this BERL Study should be included in the final version of the Hawke's Bay Regional Transport Plan. Note that both the Ministry of Transport and Waka Kotahi NZTA, KiwiRail, and the Provincial Development Unit, were all part of the Project Steering Group.

3.10 Rail - this should also include a reference to the 2019 BERL Study that included detailed engineering track reinstatement plans along with detailed costing, not only to repair 6 washouts over short sections of the line that total only about 350m of track concentrated along a 4km section of the line in the Beach Loop area south of Gisborne. The other work to get the line reinstated for rail operations is basic culvert clearing replacement of sleepers along parts of the line and other such standard type maintenance repair work. The BERL Study concluded that the line could be reopened for a cost of around \$23m and undertaking additional resilience work to provide a robust line for the longer term would take the total cost to \$30m. Subsequently those involved have rounded the cost including additional contingencies to \$36m. During 2020 Hawke's Bay Regional Council supported in writing proposals sent to the Crown Infrastructure Partners and key Ministers

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to undertake this repair reinstatement work as part of the Government's Covid Recovery Shovel Ready Requests for Proposals. Despite the fact that KiwiRail had been part of the 2019 BERL Study, the KiwiRail CEO mid year contended that instead of repairing the line there should be a major rebuilding of it est to cost about four times as much. The need for such an expensive rebuild compared with a repair and reinstatement to get trains operating remains a matter of contention. The repair reinstatement could be completed within 12 months. The Hawke's Bay Regional Council has been working for the last 8 years with and in support of leading transport operator, primary sector producers and process businesses including iwi leaders who want the railway reopened to handle growing freight demands (largely container based) from the Gisborne and Hawke's Bay regions, as well as input from experienced rail track and engineering consultants. With a series of letters to and meetings with key Government Ministers as well as discussions with KiwiRail over this time.

#### Visions and Objectives

Visions and Objectives	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these objectives?

The Hawke's Bay Regional Programme Business Case (page 25) identified that "Freight access is the lifeblood of the region and maintaining resilient, reliable and efficient access is critical for the Hawke's Bay economy". Strongly support Section 5.1 that includes "Improve freight connections by improving the reliability and resilience of journeys to Napier Port and inter-regionally."

#### Headline Targets

Headline Targets	Least Important	Important	Most Important
• Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• Having reliable and predictable travel times for freight	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

Do you have any comments to make about these targets?

There should be a greater mention of the interlinking with the adjoining regional transport plans - such as the Gisborne Regional Land Transport Plan 2021-2031 - with the later including strong statements on the need to reinstate the railway to Gisborne and referring the 2019 BERL Study.

#### Investment Priorities

Section 7.2 Transport Priorities (page 34) - Request that additional wording be included that gives greater recognition of the Activities of Inter-Regional Significance -and

under Transport Priority 2: Freight Supply Chain - of the importance of **supporting initiatives for the repair reinstatement re-opening of the Gisborne Wairoa railway as of high priority to meet the already under pressure and growing freight transport demands of Gisborne with the Hawke's Bay, in**

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particular for the transport of mainly container export freight to Napier Port. The BERL Study provides additional details and recommendations <https://berl.co.nz/our-mahi/reconnecting-gisborne>

On the HBRC website there is a reference to a Feb 2017 meeting of the HBRC Corporate & Strategic Committee that I attended with Nikki Searancke and Steve Weatherell of Gisborne as below – at which there was a strong commitment from Councillors who agreed to support efforts to get the railway reopened. Cr Rick Barker was particularly forthright in stating the importance of reinstating the railway to Gisborne for the region.

<https://www.hbrc.govt.nz/our-council/news/archive/article/243?fbclid=IwAR1ld0VaKwdvhBsNsrkqX6lMeNsZTHU6fjcbgcqGpf7FypxXSD4lZEzzXA>

This fits with the **Policy 6 on page 41** that states “Promote and support the use of rail for freight where possible.”

**This should also make a clear statement as a message to the MoT and Waka Kotahi as well as to Ministers that the HB Regional Transport Committee strongly supports the reinstatement of the Gisborne Wairoa railway being included in the NZ Rail Plan.**

#### Projects or Programmes

Yes - follow the example set by Gisborne and include as an addition to the planned Hawke's Bay Projects, add the Repair Reinstatement of the Wairoa to Gisborne Railway Est \$36m Funding source External

Specifically list as an additional activity in section 9.4 Activities of Inter-Regional Significance (page 48) External Funding options include direct Crown funding via Treasury, to be administered by Hawke's Bay Regional Council, along with the use of local contractors. A combination of either fully Crown funded or in combination with private sector investment funding options possible. Plus Recommend that Hawke's Bay Regional Council forms a joint Gisborne Rail Project Steering Group with Gisborne District Council and Wairoa District Council along the leading transport operators, primary sector producers and manufacturers, iwi interests and others who have been working to get this railway repaired reinstated and operating again for the benefit of the region without further delay.

#### Indicator Framework

##### Why?

Needs some further refinement to include the addressing of the type of Gisborne Wairoa Rail Reinstatement Project without further delay - been 8 years now of efforts with Hawke's Bay Regional Council political leaders at the forefront, and deserving greater recognition of their considerable efforts to date. There is no recognition of this in the current Draft Plan. Furthermore there needs to be greater recognition of various options to fund and get projects underway. The Gisborne Rail project is a case in point where private sector finance options and partners are available who are committed to getting this project undertaken. Measures of outcome success suggested include reaching agreement with Government Ministers and KiwiRail on the a restatement action plan that will see the railway operating again in time for following Gisborne peak harvest season. Critical is early high level agreement to proceed, then allocation of Crown funding and if required also private sector funding and funding agreements in place, project management team in place, followed by procurement of contractors,

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and completion of key milestones such as completing the major 6 washout repairs, completing remaining work, and reaching the stage first train operating.

Extra

Yes - include probably near the start - more about the significance of a number of changes and new policies and initiatives by Government over the last 12 months, with further reforms processes moving quickly.

An example is the major opportunities for the Hawke's Bay offered by the new Land Transport (Rail) Act that is opens the way of the Hawke's Bay and Gisborne with Wairoa to be much more upfront pushing for greater recognition to your rail as well as road priorities. Reading your Draft Plan there is no sense of the extent of changes in Government policies in this regard. One of the difficulties is the a key Government agency Waka Kotahi NZTA is also still at an early stage of making a transition of building specialist rail staff capacity to readily work with Hawke's Bay Regional Council and the Regional Transport Committee. To do this engagement effectively needs additional resourcing at the Hawke's Bay level. The major centres of Auckland and Wellington are very well resourced to put up, develop and follow through on the specific rail projects they want - and have been very successful at getting major investments for their regions. This includes lobbying hard and engaged to ensure that they get what they want from the Government's Future of Rail and associated first NZ Rail Plan - whereas the Hawke's Bay and Gisborne regions have been largely missed out to date.

Even the December 2020 KiwiRail Briefing Paper to the new Minister of Transport Michael Wood totally ignored and left out Hawke's Bay and Gisborne rail - which is incredible after all the reports, letters to and meetings with key Ministers, submissions to the NZ Rail Plan and to the likes of the Land Transport (Rail) legislation.

The other area is that of various funding options that have arisen over the last 18 months and especially since Covid with the large amount of Covid Recovery Infrastructure Funding made available. The Ministry of Transport in its December 2020 Briefing Paper to the new Minister Michael Woods makes specific mention of the increasing level of direct Crown funding for specific projects as required.

Plus now the increased climate change resilience policies and initiatives. Reopening the Gisborne to Wairoa railway for regular train operations between Napier and Gisborne will as the BERL Study highlights will have a significant benefit in reducing emissions with a reduction in heavy trucks use.

Please feel welcome to contact me any time to discuss further and for further information. Thanks for the chance to make a submission.

Item 6

Attachment 2

#### Attached Documents

File
Graeme Carroll Submission to Draft NZ Rail Plan 7 Feb 2020
Graeme Carroll Submission to Land Transport (Rail) Legislation Bill 7 Feb 2020



**Submission to Draft NZ Rail Plan**

7 February 2020

Graeme Carroll, 42 Mills Road, Brooklyn, Wellington 6021

**Introduction:**

I wish to state my strong support and appreciation for the Coalition Government's major increase of much needed investment for rail development in New Zealand, including much needed additional investment into KiwiRail as outlined in the Draft NZ Rail Plan.

However, I am concerned that there has been no provision yet made for the repair reinstatement of the Gisborne Wairoa railway for rail freight as well as rail tourism trains, with no mention of this in the Draft NZ Rail Plan, despite 8 years of efforts from the Gisborne and Hawke's Bay regional area to get the complete line from Gisborne to Napier re-opened for train operations.

My background involvement over the last several years with feasibility and business case initiatives from the Gisborne Hawke's Bay regional area has highlighted the need for Government policy and associated funding investment to include more flexible support open access and other such options for provincial areas such for the Gisborne railway to better address their needs and better link with the network model of the KiwiRail system.

In summary, that the New Zealand Government needs to adopt more of a mixed model for the funding and management of below rail infrastructure and above rail operations.

In line with several other countries, including Australia, US, Canada and the UK, where a combination of Government investment into rail infrastructure is complemented by the active enabling of open access rail operator models, in particular to better respond to the needs of less economic provincial area secondary shortline type railways that typically involve some form of regional private public partnerships and interoperation arrangements with the larger mainline rail operators.

In New Zealand currently there is essentially a monopoly one state owned and operated rail system by KiwiRail for freight, that both controls the investment decisions on the below rail infrastructure and the above rail train operator operations.

This is complemented by a few small heritage tourism type rail operations, with the largest being Dunedin Railways that has successfully operated for over 30 years over a combination of their own railway and with access agreements over KiwiRail tracks. Using well maintained restored older locomotives and rolling stock, as well as having developed some newer rolling stock.

I have worked as a consultant in the fields of local economic and business development, including on a contract basis for local and central government organisations, for some 30 years. The last 20 years has included various aspects of natural hazards disaster risk management fields as well as a significant primary sector regional focus to much of my client work.

In the early 1980's while working in Christchurch I helped to save part of the old Wairau branch railway as one of the founders of what became the Weka Pass Railway, a local tourism heritage railway.

Years later I was invited to take part in a March 2013 Napier Gisborne Shortline Railway Workshop Meeting hosted by Hawke's Bay Regional Council in response to then KiwiRail CEO Jim Quinn calling for proposals for the use of the closed Napier to Gisborne railway line. Since this workshop, I have been involved in range of support initiatives by the Council, Gisborne rail organisations and others seeking to get the railway repaired and reopened for rail freight as well as rail tourism trains.

This included project facilitation support services contracted by Hawke's Bay Regional Council during 2013/2015 when I was part of a small project team chaired by then Chair of the Hawke's Bay Regional Transport Committee, Cr Alan Dick, working on the preparation of feasibility and business case proposals and taking part in negotiations with KiwiRail for the council to lease the railway and support the establishment of a regional Napier Gisborne shortline railway operation, including the business case for a Wairoa Rail Log Hub/Napier Port rail service as the first stage. ([www.napier-gisborne-railway.co.nz](http://www.napier-gisborne-railway.co.nz))

KiwiRail in the end pursued keeping control of this railway line, turning down proposals from the region to lease, repair maintain and operate trains on this regional line, and instead KiwiRail leased out the Wairoa to Gisborne section to rail bikes with minimum maintenance undertaken, and then restore and reopen the Napier to Wairoa section with the help of the PGF for log train operations that started recently.

I was one of the sub-contractors as part of the team for the recent Tairāwhiti Rail Ltd/Activate Tairāwhiti PGF BERL Gisborne Wairoa Rail Feasibility Study undertaken during 2019 and delivered 29 November 2019 that recommended the reinstatement of the Gisborne railway for rail freight operations as well as complementary rail tourism activities. This BERL Feasibility Study was overseen by a Steering Group that included representatives the Ministry of Transport, KiwiRail, regional and district councils, and Provincial Development Unit.

<https://berl.co.nz/research/reconnecting-gisborne>

In summary the BERL Feasibility Study concluded that there are numerous environmental, social, and cultural wellbeing advantages in favour of the reinstatement option, over either the closure or the status quo options.

The Feasibility Study included extensive consultation with the wider business and local community, including iwi and local government. This consultation has shown significant business and community support for the reopening of the railway as part of providing improved transport services, particularly for containerised freight, for the Gisborne region.

The Report states that the current available transport options constrain the ability of the economy to develop and increase prosperity. There is significant growth underway with containerised export market products from horticulture and wood processing in particular. There is increasing concern about compliance with the increasing biosecurity requirements of export markets and the need to control container security by packing and sealing containers on site rather than in intermediary warehouses and similar facilities, often located in the Hawkes Bay.

The wider community is very concerned about the safety of road users and the higher level of road maintenance due to the increasing number of trucks on Gisborne roads, particular south to Napier. It is feasible from an engineering perspective to reinstate the rail line.

There is sufficient demand for rail freight services to support a daily service of a 24 wagon train carrying containerised freight, supplemented by logs, 5 days a week. With rail related tourism as an ancillary activity.

The Feasibility Study Report proposes an opening for during 2021/22 ahead of the summer peak horticultural and log harvest peak season subject to work needing to begin by April 2020.

The cost of reinstatement is estimated at \$20 to \$27 million (one-off expenditure of \$19.9 million to \$23.3 million to reinstate to an operational level, plus additional works to improve resilience estimated at \$4.9 million to \$5.8 million). (In round figures about \$30m to reinstate for rail operations.)

With a further \$5 to 7 million (range of \$5.1 million to \$7.2 million) to be spent over the following 10 years to ensure resilience of both the track and the track corridor so as to provide a higher level of resilience and longevity to the rail line.

This is very much a regional work project with the local employment and other benefits that flow to the local regional community from a project of this nature. With the work being able to be largely undertaken by local and regional contractors. The report states that these parties are capable of undertaking the reinstatement with no need for international consultants or contractors. Reinstatement of a rail freight service is expected to reduce the number of truck movements between Gisborne and Napier by 48 per day or 12,480 per annum with further reductions as freight increases over time.

The study demonstrates that the savings that accrue from the reduced number of truck movements (reduced road maintenance, vehicle accidents, CO2 emissions and lower freight charges for business) will offset the investment required within seven to eight years

Despite all the efforts over the last 8 year including significant amount of documented studies, including the recent PGF BERL Report, recommendations of regional transport committees and letters to Ministers, the reinstatement of the Wairoa to Gisborne railway was missing from the 13 December released Draft New Zealand Rail Plan.

