



## Meeting of the Regional Transport Committee

**Date:** Friday 14 May 2021  
**Time:** 10.00am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Agenda

Item	Title	Page
1.	Welcome/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Short Term Replacements for the 14 May 2021 Regional Transport Committee Meeting	3
4.	Confirmation of Minutes of the Regional Transport Committee held on 12 March 2021 and 9 April 2021	
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6.	Call for Minor Items Not on the Agenda	9
<b>Decision Items</b>		
7.	Regional Land Transport Plan Deliberations	11
<b>Information or Performance Monitoring</b>		
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**HAWKE'S BAY REGIONAL COUNCIL**  
**REGIONAL TRANSPORT COMMITTEE**

**Friday 14 May 2021**

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 14 MAY 2021 REGIONAL  
TRANSPORT COMMITTEE MEETING**

**Reason for Report**

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

**Committee Membership**

<b>Committee Members (Voting)</b>		
Councillor Martin Williams	Member and Chairman	HBRC
Councillor Charles Lambert	Member and Deputy Chairman	HBRC
Councillor Keith Price Alternate Mayor Kirsten Wise	Member	NCC
Mayor Alex Walker Alternate Cr Kate Taylor	Member	CHBDC
Mayor Craig Little Alternate Cr Jeremy Harker	Member	WDC
Mayor Sandra Hazlehurst Alternate Cr Tania Kerr	Member	HDC
Ms Emma Speight Alternate Oliver Postings	Member	NZ Transport Agency
<b>Advisory Members (Non-voting)</b>		
Api Robin	Cultural Interests and Environment	HBRC Maori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Andrew Palareit	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Paul Ashton	Rail	KiwiRail
Farley Keenan	Health	HB District Health Board
<b>Technical Advisory Group (TAG)</b>		
Mary-Anne Baker	Acting Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Michael Hardie	Transport Asset Manager	WDC
Mark Clews	Strategic Planning Manager	HDC
Jag Pannu	Transportation Manager	HDC
Paul Murphy	Senior Investment Adviser	NZ Transport Agency
Simon Barnett	Principal Transport Planner	NZ Transport Agency
Wayne Wallace	Principal Investment Adviser	NZ Transport Agency

### **Recommendation**

That \_\_\_\_\_ be appointed as member/s of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting of Friday, 14 May 2021 as short term replacement(s) on the Committee for \_\_\_\_\_.

#### **Authored by:**

**Mary-Anne Baker**  
**ACTING TRANSPORT MANAGER**

#### **Approved by:**

**Katrina Brunton**  
**GROUP MANAGER POLICY &**  
**REGULATION**

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

**Friday 14 May 2021**

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

**Item 5**

**Introduction**

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

**Decision Making Process**

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

**Recommendation**

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

**Authored by:**

**Annelie Roets  
GOVERNANCE ADVISOR**

**Approved by:**

**James Palmer  
CHIEF EXECUTIVE**

**Attachment/s**

- 1 [↓](#) Follow ups for May 2021 RTC Meeting



## Follow-ups from Previous Regional Transport Committee Meetings

## From 12 March 2021 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Transport Manager's March 2021 Report	Provide an update on the Driver Licensing programme, what success looks like and the outcomes of the programme	M-A Baker	Work is in preparation
2	March 2021 Public Transport Update	Suggest some conversation between Total Mobility Scheme and other groups (St John, Red Cross) operating these Services	M-A Baker	Work is in preparation
3	Discussion of Minor Matters Not on the Agenda	Paying GoBus drivers the Living Wage, discussion with Waka Kotahi about options for progressing	M-A Baker / Cr M Williams	Reported this meeting

## From 11 December 2020 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
2	Transport Manager's December 2020 Report	RTC Chair to advocate to Ministry of Transport and Ministry of Education to consider a more integrated approach to the delivery of school bus and public transport services	M Baker / Cr M Williams	Letter to MoE still to be sent





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

**Friday 14 May 2021**

**Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA**

**Reason for Report**

1. This item provides the means for committee members to raise minor matters they wish to bring to the attention of the meeting.
2. Hawke's Bay Regional Council standing order 9.13 states:
  - 2.1. "A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion."

**Recommendations**

3. That the Regional Transport Committee accepts the following "Minor Items Not on the Agenda" for discussion as Item 12:

Topic	Raised by

**Leeanne Hooper  
GOVERNANCE LEAD**

**James Palmer  
CHIEF EXECUTIVE**



## HAWKE'S BAY REGIONAL COUNCIL REGIONAL TRANSPORT COMMITTEE

Friday 14 May 2021

### **Subject: REGIONAL LAND TRANSPORT PLAN DELIBERATIONS**

#### **Reason for Report**

1. This report introduces the Officers' Report which provides an assessment of submissions to the Regional Land Transport Plan (RLTP) and provides recommendations for amendments to the draft RLTP.

#### **Officers' Recommendation**

2. That this report be received, and decisions be made by the Committee on the recommendations for amendments to the Regional Land Transport Plan which are shown as underline/strikeout text in Attachment 1 and as otherwise directed by the Committee.

