



## Meeting of the Regional Transport Committee

**Date:** Friday 1 June 2018  
**Time:** 10.15am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Agenda

ITEM	SUBJECT	PAGE
1.	Welcome/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Short Term Replacements for the 1 June 2018 Regional Transport Committee Meeting	3
4.	Confirmation of Minutes of the Regional Transport Committee held on 2 March 2018	
5.	Follow-ups from Previous Regional Transport Committee Meetings	5
6.	Call for Items of Business Not on the Agenda	9
<b>Decision Items</b>		
7.	Regional Land Transport Plan: 2018 Review	11
<b>Information or Performance Monitoring</b>		
8.	June 2018 Transport Manager's Report	29
9.	NZTA Central Region - Regional Director's Report June 2018	39
10.	June 2018 Public Transport Update	51
11.	Advisory Representatives' Verbal Updates	
12.	RoadSafe Hawke's Bay June 2018 Update	55
13.	Discussion of Items Not on the Agenda	59



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

**Friday 01 June 2018**

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 1 JUNE 2018 REGIONAL  
TRANSPORT COMMITTEE MEETING**

**Item 3**

**Reason for Report**

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

**Committee Membership**

<b>Committee Members (Voting)</b>		
Councillor Alan Dick	Member and Chairman	HBRC
Councillor Fenton Wilson	Member and Deputy Chairman	HBRC
Councillor Keith Price Alternate Mayor Bill Dalton	Member	NCC
Mayor Alex Walker Alternate Cr David Tennent	Member	CHBDC
Mayor Craig Little Alternate not appointed	Member	WDC
Councillor Ann Redstone Alternate Tania Kerr	Member	HDC
Ms Emma Speight	Member	NZ Transport Agency
<b>Advisory Members (Non voting)</b>		
Brian Gregory	Cultural Interests and Environment	HBRC Maori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Steve Young	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Kim Santer	Rail	KiwiRail
<b>Technical Advisory Group (TAG)</b>		
Anne Redgrave	Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Jamie Cox	Engineering Manager	WDC
Libby Young	Transport Asset Manager	WDC
Mark Clews	Strategic Planning Manager	HDC
Jag Pannu	Transportation Manager	HDC
Paul Murphy	Senior Investment Adviser	NZ Transport Agency
Simon Barnett	Principal Transport Planner	NZ Transport Agency
Oliver Postings	Journey Manager	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, 01 June 2018 as short term replacement(s) on the Committee for \_\_\_\_\_.

**Authored by:**

**Anne Redgrave  
TRANSPORT MANAGER**

**Approved by:**

**Tom Skerman  
GROUP MANAGER STRATEGIC  
DEVELOPMENT**

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

**Friday 01 June 2018**

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

**Item 5**

**Introduction**

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

**Decision Making Process**

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

**Recommendation**

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

**Authored by:**

**Annelie Roets  
GOVERNANCE ADMINISTRATION  
ASSISTANT**

**Approved by:**

**Liz Lambert  
GROUP MANAGER EXTERNAL  
RELATIONS**

**Attachment/s**

- [!\[\]\(5d60fe8e38bc12bfb78103fc624e324c\_img.jpg\) 1](#) Follow ups for June 2018 RTC Meeting



## Follow-ups from Previous Regional Transport Committee Meetings

## From 2 March 2018 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Item 9	March 2018 Transport Manager's Report	Anne Redgrave	A submission was made as requested and has been circulated to RTC members

## Ongoing

Item	Action	Responsible	Status Comment
Implications on the transport network of water bottling plants at Awatoto and Tomoana.	For regular update	Napier City Council /Hastings District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Business case for route between Wairoa District and Bay of Plenty via State Highway 38.	For regular update	NZ Transport Agency / Wairoa District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Matariki Objectives – Opotiki to Napier Business Case	For regular update	NZ Transport Agency	A verbal update will be provided at the meeting. Item to remain for regular follow up.