#### Recommendations:

1. That the Ministry of Transport reviews and revises the Draft NZ Rail Plan to incorporate provisions that will proactively enable greater open access for other rail operators on the KiwiRail rail infrastructure to optimise economic and well-being benefits for New Zealand, learning from the best practice experiences including from Australia, US, Canada and the UK, noting that there is a significant amount of documented material available on this matter for officials to access.
2. That this review and revision process include making provision for a situation where a current KiwiRail line is able to be leased to other entities to repair, maintain and operate with a priority being given to the use of such a line being rail freight purposes to benefit local and regional areas as well as complementary rail passenger tourism activities.
3. That this include provision for public private partnerships and for situations where another entity be able to take over a railway for rehabilitation to rail operation purposes and undertake the repair reinstatement work required to an agreed rail operating standard, and then have the option of then transferring this back to KiwiRail to maintain and operate, or

arrange to have another rail operator provide train services to meet the customer needs of the area.

4. That provision for greater recognition be made in the Draft NZ Rail Plan for regional transport committees to have a greater role in enabling a more proactive approach for the implementation of their recommendations on rail investment plans for their communities.
5. That in particular there be acknowledgement of the considerable effort made by local and regional organisations and individuals in the Gisborne Hawke's Bay regional area over the last 8 years for the reinstatement of the Wairoa to Gisborne railway for rail freight and associated rail passenger tourism trains, and recommend to the Government that the Gisborne Railway be included in the finalised version of the New Zealand Rail Plan to be reinstated and reopened as matter of priority, in line with the 29 November 2019 PGF BERL Gisborne Wairoa Rail Feasibility Study recommendations and findings.

Please contact me any time to discuss any aspect of this.

Thank you for your consideration.

Graeme Carroll, Managing Director, Global Reach Associates Ltd

Email: [Graeme.Carroll@globalreachassociates.com](mailto:Graeme.Carroll@globalreachassociates.com)

**Submission to Land Transport (Rail) Legislation Bill**

7 February 2020

Graeme Carroll, 42 Mills Road, Brooklyn, Wellington 6021

**Introduction:**

I wish to state my strong support and appreciation for the Coalition Government's major increase of much needed investment for rail development in New Zealand, with the Minister of Transport Hon Phil Twyford introduction in Parliament to this legislation providing a good overview of the Government's intentions in this regard.

I support that there needs to be much needed additional investment into KiwiRail as outlined in the Draft NZ Rail Plan.

However, I am concerned that there has been no provision yet made for the repair reinstatement of the Gisborne Wairoa railway for rail freight as well as rail tourism trains, with no mention of this in the Draft NZ Rail Plan, despite 8 years of efforts from the Gisborne and Hawke's Bay regional area to get the complete line from Gisborne to Napier re-opened for train operations.

My background involvement over the last several years with feasibility and business case initiatives from the Gisborne Hawke's Bay regional area has highlighted the need for Government policy and associated funding investment to include more flexible support open access and other such options for provincial areas such for the Gisborne railway to better address their needs and better link with the network model of the KiwiRail system.

In summary, that the New Zealand Government needs to adopt more of a mixed model for the funding and management of below rail infrastructure and above rail operations.

In line with several other countries, including Australia, US, Canada and the UK, where a combination of Government investment into rail infrastructure is complemented by the active enabling of open access rail operator models, in particular to better respond to the needs of less economic provincial area secondary shortline type railways that typically involve some form of regional private public partnerships and interoperation arrangements with the larger mainline rail operators.

In New Zealand currently there is essentially a monopoly one state owned and operated rail system by KiwiRail for freight, that both controls the investment decisions on the below rail infrastructure and the above rail train operator operations.

This is complemented by a few small heritage tourism type rail operations, with the largest being Dunedin Railways that has successfully operated for over 30 years over a combination of their own railway and with access agreements over KiwiRail tracks. Using well maintained restored older locomotives and rolling stock, as well as having developed some newer rolling stock.

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This included project facilitation support services contracted by Hawke's Bay Regional Council during 2013/2015 when I was part of a small project team chaired by then Chair of the Hawke's Bay Regional Transport Committee, Cr Alan Dick, working on the preparation of feasibility and business case proposals and taking part in negotiations with KiwiRail for the council to lease the railway and support the establishment of a regional Napier Gisborne shortline railway operation, including the business case for a Wairoa Rail Log Hub/Napier Port rail service as the first stage. ([www.napier-gisborne-railway.co.nz](http://www.napier-gisborne-railway.co.nz))

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In summary the BERL Feasibility Study concluded that there are numerous environmental, social, and cultural wellbeing advantages in favour of the reinstatement option, over either the closure or the status quo options.

The Feasibility Study included extensive consultation with the wider business and local community, including iwi and local government. This consultation has shown significant business and community support for the reopening of the railway as part of providing improved transport services, particularly for containerised freight, for the Gisborne region.

The Report states that the current available transport options constrain the ability of the economy to develop and increase prosperity. There is significant growth underway with containerised export market products from horticulture and wood processing in particular. There is increasing concern about compliance with the increasing biosecurity requirements of export markets and the need to control container security by packing and sealing containers on site rather than in intermediary warehouses and similar facilities, often located in the Hawkes Bay.

The wider community is very concerned about the safety of road users and the higher level of road maintenance due to the increasing number of trucks on Gisborne roads, particular south to Napier.

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Despite all the efforts over the last 8 year including significant amount of documented studies, including the recent PGF BERL Report, recommendations of regional transport committees and letters to Ministers, the reinstatement of the Wairoa to Gisborne railway was missing from the 13 December released Draft New Zealand Rail Plan.

#### Recommendations:

1. That the Select Committee reviews and revises the wording of the Draft Bill to incorporate provisions that will proactively enable greater open access for other rail operators on the KiwiRail rail infrastructure to optimise economic and well-being benefits for New Zealand, learning from the best practice experiences including from Australia, US, Canada and the UK, noting that there is a significant amount of documented material available on this matter for officials to access.
2. That this review and revision process include making provision for a situation where a current KiwiRail line is able to be leased to other entities to repair, maintain and operate with a priority being given to the use of such a line being rail freight purposes to benefit local and regional areas as well as complementary rail passenger tourism activities.
3. That this include provision for public private partnerships and for situations where another entity be able to take over a railway for rehabilitation to rail operation purposes and

undertake the repair reinstatement work required to an agreed rail operating standard, and then have the option of then transferring this back to KiwiRail to maintain and operate, or arrange to have another rail operator provide train services to meet the customer needs of the area.

4. That greater recognition provision be made in this Draft Bill for regional transport committees to have a greater role in enabling a more proactive approach for the implementation of their recommendations on rail investment plans for their communities.
5. That this review and revision process is expected to require a review and revision as required of the wording in Sections 5A, 22B (4) ,22E 3(b), and 22G.
6. That the Select Committee acknowledges the considerable effort made by local and regional organisations and individuals in the Gisborne Hawke 's Bay regional area over the last 8 years for the reinstatement of the Wairoa to Gisborne railway for rail freight and associated rail passenger tourism trains, and recommend to the Government that the Gisborne Railway be included in the finalised version of the New Zealand Rail Plan to be reinstated and reopened as matter of priority, in line with the 29 November 2019 PGF BERL Gisborne Wairoa Rail Feasibility Study recommendations and findings.

Thank you for your consideration.

Graeme Carroll, Managing Director, Global Reach Associates Ltd

Email: [Graeme.Carroll@globalreachassociates.com](mailto:Graeme.Carroll@globalreachassociates.com)

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Item 6

Attachment 2

## Hawke's Bay Regional Land Transport Plan 2021



## Submitter Details

Submission Date: 28/02/2021

First name: Sonya Last name: Smith

Would you like to present your submission in person at a hearing?

☒ Yes☐ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Additional requirements for hearing:

## Feedback

## Regional Context

Wairoa Mums travel an estimated 200,00kms per year to access antenatal Ultrasound services based in Hastings/Napier and Gisborne. Other patients travel nearly 1 million kms per year for their for specialists appointments at Hastings Hospital or Napier Health Centre. Acute and urgent transfers are further hampered by a lack of an all weather airport in Wairoa with a runway 300 meters short of CAA guidelines to take bigger planes that could fly in inclement weather when helicopters or small fixed wing cannot fly. Therefore the airport is not fit for purpose yet the classification and Wairoa airport lacks any summary in the report. Wairoa people are more defendant of surety of roads being open and safe for their planned and unplanned health needs. The road is a traumatic trip on a good day for a labouring women let alone when there are delays/closures. Approx 100 women domicile to Wairoa birth annually with approx 30-40% of those women requiring specialist care or transfer to Hastings.

WDC are not supplying any public transport. They say they do not collect any rates to do so but that does not relate to the responsibility in that area. HBDHB whanau voice hui and survey overwhelmingly place transport as the single biggest barrier to care. HBDHB and the PHO HHB provides some transport options Hastings return Monday to Friday and locally for health appointments. Despite the criteria we know people manage their shopping and other urban needs often using the same transport on the same day. Therefore HBDHB and the PHO HHB are the only ones funding any public transport in Wairoa.

## Visions and Objectives

## Visions and Objectives

	Least Important	Important	Most Important
• A safe transport system for all users. (Safety)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. (Reliable/resilient/efficient networks)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport)	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice)	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

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Item 6

Attachment 2

- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning)

☐ ☒ ☐

Do you have any comments to make about these objectives?

Port transport demand comes from Forestry. This industry has to pay its way as ordinary wage earning tax payers cannot bear the burden of the degradation from heavy traffic. RUC is not a fair system to allocate funding as very few if any companies are registered in the Wairoa District. Wairoa is at Decile 10 on the Social Deprivation Index yet pay more at the fuel pump than the rest of HB and Gisborne despite the fuel tankers having to leave Napier and transit through Wairoa to Gisborne. Central Government and the LTP must recognize the lead role required to make the vision and objectives prioritized on Safety and transport choice as a priority.

#### Headline Targets

Headline Targets

Least Important      Important      Most Important

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education.
- Having reliable and predictable travel times for freight

☐ ☒ ☒

☐ ☐ ☒

☒ ☐ ☐

Do you have any comments to make about these targets?

If the data for road deaths and serious accidents is broken down further by TLA and or location then that needs to be assisting in the planning of road safety planning.

The reality is Rocket Lab benefits very few people and can attract PGF funding if considered an economic boost growing employment. Mahia's priority should be its population which swells exponentially to up to 17,000 people during the summer holiday period. This occurs without Rocket launches and needs to be acknowledged

#### Investment Priorities

When the Wairoa District has had progressively poor investment over several decades then how to more SH" projects get prioritized. The overtaking lanes added to the Wairoa to Napier road were a plus but the road demand has outstripped their usefulness as many time tow to three logging trucks travel in convoy.

#### Priorities of the significant regional activities

No  
Why?

The area from Lake Tutira to the flats at Tangoio is the most frequently closed on the entire Wairoa to Napier journey. This is due to flooding/slips or road traffic accidents. Further delays are experienced regularly in that area due to constant road works . The road surface has been sub standard for several years.

At the three quarter mark on the climb up the devils elbow I have personally been delayed by three trucks broken down in three months. Fortunately other truck drivers managed traffic control in an extremely dangerous area to be stationary. Nothing in the RLTP talks to the safety and risk issues experienced through this issue which I would describe as near misses and therefore its not used to assist in prioritization.

#### Projects or Programmes

See Q5 feedback

#### Indicator Framework

Yes  
Why?

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Item 6

Attachment 2

## Attached Documents

File

No records to display.



**CENTRAL  
HAWKE'S BAY**  
DISTRICT COUNCIL

Ruataniwha Street;  
PO Box 127, Waipawa 4240  
New Zealand

Phone: 06 857 8060  
Fax: 06 857 7179

info@chbdc.govt.nz  
www.chbdc.govt.nz

28 February 2021

Hawke's Bay Regional Land Transport Committee  
C/O Hawke's Bay Regional Council

Dear Sir/Madam

**RE: CHBDC SUBMISSION TO REGIONAL LAND TRANSPORT PLAN**

Central Hawke's Bay District Council (Council) welcome the opportunity to submit on the 2021 Regional Land Transport Plan (the Plan). Council acknowledge the work of the Regional Transport Committee (the Committee) and acknowledge the process of collaboration between represented organisations of the Committee to produce the Plan in draft as it stands now for feedback.

Council makes the comments below in order to strengthen the Plan in order to achieve the stated outcomes of the Plan and specifically those outcomes that pertain to Central Hawke's Bay. Council are prepared to talk to this submission during hearings and Council will be happy to have its members make amendments to the Plan as necessary, following the hearing of submissions, in accordance with the processes set out by the Committee.

Council list the following points for its submission:

1. The strategic direction of the Plan is unclear with respect to how the Plan links with other key strategies, plans and policies for Hawke's Bay (Housing, Matariki, National Road to Zero Programme etc.)
2. With respect to the stated priority area 1 (road safety), sufficient priority is not given to the safety hazards created by State Highways passing through busy urban areas. Council note that both Council and Waka Kotahi have received formal petitions from the public about serious concerns with speed and general traffic concerns on State Highway 2 as it passes through Waipawa.
3. With respect to the stated priority area 2 (freight supply chain), sufficient priority is not given to the southern and northern connections of our Region with Tairāwhiti and Tairāwhiti respectively. Further, the changing use of some local roads into key transport and freight routes (e.g. Porangahau-Wimbledon Road) which bisects Regions can and should be called out as a strategic priority for focus, future investment and potential reclassification.
4. Central Hawke's Bay's partially completed cycle link between Waipawa and Waipukurau will remain an item of focus and frustration until such time it is completed by Waka Kotahi and its partners. Until that time, Council appreciate all references to the work within the Plan.
5. With respect to the stated priority area 4 (sustainable travel choices), Council support the priority area but feel there is insufficient reference to specific action to further extend existing public transport options to currently isolated communities in the Region. Further to this, Council consider that additional priority and significance be given to the travel and transport needs of our rural and sometimes isolated communities – of particular concern is the access to school bus services.
6. Council request further specific reference is given to the continued need for driver licensing programmes in our communities. This is of particular concern and importance for our more isolated communities which have different levels of access than larger urban centres yet whose communities often rely more heavily on vehicular transport for economic and social wellbeing than their urban neighbours.
7. Section 3.4 specifically references Hastings aging roading assets – no parts of the Region are immune to this.