#### **Executive Summary**

3. The draft Regional Land Transport Plan (2021 -2031) was released for public consultation on 1 February for four weeks.
4. The RLTP contains the region's proposed transport activities to be funded from the National Land Transport Fund (NLTF) by the NZ Transport Agency for the next ten years.
5. The RLTP is a statutory document that must be prepared by the Regional Transport Committee (RTC) as required by the Land Transport Management Act 2003 (LTMA). The current RLTP was last reviewed in 2018.
6. 67 written submissions were received on the draft RLTP and 25 submitters provided verbal submissions in support of their submissions.
7. The Officers' Report which is provided in Attachment 1 provides an assessment of the submissions and includes a number of recommendations for amendments to the draft plan as a consequence. The draft RLTP with recommended amendments is provided in Attachment 2 to this report.
8. Also attached to this report is the Hawke's Bay Transport Programme Business Case. This document provides the detailed analysis to support the Regional Land Transport Plan. It provides the context of the Hawke's Bay community and the current state of the transport network, identifies the key issues facing the region, and outlines the next tranche of funding priorities and activities for the region to help achieve the vision agreed through the RLTP preparation process. Note that the Programme Business Case has not yet been endorsed by Waka Kotahi (NZTA) and may yet require amendments to satisfy their investment and financial requirements.

#### **Background /Discussion**

##### **Regional Land Transport Plan**

9. The attached report summarises points made in submissions to the 2021-2031 Draft Regional Land Transport Plan (RLTP) and includes officers' recommendations and responses to the points made.
10. Submissions were received by the Hawke's Bay Regional Council from 1 February 2021 to 28 February 2021. A full list of submitters is provided in Attachment 3 to this report.
11. Submitters are thanked for their submissions and their helpful suggestions and comments made on the draft RLTP.
12. The officers' report addresses the following key issues:

- 12.1. Climate change
- 12.2. Active transport (cycling and walking) and public transport
- 12.3. Road safety
- 12.4. Wairoa connectivity
- 12.5. Rail services – freight and passenger
- 12.6. State highway investments
- 12.7. Miscellaneous submissions
- 12.8. New projects.

### **Options Assessment**

- 13. The Committee must make decisions on the submissions received in order to recommend a final Regional Land Transport Plan to the Regional Council for adoption as required by the Land Transport Management Act.

### **Strategic Fit**

- 14. The preparation of the RLTP is a statutory requirement and provided for within the work programme. The Plan will enable the Council to carry out its functions and duties under the Land Transport Act
- 15. The Plan also enables the Council and partner Councils and Waka Kotahi (NZTA) to deliver a transport system that is sustainable and climate resilient as directed within the Council's strategic plan.

### **Significance and Engagement Policy Assessment**

- 16. The RLTP has followed the required consultation pathway and the deliberation and consideration of the submissions received is part of that process. The consultation has included extensive workshops and meetings with partner councils, iwi and other stakeholders as well as public consultation on a draft Plan.

### **Climate Change Considerations**

- 17. The preparation and deliberations on this draft RLTP were guided by and took into account the climate change emergency and the RLTP contains provisions including objectives and policies in relation to both climate change mitigation and adaptation.

### **Considerations of Tangata Whenua**

- 18. Tangata whenua were involved in the development of the RLTP through workshops and meetings including directly with the Māori Committee to identify issues and solutions for tangata whenua. The RTC is also assisted in deliberations on the draft RLTP by a representative from the HBRC Maori Committee.

### **Next Steps**

- 19. The Committee is being asked to make decisions on submissions as recommended in the officers' report or as otherwise decided by the Committee.
- 20. Once these decisions have been made, the Committee is to recommend that the Plan be adopted by the Regional Council at their next meeting on the 26 May 2021. Following adoption by the Council the RLTP is submitted to the NZTA and is used to inform the National Land Transport Plan.
- 21. For Waka Kotahi, the RLTP lists the activities and projects that funding is being sought for – and also tells the regional story about what matters locally, how investment in different activities will achieve the community's outcomes and where change is most needed.
- 22. The RLTP applies the Business Case Approach (BCA) principles to inform and drive investment across all funding sources. It presents a compelling case for land transport investment for local, regional and national investors.

## Financial and Resource Implications

23. The development of the RLTP is part of the Council functions and duties and has been provided for in current budgets.
24. Budget implications for proposals and programmes contained in the RLTP are subject to separate decision-making processes including Council Long Term Plans and decisions by Waka Kotahi (NZTA).

## Decision Making Process

25. Council and its committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
  - 25.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
  - 25.2. The use of the special consultative procedure is not prescribed by legislation.
  - 25.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
  - 25.4. The persons affected by this decision are all those who use the transport network, that is, virtually all people who live in Hawke's Bay and those with an interest in the built environment.
  - 25.5. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

## Recommendations

That Hawke's Bay Regional Council:

1. Receives and considers the "*Regional Land Transport Deliberations*" staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Agrees to make amendments to the draft RLTP as shown in the RLTP in Attachment 2 and as further amended by the Committee
4. Recommends to the Regional Council that the Regional Land Transport Plan as amended under item 2 be adopted and submitted to the NZTA.

### Authored by:

**Mary-Anne Baker**  
**ACTING TRANSPORT MANAGER**

### Approved by:

**Katrina Brunton**  
**GROUP MANAGER POLICY &  
REGULATION**

## Attachment/s

- |                   |   |                      |
|-------------------|---|----------------------|
| <a href="#">1</a> | Officers report on submissions                | Under Separate Cover |
| <a href="#">2</a> | Draft RLTP 2021 Deliberation Version May 2021 | Under Separate Cover |
| <a href="#">3</a> | Submitters list on the RLTP                   | Under Separate Cover |
| <a href="#">4</a> | Hawke's Bay Transport Programme Business Case | Under Separate Cover |



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

**Friday 14 May 2021**

**Subject: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS DIRECTOR'S  
MAY 2021 REPORT**

**Reason for Report**

1. This item introduces the NZTA Central Region Regional Relationships Director's report (attached).

**Decision Making Process**

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

**Recommendation**

That the Regional Transport Committee receives and notes the *"NZTA Central Region – Regional Relationships Director's May 2021 Report"*.