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

**Friday 01 June 2018**

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

**Item 6**

**Reason for Report**

1. Standing order 9.12 states:

*"A meeting may deal with an item of business that is not on the agenda where the meeting resolves to deal with that item and the Chairperson provides the following information during the public part of the meeting:*

*(a) the reason the item is not on the agenda; and*

*(b) the reason why the discussion of the item cannot be delayed until a subsequent meeting.*

*Items not on the agenda may be brought before the meeting through a report from either the Chief Executive or the Chairperson.*

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

2. In addition, standing order 9.13 allows "A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion."

**Recommendations**

1. That the Regional Transport Committee accepts the following "Items of Business Not on the Agenda" for discussion as Item 13:

1.1. ***Urgent*** items of Business

	Item Name	Reason not on Agenda	Reason discussion cannot be delayed
1.			
2.			

1.2. ***Minor*** items for discussion

Item	Topic	Raised by
1.		
2.		
3.		

**Annelie Roets**  
**GOVERNANCE ADMINISTRATIVE**  
**ASSISTANT**

**Liz Lambert**  
**GROUP MANAGER**  
**EXTERNAL RELATIONS**



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

**Friday 01 June 2018**

**Subject: REGIONAL LAND TRANSPORT PLAN: 2018 REVIEW**

**Item 7**

**Reason for Report**

1. This report is to:
  - 1.1. introduce submissions received on the 2018 review of the Regional Land Transport Plan 2015-25 (RLTP)
  - 1.2. make recommendations on the submissions and consequential changes to the RLTP.
  - 1.3. make recommendations on changes to the RLTP as a result of the draft Government Policy Statement on Land Transport
  - 1.4. recommend the revised RLTP for adoption by the Regional Council

**Options Assessment**

2. A range of options have been considered in the review of the RLTP. The strategic direction and programme of activities included in the Plan were considered to best address the region's transport issues, within funding constraints.

**Strategic Fit**

3. The Regional Land Transport Plan will contribute to the Regional Council's strategic focus area for sustainable services and infrastructure.

**Considerations of Tangata Whenua**

4. A cultural representative sits on the Regional Transport Committee. Tangata Whenua were consulted as representative groups of land transport users

**Financial and Resource Implications**

5. The financial implications for HBRC have been included in the draft long term plan 2018-21.

**Background**

6. The RLTP is a statutory document that must be prepared by the Regional Transport Committee (RTC) every six years and adopted by the Regional Council. This is a requirement of the Land Transport Management Act 2003 (LTMA). The Regional Council adopted the current RLTP in April 2015.
7. The RLTP comprises two parts:
  - 7.1. The strategic direction for land transport in the region
  - 7.2. The regional transport programme, setting out a programme of proposed land transport activities and financial forecasts.
8. An interim review of the RLTP is required by the end of June 2018 (originally 30 April), so that any updates to the programme of activities can inform the three-year National Land Transport Programme that will be published before September 2018.

**Previous Progress**

9. In 2017 the Technical Advisory Group (TAG) and RTC agreed on three key problems statements for the RLTP. These were essentially unchanged from the 2015 Plan, but some wording amendments were made to reflect slight changes in emphasis.

10. The Committee also considered and approved drafts of the sections that describe the current transport system and issues to be resolved. These have since been updated with the latest transport volume and demographic information.
11. The strategic objective statements were reviewed to ensure their fit with the key problem statements.
12. The NZ Transport Agency and all councils in the region submitted their programmes of transport activities for the next three years, for consideration for funding from the National Land Transport Fund.
13. The Regional Transport Committee reviewed both the transport programmes and strategic sections of the draft RLTP and determined that, as there were no significant changes (as defined by the RLTP's Significance Policy), a full public consultation on the draft was not required. However, in this situation, S18CA (2) of the LTMA does require that "In carrying out the review, the regional transport committee must have regard to the views of representative groups of land transport users and providers." A targeted consultation process has been undertaken with stakeholder groups to fulfil this requirement.
14. The Regional Transport Committee was due to consider the draft RLTP at the December 2017 meeting and approve its release for targeted consultation. However, the publication of the Government Policy Statement on Land Transport (GPS) was delayed by the new Labour-NZ First government. The timeframe for adoption of reviewed RLTPs was extended from 30 April to 30 June 2018 and the Committee therefore resolved to extend its RLTP review timeline accordingly.