27<sup>th</sup> of February 2021

Hawkes Bay Regional Council  
- Regional Land Transport Plan

Submitted via the HBRC Website.

Dear Council Chair and Councillors,

**PUBLIC TRANSPORT – STUDENT COMMUNITY**

As the elected leadership of the student community based within the Eastern Institute of Technology (EIT) throughout Hawkes Bay and the East Coast we would respectfully submit the following.

It is our collective view that whilst acknowledging the reduced use of public transport within the current service urban environment, we need to also acknowledge the growth of our currently non-served communities such Central Hawkes Bay and Wairoa for example.

From a student representative aspect, an increasing number of students are regularly travelling to courses based at other campuses for example from Central Hawkes Bay to both Hastings and Taradale. Whilst carpooling is encouraged, not all daily timetables marry up and hence it is our view that a regular and reliable bus service would be of considerable value.

We therefore respectfully submit that the Hawkes Bay Regional Council undertake to trial a daily bus service based on a Wairoa to Gisborne and Central Hawkes Bay to Napier (via Hastings) to facilitate public transportation.

Furthermore, our Association would commit to actively encourage and support such a trial within the student community and would appreciate the opportunity to work in partnership with Council on the establishment of the trial service.

We would like the opportunity to speak to our submission and provide additional supportive material

Yours sincerely

*DEAN HYDE*

President  
Younited (EIT Students Association)

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501 Gloucester Street, Taradale, Napier 4112  
Private Bag 1201, Napier 4142

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**SUBMISSION TO HAWKE'S BAY REGIONAL COUNCIL LAND TRANSPORT PLAN, FEBRUARY 2021**Dr Robin Gwynn, 23 Clyde Road, Napier 4110 ([rgwynn@nowmail.co.nz](mailto:rgwynn@nowmail.co.nz); 06 835 2122)

Thank you for the opportunity to submit. I wish to present my submission in person at a hearing.

Seventeen years ago, in October 2004, the Hon. Pete Hodgson delivered the opening speech to the annual conference of Logistics & Transport New Zealand.

He explained that the days were past when roads, and only roads, were built without regard to other transport modes, and how 'we're investing record money in public transport and efforts to reduce our dependency on cars. More rail, barging and coastal shipping will play an increasingly large part' in future transport plans. That was the background to the formation of Land Transport New Zealand.

He then turned to 'something completely different. Climate change is coming ready or not. After agricultural emissions, transport is our nation's biggest source of greenhouse gas emissions, carbon dioxide in particular. And those emissions are growing quickly.'

Now, seventeen years on, we are confronted by your draft Regional Land Transport Plan. What has changed? Sod all, if you will excuse the language. The plan is supposed to provide a vision, but there is next to nothing here that would have been news to Mr Hodgson all those years ago. There is negligible sign of progress, and some of regression. Rail, barging and coastal shipping hardly appear in the plan; it is all about roads. As to carbon emissions, it tells us only what is actually happening – more cars, bigger trucks, more emissions.

Ten year plans are valuable when they are visionary, or when they spell out the detailed steps by which agreed aims are to be accomplished. This does neither. It is verbose and repetitive; if all the repetition was removed, its size could have been reduced by two thirds and there would be no need for the plastic binding. I look forward to a new plan with a clear prioritized vision and precise targets.

So what's gone wrong? Two things in particular, one an internal and the other an external matter. Internally, the automotive industry has captured the whole process by which plans like this are developed. There are far too many vested interests concerned in their production, and for the past generation they have been very heavily weighted towards promoting a status quo. That will not do.

Externally, the authors of the draft have been desperately unlucky in their timing. Just within the last year, a whole series of visions and reports and future plans and proven needs have appeared which undermine the whole business-as-usual framework of the Plan. As Council knows, the Government has registered that gross domestic product is no longer a satisfactory basic measure and is now faced by the Climate Change Commission report; I will not speak about those matters. Instead I focus on two other reports, both from outside this country, which provide the vision and the targets lacking in the Plan.

Hopefully all Councillors have read David Attenborough's most recent work, *A Life on Our Planet*, a book central to the Council's role. It has an unanswerable and compelling statistical framework:

1937. World population: 2.3 billion. Carbon in atmosphere: 280 parts per million. Remaining wilderness: 66 per cent.

1954. World population: 2.7 billion. Carbon in atmosphere: 310 parts per million. Remaining wilderness: 64 per cent.

1989. World population: 5.1 billion. Carbon in atmosphere: 353 parts per million. Remaining wilderness: 49 per cent.

2020. World population: 7.8 billion. Carbon in atmosphere: 415 parts per million. Remaining wilderness: 35 per cent.

Attenborough makes the point that all five of the mass extinctions that have happened on our planet were marked by 'a radical change in the level of atmospheric carbon'. So, given the scale of the risk threatening us all and the measured increasing emissions coming from Hawke's Bay vehicles, their reduction should have been the central focus of the Plan. But it isn't.

This Council, like others worldwide, is confronted by a vital need for emergency action. We have no time for rehashing past processes. We need to move really fast and on a scale for which our normal planning is unsatisfactory and must give way before a wider vision.

Councillors have probably not seen the other work to which I draw attention, the Dasgupta report, a 600-page report written by Sir Partha Dasgupta, a Cambridge University Emeritus Professor of Economics, for the UK Treasury. It deals with the economic importance of Nature. It shows that Nature cannot be ignored as it has been by economists in our lifetime but must instead be placed at the heart of their discipline. It highlights recent estimates that suggest we would need 1.6 Earths to maintain humanity's current way of life. The logical conclusion of its findings is that our past approaches of economic measurement do not pass muster and must be rapidly reworked, and that this also applies to policies based on them – which include our roading development and our emphasis on transport and vehicles which accounts for nearly 20% of our greenhouse gas emissions.

NZ is second only to the USA in the OECD in number of cars per person, 99% powered by petrol or diesel, a good number older and less fuel efficient, and far too much freight goes on trucks. What steps has the Regional Council taken to discuss the problem with the national Government and to call for whatever legislation may be required for an agreed solution to be pushed through urgently?

With so many alarm bells being rung both in this country and overseas, the 10-year Land Transport plan now put before us simply will not do. It is based on past assumptions which are invalid. It fails to come to terms with steps that need to be taken immediately, and to set clear key targets.

I look forward to a new plan, produced with real urgency and released before the end of next year, which takes proper account of the challenges which our generation faces. Without it, Council will have failed in the fundamental justification for its existence, to preserve our environment.



The Mayors, Chairperson and Councillors of the Hawke's Bay Regional, Central Hawke's Bay, Hastings, Napier, Wairoa, and Gisborne District and City Councils

MPs for Napier, Wairoa, and Hastings.....

Further to our previous submission:

#### **Strategic Planning of Regional Transport Infrastructure**

The undersigned are a group of private individuals who live and work in businesses in Hawke's Bay. We have a range of professional and business backgrounds, and have been united by the significance of the development opportunity we wish to present to you. We think it important enough to have devoted our personal time to this over recent years.

The existing strategically important, largely single road and rail transport routes north of Napier to Wairoa and then Gisborne have historically been often closed by storm events. Major storm events such as Cyclone Bola caused catastrophic damage with subsequent repairs only being finally completed some thirty years later. In the case of more recent flood damage to bridges on the East Coast railway line, the closures remain to this day.

In recent years some efforts have been made to improve vulnerable sections of SH 2 north of Napier including the highly successful Matahorua Gorge realignment. The SH 2 route however remains in our opinion very vulnerable to damage and prolonged closure due to future storm and earthquake events. In some notable locations including the Devil's Elbow Section, Waikare Gorge, Mohaka Hill and Morere Hill sections of SH 2, alternative transport options in the event of prolonged closure just don't realistically exist.

Currently future transport strategies published by local Councils and the New Zealand Transport Agency appear to us to be largely silent on this very real threat to the economy and well-being of the East Coast north of Napier due to the threat of long term closure of SH 2.

We understand that the time and money needed to "fix" even some of the vulnerable areas listed above is high, and must be prioritised along with other needs. However we also expect the current and future costs to "patch" SH 2 up in many areas each time there is a storm is also very high.

Do realistic alternate routes exist at these locations? We believe they do. With collective vision and a strong, single minded voice to Central Government, solutions can be found, like the recent and highly successful Matahorua Gorge Realignment, Meeanee Interchange and Southern Expressway developments.

We propose that future transport solutions could include the following high priority projects:

- SH 2 Tongoro to Tutira - realigned along a new shared road/rail/cycle corridor starting in the Esk Valley and largely utilising the existing railway alignment
- SH 2 Waikare Gorge - realigned and bridged in the same way as the Matahorua Gorge, potentially as a new shared road/rail/cycle corridor
- SH 2 Morere Hill - detailed investigations for realignment away from active landslide areas on the southern approaches and steep hill sections.

9/2/21

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Item 6

Attachment 2

In the attachment to this letter we present arguments and ideas, based on our knowledge of and shared interest and passion for the East Coast, for the first of these projects, which we call the Tutira Section.

The time to start planning for these works and to reinforce the collective voice of Hawkes Bay to Central Government is now. Notably the recent State of the Nation speech provided little comfort for us all on the East Coast.

The big storm and earthquake will come, it is only a matter of time.

We would greatly appreciate being able to discuss these ideas with you in person, to enable the wider East Coast community to benefit from your collective wisdom and vision.

Yours sincerely,

*On behalf of E.T.I.G*

Rex McIntyre  
Sandy Walker  
William Gray  
Alistair Haliburton  
John Emmerson  
Hylton Gudsell

Contact: Rex McIntyre - Nuhaka

Phone: 027 246 7519 Email: [clonkeen@xtra.co.nz](mailto:clonkeen@xtra.co.nz)

## Transport Infrastructure: Napier to Gisborne

### Historical Context: SH2

The existing State Highway (SH2) between Napier and Gisborne, and then north of Gisborne to the Bay of Plenty, is a strategically important regional transport route. It serves a significant portion of the East Coast of the North Island, and in a number of places is the only transport route capable of supporting modern day transport demands.

Much of SH2 as it appears now was built as a horse-drawn Coach Road – in a time and context that bears no resemblance to today's environment.

A 12 tonne truck was then considered large, and it travelled much slower than today's trucks. Many farmers "drove" their stock along the old road on foot to small rural service villages at the side of the rail line, and each village had its own station. School children walked or rode to their local school. Local shops and petrol stations provided necessary supplies.

Today, most of these historic local service points are gone. The modern highway is largely a two lane, sealed road between destinations.

While some sections of roadway have since been realigned or replaced with more modern design and routing – notable ill-fitting remnants of the original Coach Road still exist. These include the following:

- Tutira Section (Tongoio to Lake Tutira)
- Waikare Gorge
- Mohaka Gorge
- Mohaka Hill
- Waihua Hill
- Te Uhi Hill
- Morere Hill
- Northern Wharerata

Experience shows that when storm and seismic events occur many such vulnerable sections on SH 2 are subjected to closure due to the combinations of overslip, underslip and flooding. In recent years storm related closures on SH 2 north of Gisborne in the Waioeka Gorge and SH 2 Devil's Elbow just north of Napier have forced the New Zealand Transport Agency (NZTA) to close the highway for extended periods. Local residents, school children, tourists and visitors and other highway customers, notably freight firms carrying fresh produce for local and export markets have been forced to use long detours.

NZTA is today required to spend a significant amount of reactive emergency works money keeping SH 2 open following even minor storm events. Whilst we understand some consideration is being given to the re-use of the Napier to Gisborne railway line for the passage of timber products alone from Napier to Wairoa, this would not resolve the very real health and safety and economic risks associated with the closure of SH 2 for local communities, community services, general freight, tourists, school children etc.

## Napier to Gisborne Rail Line

As must be the case - when this adjoining rail line was built, a route was determined that allowed gentle gradient and curves - precisely the approach now required for routing a modern highway.

That said, like the highway the rail-line navigates difficult terrain, with a number of bridges and tunnels. These structures will inevitably lead to a relatively high maintenance cost – especially where structures have reached the end of their safe working life. We understand that this issues is especially relevant for the future of the Napier-Gisborne line, which incorporates 79 bridges.

Although much more recent than the highway, the rail line was also built in a time and context which was quite different to today's environment.

## The Land Transport Programme (Regional & National)

The Land Transport Programme (LTP) is required to provide a strategic vision for the future of SH 2 between Napier and Gisborne.

NZTA's stated intentions for the programme include:

- Safety focussed activities
- Improving the resilience of our network
- Delivering on appropriate regional activity
- Completing High Productivity motor vehicle (HPMV) routes
- Delivering safe and cost effective cyclist facilities on highways
- Achieving value for money

Based on past experience, the changes in communities and local economies along the route and the ever changing demands for modern efficient transport routes, NZTA will we believe find it increasingly difficult for these outcomes to be achieved by continuing with the parts of SH2 described above.

## Alternative Solution

Do alternative solutions to the current "pinch points" along SH 2 exist? Yes they do. The NZTA (with proactive support from local communities up and down the line) has demonstrated in recent years that with collective vision and clever planning and delivery substantive improvements can be made. The Matahorua Gorge realignment is one such success story.

The time is right for more regionally significant improvements on SH 2 north of Napier to be planned and delivered. The first of these could and probably should be along be the "Tutira Section".

## SH 2 Tongio to Tutira

This section of SH 2 currently utilises the flood and landslip prone Tongio valley, and most critically the Devil's Elbow section. This part of SH 2, developed from the original horse-drawn Coach track, was not located for its stability and long-term functionality when carrying modern day transport needs, including HPMV. The current route is subject to regular rock fall and downslope failure during and after even small to medium sized rainfall events.

The routes up the Tongioio valley and then down the Devil's Elbow are largely supported by ageing retaining walls. When the next large earthquake hits, and this is just a matter of time, we believe that sections of the Devil's Elbow and White Pine Bush sections of this route will become damaged and impassable for a long time, possibly even permanently. There is no credible alternative route in the event of such a disaster.

### Alternative Solution – Project #1 – The Tutira Section

As the first in a series of strategically important improvements to SH 2, the existing highway route between the SH2/SH5 turnoff north of Bayview and Lake Tutira can be rerouted to follow a new combined road/rail/cycleway route by utilising and improving the existing rail alignment from the Esk Valley through Waikoau to Tutira. The rail operator and cycling community would also have a substantial opportunity to "piggy-back" on the combined transport infrastructure investment.