**Authored by:**

**Mary-Anne Baker  
ACTING TRANSPORT MANAGER**

**Approved by:**

**Katrina Brunton  
GROUP MANAGER POLICY &  
REGULATION**

**Attachment/s**

- 1 [↓](#) May 2020 NZTA Directors Report





# Regional Transport Committee

Hawke's Bay

14 May 2021



New Zealand Government

Item 8

Attachment 1

# Te kāpehu Our compass



		<b>Te kāpehu</b> Our compass		
<b>Our purpose</b> Why Waka Kotahi is here		<b>Waka Kotahi   Moving. Together.</b>		
<b>Our vision</b> What we aspire to		A land transport system connecting people, products and places for a thriving Aotearoa.		
<b>Our roles</b> What we do		<b>Kia hoe ngātahi</b> Move together as one  We lead with others to achieve valuable transport outcomes.	<b>Te anamata</b> Leave great legacies  We shape and invest in a sustainable transport system for everyone.	<b>Kia tika te mahi</b> Deliver the right things  We partner and invest to maintain, operate and improve the land transport system.
<b>System outcomes</b> The difference we want to make		Aotearoa has a transport system that is: <ul style="list-style-type: none"> <li>• Safe.</li> <li>• Meeting current and future needs.</li> <li>• Environmentally sustainable.</li> <li>• Effectively and efficiently moving people and freight.</li> </ul>		
<b>System measures and targets</b> The change we want to see		<ul style="list-style-type: none"> <li>• Reduce deaths and serious injuries.</li> <li>• Sustainable funding to deliver.</li> <li>• Reduce carbon emissions.</li> <li>• Reliable and multi-modal travel for people and freight.</li> </ul>		
<b>Our values</b> Guide our actions		<b>Ngākau aroha</b> Have heart  We have the wellbeing of our people, community and planet at the heart of everything we do.	<b>Kotahitanga</b> Better together  We achieve great things when we work together to build trusted relationships inside and outside of Waka Kotahi.	<b>Kia māia</b> Be brave  Our outcomes are better when we bring courage and self-belief to our passion and purpose.
<b>Our behaviours</b> How we act		As Waka Kotahi we: <ul style="list-style-type: none"> <li>• contribute to a safe and sustainable environment</li> <li>• show respect for all people</li> <li>• treat others how they would like to be treated</li> <li>• are inclusive and connected</li> <li>• look out for each other.</li> <li>• build better relationships</li> <li>• join up our thinking and our doing</li> <li>• remove barriers to collaboration</li> <li>• seek and listen to the perspectives of others to learn and grow.</li> <li>• invite conversation and feedback to always improve.</li> <li>• speak up when it matters</li> <li>• challenge to achieve the right outcome</li> <li>• make and own the tough decisions</li> <li>• find different perspectives to challenge thinking</li> <li>• face up to the difficult issues.</li> <li>• are clear on what is important</li> <li>• deliver the right outcomes</li> <li>• hold ourselves to account</li> <li>• help others succeed</li> <li>• celebrate success.</li> </ul>		



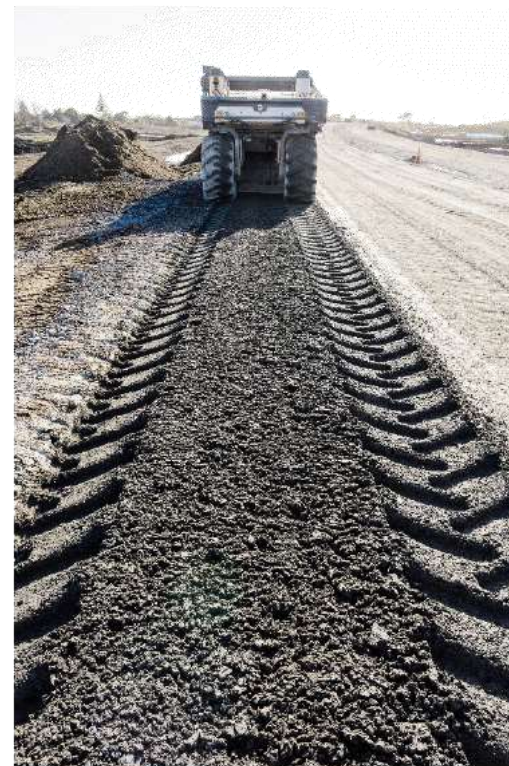
## 2021-24 National Land Transport Programme

- Investment in New Zealand's land transport system during 2021-24 is expected to increase to \$21.1 billion – includes Crown, NLTF, and local share funding
- Bids received for continuous programmes for the 2021-24 NLTP are significantly higher than what was allocated in the 2018-21 NLTP
- We are focusing on maintaining existing levels of service and completing commitments carried over from the 2018-21 NLTP