#### **Government Policy Statement and Transport Agency Investment Proposal (TAIP)**

15. The draft Government Policy Statement on Land Transport 2018-21 was released for consultation in March and may be found on the Ministry of Transport website.
16. A workshop held with the Committee on 30 April discussed a submission on the draft (Attachment 1) and analysed the implications for our draft RLTP. Some wording changes were proposed for the RLTP, which have now been included in the revised draft (changes are shown in blue text). (Attachment 2).
17. These changes are reflective of the Committee's desire to investigate, as and when possible, innovative opportunities for the region to achieve better outcomes for community access, the environment and road safety, utilising the funding opportunities set out in the GPS and the Provincial Growth Fund. However, councils have indicated that additional programmes of work will only be possible, at least in the short term, with an increase in the level of financial assistance provided from central government.
18. As a result of the changes in the government's strategic direction for transport, the Transport Agency's proposed programme of works (known as the TAIP) has also been revised. The revised list of NZTA projects is shown on Page 31 of the document. The main changes are:
  - 18.1. Napier Port Access projects for Ahuriri (2021-23), Meeanee to Pakowhai (2023-25) and Pakowhai (2023-25) are no longer showing in the future programme.
  - 18.2. Funding for the development of a Network Operating Plan and a review of the Heretaunga Plains Transport Model are no longer in the programme.
  - 18.3. Additional safety activities have been added to the draft. While safety activities had already been committed for SH2 Pakipaki to Waipukurau and Bay View to Wairoa, new safety programmes have been added, as follows:

Organisation	Project Name and Description	Total Project Cost	Total Cost 2018-21	Cost 18-19	Cost 19-20	Cost 20-21	Comment
NZ Transport Agency	SH2 Takapau to Hastings Safer Corridor. Deliver safer corridor treatments or speed managed to within safe system limits. Forms one of the Safe Roads Alliance corridors	22,938,363	22,938,363	608,447	1,228,984	21,100,932	
NZ Transport Agency	SH2 Wairoa to SH5 Napier Safety Management. Deliver safer corridor treatments or speed managed to within safe system limits. Forms one of the Safe Roads Alliance corridors. Detailed Business Case, Pre-Implementation and Implementation.	9,899,715	9,899,715	262,592	530,404	9,106,719	
NZ Transport Agency	SH50 and 50A(HB Expressway ) Safer Corridor	11,469,182	11,469,182	610,396	308,319	10,550,467	
NZ Transport Agency	SH5 Tarawera to SH2 Safer Corridor. Safer Corridor treatments to reduce motorcyclist road trauma . This project is within the High Risk Motorcycle Routes programme. This corridor is also in the proposed new Safe Roads Alliance corridors	4,484,141	-	-	-	-	Scheduled for 2021-24. Outside 2018-21 period of RLTP

### Prioritisation of Significant Projects

19. As the above projects have been added to the programme, the RTC needs to re-visit its prioritisation of significant projects, which was originally agreed in March. All the additions above meet the criteria for significance with the exception of SH5 Tarawera to SH2 Safer Corridor, which sits outside the 2018-21 period.
20. A suggested priority order for all significant activities now included in the RLTP is shown below.