A modern road/rail route will be safer, more reliable, more resource efficient to use, and therefore be able to be maintained more effectively.

**Residents and communities** along and connected to the improved highway sections will enjoy a far greater connectedness with their families, friends and services. The social and logistical benefits to that community would mean that these districts would become less isolated.

**Businesses** in and accessing the areas to the north will be able to target greater involvement and enjoy lower transport costs as they serve Northern Hawkes Bay and Gisborne districts.

**Visitors** to the region will be able to consider visiting the northern East Coast, due to shorter travel times and less challenging introduction to the route. Growth of visitors to points of interest along the route (e.g. Holts Bush) can be associated with improved, joined up road, rail and cycle travel options.

The **Economy** of the Northern Hawkes Bay and Wairoa Districts would be boosted, as better access brings greater investment / productivity in the land areas. At present much of the rural land between Napier and Wairoa is underutilised. Better, more reliable transport will mean more investment in land based activity. Tourism and hospitality trades will see a growth opportunity, and the service sector will benefit from greater connectivity and access. All of this economic growth will reflect back into the East Coast hub centres of Napier / Hastings, Wairoa and Gisborne.

**Environmental** gains will be made in such a project. Road users would have their journeys shortened by 15 minutes or more, with the associated savings in fuel costs and in particular vehicle wear and tear. To some environmental benefits come from prioritising rail investment – however the day of combustion engine vehicles is fast coming to a close, and the highway decisions taken today will serve the electric and other fuelled vehicles in the near future. Electric trucks are already under trial service in the western USA now, and these are being designed by a New Zealander.



### Collective approach to investment

In recent years, joined up thinking between NZTA, local Councils and other stakeholders has enabled key strategic projects including the Matahorea Gorge Realignment, Meeanee Interchange, and HB Expressway extensions to the Airport and south of Hastings to be achieved.

We believe the same joined up thinking, and collaboration with key sector groups including the Heavy Transport Association, could be used to enable the Tutira Section project to be achieved, as the first of a number of strategically important projects, utilising the road, rail and alternative transport opportunities that exist now.

The planning / development task will no doubt be substantial, and involve: detailed investigation and business case development; land acquisition; planning support from local authorities; collective support from alternative transport proponents and other stakeholder.

However, the scale of the benefit is such that this can all be achieved. For example, there is the very real potential for HPMV targeted toll funding support from the NZ Road Transport Association. This project, and its successors, has the potential to be achieved with novel investment initiatives, to meet the current and future needs of the East Coast.

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## THE "TUTIRA SECTION"

Proposal by the Eastern Transport Initiatives Group (E.T.I.G)

Supported By:  
ROAD TRANSPORT  
ASSOCIATION 



**The Napier to Gisborne railway line blowout and ongoing vulnerability to storms and earthquakes along the length of**

**SH2 has encouraged us to critically analyse transport strategy for the East Coast. What appears to be a disaster, could well be the opportunity for a radical solution to help the Region in terms of tourism, economic growth and general prosperity.**



## THE SITUATION

### ISSUES FACING OUR EAST COAST COMMUNITIES...

Gisborne people and businesses are isolated.

Population 2006-2013 declined by 4,743 (9.7%). (1.4% per annum)

Wairoa is facing serious economic decline. The township is challenged to develop greater economic activity based largely on its rural land assets. Population 1996-2013 declined by 2,187 (21.5%). (1.25% per annum)

Difficult access to the region will be contributing to this decline.

Hawke's Bay and Central Hawke's Bay also seek economic development.

They are the gateway to the other regional towns of the East Coast. Growth in Wairoa and Gisborne is reflected in activity in these cities.

The Tongioio to "Devil's Elbow" section on SH2, like the Manawatu Gorge, will continue to demand ever-increasing reactive maintenance expenditure.

Transport routes north of Napier remain fragile at best.

## THE SOLUTION....?

### IF WE CARE... WHAT CAN WE DO ?

Can we generate growth, future prosperity, well-being, connectivity and tourism for the East Coast?

Would improved, robust, shared transport services (road/rail/cycle) north of Napier help?

**We believe so !**

STAGE ONE: THE "TUTIRA SECTION"

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Napier - Gisborne Transport Dilemma

03



## INTRODUCTION

For the past 5 years, a group of interested local business people have been working together to generate proposals for improvement of SH2 from Napier to Gisborne.

Representatives from both ends of the highway.

Interested in the quality of the opportunity generated by road, rail & cycle.

No commercial or political linkage to the outcome.

Substantial investment of time in hands-on definition of a proposal.

Have been successful in attracting the active support of RTANZ who are now part of the group.

Have found that the idea is seen very positively by almost all affected parties.

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Napier - Gisborne Transport Dilemma

04

## THE PROPOSAL - THE TUTIRA SECTION

### CONVERT PARTS OF THE EXISTING RAILWAY CORRIDOR FROM ESKDALE TO TUTIRA INTO A NEW MODERN SHARED USE TRANSPORT CORRIDOR.

The practically flat grade of 1-100 that the rail follows will give a superb shared highway with easy bends of 100kph, and no hills. The new road would be built to HPMV63 road standard, from HPMV50 at present.

Vulnerable SH2 route (Tongoio to Tutira) retained for local road and visitor access.

The new shared corridor would be an excellent platform for future services, including gas, fibre-optic cable, and electricity.

The construction of the new shared highway would be an ideal opportunity to enable a spectacular new section of New Zealand's Cycle Trail network.

This proposal preserves existing rail sections for commercial and recreational access in the Esk Valley and along the East Coast.

Napier - Gisborne Transport Dilemma

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# STAGE ONE - THE TUTIRA SECTION

REPLACE THE RAILWAY LINE WITH HIGHWAY  
FROM ESK TO TUTIRA OVER-BRIDGE (APPROX 29KMS)

SCOPING COSTS - STAGE 1 (based on estimates from our research):

COSTS:		PLUS:
29 kilometres of road @ \$800,000 per km	\$23.2M	Drainage (Culverts etc), fencing, side walls for
3 x tunnels (2 x topped + 1 x over above)	\$1.8M	banks and retaining below, underpasses, side
TOTAL ROADING (10m wide) \$862,000 per km	<u>\$25.0M</u>	rails, fencing, road signs
Waikoau Viaduct 149m @ \$50,000 per metre	\$7.45M	
Abutments	\$1.350M	NZTA - PLANNING & TENDERING, contracts,
Midway Tunnels Bridge 57m @ \$44,000 per metre	\$2.51M	administration, legal + leasing of corridor,
Abutments	\$0.49M	Toll building at Waikoau at Holts Forest
Esk River Bridge 64m @ \$40,000 per metre	\$2.56M	Allow overrun of 20% for unforeseen costs
Approaches	\$0.64M	<u>\$10.0M</u>
TOTAL THREE BRIDGES (Complete)	<u>\$15.0M</u>	TOTAL EXTRA COSTS
TOTAL	<u>\$40.0M</u>	TOTAL
		\$60.0M
TOTAL QUANTIFIED COST OF PROJECT \$60.0 MILLION.		WITH PROVISION FOR CONTINGENCY - \$80-100 MILLION

Napier - Gisborne Transport Dilemma

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# NZTA - VEHICLES ON HIGHWAY

Details	Year Date	Vehicles Ave/Day	Trucks Ave/Day	Cars Ave/Day
Tutira = Sandy Creek Road between Matahorua Road	2011	1645		
trucks 24.7% + Cars 75.3%	2012	1666		
	2013	1682	415	1267
Vehicle Total Projected	2014	1700	420	1280
Te Pohue = 1km North (Telemetry Site)	2011	2808		
Trucks 18.6% + Cars 81.4%	2012	2794		
	2013	2782	517	2265
Gisborne Rakauaroa (Parahonou Bridge)	2011	1061		
Trucks 21.3% + Cars 78.7%	2012	968		
	2013	903	192	711
RESULTS (Ratio per 100)				
Vehicles Ave/Day - NZTA Official Figures				
From: Taupo Te Pohue (SH5)				
Trucks	517	Ratio %	Wairoa Tutira (SH2)	Gisborne Rakauaroa (SH2)
		<b>55:45</b>	415	192
		(11 to 9)		Ratio %
				<b>68:32</b>
				(7 to 3)
Cars	2265	Ratio %	1280	711
		<b>64:36</b>		Ratio %
		(2 to 1)		<b>64:36</b>
				(2 to 1)

Napier - Gisborne Transport Dilemma

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# RETURN - FISCAL (THE TUTIRA SECTION)

FOR STAGE ONE  
 TIME AND FUEL SAVINGS FOR ALL VEHICLES (based on today's traffic volumes and fuel prices):

TRUCKS (per trip)  
 15 minutes @ \$200 per hour \$50.00  
 Fuel \$4.51  
TOTAL SAVINGS (per truck) \$54.51  
 Trucks = 420 per day (x 365 days = 153,300) x \$54.51 = \$8.4m/year

CARS  
 12 minutes @ \$35 per hour \$7.00  
 2.5 litres of petrol @ \$2.20 \$5.50  
TOTAL SAVINGS (per car) \$12.50  
 Cars = 1280 per day (x 365 days = 467,200) x \$12.50 = \$5.8m/year

COMBINED SAVINGS - ALL VEHICLES PER YEAR  
 STAGE ONE ONLY = \$14.2m/year

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Napier - Gisborne Transport Dilemma

## OUTCOMES - SAFETY

In line with the NZ Transport Agency "Safer Journeys" strategy, the new Highway will:

- Provide excellent lane width, and gentle corners
- Easier driving conditions to lower driver fatigue. Practical elimination of considerable sharp corners (69) and steep grades (25km)
- More forgiving design, to minimise crash consequences
- More space to provide for safe passing of slower traffic
- Shared highway corridor with good separation

Napier to Gisborne SH2 is the only highway to a major port (Napier) that is a black road - 'HIGH RISK'. (meaning high fatal and serious injuries). All other major ports in NZ are green roads - 'LOW RISK'.





## OUTCOMES - ECONOMIC

In addition to the pure cost saving for vehicles passing through the easier route, there is:

Better support for businesses in rural and township locations along the route, with them seeing improved trade and lower costs

Better feasibility for people in the areas served to gain full productive employment

More opportunity for the areas served to generate new revenue from new industry tourism activity

Far lower maintenance cost in finished result. Removes key vulnerable areas in Tongio Valley & Devil's Elbow.

In line with the governments stated objective to double primary production by 2025, the Ministry of Primary Industries is charged with seeking greater rural productivity.

The Northern Hawke's Bay region offers good scope for this as options for and security of access improves.

## MATAHORUA GORGE = SUCCESS STORY

At 137 metres long and 61 metres high, this was a "design/build" project. The unit cost was \$40,000 per metre which is incredibly cheap for this type of structure - this uses 30% less steel than normal and was an award winning and European designed and patented bridge.

THE CONTRACTORS were all from Hawke's Bay and are still available.

DOWNER Hawke's Bay was the leading contractor.

EASTBRIDGE NAPIER - Welding and Steel.

NAPIER SANDBLASTERS - Blasting and Painting

FIRTH'S CONCRETE NAPIER

CONCRETE STRUCTURES NZ LTD HASTINGS - Structures (own the largest crane in NZ bought for this project and still own it)

The two viaducts that are required for the new highway will be identical to the Matahorua Gorge Bridge on very similar ground. These two bridges should cost about the same to build as the Matahorua Gorge Bridge with all these contractors available. The benefit from these contracts will flow through to Napier and Hastings to the value of \$20-25 million which will benefit Hawke's Bay like the Christchurch Earthquake.

The roading also would benefit Hawke's Bay contractors by \$30-35 million. Grand Total \$60M.

Napier - Gisborne Transport Dilemma

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## OUTCOMES - SOCIAL CONNECTIVITY

For the community living along the route:

The cost in money and time of being physically involved with the region will lower

Families will be more connected

Spouses will have more employment choices

Schools and other community organisations will be better served

Access to newly combined health services will be improved

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Napier - Gisborne Transport Dilemma

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## OUTCOMES - HEAVY TRAFFIC

In line with the Government's Freight Strategy - "More freight on less trucks"

The proposal would complete this segment of SH2 upgrade to HMY62 (vs the current HMY50)

The safety issues around these larger trucks on the tight bends of the "Devil's Elbow" would be eliminated.

Current bridge limitations would be resolved.

Fuel and carbon emission savings.

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Napier - Gisborne Transport Dilemma

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## SUPPORT PARTIES

A significant number of industrial, commercial and community stakeholders who use SH2 now and would use a shared corridor more have indicated strong support for this proposal.

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Napier - Gisborne Transport Dilemma

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## THE RAIL QUESTION

The group presenting this proposal are not “anti-rail”, nor claiming to be knowledgeable in rail operations. However, some observations from a distance are:

Good people have tried to make the Napier - Gisborne line a success, and other good people have tried to support them. Ultimately, viable operations have eluded them for many years now.

The apparent costs to re-institute and bring the line up to standard have become very large.

The rail line was installed in a much better position, many years after a Coach Road formed the precursor of today’s highway.

It seems to us that a shared rail, highway, and cycle corridor would benefit so many more people than could be achieved by continuing the status quo.

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Napier - Gisborne Transport Dilemma

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One good shared use corridor will multiply  
the economic benefits of the two  
under-performing assets here today and generate tangible  
future benefits & development opportunities.



26 February 2021

Chairperson  
HBRC Regional Planning Committee  
159 Dalton St  
Napier 4110



Dear Sir

#### Draft Regional Land Transport Plan Submission

This submission is to ensure decisions made by the Committee at its meeting on 11 December are reflected in the final Regional Land Transport Plan.

The RTC directed amendments to the draft it considered at the meeting which were subsequently omitted from the publicly available version and this submission seeks that these amendments be made as directed.

These amendments are as follows :

- refer in objective 2 where necessary to an 'efficient' transport network .
- include a new policy for objective 2 " Advocate for a greater national level investment in the rail network to provide greater resilience and efficiency ".
- invest in multi-modal transport infrastructure including safe interconnected walking and cycling networks in urban areas that prioritise direct connections with key destinations.