## 2021-24 National Land Transport Programme

- We expect to release indicative figures to each council in late May
- Final improvement activities and Low Cost Low Risk programmes need to be submitted by 21 May
- The deadline for final RLTPs is 30 June
- The final 2021-24 NLTP will go to the Waka Kotahi Board for approval in August





## Aotearoa Urban Street Guide

- We're developing an Urban Street Guide
- Urban streets play a big role in supporting vibrant communities by creating great spaces for people
- The guide is one of the Road to Zero actions
- It will bring together updates to the cycling network guide, pedestrian planning guide and public transport design guidance to create a suite of technical guidance in the urban mobility space
- We're working with the sector to develop the guide by mid-2021



## Road to Zero e-newsletter

- We've created an e-newsletter to provide updates about activities under Road to Zero, New Zealand's road safety strategy
- The newsletter will be sent every two months so you can stay up-to-date
- Please share the link with colleagues and friends.
- Sign up: [www.nzta.govt.nz/road-to-zero](http://www.nzta.govt.nz/road-to-zero)



## Road to Zero video resources

- We've developed a series of Road to Zero videos to help different audiences understand the part they play in reducing deaths and serious injuries
- The videos are aimed at:
  - people in road management and design
  - transport planners
  - people in road safety promotion
  - communities
  - and key decision makers
- The videos are available on our website:  
<https://nzta.govt.nz/safety/safety-resources/road-to-zero-resources/>





## The Safe System in action

- We have launched a showcase of road safety improvements undertaken by Waka Kotahi and other agencies
- It includes case studies from across New Zealand
- The safety improvements are part of Road to Zero
- You can view the case studies on our website: [www.nzta.govt.nz](http://www.nzta.govt.nz)



## Setting of Speed Limits 2021

- We are seeking feedback on a new approach to speed management planning for New Zealand roads
- The proposed Rule introduces a new speed management framework and mandates lower speed limits around schools
- Consultation runs to 25 June and includes meetings in 10 locations around New Zealand
- More information can be found on our website



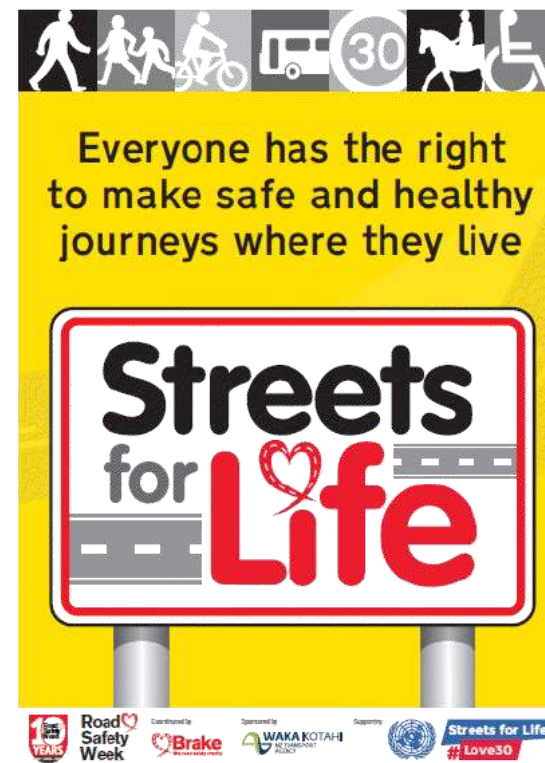
## Asset Management Data Standard

- The standard will be a method of defining and describing land transport assets
- The standard will be implemented in July 2022
- Subject matter experts from the construction industry are working with us on the standard
- We will be hosting engagement sessions later this year



## Road Safety Week

- This is an annual event run by the charity Brake, which work to prevent road deaths and injuries
- The focus this year is safer speeds in urban areas
- We support Road Safety Week each year and encourage you to get involved
- There are resources available at [www.roadsafety.org.nz](http://www.roadsafety.org.nz)





# Hawke's Bay Regional Updates

May 2021

 **WAKA KOTAHI**  
NZ TRANSPORT  
AGENCY

New Zealand Government



## SH2 College Road to Silverstream



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

Waka Kotahi's contractor established on site in Dec 2020.

The focus of works to date is:

- Construction of the southern tie in, photographed on the left.
- Construction of new culverts under the road
- Bulk earthworks at the northern end of the project.

# The Regional Package of the NZ Upgrade Programme

Activity	Funding	Key date(s)	Progress	Commentary
SH2 College Road to Silverstream	\$13M	Contract awarded October 2020 Construction commenced in Dec 2020	Green	<ul style="list-style-type: none"> <li>The site is currently in construction</li> <li>Delays in traffic are being closely monitored</li> <li>Construction of southern tie in and northern earthworks</li> <li>Landowners/stakeholder consultation is ongoing through construction</li> </ul>
SH2 Tahaenui Bridge	\$2.2M	Construction commenced 15 February 2020	Green	<ul style="list-style-type: none"> <li>Construction is scheduled for completion in June</li> <li>State highway closure on 15 May for installation of bridge beams and concrete decks by crane</li> <li>Additional funding approved to undertake safety improvements to the marae entranceway directly adjacent to the site</li> <li>Project on time and budget</li> </ul>