Organisation	Project Name and Description	Total Project Cost	Total Cost 3 years 2018-21	Cost 18-19	Cost 19-20	Cost 20-21	Assessment under Investment Assessment Framework	Contribution to Regional Objectives	Suggested Priority
NZ Transport Agency	State Highway 2 Napier to Gisborne Programme Business Case	153,900	153,900	51,300	-	-	M, -	H	1
NZ Transport Agency	SH2 Wairoa to SH5 Napier Safety Management. Deliver safer corridor treatments or speed managed to within safe system limits. Forms one of the Safe Roads Alliance corridors. Detailed Business Case, Pre-Implementation and Implementation.	9,899,715	9,899,715	262,592	530,404	9,106,719	M, 1-2.9	H	1
NZ	SH50 and 50A(HB	11,469,182	11,469,182	610,396	308,319	10,550,467	H, 1-2.9	H	2

Organisation	Project Name and Description	Total Project Cost	Total Cost 3 years 2018-21	Cost 18-19	Cost 19-20	Cost 20-21	Assessment under Investment Assessment Framework	Contribution to Regional Objectives	Suggested Priority
<b>Transport Agency</b>	Expressway ) Safer Corridor								
<b>Hastings District Council</b>	Bridge Strengthening Programme to cater for heavy vehicles - 50 Max, High Productivity Motor Vehicles and new Vehicle Dimension and Mass rules.	11,138,080	5,635,510	1,084,000	2,151,670	2,399,840	M, BCR 5-5.9	H	3
<b>NZ Transport Agency</b>	SH2 Takapau to Hastings Safer Corridor. Deliver safer corridor treatments or speed managed to within safe system limits. Forms one of the Safe Roads Alliance corridors	22,938,363	22,938,363	608,447	1,228,984	21,100,932	M, 0-0.9	H	4
<b>NZ Transport Agency</b>	State Highway 5 Napier to Taupo Programme Business Case	205,200	205,200	-	205,200	-	M, -	M	5

### Feedback on Draft RLTP

21. 110 organisations and individuals meeting the definition of representative groups of land transport users and providers were sent the draft RLTP, along with some suggested questions, although comments did not have to be limited to these.
22. Seven responses were received (Attachment 3). Two of these groups have asked to present their submissions in person. These are:
  - 22.1. Horticulture NZ
  - 22.2. Napier Port
23. A summary of submissions, officers' responses and recommendations is Attachment 4.
24. The timetable for the hearing of submissions is:

Submitter Number	Name	Time
7	Napier Port	10.45am
2	Horticulture New Zealand	11.00am

25. Each submitter will have ten minutes speaking time, followed by five minutes to answer any questions the Committee may have.
26. Deliberations on all submissions will take place after the hearing of verbal submissions.

### Discussion

27. While most of the feedback received has been generally supportive of the strategic direction of the draft RLTP, a number of submitters have advocated for further significant improvements to the Hawke's Bay Expressway and SH50 through Ahuriri in light of perceived congestion, travel time and land use conflict issues.
28. Changes made to the TAIP in line with the strategic direction of the Government Policy Statement mean that future stages of the Napier Port Access project are no longer showing in the future state highway programme. However, NZTA has committed to ongoing monitoring of the performance of these corridors, including through a national congestion monitoring programme. It is also important to await the completion of the Pakowhai Links and Whakatu Arterial projects in order to fully understand the effects of these improvements on the network.

29. The RTC cannot include state highways activities in a programme if the Agency has not proposed these (although it can decide not to include activities put forward). However, the RTC could include a description of future activities that it would like to see included by the Agency, if it so wishes. This approach has been taken by other RTCs.
30. In line with the GPS focus on road safety, several substantial safety activities have been added to the proposed programme for SH2 and SH5. These works are in addition to already committed Safe Roads Alliance projects on SH2.
31. Discussion added to the RLTP text reflects the region's desire to incorporate the GPS direction into the plan as and when possible, noting local funding constraints.
32. A number of changes are suggested to the text on the basis of submissions received, as indicated in Attachment 4. These have been made in the proposed document but are subject to any changes agreed at this meeting.

### Next steps

33. The LTMA requires that the RLTP must be lodged with the regional council. The council may approve the RLTP without modification or refer it back to the RTC with a request that the committee reconsider one or more aspects of the plan.
34. This plan will be considered by the regional council in June before final submission to the NZ Transport Agency by 30 June.