Yours sincerely

**Mary-Anne Baker**  
**Acting Transport Manager**  
**Policy & Regulation Group**

Phone: 835 9200  
Email: mary-anne.baker@hbrc.govt.nz

Enhancing our environment together | Te whakapakari tahi i tō tātau taiao

06 835 9200 | info@hbrc.govt.nz | 159 Dalton Street, Napier 4110 | Private Bag 6006, Napier 4142

hbrc.govt.nz

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Item 6

Attachment 2

**Draft Regional Land Transport Plan****Submission Form**

Name of Submitter: [Full Name] **PAMELA KOHLIS**

**If Organisation, Contact Person:**

Postal Address: **163 WHIRINAKI ROAD  
RD2  
NAPIER 4182**

Telephone Number(s): **8367 368 027 684 3457**

Email: **pamwaz@xtra.co.nz**

- ☐ I wish to be heard in support of my submission
- ☒ I do NOT wish to speak in support of my submission and ask that the following submission be fully considered.

Signature: *P. Kohlis*

NB: Space for writing submissions is overleaf.

NB: Your submission will become part of a public record of Council documents. This will mean your name, address and contact details will be searchable by other persons.

Send written submissions to:-  
**Hawke's Bay Regional Council**  
**Private Bag 6006**  
**NAPIER 4142**  
or email to:-

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info@hbrc.hbrc.govt.nz with "Draft Regional Land  
Deadline for Submissions: bmission" in  
28 February 2021

### Our Questions

1. Section 2 of the Plan describes the regional context for our transport network. Section 3 describes the current transport system, including how it impacts on people's health and well-being, its environmental and economic impact and the transport choices. Section 4 provides information about the transport planning context from the national through to the local level.

Do you have any comments to make about this part of the plan?

(Attach additional pages if necessary)


Re 3.6 Public Transport. Re Bayview/Napier run. If the bus timetable was improved, say, hourly trips Nap-B. View you would find more people would use it. I use it when I can but even the addition of a 12 noon service to Bayview would improve it as otherwise I can't get back to Bayview from Napier until 2pm. Surely, smaller vehicle running more often would be the answer. We need less cars on roads.

2. Section 5 of the Plan describes the vision and objectives. There are five objectives of the plan.

What's important to you? You can score the following on a scale of 1 – 3 with 1 being least important 2 being important and 3 most important to you.

Vision and Objectives

- A safe transport system for all users. (Safety) **3**
- A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. **2**
- (Reliable/resilient/efficient networks)
- A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport) **3**
- Transport choices for all users to meet social, economic, and cultural needs. (Transport choice) **3**
- Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (Integrated planning) **1** **3**

Do you have any comments to make about these objectives?

(Attach additional pages if necessary)


Also a bus service between Bay View and Taradale High School is very much needed now and in the near future.

3. Section 5 also describes the headline targets. There are three main targets for the plan. You can score the following on a scale of 1 – 3 with 1 being least important 2 being important and 3 most important to you.

- Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030. **3**
- Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 85% of people will be using active and public transport to go to education. **3**

Item 6

Attachment 2

- Having reliable and predictable travel times for freight <sup>1</sup>  
have any comments to make about these objectives?

(Attach additional pages if necessary)


4. The councils are proposing to carry out a range of upgrade projects on the existing local road, cycleway and footpath networks that contribute to meeting all the Plan's objectives and targets. (see Question 2 for a list of the Plan's objectives). These activities will be carried out cross the region and they include;

Road and cycleway network and public transport services

- Maintenance, improvements and upgrades of existing networks (all plan objectives)
- Network safety inspection & Speed Management (Safety)
- Intersection upgrades across Hawke's Bay (Reliable/resilient/efficient network, Safety)
- Cycleway/footpath improvements (Safety, Transport choice, Sustainable transport)
- Bridge upgrades across Hawke's Bay especially for HPMV transport (Reliable/resilient/efficient networks)
- Road safety programmes
- Total Mobility (Transport choice)
- GoBay- Hastings and Napier (Transport Choice, Sustainable transport)

In addition to this investment, there are a range of key new activities for each Council (please see consultation webpage for more details)

Do you have any comments to make about these activities?

(Attach additional pages if necessary)


Please - by providing a regular bus timetable to all areas - in my <sup>communities</sup> interest Bay View, to achieve peoples:

- Inclusive access
- Health + Safety
- Environmental

5. The Plan prioritizes the significant regional activities as follows:

- SH5 Napier to Taupo  
Development of programme to address safety, efficiency and resilience of the road corridor.
- Maraekakaho Road / York Road Roundabout  
This high-risk intersection requires transformation to improve safety of road users.
- Napier Port Access – SH2 Hawkes Bay Expressway  
Development of programme to optimise the HB Expressway and provide multimodal access across and along with a focus between Pakowhai to Meanee
- Hastings bridges strengthening  
Improve transport accessibility needs for HPMV, 50Max and VDAM(2016) class 1 limits on local roads
- State Highway Multi-modal Access– SH2 Hawkes Bay Expressway  
Safety improvements on SH51 between Waipatu and Whakatu to meet residential and school development transport needs in Waipatu and primary production growth need.
- State Highway Multi modal Access – Ahuriri Access  
Development of programme to address community severance, safety and multimodal access whilst optimising freight efficiency.
- SH51 Ellison St to Farndon Rd  
Implementing safety improvements on SH51 between Ellison St and Farndon Road (Road to Zero)

Security for a sound transport system to Napier-Hastings for our well-being and liveability of where we live.

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Attachment 2

## viii) SH2 Waipawa to Waipukurau shared path

Shared path linking Waipawa to Waipukurau to address the severance across the Tuki Tuki

## ix) Māhia connectivity

Nuhaka-Opoutama Road - Blowhole Realignment /retreat + coastal protection including the Blowhole Dropout Retreat and 610m coastal protection

## X) SH38 Wairoa to Murupara

Develop a programme to address the safety, resilience and levels of service issues on the corridor in the context of the communities and Te Urewera

Do you agree with these activity priorities?

Yes ☐No ☐

Why?

(Attach additional pages if necessary)

## 6. Are there any more projects or programmes you'd like to see in the plan?

(Attach additional pages if necessary)

## 7. Section 11 is the monitoring indicator framework. It describes the outcome areas the plan addresses and the measures and indicators we will use to assess the success of this Plan.

Do you agree that these are appropriate measures and outcomes?

☒ Yes ☐ No

Why?

(Attach additional pages if necessary)

## 8. Is there anything else you'd like to add?

(Attach additional pages if necessary)

Thank you for  
the opportunity  
to have a  
say.

Advertise bus transport more?

Thank You





23 February 2021

Mr Martin Williams  
Chairperson  
HBRC Regional Land Transport Committee  
159 Dalton Street  
Napier South  
NAPIER 4110

Dear Sir

**Strategic Planning of Regional Transport Infrastructure**

I write in support of the submission presented by the Eastern Transport Initiatives Group (E.T.I.G.).

It has been expressed by many, myself included, that should we suffer another major storm event, such as the 1988 Cyclone Bola event, access to and from Wairoa would be severely impacted.

Continued connectivity and reliable, safe access to Napier and beyond is critical to Wairoa and the whole East Coast's survival.

The existing strategically important, largely single road and rail transport routes north of Napier to Wairoa, and then Gisborne, have historically often been closed by storm events. The recent storm damage to bridges on the East Coast railway line have still not been repaired and the rail line between Wairoa and Gisborne still not reopened.

Some efforts have been made to improve vulnerable sections of State Highway (SH)2 north of Napier, including the highly successful Matahorua Gorge realignment. The SH2 route however, remains vulnerable and potentially susceptible to prolonged closure if a significant storm or earthquake event was to strike.

In some locations including the Devil's Elbow Section, Waikare Gorge, Mohaka Hill and Morere Hill sections of SH 2, there are no alternative transport options in the event of prolonged closure.

The long-term closure of SH2 is a very real threat to the economy and wellbeing of the entire East Coast north of Napier. The future transport strategies published by the HBRC Regional Land Transport Committee and the New Zealand Transport Agency appear to be largely silent on this life-changing situation.

I understand that the time and money needed to 'fix' even some of the vulnerable areas listed above is significant and must be prioritised along with other needs. However, I also expect the current and future costs to 'patch' SH2 every time there is a storm is also very high.

I believe that alternate routes exist at the above-mentioned locations and that with a strong voice to Central Government, solutions can be found. This has been evidenced through the Matahorua Gorge Realignment, Meeanee Interchange and Southern Expressway developments.

Mayor's Office, Coronation Square, PO Box 54, Wairoa 4160  
Telephone +64 6 838-7309 – Email: [craig.little@wairoadc.govt.nz](mailto:craig.little@wairoadc.govt.nz)

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I endorse the future transport solutions offered by E.T.I.G. which include the following high priority projects:

- SH2 Tongio to Tutira - realigned along a new shared road/rail/cycle corridor starting in the Esk Valley and largely utilising the existing railway alignment
- SH2 Waikare Gorge - realigned and bridged in the same way as the Matahorua Gorge, potentially as a new shared road/rail/cycle corridor
- SH2 Moreere Hill - detailed investigations for realignment away from active landslide areas on the southern approaches and steep hill sections.

The Wairoa District Council would like to speak to this submission.

Yours faithfully



Craig Little  
Mayor of Wairoa

Item 6

Attachment 2



1 March 2021

## Submission on the HBRC Regional Land Transport Plan 2021 Draft for consultation

### Introduction

The New Zealand Walking Access Commission Ara Hikoi Aotearoa is the Crown agent responsible for providing leadership on outdoor access issues.

Our role is to provide New Zealanders with free, certain, enduring and practical access to the outdoors.

We administer a national strategy on outdoor access, including tracks and trails. We map outdoor access, provide information to the public, oversee a code of responsible conduct in the outdoors, help resolve access disputes and negotiate new access.

The Commission has a team in Wellington and a network of regional field advisors. An independent board governs our work. Our governing piece of legislation is the Walking Access Act 2008.

Much of our work focuses on active transport. We support the creation, maintenance, enhancement and promotion of walking and cycling both for recreation and for commuting to local destinations such as schools, places of work and shops.

### Support for the draft plan

We note the draft plan has been developed by the Hawke's Bay Regional Transport Committee, which is a joint committee of the region's councils, as well as Waka Kotahi NZ Transport Agency.

The Commission supports the broad approach of the draft plan with its emphasis on multi-modal transport encouraging active transport. Active transport such as walking and cycling improves health, safety and sustainable travel.

The Commission notes the statutes and policy and planning documents (chapter 4) that 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). Walking and cycling priorities support the RLTP Regional Policy Statement objectives. These include reducing dependency on private motor vehicles and promoting the use of active transport modes, with the Regional Cycle Plan providing priorities.

New Zealand Walking Access Commission | Ara Hikoi Aotearoa

➤ At Level 15, Majestic Centre, 100 Willis St, Wellington  
PO Box 11181, Manners St, Wellington 6142

➤ Ph (04) 815 8502

➤ E: [contact@walkingaccess.govt.nz](mailto:contact@walkingaccess.govt.nz)  
W: [www.walkingaccess.govt.nz](http://www.walkingaccess.govt.nz)

Heretaunga Plains Urban Development Strategy 2017 includes the following key approaches for transport that involve walking and cycling:

- encouraging public transport, walking and cycling in urban areas
- ensuring that suburban areas have well-planned and connected transport networks, including providing for walking and cycling
- recognising the positive relationship between increased residential densities and greater use of public transport, walking and cycling

District plans realise these objectives. We encourage local authorities to include objectives, policies and rules in their plans that achieve links and connections for walkers and cyclists through good urban design and tracks and trails planning. Open space, parks and reserves can provide safe off-road links. Unformed legal roads are available for public access and offer potential for walking and cycling.

We support the policies (chapter 6) that the Regional Transport Committee and the member organisations consider walking and cycling when making decisions that affect transport networks. These policies help achieve safe transport, resilience, carbon neutrality, transport choices and land use planning.

We note the Prioritised Programme of Significant Activities (chapter 9) includes specific walking and cycling implementation. We suggest that the plan should include capacity for walking and cycling in the design of other new and improved roading projects at the conceptual stage. This will future proof them against RLTP objectives.

### Recommendations

**Road safety:** The plans 10-year transport priorities (chapter 7) set out the most urgent and significant problems that require management action over the next 10 years. Road safety is one of the priorities. The region's extensive rural road network is a huge resource for potential walking and cycling connectivity. Poorly maintained rural roads affect the safety of active transport. They also create a greater road-safety risk for road users in general. This region has a poor road safety record. We recommend that the plan ensures there is sufficient funding to maintain and protect the roading infrastructure, so the safety of rural roads does not impact active transport and recreation.

**Transport Priority 3:** The Commission is interested in transport choice. Hawke's Bay has a substantial network of unformed legal roads managed by its councils. It is important that councils retain these unformed legal roads as they have significant value. In some locations, they could provide the opportunity to develop alternative off-road routes which allow people to cycle and walk safely. This results in a greater likelihood of increased trips. To help achieve

the objectives in the plan the Commission recommends that the HBRC and Waka Kotahi encourage the local councils within the region to have access-friendly policies on managing and retaining unformed legal roads and access-friendly policies for road stopping. We have expertise in each of these areas and would be happy to help the councils develop policies where they do not have them. We can provide examples that other councils have adopted.

For more information, please contact:

Nicola Henderson Regional Field Advisor – Tūranga-nui-a-Kiwa, Te Matau-a-Māui me Wairarapa; Gisborne, Hawke's Bay and Wairarapa

New Zealand Walking Access Commission | Ara Hīkoi Aotearoa.

Phone 06 855 4866 or email [Nicola.Henderson@walkingaccess.govt.nz](mailto:Nicola.Henderson@walkingaccess.govt.nz)



**Ric Cullinane**

Chief Executive | Tumuaiki

[www.walkingaccess.govt.nz](http://www.walkingaccess.govt.nz)



**From:** [Mary-Anne Baker](#)  
**To:** [Nichola Nicholson](#)  
**Subject:** FW: HBRC 10 year draft plan submission  
**Date:** Thursday, 4 March 2021 1:44:11 PM  
**Attachments:** [ATT000001.png](#)

Could you please add this submission ? she wants to be heard too....  
 Thanks



**Mary-Anne Baker**  
 Senior Policy Planner  
 06 835 9200 | 027 214 6942

Hawke's Bay Regional Council | Te Kaunihara ā-rohe o Te Matau a Māui  
 159 Dalton Street, Napier 4110 | [hbrc.govt.nz](http://hbrc.govt.nz)

Enhancing Our Environment Together | Te Whakapakari Tahi i Tō Tātau  
 Taiao



Let us know how we're doing, give your feedback here.