## SH2 Tahaenui Bridge





# Provincial Growth Fund – Tairāwhiti Transport Investment

Activity	Funding	Key date(s)	Progress	Commentary
SH2/35 Passing Opportunities	\$32.65M (PGF) \$2.83M (NLTF)	First site completed Feb 2021 Second site complete May 2021 Tranche 1 PGF commitment achievable by 31 December 2021	Green	<ul style="list-style-type: none"> <li>First site completed. Second site complete in May</li> <li>Wharerata site earthworks underway with pavement to be constructed next season.</li> <li>First two mobile laybys will be constructed from 10 May over a 6 week period</li> <li>8 further sites are in design and programmed to be fully constructed by 31 December 2021</li> <li>GIS map is live <a href="https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh2-sh35-passing-opportunities/project-sites/">https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh2-sh35-passing-opportunities/project-sites/</a></li> </ul>
SH35 Resilience	\$13.5 (PGF)	April 2021 start construction	Amber	<ul style="list-style-type: none"> <li>Professional Services and Physical Works Panels have been awarded</li> <li>Blessing for passing ops and resilience projects completed</li> <li>Multiple designs progressing</li> <li>Geotechnical investigations underway on major sites</li> <li>Seed sourcing for native revegetation sites about to begin</li> <li>GIS map is available on <a href="https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh35-resilience/project-sites/">https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh35-resilience/project-sites/</a></li> </ul>
Waikare Gorge	\$5M (PGF) \$1M (NLTF)	End of June 2021 – Endorsed Business Case	Green	<ul style="list-style-type: none"> <li>Cultural walk through with Iwi group completed</li> <li>Pre-implementation scoping workshop completed</li> <li>Next step is to confirm the preferred option and have the Business Case endorsed</li> </ul>
SH2 Napier- Opoiki HPMV Route	\$4M (NLTF)	February 2021 – Physical works awarded	Green	<ul style="list-style-type: none"> <li>Physical works tender awarded</li> <li>Construction started on first bridge March 2021</li> <li>Two-year programme</li> </ul>



## Hawke's Bay Project Updates – Safety

Activity	Funding	Key date(s)	Progress	Commentary
HB Expressway Safety Treatments	\$13.4M	<p>June 2020 – Safety works completed</p> <p>Sept 2021 – completion of Pakipaki and shared path works</p>	Green	<ul style="list-style-type: none"> <li>We are working with local marae and school in Pakipaki on clarifying the landscaping and artwork elements. Work commencing May/June</li> <li>New shared path between Taradale Road and Kennedy Road approved with starting in May 2020 (8 week construction period)</li> <li>Additional work being considered, but currently not funded, includes: <ul style="list-style-type: none"> <li>Median barrier between Taradale Road and Kennedy Road</li> <li>Some additional areas of shoulder widening to better cater for emergency service and agricultural vehicles</li> </ul> </li> </ul>
SH2 Waipawa to Waipukurau Cyclepath	\$2.5M	<p>May 2021 – Enabling works due to start</p>	Amber	<ul style="list-style-type: none"> <li>Safety audit complete</li> <li>Final design complete</li> <li>Project blessing on 8 May 2021</li> </ul>

## Raupunga Enhanced Resilience

March 2021



April 2021





## Hawke's Bay Project Updates - other

Activity	Funding	Key date(s)	Progress	Commentary
SH2 Raupunga Bluff Enhanced Resilience	\$2.7M	February – commenced physical works May – Crib wall and pavement construction commencing July – Practical completion	Green	<ul style="list-style-type: none"> <li>Physical works have commenced on site</li> <li>Kiwirail agreement has been executed</li> <li>Contractor has recruited several locals to assist with this job and others on this part of SH2</li> <li>Bulk earthworks have been completed. Construction of the crib wall to support Kiwirail's line commencing mid-May.</li> <li>Contractor has executed an agreement to take material from the Mohaka River. This will provide stimulus to the local economy and provide ongoing financial security until the material quantity limit has been maximised.</li> </ul>
SH50 Prebensen Hyderabad	\$3.25M	June 2021 – Award physical works	Amber	<ul style="list-style-type: none"> <li>Rescoped project approved and funding confirmed</li> <li>New scope includes lane optimisation and a shared path on Hyderabad Road (From Battery Road to Prebensen Drive)</li> <li>Level crossing safety assessment complete</li> <li>Design at 90% and tender/ award planned for end June 2021</li> </ul>
Napier Port Weigh Right	TBC	2022 - Award PW Contract	Green	<ul style="list-style-type: none"> <li>Investigation work underway</li> <li>Property/iwi discussion underway (awaiting settlement clarification)</li> <li>Exact scope being revised with NZ Police</li> </ul>



## Hawke's Bay Regional Update

Activity	Funding	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals- 2018-21	\$51.3M	Ongoing	Green	<ul style="list-style-type: none"> <li>Planning for next summer renewals underway.</li> <li>87.5km lane km's of reseal completed for the HB network in 20/21</li> <li>Includes approximately 10km (lane km) on SH5</li> <li>Last sections of enhanced maintenance on SH5 being completed in early May- Titiokura Summit last section underway.</li> </ul>
SH38 - Wairoa to Murupara Business Case	\$0.4M	Ongoing	Green	<ul style="list-style-type: none"> <li>The business case is progressing. Targeting to complete mid-year.</li> </ul>
SH5 - Safety Improvements - Safe System	\$TBC	TBC	Green	<ul style="list-style-type: none"> <li>\$2.0M in safety boost funding secured to be invested in immediate safety improvements before end of June 2021</li> <li>Road safety campaign 'Stay Alive on 5' underway with NZ Police &amp; Road Safe co-ordinators</li> <li>Safer corridor interventions being investigated from the Road to Zero programme (Medium to long term plan)</li> <li>Speed review underway (refer next slide)</li> </ul>