### Decision Making Process

35. Council is required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
  - 35.1. The decision does not significantly alter the service provision or affect a strategic asset.
  - 35.2. The use of the special consultative procedure is not prescribed by legislation.
  - 35.3. The decision does not fall within the definition of Council's policy on significance.
  - 35.4. The persons affected by this decision are users of the land transport system in Hawke's Bay.
  - 35.5. The decision is not inconsistent with an existing policy or plan.
  - 35.6. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

### Recommendations

That the Regional Transport Committee

1. Receives the report on the "**Regional Land Transport Plan 2015-25:2018 Review**".
2. Receives, and acknowledges with thanks, the verbal and written feedback forwarded in response to the Regional Land Transport Plan 2015-25: 2018 Review.
3. After hearing verbal submissions, considers and adopts the recommendations contained within the attached 'Summary of Submissions and Recommendations' report, subject to amendments agreed by the Committee.
4. Determines the priority order of significant projects.
5. Agrees to consequential amendments to the Regional Land Transport Plan.
6. Refers the amended Plan to the Regional Council for adoption.

That the Regional Transport Committee recommends that Council :

7. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted policy on significance and that Council can exercise its discretion

under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision due to the nature and significance of the issue to be considered and decided.

8. Approves the amended Regional Land Transport Plan 2015-25: 2018 Review.
9. Forwards the Plan to the New Zealand Transport Agency no later than 30 June 2018, as required under the Land Transport Management Act 2003.





**Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

**Approved by:**

**Liz Lambert**  
**GROUP MANAGER EXTERNAL**  
**RELATIONS**

**Attachment/s**

- |  |   |                      |
|--|---|----------------------|
| <a href="#"></a> <b>1</b>   | Hawke's Bay Regional Transport Committee Submission draft GPS on Land Transport |                      |
| <a href="#"></a> <b>2</b>   | Draft Regional Land Transport Plan 2018 Review                                  | Under Separate Cover |
| <a href="#"></a> <b>3</b> | Submissions May2018   | Under Separate Cover |
| <a href="#"></a> <b>4</b> | Draft Regional Land Transport Plan submission summary and staff responses       |                      |





1 May 2018

GPS Team  
Ministry of Transport

By email: [gps2018@transport.govt.nz](mailto:gps2018@transport.govt.nz)

## **SUBMISSION ON DRAFT GOVERNMENT POLICY STATEMENT 2018**

Thank you for the opportunity to comment on the draft Government Policy Statement on Land Transport 2018-28 (GPS). This submission is made on behalf of the Hawke's Bay Regional Transport Committee<sup>1</sup>.

The Committee is in general support of the GPS, which has the potential to be transformational for New Zealand's transport system.

### **1. Strategic Priorities**

The Committee is in support of the higher emphasis given to safety and access as key priorities, over environment and value for money.

While value for money is important, safety must have greater weight given the recent disturbing increases in our road toll. We require innovative ideas to reverse these trends; a new road safety strategy is well overdue.

Access as defined in the draft GPS encompasses access to social and economic opportunities, enables transport choice and ensures resilience. This provides a wider focus than economic growth and productivity alone, although it includes ensuring that our nationally important freight and tourism routes are safe and efficient, and that regional development is enabled. These aspects are important to our region.

If we are to address climate change and address goals adopted in the Paris Agreement, a reduction in transport emissions must be part of the solution and there will also be local environmental benefits. We support this having a lesser weight than access and safety at present, but note that many of the proposals to address access will also have environmental benefits.

### **2. Themes**

There is general support for the concept of mode neutrality but we note that this will require a considerable shift in mindset and a strengthening of the regional approach to transport planning than currently operates in some areas. KiwiRail must be included and all options examined, before a roading solution is chosen over other valid possibilities. Achieving mode neutrality also requires an evaluation system which recognises wider benefits of the various modes and is not focused on road user benefits. We hope that the NZTA's revised Investment Assessment Framework (IAF) will help to achieve this.

<sup>1</sup> The Regional Transport Committee is composed of representatives from Hawke's Bay Regional Council, Wairoa District Council, Hastings District Council, Napier City Council, Central Hawke's Bay District Council and the NZ Transport Agency, with advisory members representing NZ Police, Napier Port, KiwiRail, the heavy transport industry, private motorists, walking and cycling, cultural interests and the environment.