This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

—Original Message—

**From:** Allan Newton <[alln16@gmail.com](mailto:alln16@gmail.com)>  
**Sent:** Thursday, 4 March 2021 1:40 PM  
**To:** Mary-Anne Baker <[Mary-Anne.Baker@hbrc.govt.nz](mailto:Mary-Anne.Baker@hbrc.govt.nz)>  
**Subject:** HBRC 10 year draft plan submission

To whom it may concern

(Please note that I made two attempts to submit online last week on HBRC website but both attempts were lost in cyberspace. My husband spoke to Mary-Anne and she said that we could write in by the end of Thursday)

I wish to express my thoughts and concerns regarding the HBRC 10 year plan. After reading about the roading development and repairs in the Wairoa /Mahia region I noted that no roading development to State Highway 2 between Napier and Wairoa has been projected in this plan. This is of significant concern to me and I wish to submit my thoughts for Council consideration. This email is specifically about the stretch of State Highway 2 Wairoa, Morere/Napier.

Emissions Lowering:

One of the specific aims of the HBRC 10 year plan is to reduce carbon emissions. Development of the road that includes lowering of gradient on hills, straightening out the road, widening the road allowing for more and safer passing opportunities, bridging gorges, will all significantly reduce carbon emissions. Trucking companies has given examples of fuel consumption on hills on this road and the fuel consumption rises drastically on any of the hills eg Waihua area and Tutira area, 430 loaded trucks use an excess of 1000 litres of extra fuel just on the Waihua hills per day. This is only one small example of hills on this road. The hills between Tutira and Napier will use significantly more. A straighter and less hill gradient will significantly reduce travelling time and fuel consumption and will also future proof our road in preparation for more electric vehicles. Even when there are more electric vehicles using this road, they will get greater travelling distance between charges requiring less electricity consumption.

Safety:

NZTA had identified this stretch of highway as a "high risk" road. Why then, is nothing in the plan to address these risks? Under occupational health and safety, identified hazards need to be eliminated or reduced in order to achieve safety for people. For many users of this road, the road is their workplace. People have to travel this carriageway in order to undertake business and the road is substandard to cater for the types of vehicles using it today and in the future. I have had the figures quoted to me by a senior medical personnel at Wairoa hospital who said the ACC payout \$1m a year in payments for injuries concurred between Tutira and Napier alone on SH2. SH2 Wairoa/Napier has minimal passing opportunities and the ones that are there are high risk as they are really only slow vehicle pullover bays and trucks do not slow down enough to let other vehicles pass safely. I personally have witnessed many near misses at these 'passing opportunities' and it is frightening. I have also witnessed many unsafe passing manoeuvres by motorists that is putting lives at risk on other stretches of the road. For today's vehicles, this road is substandard for safe passage and lives are put at risk daily. Also, there are very few places for vehicles to pull off the road safely for emergency stopping. This also puts people's lives at risk.

Healthcare:

This stretch of highway is a physical barrier to health care and well being. Many people in the northern Hawkes Bay region are put off engaging in health care opportunities because of the difficulties associated with travelling this stretch of highway. I know that Sonya Smith from the Wairoa hospital has put in a submission outlining these challenges and has supplied statistics. The statistics I have been told are horrifying and the road has a significant impact on people's ability to engage fully in health. People's lives are at risk as a direct result of the quality and standard of the road. I urge you to take Sonya's report seriously.

Education:

I have witnessed first hand on multiple occasions, students from Wairoa pulling out of educational opportunities at EIT in

Taradale as a result of the time and effort required in driving this road. Many educational opportunities are available to students in Wairoa that involve travelling this highway at times but the retention rate of students engagement is lower because of the standard of the road. I have been involved in education in Wairoa and I know that it is also a barrier to educational development by teacher and tutors because of the road. Learning and sharing of knowledge is directly affected because of the standard of the road required to travel. Travel to Gisborne on SH2 is not really any better when it comes to educational outcomes.

#### Sporting opportunities and wellness opportunities:

I have witnessed first hand Wairoa College students disappointment when , yet again, another school team from "down the bay" cancels at the 11th hour because students do not want to travel up to Wairoa to play sport. Wairoa College makes a enormous effort to bus students every week to sport activities but many people do not reciprocate in coming to Wairoa to play or compete. I have also witnessed this first hand with my involvement in Wairoa Pony Club. WPC coaches and parents take their children to events in Gisborne and Hastings but very seldom will people come to WPC competition or events to compete. The lack of willingness of people to bring children and youth to participate in sport and wellbeing activities in Wairoa only reinforces the stereotype that "Wairoa is a dump, who wants to go there" or words to the effect that we here in Wairoa hear over and over. Our children think that this is the norm. Yet again, the contour and condition of the road is preventing well-being engagement of our community.

#### Weather events and safe passage for emergency services:

Every year weather events cause road blockages on this highway. This prevents emergency services from operating effectively and efficiently, it prevents reliability in logistics and freight and it prevents healthcare from taking place, appointments have to be canceled again...., and it prevents engagement in wellbeing opportunities for people in northern Hawkes Bay. There are limited detour opportunities on the road and there are frequent road closures due to slips, crashes, and occasionally flooding or water related issues.

#### Summary:

SH 2 from Napier to the north of Wairoa must have development spending allocated to it, not just ongoing maintenance. This stretch of highway is already categorised as high risk and it would have to be the most underdeveloped stretch of the top three state highways in New Zealand. This road is not up to standard for safe passage, it contributes heavily to high carbon emissions, it is not up to standard for efficient electric vehicle usage and it has a direct effect on health, well being and educational opportunities for people who live in the northern Hawkes Bay region. This road must have major upgrades to it to improve people's lives, health, education, wellbeing and to also help lower toxic emissions.

I would appreciate being able to speak to my submission later in the month.  
Thank you.

Yours sincerely

Mrs Sonya Newton  
532 Waialea Valley Road  
RD 6 Wairoa 4196  
Ph 024647435  
pincoastation@gmail.com

Sent from my iPad

**From:** [Mary-Anne Baker](#)  
**To:** [Nichola Nicholson](#)  
**Subject:** FW: Regional transport  
**Date:** Thursday, 4 March 2021 4:20:15 PM  
**Attachments:** [ATT00001.png](#)

Another RLTP submission to add



Let us know how we're doing, give your feedback here.

This communication, including any attachments, is confidential. Refer to the disclaimer on our website.

**From:** Simon Nixon <councillor.nixon@hdc.govt.nz>  
**Sent:** Thursday, 4 March 2021 3:40 PM  
**To:** Mary-Anne Baker <Mary-Anne.Baker@hbrc.govt.nz>  
**Subject:** Fwd: Regional transport

Hawke's Bay Regional Council

**Draft Regional Transport Plan**

**Submission from Simon J H Nixon**

**Postal Address** Box 8594 Havelock North

**Ph** 0274 424 121

**Email** [simonnixonhb@gmail.com](mailto:simonnixonhb@gmail.com)

**I wish to be heard in support of my submission**

**Note:** Whilst I am a Hastings district councillor and some HDC some councillors are aware of my intention to submit, and have made comments in support, this is essentially a submission made by a private individual.

I have previously submitted in a similar vein on behalf of HDC.

My core interest is alternative transport options (cycling) and public transport.

Transport is at the core of civilisation, economic activity, and well being and has been since we climbed out of the trees. Everything and everyone travels.

**Questions**

1.

2.

Safe Transport – 3

Reliable/resilient/efficient networks – 3

Sustainable – 2

Transport choices – 3

Integrated planning – 3

**Note:** I have marked sustainability as only (2) because although I am totally convinced of the need for zero carbon I think the issues of resource depletion of oil/gas/coal and the air pollution resulting from their uses is every bit as important.

3.

Safety: Whilst reducing deaths and serious injury is a no brainer the pre occupation with designating lower speed limits seems to only influence drivers who are already complacent. Over nearly 4 decades I have attended many crashes involving hundreds of deaths and in my view it is the abysmal quality of much of the driving that is the real problem. Vehicles that crash on straight roads suggests inattention, and lack of skill.

Clearly more effective enforcement should make a difference but police cannot be everywhere all of the time. Measures such as remove obstacles on the edge of roads such as poles and trees would also be beneficial but somehow getting unskilled, impaired and reckless drivers off the roads would have a huge effect.

On many of our state highways slow vehicles cause great frustration and result in bad judgement for many car drivers. On SH5 and SH2 north of Napier there are just too few passing bays plus too little compulsion for slower motorists to pull over to allow the traffic that has often been following them for many kilometers to pass. Prosecution of those not pulling over irrespective of the speed they are driving should be intensified and possibility photographic evidence from other drivers used as evidence.

Broadly speaking our urban roads are in good condition and are fit for purpose.

Alternative transport: I am a regular cyclist and where ever possible bike to meetings and other events. I target to ride about 100 Km a week mostly on the off road tracks, shared pathways and cycle lanes mostly in the Hastings district. I do it for health, and enjoyment but especially so I can experience first hand what we want everyone else to do.

As a councillor I have strongly advocated for safer off road facilities such as Karamu Road.

I sometimes wonder if those making the decisions relating to cyclists ever get on a bike themselves. Certainly other than my own, I have never seen a cycle helmet at any council meeting for any council I have attended. Please practice what you are suggesting the rest of the population do.

I believe the stated aims for alternative transport use are unrealistic. The expected demographics with an ageing population will make cycling less practical.

If we are serious we need to survey the population to establish the reasons why people do not bike already and whether our actions will actually make any difference. Anyone who has watched the activity outside of schools pre-start and at the end of the day will have seen the traffic jams as

parents drop off and pick up their children. Clearly someone is not confident in scootering walking and cycling. .

I feel I have the actual experience to state that cycling on our roads is unbelievably dangerous and bikers risk death or serious injury every day they are out there.

There should be no cycle lanes on roads designated 100, 80, or 70 Kph. Pakowhai Road is a death trap.

Bike lanes should be abandoned and the space saved used for pathway widening to make cycling safer and more appealing.

The push for cycling elites to have road widening to allow cycle lanes should be rejected and where cycle lanes are built on faster roads they should be on one side of the road clearly separated from road traffic and two directional so they are acceptable to all cyclists.

The number one hazard are round-about's. Often cycle tracks stop short of round-about's leaving cyclists in a sort of no man zone. Often the design of tracks directs cyclists around the corner where it is impossible to see traffic turning in the same direction.

The expected relaxation of cycling on footpaths is sensible but there needs to be controls especially in shopping areas and perhaps around schools, aged care and other facilities where there can be significant foot traffic.

In conclusion my suggestion is that rather than concentrating on commuter cycling the aim should be to encourage recreational cycling so as many people as possible are competent and comfortable to get on a bike. New biking paths should be located where there is both a commuting and recreational demand.

Public Transport: Two issues stand out on this subject. One is the very low utilisation of urban buses and the second value, or perhaps more importantly poor value. Between 2014 and 2019 passenger numbers dropped by over 150 000 a year or nearly 20%. Passenger numbers for 2020 should now be released because subjectively it seems probable numbers further decreased significantly during this time, not just because of the lockdown but also because people may see public transport as unhealthy. This is a trend that could continue indefinitely.

It should also be remembered that something like 30% of passengers are school children and a further 15% gold card users suggesting under 1000 trips a day are fare paying adults. If further adjusted for return trips the HBRC bus services may be providing for only about 500 people a day and of these many are probably not commuters. So the aim of getting commuters onto buses is an abject failure. To the casual observer the only people on board many buses is the driver.

The last figure I have on costs revealed HBRC subsidises the buses to the tune of \$1.5 million annually with another \$1 million from NZTA. This suggests each passenger is receiving a nearly \$4.00 subsidy from other ratepayers or \$8.00 a day. Probably this has increased further as a result of a further decline in passenger numbers and the recent fare reductions.

Clearly this is illogical. That is low income orchard workers are effectively being forced to contribute nearly \$8.00 a day to provide transport to the minimal number of people who are able to use the buses. The cost of providing an inadequate service is outrageous.

The cost wouldn't matter if the buses were full (outside of school hours) but they are not.

Outside of the rush hour when a direct service through Clive is available travel times between the Napier and Hastings CBD's are abysmal. I understand it can take nearly 90 minutes.

When there are requests for new services or extensions to existing services those making such



demands should have to prove there is actual demand rather than just their emotional unproven generations accepted at face value.

I am not anti public transport. As a one time Wellingtonian I am well aware of how a good transport system contributes to economic well being. On that note our buses are comfortable, clean, and the drivers helpful and courteous.

We need to get rid of the metro thinking for our public bus services. We lack density or concentration of urban or industrial areas. Build it and they will come doesn't work here and never will.

The bus company must be laughing all the way to the bank, providing of course the bank is still operating. Its high time the operator is also put under pressure to boost passenger numbers.

To be attractive the service needs to be convenient, appropriate, and flexible.

The system should concentrate on connecting hubs, Hastings, Napier, Havelock North and Taradale CBD's, Flaxmere, Maraenui, Hospital and EIT.

Feeder routes or spokes produce few passengers and these routes need to be reviewed with a view to releasing capacity to allow increased frequency between hubs. Possibly services on these routes could be limited to school travel times.

Capacity could be released and service levels improved if a regular shuttle using a smaller bus operated between the Hastings library, K mart plaza, and Mega Centre feeding into the main hub to hub services at just one or two key stops instead of every route passing these locations thus slowing travel for the majority of passengers.

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**Please consider the environment before printing this e-mail**

**Draft Regional Land Transport Plan****Submission Form**

Name of Submitter: [Full Name] **Ngati Kahungunu Wairoa Taiwhenua Incorporated**

If Organisation, Contact Person: **Nigel William How, Chairman**

Postal Address: **PO Box 119, Wairoa 4108**

Telephone Number(s): **06 838 4748**

Email: **wairoa.tai.whenua@xtra.co.nz**

I wish to be heard in support of my submission

~~I do NOT wish to speak in support of my submission and ask that the following submission be fully considered:~~

Signature:

NB: Space for writing submissions is overleaf.

NB: Your submission will become part of a public record of Council documents. This will mean your name, address and contact details will be searchable by other persons.