# SH5/51 Speed Review

To be updated prior to meeting



## Appointment of Director Regional Relationships

- We are very pleased to welcome Linda Stewart to Waka Kotahi NZ Transport Agency as Director Regional Relationships (DRR) for your region
- Linda will be starting with us on 17 May 2021
- Linda has a lot of relevant experience, most recently as the Chief Executive of the Central Economic Development Agency (CEDA) in Palmerston North
- Linda's existing relationships in the region mean that she is ideally placed to take on the DRR role
- You will be able to contact Linda at [Linda.Stewart@nzta.govt.nz](mailto:Linda.Stewart@nzta.govt.nz)





# Hei konā mai



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

**Friday 14 May 2021**

**Item 9**

**Subject: MAY 2021 PUBLIC TRANSPORT UPDATE**

**Reason for Report**

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

**Background**

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

**On-demand Public Transport (ODPT) Trial**

4. Consultation on the Long Term Plan proposal for the ODPT trial is underway. Comms and Transport staff have been out and about at Hastings supermarkets introducing the concept to people and chatting to people about the benefits of an on-call shared ride service and the ease of booking trips. Reactions were mixed with a few interested in an on-demand service, with others happy with existing bus services. Some stated they would continue to drive their own vehicles.
5. Written submissions on the LTP for this proposal will be reported separately to the Regional Council, but feedback is divided between support and preference for the existing service.
6. We are currently investigating how the Bee card ticketing system could be adapted for the ODPT service.
7. The fare for the ODPT service and whether or not the service will be cashless have yet to be finalised. These aspects will be addressed as part of the review of the Regional Public Transport Plan which is due for completion following adoption of the Regional Land Transport Plan.

**COVID-19**

8. At level one face coverings are mandatory. With reports from Go Bus Transport that many passengers are no longer wearing face coverings, reminder notices have been displayed on the buses and reminders have been posted on our FB page. The non-compliance (which is happening everywhere except for Auckland) has been raised with Waka Kotahi. We have also asked the regional medical officer of health, Dr Nick Jones for advice and/or assistance with promoting the message, especially as drivers have reported that even DHB staff members are not wearing masks (it should be noted that some passengers and drivers may be exempt from wearing a face covering due to medical reasons). Policing of face coverings is not the responsibility of bus drivers.
9. All buses have COVID tracer app QR posters displayed at the door and onboard the bus in several places. Our on-line trip register is also available for passengers who don't have smartphones.

**Public Transport Service Trips**

10. Diagram 1 (attached) shows public transport trips made from July to March 2012-21.

*(It should be noted that there were no trip statistics for July and August 2020 as the crossover in ticketing systems saw the buses operating without ticketing equipment).*

### **Public Transport Service Costs**

11. Diagram 2 (attached) shows the year to date net cost (after fares and excluding GST) of operating the goBay bus service from July to March 2012-21.
12. Recent cost increases are largely due to inflationary pressure (as our bus contract is adjusted by an NZTA index reflecting fuel, labour and infrastructure prices), lower fare revenue due to a new low flat fare schedule, and the cost of paid breaks added to the driver hours as required by the Employment Relations Amendment Act.

### **Total Mobility Scheme**

13. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive taxi vouchers entitling them to a 50% fare discount (some restrictions apply). The scheme is administered by the regional council and funded by both the Council and the New Zealand Transport Agency.

### **Total Mobility Scheme Trips**

14. Diagram 3 (attached) shows the number of Total Mobility trips made from July to March 2012-21.

### **Total Mobility Scheme Trips**

15. Diagram 4 (attached) shows the cost of the Total Mobility Scheme (excluding GST) from July to March 2012-21.

### **Decision Making Process**

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

### **Recommendation**

That the Regional Transport Committee receives and notes the "*May 2021 Public Transport Update*" report.

### **Authored by:**

**Megan Welsby**  
**SUSTAINABLE TRANSPORT**  
**COORDINATOR**

**Mary-Anne Baker**  
**ACTING TRANSPORT MANAGER**

### **Approved by:**

**Katrina Brunton**  
**GROUP MANAGER POLICY &**  
**REGULATION**

### **Attachment/s**

- 1 [Public Transport Statistics for May 2021](#)

Diagram 1 - Public Transport Service Trips

														AVERAGE
	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	76,924	62,792		63,449
	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	74,988	65,297		66,654
	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	67,101	62,113		62,058
	59,690	67,216	62,415	56,656	58,647	44,452	35,487	62,448	67,847	53,679	66,700	59,647		57,907
	52,226	68,062	58,821	53,911	60,933	43,168	38,223	60,423	75,358	47,103	69,700	61,080		57,417
	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	68,404	56,556		55,511
	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	63,865	51,977		53,775
	51,529	61,549	55,641	47,675	54,100	36,402	37,140	57,537	45,848	2,357	21,275	41,344		42,700
	51,529	61,549	50,328	45,685	48,975	37,751	33,721	53,760	49,666					48,107