Deadline for Submissions:

**28 February 2021**

Send written submissions to:-

Hawke's Bay Regional Council

Private Bag 6006

NAPIER 4142

or email to:-

[info@hbrc.hbrc.govt.nz](mailto:info@hbrc.hbrc.govt.nz) with "Draft Regional Land Transport Plan Submission" in the subject line.

## Our Questions

1. Section 2 of the Plan describes the regional context for our transport network. Section 3 describes the current transport system, including how it impacts on people's health and well-being, its environmental and economic impact and the transport choices. Section 4 provides information about the transport planning context from the national through to the local level.

Do you have any comments to make about this part of the plan?

*Our observation is as follows:*

**Section 2.** This section provides strategic context for the Plan. 2.1 acknowledges Wairoa is a more isolated settlement. 2.3.1. highlights that Wairoa median income is below National and Hawke's Bay levels and the most of Wairoa rates at Decile 10 of the Social Deprivation Index. 2.4 provides forecast that one-way logging truck movements on SH2 from Wairoa will increase by 107 movements over six years ending in 2023. It also highlights added tourism at Mahia and the attraction of the Waikaremoana Great Walk. In addition, that Maori and low-income households (both a strong feature of Wairoa District) will be particularly vulnerable to Covid-19 related job losses.

*Our comment is that the Regional Context for Wairoa District listed highlights factors contributing to service accessibility and road stress in Wairoa District. Factors which are not listed include the accessibility of health services. Many medical services including specialist appointments and services are only available to Wairoa District residents in Hastings, Napier and Gisborne. This now includes adult dental services. Good and reliable road access is vital to the health of Wairoa District residents and possible long-term lift in the social deprivation rating. In addition, with the imminent closure of two further bank services many banking needs will only be accessible to Wairoa District residents in branches outside of Wairoa, for which our community members will need to travel to access.*

*We believe there needs to be a clear focus on continued upgrading of State Highway 2 and the roading network in Wairoa District. In failing to do so will contribute to Wairoa District retaining a low social deprivation rating.*

**Section 3.** 3.1 identifies Wairoa District residents are at the highest personal risk in the country for many crash types. 3.2 identifies possible effects through Climate Change including extreme flood events exacerbating resilience deficiencies in the current network. 3.4 identifies network resilience with no mention of Wairoa District. 3.5 identifies SH2 Wairoa

to Bay View Safety Improvements.

*Our comment is that the current transport system and its impacts are strongly felt by Wairoa District residents and that all future roading plans require a dedicated focus to alleviate these. In particular, we wish to highlight the sentence "Lack of resilience in the network can isolate rural communities and areas of primary production, negatively affecting the region's social and economic outcomes". Thus, if the Wairoa District roading network is resilient, so is the region. This may increase the likelihood of positive shift in social deprivation outcomes.*

**Section 4.** *Our comment is to highlight the five outcomes of the Transport Outcomes Framework in 4.2 in regards to Wairoa District. To reiterate they are:*

- 1. Inclusive access*
- 2. Healthy and safe people*
- 3. Environmental sustainability*
- 4. Resilience and security*
- 5. Economic prosperity*

*In specific regards to this submission, we believe that all points are relevant to Wairoa District with specific focus on points 1, 2, 4 & 5.*

**2. Section 5 of the Plan describes the vision and objectives. There are five objectives of the plan.**

What's important to you? You can score the following on a scale of 1 – 3 with 1 being least important 2 being important and 3 most important to you.

Visions and Objectives .

A safe transport system for all users. (Safety) **3**

• A resilient, efficient and reliable network for journeys in Hawke's Bay to Napier Port and to other regions. **3**  
(Reliable/resilient/efficient networks)

• A transport system that contributes to a carbon neutral Hawke's Bay. (Sustainable transport) **3**

• Transport choices for all users to meet social, economic, and cultural needs. (Transport choice) **3**

• Land use planning and development to enable efficient use of transport networks and which minimises travel demand. (integrated planning) **3**

Do you have any comments to make about these objectives?

*Our comment is there needs to be consideration for the continual withdrawal of key service from Wairoa District, a projected increase on roading demands including forestry and accessing health and other services and that any future planning needs to consider these thoughtfully and practically in terms of social deprivation.*

**.3. Section 5 also describes the headline targets There are three main targets for the plan. You can score the following on a scale of 1 – 3 with 1 being least important 2 being important and 3 most important to you.**

Reducing deaths and serious injuries on Hawke's Bay roads by 40% by 2030 **3**

• Making our transport system more sustainable and creating a healthier community: 30% of people are using active or public transport to get to work by 2030. 65% of people will be using active and public transport to go to education. **2**

• Having reliable and predictable travel times for freight. **3**

Do you have any comments to make about these objectives?

*Our comments on these questions have been covered in previous answers in regards to a rural community which Wairoa District is.*

**4. The councils are proposing to carry out a range of upgrade projects on the existing local road, cycleway and footpath networks that contribute to meeting all the Plan's objectives and targets. (see Question 2 for a list of the Plan's objectives). These activities will be carried out cross the region and they include;**

Road and cycleway network and public transport services

- Maintenance, improvements and upgrades of existing networks (all plan objectives)
- Network safety Inspection & Speed Management (Safety)
- Intersection upgrades across Hawke's Bay (Reliable/resilient/efficient network, Safety)
- Cycleway/footpath improvements (Safety, Transport choice, Sustainable transport)
- Bridge upgrades across Hawke's Bay especially for HPMV transport (Reliable/resilient/efficient networks)
- Road safety programmes
- Total Mobility (Transport choice)
- GoBay- Hastings and Napier (Transport Choice, Sustainable transport)

In addition to this investment, there are a range of key new activities for each Council (please see consultation webpage for more details)

Do you have any comments to make about these activities?

*Our comment is these are valid and constructive projects on a regional level.*

**5. The Plan prioritizes the significant regional activities as follows:**

- i) SH5 Napier to Taupo  
Development of programme to address safety, efficiency and resilience of the road corridor.
- ii) Maraekakaho Road / York Road Roundabout  
This high-risk intersection requires transformation to improve safety of road users
- iii) Napier Port Access – SH2 Hawkes Bay Expressway  
Development of programme to optimise the HB Expressway and provide multimodal access across and along with a focus between Pakowhai to Meanee
- iv) Hastings bridges strengthening  
Improve transport accessibility needs for HPMV, 50Max and VDAM(2016) class 1 limits on local roads
- v) State Highway Multi-modal Access – SH2 Hawkes Bay Expressway  
Safety improvements on SH51 between Waipatu and Whakatu to meet residential and school development transport needs in Waipatu and primary production growth need.



- vi) State Highway Multi modal Access – Ahuriri Access  
Development of programme to address community severance, safety and multimodal access whilst optimising freight efficiency.
- vii) SH51 Ellison St to Farndon Rd  
Implementing safety improvements on SH51 between Ellison St and Farndon Road (Road to Zero)
- viii) SH2 Waipawa to Waipukurau shared path  
Shared path linking Waipawa to Waipukurau to address the severance across the Tuki Tuki
- ix) Māhia connectivity  
Nuhaka-Opoutama Road - Blowhole Realignment /retreat + coastal protection including the Blowhole Dropout Retreat and 610m coastal protection
- x) SH38 Wairoa to Murupara  
Develop a programme to address the safety, resilience and levels of service issues on the corridor in the context of the communities and TeUrewera

Do you agree with these activity priorities?

**Yes and No.**

*Our comment includes positive acknowledgement of the Mahia Connectivity Projects and the SH38 Project, along with the wider implications of other projects within our region. However, these alone do not contribute fully to ease of access to service no longer provided in Wairoa District.*

*We are of firm belief that SH2 between Napier and Gisborne is also of Inter-Regional Significance and should be prioritised as such in order to fully service the growing needs of the Wairoa District community and further contribute to lowering the social deprivation rating.*

**6. Are there any more projects or programmes you'd like to see in the plan?**

*Yes. A full commitment through long-term planning to improve SH2 between Napier and Gisborne to its fullest potential so Wairoa District residents can easily and safely access services essential to wellbeing of our entire community.*

**7. Section 11** is the monitoring indicator framework. It describes the outcome areas the plan addresses and the measures and indicators we will use to assess the success of this Plan.

Do you agree that these are appropriate measures and outcomes?

**Yes and No.**

*Our comment is while these are appropriate as they are, they fail to take into account the effects of continued withdrawal of key service to the Wairoa District community and how vital a resilient and reliable roading network, in particular through SH2, is for Wairoa District residents in accessing these services.*

8. Is there anything else you 'd like to add?

*Ngāti Kahungunu Wairoa Taiwhenua Incorporated is a charity established to advocate, promote and act for the ultimate benefit of all our tangata whenua and ngā māta waka members in the areas of environmental, spiritual, economic, social and cultural advancement. Our Board consists of 12 members appointed by the marae of Wairoa District to represent the interests of our approximately 8,800 registered members. We have been serving our community for 30 years.*

*In serving our community and registered beneficiaries, we would like to state that unless government entities acknowledge and in unison actively work to resolve the issues affecting our Wairoa District Community, we will continue to remain at the bottom of the social deprivation index as acknowledged in this draft plan.*

*Deadline for Submissions:*

**28 February 2021**



# **SUBMISSION ON Hawke's Bay Regional Land Transport Plan**

27 February 2021

**TO:** Hawke's Bay Regional Council

**NAME OF SUBMITTER:** Horticulture New Zealand



## **CONTACT FOR SERVICE:**

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## 1. HortNZ's Role

### Introduction

Horticulture New Zealand (HortNZ) thanks Hawke's Bay Regional Council for the opportunity to submit on the Regional Land Transport Plan and welcomes any opportunity to continue to work with Hawke's Bay Regional Council and to discuss our submission.

HortNZ could not gain an advantage in trade competition through this submission.

HortNZ wishes to be heard in support of our submission and would be prepared to consider presenting our submission in a joint case with others making a similar submission at any hearing.

The details of HortNZ's submission and decisions we are seeking from Council are set out later sections of our submission.

### Background to HortNZ

HortNZ was established on 1 December 2005, combining the New Zealand Vegetable and Potato Growers' and New Zealand Fruitgrowers' and New Zealand Berryfruit Growers Federations.

HortNZ represents the interests of 5000 commercial fruit and vegetable growers in New Zealand, who grow around 100 different crop types and employ over 60,000 workers. Land under horticultural crop cultivation in New Zealand is calculated to be approximately 120,000 hectares.

The horticulture industry's value is almost \$6.4 billion and is broken down as follows:

<b>Industry value</b>	<b>\$6.39bn</b>
Fruit exports	\$3.53bn
Vegetable exports	\$0.7bn
<b>Total exports</b>	<b>\$4.23bn</b>
Fruit domestic	\$0.88bn
Vegetable domestic	\$1.28bn
<b>Total domestic</b>	<b>\$2.16bn</b>
Kiwifruit exports alone earn more than \$2.3 billion.	

It should also be acknowledged that it is not just the economic benefits associated with horticultural production that are important. The rural economy supports rural communities and rural production defines much of the rural landscape. Food production values provide a platform for long term sustainability of communities, through the provision of food security. While the ability to transport chilled fruit and vegetables has reduced reliance on locally-grown produce, it also creates risk if distribution channels are unexpectedly altered. For example, a blocked highway following an earthquake or significant rainfall could restrict access between fruit and vegetable hubs and their markets. A substantial amount of Hawke's Bay's horticultural produce is also exported out of the Port of Napier, so HortNZ considers planning for reliable and efficient transport networks to be a high priority.

### HortNZ's Resource Management Act 1991 Involvement

On behalf of its grower members HortNZ is involved in resource management planning processes around New Zealand. HortNZ also works to raise growers' awareness of the Resource Management Act 1991 (RMA) to ensure effective grower involvement under the Act.

The principles that HortNZ considers in assessing the implementation of the RMA include:

- The effects based purpose of the RMA;
- Where possible, non-regulatory methods should be employed by councils;
- Regulation should impact fairly on the whole community, make sense in practice, and be developed in full consultation with those affected by it;
- Early consultation of land users in plan preparation;
- Ensuring that RMA plans work in the growers interests both in an environmental and sustainable economic production sense.





## 2. Horticulture in Hawke's Bay

Horticulture is hugely important to the Hawke's Bay region. Around 22,000 ha of land is used for commercial fruit and vegetable production in the Hawke's Bay region by around 380 horticultural growers. In Hawke's Bay, HortNZ is affiliated with two key local associations representing growers within the Hawke's Bay region, namely the Hawke's Bay Fruitgrowers Association, and the Hawke's Bay Vegetable Growers Association. Alongside these local associations, a number of product groups representing specific product categories are also affiliated to HortNZ. One of those product groups, New Zealand Apples & Pears, is based in Hastings because of the importance of Hawke's Bay to the country's pipfruit production. Most of the other 21 product groups are active within Hawke's Bay as well.

Horticultural production is predominantly focused on the fertile soils of the Heretaunga Plains, although there are also a number of process crop growers (i.e. peas) and some orchards in Central Hawke's Bay, and a scattering of other growers located throughout the region. Growth in the horticultural industry of Central Hawke's Bay is expected as a result of the changing climate, and HortNZ notes need to be anticipated and accommodated in transport planning for the region. Seventy percent (70%) of all apples produced in New Zealand are grown in the Hawke's Bay, with the vast majority of those on the Heretaunga Plains, and the region also produces over 30% of New Zealand's processed vegetables. Summerfruit, squash and onions are other significant crops for the region.

While a range of fresh fruit and vegetables are grown for domestic supply, the majority of Hawke's Bay's horticultural produce is exported – either fresh, or processed by one of the large processing firms located in Hastings e.g. Heinz Watties, McCains. Specialised post-harvest processing facilities such as these add significant value after the farm gate and Heinz Wattie's and McCain's alone employ over 1800 people. Efficient and safe transport links from packhouses/coolstores and processing sites, which are predominantly located in Hastings and Whakatu, to the Napier Port are absolutely critical to the ongoing success and contribution of horticulture to the Hawke's Bay Region.





Hawke's Bay produces significant quantities of food for domestic supply, which is important for the health and well-being of all New Zealanders. Hawke's Bay's contribution to domestic food supply is particularly important because of the warmer climate which means that it can provide fresh produce when other regions are not able to provide fruit and vegetables into the supply chain. For example, Hawke's Bay harvests summerfruit such as nectarines and peaches to New Zealand consumers before later season fruit grown in the South Island becomes available. The regional food system supports a resilient and reliable domestic food system.