Diagram 2 - Public Transport Service Costs

	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 242,115	\$ 237,799	\$ 202,020	\$ 231,333	\$ 202,252	\$ 237,765	
	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 192,259	\$ 162,473	\$ 135,329	\$ 189,097	\$ 280,422	\$ 160,101	
	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 159,785	\$ 141,269	\$ 253,717	\$ 160,004	\$ 139,482	\$ 247,509	
	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 222,128	\$ 140,246	\$ 216,502	\$ 160,619	\$ 131,916	\$ 251,027	
	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 294,664	\$ 156,458	\$ 141,638	\$ 188,828	\$ 177,752	\$ 175,458	
	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 194,928	\$ 157,733	\$ 160,064	\$ 186,174	\$ 241,633	\$ 178,672	
	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 173,080	\$ 200,526	\$ 197,190	\$ 236,736	\$ 254,751	\$ 192,463	\$ 171,170	\$ 302,287	
	\$ 210,999	\$ 186,976	\$ 279,053	\$ 199,680	\$ 194,502	\$ 321,887	\$ 205,736	\$ 179,100	\$ 303,418	\$ 249,303	\$ 253,348	\$ 398,440	
	\$ 268,783	\$ 234,096	\$ 212,400	\$ 345,851	\$ 315,296	\$ 242,879	\$ 244,861	\$ 318,266	\$ 217,298				

Diagram 3 - Total Mobility Scheme Trips

Year		Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	AVERAGE
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	6,850	7,106	6,382	79,985	6,665
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	7,745	7,707	7,188	86,847	7,237
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	7,328	7,737	7,852	92,280	7,690
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	7,806	8,190	8,044	92,805	7,734
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	7,185	8,393	6,915	94,024	7,835
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	7,293	7,294	8,741	7,582	9,121	8,525	96,770	8,064
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	7,953	9,012	8,061	96,921	8,077
2019-20	9,559	8,541	8,624	9,277	8,613	8,439	7,469	8,011	7,380	1,869	3,625	8,965	90,372	7,531
2020-21	8,557	6,394	8,340	7,732	7,982	8,137	6,594	7,640	8,133				69,509	7,723

Diagram 4 - Total Mobility Scheme Costs

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 37,347	\$ 40,682	\$ 44,382	\$ 43,927	\$ 47,612	\$ 43,394	\$ 521,394
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 39,581	\$ 46,567	\$ 52,047	\$ 50,715	\$ 51,078	\$ 49,349	\$ 573,630
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 38,990	\$ 45,943	\$ 52,581	\$ 46,747	\$ 50,971	\$ 51,422	\$ 605,202
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 40,488	\$ 46,215	\$ 52,418	\$ 50,688	\$ 53,458	\$ 51,945	\$ 595,914
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$ 58,273	\$ 49,239	\$ 41,584	\$ 53,728	\$ 57,907	\$ 48,716	\$ 57,319	\$ 48,205	\$ 623,197
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$ 59,020	\$ 51,360	\$ 47,887	\$ 52,009	\$ 61,500	\$ 51,955	\$ 67,062	\$ 56,764	\$ 671,668
2018-19	\$ 60,536	\$ 60,282	\$ 57,320	\$ 55,541	\$ 64,113	\$ 52,387	\$ 47,238	\$ 57,358	\$ 58,154	\$ 56,876	\$ 66,126	\$ 59,317	\$ 695,248
2019-20	\$ 72,464	\$ 63,356	\$ 63,894	\$ 69,626	\$ 67,078	\$ 59,899	\$ 55,760	\$ 58,196	\$ 53,777	\$ 19,637	\$ 45,067	\$ 119,256	\$ 748,010
2020-21	\$ 65,324	\$ 58,162	\$ 71,014	\$ 67,693	\$ 60,503	\$ 60,618	\$ 48,143	\$ 57,561	\$ 61,575				



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

**Friday 14 May 2021**

**Subject: TRANSPORT MANAGER'S MAY 2021 REPORT**

**Item 11**

**Reason for Report**

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

**Executive Summary**

2. The Transport TAG has been engaged in hearing submitters and assessing submissions received on the Regional Land Transport Plan.
3. The Waka Kotahi has released a proposal to reduce speed limits on SH5 and between Napier and Hastings on SH51.
4. The government has released a proposal for preparation of regional speed management plans by Regional Transport Committees.
5. The issue of minimum and living wages for bus drivers is also being addressed by the government, with initial discussion, including direction from the Transport Minister indicating that bus drivers should be on the living wage as a minimum by the end of this year.
6. The Ministry of Transport has launched a review of the Public Transport Operating Model for public feedback.
7. The Road Safe Hawkes Bay annual week long expo targeting young school age drivers was delivered during the week 10 – 14 May.

**Discussion**

8. A separate report to this meeting provides the officer recommendations in respect of the draft Regional Land Transport Plan. There was a relatively high number of submissions compared to previous years showing an encouraging increase in community awareness and interest in transport issues.
9. The Waka Kotahi proposal to reduce speed limits for parts of SH5 (Napier to Taupō) has received a lot of public attention. The RTC member councils have jointly written to the Waka Kotahi Board to express their concerns about the speed limit reduction in the wider context of safer roads. Individual councils are also submitting to Waka Kotahi on the proposal.