The Hawke's Bay has over 1700 grow days above 10 degrees, and over 2300 hours of bright sunshine. This warm, sunny climate along with versatile soils are ideal for growing. Climate change is expected to bring warmer weather and changes in rainfall seasonality to Hawkes Bay. Growers are very aware of the changing climate and the potential for more frequent droughts. Ensuring good quality water continues to be available for irrigation of horticultural crops is critical to the ongoing success of the sector, and HortNZ has been actively involved in other planning processes in an effort to achieve as much water security for growers as possible.

Supporting the ongoing success of Hawke's Bay's horticultural sector is also very important in terms of New Zealand's response to climate change. Less than 1% of the country's greenhouse gas emissions are produced by horticulture and supporting existing, and enabling new, horticultural production is critical to New Zealand achieving a transition to a low emission economy in line with the Climate Change Response (Zero Carbon) Amendment Act 2019.

### 3. HortNZ's Submission on Regional Land Transport Plan

#### General Comments

HortNZ is generally supportive of the Draft Regional Land Transport Plan (RLTP) and recognises that the plan must consider and balance the competing demands of all sectors of the community. However, given the importance of horticulture to the Hawke's Bay region, from both an economic and a social perspective, HortNZ would suggest that the importance of Hawke's Bay's transport links providing for the efficient and safe movement of horticultural produce really cannot be emphasised enough.

As part of preparing this submission people involved with horticultural transport in Hawke's Bay were consulted. The views expressed in this submission reflect the comments and feedback of those people who are using the Hawke's Bay transport network almost daily and are therefore critically aware of where issues exist. While the comments below generally focus on additional areas for improvement, or further works that are considered necessary, HortNZ would like to acknowledge the significant investment that has been made in the Pakowhai Road/Links Road Intersection upgrade, and the construction of the Whakatu Arterial Link; and the benefits that these projects have on the efficient and safe functioning of the transport network of the Heretaunga Plains. However, significant problems with congestion still exist, particularly on the Hawke's Bay Expressway, and these continue to create an impediment to the efficient movement of horticultural freight to the Napier Port. This issue was raised by HortNZ in their submission at the time of the 2018 review of the RLTP, and while acknowledging that addressing the issue is a significant challenge, limited progress appears to have been made on this – although it is noted that safety improvements have been put in place on the expressway. HortNZ urges the Regional Council through this regional land transport planning process to recognise the congestion issues and start putting in place steps to address the problem.

Another somewhat related point that was raised by horticultural industry representatives was the potential impact that the proposed Whakatu Inland Port could have on heavy traffic flows on the Heretaunga Plains. HortNZ submits that if that project is to progress, then its impact on traffic flows needs to be explored as soon as possible, and solutions to any potential issues put in place as part of its development.

HortNZ would also like to take this opportunity to request that particularly busy periods for the horticultural sector are considered in the planning of road maintenance works. January to May is the peak period for most of the horticultural industry, and HortNZ requests that if possible, significant roadworks on roads used to access horticultural facilities such as packhouses and post-harvest facilities, and critical freight routes such as the HB Expressway, are planned to be undertaken outside of this time, as it only leads to additional congestion and time delays, that can lead to unsafe road user behaviour that threatens the safety of all road users.

### Specific comments about the Regional Land Transport Plan

HortNZ is pleased to see that the importance of addressing issues related to freight access across the region were recognised in the Regional Programme Business Case. Achieving improvements in supply chain reliability are critical to the ongoing success of the horticultural sector in Hawke's Bay.

HortNZ supports the strategic objectives set out in Section 5.1 of the Plan for the Hawke's Bay region. Objectives 1, 2 and 5 are particularly important to the transport needs of the horticultural industry being met. A safer transport system benefits the entire community, and would result in less freight delays as a result of accidents. The development of a resilient, efficient and reliable network, particularly to Napier Port, is of critical importance to the horticulture industry therefore Objective 2 is strongly supported. Objective 5 seeks to minimise travel demand by efficient use of transport networks. Reducing reliance on cars would reduce the number of cars on the road, which would have positive benefits from both an environmental and congestion perspective – particularly at peak times. This would benefit all road users, including those moving horticultural freight. The headline targets that are sought to be achieved are supported by HortNZ as they address the key issues facing the industry – safety and congestion.

With regards to the policies associated with each objective, HortNZ is generally in support of them.

HortNZ also supports the transport priorities that have been identified, including the order that they have been ranked in, and has specific comments to offer on the following:

- **Transport Priority 1: Road Safety**

*Priority investment area 3. Targeted safety interventions for intersections and corridors and low kiwiRap rated roads.*

HortNZ submits that there are two intersections/corridors at which safety interventions are urgently needed – these are the Pakowhai Road/HB Expressway roundabout, and also the one-way bridge on Brookfields Road.

Safety issues arise at the Pakowhai Road/HB Expressway roundabout, particularly during peak morning traffic. Some form of traffic management is needed to enable freight trucks coming along Pakowhai Road from Whakatu and Hastings areas to gain entry onto the HB Expressway roundabout against the flow of traffic moving from Napier to Hastings. The current situation creates safety issues as well as congestion, as frustrated drivers who have had to wait behind trucks are increasingly likely to make marginal calls about when it is safe to enter the roundabout, which puts the safety of all drivers on the road at risk. One suggestion volunteered was the use of lights like those used at motorway on-ramps that allow a few vehicles to enter at a time. Clearly a workable solution would need to be designed by a qualified traffic engineer, however from a non-technical perspective, it would seem that a solution could be designed to help address this issue.

Another specific safety concern that was raised was the one-way bridge on Brookfields Road – an area with many horticultural growers. The existing one-way bridge is difficult for horticultural traffic to navigate (e.g. tractors, sprayers, loaded trucks carrying produce bins – particularly when full) which creates a safety risk for all road users. Problems are compounded when Brookfields Road is used as a bypass/diversion route if there is an accident on the expressway or Pakowhai Road, which is an all too regular occurrence. HortNZ submits that upgrading this bridge to two-lanes needs to be recognised as a priority project to improve the safety of this roading corridor.



- **Transport Priority 2: Freight Supply Chain**

*Priority investment area 1. Regional (state highway and local road) bridge strengthening for HPMV.*

HortNZ is pleased to see that the need to improve the capability of the network to transport High Productivity Motor Vehicles (HPMV) has been recognised and that work is being undertaken to strengthen necessary infrastructure. HortNZ notes that capacity to carry larger trucks needs to be (in time) provided on multiple routes to avoid delays if primary routes are not able to be used. HortNZ also submits that providing access for HPMV to larger post-harvest facilities and packhouses should be prioritised as this would have consequential safety benefits in terms of reducing truck movements.

*Priority investment area 3. Targeted safety interventions at intersection and corridors.*

As noted above, two particular intersections/corridors have been identified by the horticultural sector as requiring urgent attention to improve safety.

*Priority investment area 4. Capacity improvements at pinch points.*

As already noted, horticultural road users raised congestion on the roading network, and particularly the Hawkes' Bay Expressway as being a significant issue. Increasing the capacity in this area of the network is critically important to the ongoing viability of the region's horticultural export sector, and it is noted, will have consequential safety and environmental benefits for all road users.

*Priority investments area 5. Port access improvements for freight.*

Congestion on the expressway is a particular issue for drivers delivering freight to the Napier Port because of the booking systems that are operated by both the port and off-site container storage facilities. Drivers are fined if they do not arrive at their booked time. One potential means of avoiding some of the stress these systems cause, and ultimately improve access to the port for freight would be to create lay-by/parking bays where freight trucks could wait. This would need to be located relatively close to the port and would enable drivers to leave Hastings and Whakatu earlier if loaded, make the trip along the expressway to Napier, and if they do arrive early wait somewhere safely until their booked arrival time at the port. At present there are few/no areas where loaded freight trucks can safely wait off the road, close to the Port which means that freight drivers allowing more time for the trip into the Napier Port is not presently an option.

- **Transport Priority 3: Transport Choice**

*Priority investment area 5. Improve public transport attractiveness, frequency and infrastructure*

Public transport use can reduce private vehicle use, which has consequential benefits from a congestion perspective, and obviously also environmental benefits. Increasing the frequency of public transport will make it a practical option for more people, and HortNZ supports this.

With regards to activities identified in Section 9.2 of the plan, HortNZ notes its particular support for the following activities:

- Napier Port Access-SH2 Hawke's Bay Expressway
- Hastings Bridges strengthening
- State Highway Multi modal access – Ahuriri Access

Given that horticultural produce is road freighted to other parts of New Zealand, and is crucial to securing the nations domestic food supply, HortNZ also notes its support for the identification of particularly the Te Ahu a Turanga; Manawatu Tararua Highway, and SH5 Napier to Taupo activities as being of inter-regional significance.

Finally, HortNZ submits that section 11 that relates to the monitoring indicator framework would benefit from the inclusion of additional detail about how and when monitoring will be undertaken. HortNZ also notes that there is no detail included about how the economic prosperity outcome will be monitored, and it is crucial that this is done. In relation to the resilience and security outcome, HortNZ submits that what is actually being targeted here is a decrease in duration and frequency of closures on key freight routes and suggests that rewording of the specifications is needed to reflect this.

### Conclusion

As noted in the introduction to this submission, HortNZ fundamentally supports the general approach of the Regional Land Transport Plan and believes that strategic objectives identified are appropriate. HortNZ has highlighted in this submission several specific issues with the roading network that create issues for the horticultural sector and arguably present a risk to the safety of all road users if not addressed as a matter of urgency. HortNZ supports all work that seeks to improve the resilience, efficiency and reliability of the roading network, as this has benefits for the horticultural industry, as well as the wider community, and HortNZ notes the organisation is happy to work with the council and other stakeholders to help develop workable solutions to this challenge.



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28 February 2021

TTP 0201  
LMS:RH

Hawke's Bay Regional Transport Committee  
C/- Mary-Anne Baker, Acting Transport Manager  
Via email: [info@hbrc.govt.nz](mailto:info@hbrc.govt.nz)  
Cc: [mary-anne.baker@hbrc.govt.nz](mailto:mary-anne.baker@hbrc.govt.nz)

Dear sir or madam,

**DRAFT REGIONAL LAND TRANSPORT PLAN 2021-31 - FEEDBACK**

Thank you for the opportunity to consider and provide feedback on the draft Hawke's Bay Regional Land Transport Plan 2021-31 (RLTP).

This submission has been made by officers on behalf of Horizons Regional Council. Due to timing the submission was unable to be reviewed and endorsed by the Regional Transport Committee, however will be circulated to the Committee following submission.

We would like to thank the Hawke's Bay Regional Council staff for their willingness to work with us during the preparation of our draft Plan, particularly with confirming the inter-regional activities of significance between our regions.

We would also like to thank Hawke's Bay Regional Council for the continued support in following the Manawātū Gorge closure and subsequent development of the replacement route, Te Ahu a Tūranga: Manawātū-Tararua Highway. We are looking forward to this new highway opening which will strengthen priority transport connections between the Horizons' and Hawke's Bay regions.

There are a number of current and future pressures on the transport corridors between the Hawke's Bay and Horizons regions. These include challenges and impacts associated with the use of the Saddle Road (alternative route) until the new highway is complete, as well as increased road maintenance that is going to be required in response to the large forests being harvested in the Tararua District. We also note that discussions with Waka Kotahi in relation to Napier-Taihape Road becoming a state highway (due to its increased use for movement of freight and tourism) are ongoing and would value any support available from Hawke's Bay staff or RTC members regarding this.

As alluded to above, the provision of safe, resilient and efficient connections between our two regions is vital and the importance of this is reflected in Horizons own draft RLTP (currently out for public consultation). We support the draft objectives, policies and investment priorities included in the Hawke's Bay draft RLTP, specifically those relating to safety and connectivity improvements and those relating to providing secure connections to the Napier Port. Further to the above and in light of the recent Climate Change Commission's advice, we note that there may be future opportunities that could be pursued to support the transition to lower carbon transport choices (particularly for freight) between our regions, with the existing rail line.

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Thank you for the opportunity to provide feedback. We do not wish to speak in support of this feedback but are happy to provide clarification on any of the points raised if required.

Please don't hesitate to contact Rhona Hewitt ([Rhona.hewitt@horizons.govt.nz](mailto:Rhona.hewitt@horizons.govt.nz)) or Leana Shirley [Leana.Shirley@horizons.govt.nz](mailto:Leana.Shirley@horizons.govt.nz) should you wish to discuss this further.

Yours sincerely

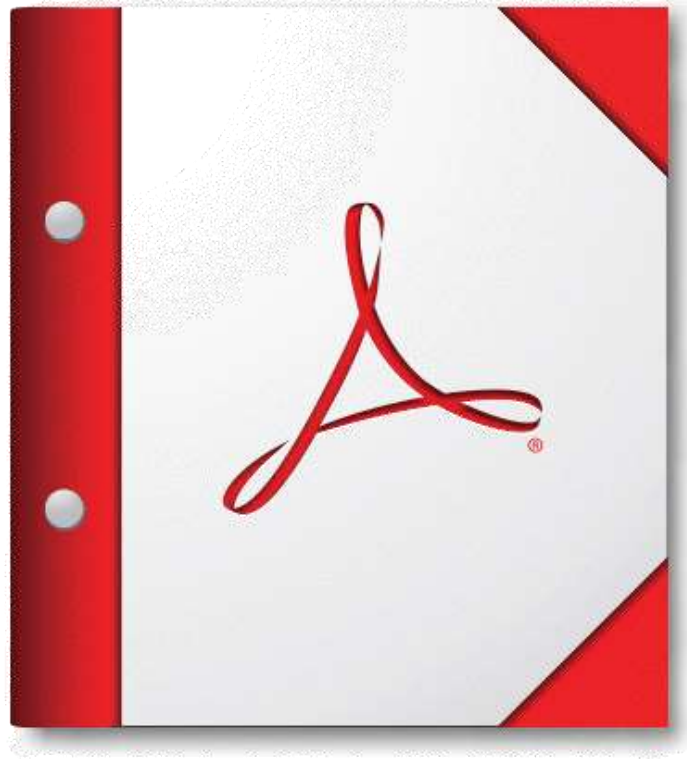
A handwritten signature in blue ink that reads 'Rhona Hewitt'.

Rhona Hewitt  
**TRANSPORT SERVICES MANAGER**

Item 6

Attachment 2

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Item 6

Attachment 2