**Speed Management Plans**

10. Waka Kotahi is consulting on a proposed new rule aimed at enabling an improved approach to speed management planning. Feedback on the proposal is being received until **25 June 2021**. More detail about the proposal can be found in the consultation document here: [Land Transport Rule: Setting of Speed Limits 2021 consultation | Waka Kotahi NZ Transport Agency](#).
11. Previously the power to manage and set speed limits is given mainly to RCAs (including local councils and Waka Kotahi). While RTCs manage the RLTP process they have no involvement in the current speed limit setting process.
12. The proposal is that the RTC will be required to coordinate and produce Regional Speed Management Plans that include details of all speed limit and speed management infrastructure proposed by a Road Controlling Authority. The coordination component relates to ensuring that proposals are consistent across RCA boundaries and between regions. Speed Management Plans are likely to take similar timeframes to produce as

the current Regional Land Transport Plans. Both Plans will be for a six-year period with a mid-term or three yearly review.

13. The proposed new Rule is expected to contribute to road safety by supporting the Road to Zero road safety strategy for managing speeds. It requires RCAs to participate in a coordinated whole-of-network approach to speed management.
14. The intent is to align the speed management planning and RLTP processes to bring together speed management and infrastructure investment decisions. Waka Kotahi, in its role as regulator, will be responsible for determining specific deadlines for each planning cycle. The expectation is Waka Kotahi would work with RTCs in setting the deadlines to align consultation with the RLTP process.
15. There are cost and resourcing implications for the Regional Council and the territorial authorities in Hawke's Bay. Under the proposed Rule, the Agency states that Plan development will be relatively resource intensive. However, it anticipates that once Plans have been finalised, it will be much simpler for RCAs to make changes to individual speed limits during the life of a Plan.
16. As part of their consultation, Waka Kotahi is presenting more detailed information to the RTC at a workshop following this meeting to understand impacts on the RTC members and to answer questions.
17. In view of the timeframe and closing date for submissions, the RTC may wish to delegate committee members to oversee the preparation of a submission following the workshop presentation.

### **Living Wage for Bus Drivers**

18. All Public Transport purchasing authorities have received advice from Waka Kotahi about their support for increasing bus driver base pay rates.
19. Bus driver pay has been a significant issue in Hawke's Bay and in other regions with low pay rates causing pay equity issues and resulting in difficulties in recruiting and retaining bus drivers.
20. The RTC has previously discussed this issue with support generally being expressed for better wages for bus drivers. Resolution of the issue at a national level was expected.
21. Waka Kotahi now state that they strongly encourage all PTAs to support bus operators in their region who are currently paying drivers base rates that are lower than the Living Wage to increase these rates to the level of the Living Wage. The current Living Wage hourly rate is \$22.10, and from 1 September 2021 it increases to \$22.75.
22. Waka Kotahi will support the Government's expectation by providing additional funding to help meet the direct additional costs of increasing the base pay rate of bus drivers to a minimum base rate equivalent to the 2021 level of the Living Wage. The additional funding required is to be met by normal Council and WK funding processes for public transport and will be provided at the normal funding assistance rate (FAR).
23. The Regional Council would need to make provision for the additional funding through its planning process. The agency acknowledges that the Council is close to completing the Long Term Plan, however it asks that the Council work with the bus operator to implement this change as soon as possible.
24. We have not carried out an in-depth assessment of the costs involved in increasing the bus driver wages to the living wage, but the approximate costs of an increase to \$22.10 has been calculated to be in the region of \$150,000, with a further \$45,000 for the increase to \$22.75.
25. The Committee may wish to recommend to the Regional Council that provision for a living wage for bus drivers be made within the LTP or as soon as possible.

### **Public Transport Operating Model review**

26. The Ministry of Transport is conducting a review of the Public Transport Operating Model. This governs the way regional councils plan public transport services and purchase them

from bus operators. A discussion paper on the review is available here: <https://www.transport.govt.nz/assets/Uploads/Paper/PTOMDiscussionSummarydocument.pdf>.

27. Consultation on the review is open for a six week period from 5 May 2021 until **18 June 2021**.
28. The scope of this review includes:
  - 28.1. developing new objectives
  - 28.2. considering whether roles and responsibilities need to be refined
  - 28.3. decarbonizing the bus fleet
  - 28.4. considering the impact of the Public Transport Operating Model on the bus labour market
  - 28.5. how on-demand services are treated.
29. The previous Public Transport Operating Model was prepared at a time when there were concerns about the commercial aspects of bus services, including fare recovery and efficient pricing.
30. The Government now wants to introduce new objectives for the Public Transport Operating Model that are more in line with its objectives for the transport system. Its proposed objectives are:
  - 30.1. Competitors have access to public transport markets
  - 30.2. Public transport is an attractive transport option
  - 30.3. Public transport services are sustainable, including a sustainable workforce
  - 30.4. Public transport services reduce the environmental and health impacts of land transport.
31. Staff have not yet fully considered the PTOM review and the content of the discussion paper or what implications there are for the RTC and Regional Council. We are however, liaising with the Regional Council Transport Special Interest Group (TSIG) in respect of identifying issues relevant to the sector. TSIG is in the process of commissioning work to address some of the issues and risks associated with decarbonisation of the bus fleet (especially in respect of contracting, funding and financing and procurement).

### Decision Making Process

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

### Recommendations

That the Regional Transport Committee receives and considers the *“HBRC Transport Manager’s May 2021 Report”* staff report.

#### Authored by:

**Mary-Anne Baker**  
**ACTING TRANSPORT MANAGER**

#### Approved by:

**Katrina Brunton**  
**GROUP MANAGER POLICY & REGULATION**

### Attachment/s

There are no attachments for this report.





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

**Friday 14 May 2021**

**Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA**

**Reason for Report**

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

Item	Topic	Raised by
1.		
2.		
3.		