Hawke's Bay Regional Council

159 Dalton St, Private Bag 6006, Napier 4142, New Zealand Tel 06 835 9200 Fax 06 835 3601 Freephone 0800 108 838

We support the other themes of incorporating technology and innovation and integrating land use and transport planning. However, the latter has been a priority in most national and regional strategies for many years and has yet to be effective in all areas. We seek clarification on how this could be more effective in practice.

### 3. Activity Classes and Funding Ranges.

The increases in funding ranges for most activity classes are welcome.

However, in situations where local share is required, council uptake of this will be very difficult in the short-term unless the financial assistance rates are reviewed. Councils are very constrained by other priorities for ratepayer funds and long-term plan processes are almost complete.

With the government's desire to urgently address the increasing road toll, increased financial assistance for safety improvements needs to be at the forefront of any change. Similarly, increases in walking and cycling and public transport programmes will be difficult to achieve without increased financial assistance.

While the state highway improvement funding range has decreased, we are reassured that opportunities remain through an increased range for the regional improvements activity class. We await the re-release of the state highways programme to determine whether Hawke's Bay's proposed state highway activities have been affected by this.

We fully support the inclusion of footpath maintenance as a funded activity, which is consistent with the increased focus on walking and cycling in the draft GPS. This has been a long-standing anomaly which needed correction. Ensuring funding for expansion of the footpath network would also help to achieve the GPS access and environment objectives.

### 4. Transitional rail funding

We note the proposal to enable some beneficial passenger rail projects to progress before the rail review is complete, and that KiwiRail will need to become an approved organisation in order to receive funding. We have supported this proposal through the separate consultation on KiwiRail becoming an approved organisation. However, we would like to understand how KiwiRail's commercial revenues will be taken into consideration when funding rail projects, and what role KiwiRail would play in the provision of new passenger services.

### 5. GPS 2

Release of a second GPS in 2019 is a sensible approach given the timing constraints this year and the need to complete other major work. We would appreciate early input into GPS 2.

The Committee also asks to be involved in the rail review, development of the road safety strategy and any investigations into coastal shipping, at the earliest opportunity.

Once again, thank you for the opportunity to comment on the draft GPS. If you have any questions of clarification, please contact Anne Redgrave, [anne.redgrave@hbrc.govt.nz](mailto:anne.redgrave@hbrc.govt.nz).

Yours sincerely



Councillor Alan Dick, QSO  
**Chairman**  
**REGIONAL TRANSPORT COMMITTEE**

## Regional Land Transport Plan 2015-25: 2018 Review

### Summary of Submissions and Recommendations

Topic	<i>Public Transport</i>
Submitters:	<i>#1 Go Bus Transport Ltd</i>

#### Submissions raise:

1. Plan should consider opportunities for shared ride services. Strategic Objective 3, Policy I should read "Plan and provide public transport services (bus, Total Mobility, **shared ride services** and community van services) that facilitate mobility for the transport disadvantaged."
2. Support Policy K. Proper bus infrastructure and clearly designated stops must be provided in order to encourage bus commuting.
3. Support Policy I. Pedestrian facilities also critical for public transport use.
4. Suggests new policy **"Ensure new technologies allowing public transport efficiencies and effectiveness are investigated and adopted where appropriate"**. New technology may support demand-responsive public transport.
5. Adjust Policy V. to read "Promote and support the uptake of new technologies which could reduce carbon emissions **and/or improve the efficiency of transport options.**"
6. Public transport programme is only marginally more than expected rate of inflation. Extra resources needed to maintain public transport reliability on busier roads and increase capacity. Suggests 9% increase per year.
7. Could not locate NCC's PT infrastructure programme.

#### Technical Advisory Group response:

1. Agreed, suggest wording added as requested.
- 2, 3. Support noted.
4. Suggest detail of this policy is more appropriate for Public Transport Plan
5. Suggested extra wording partially repeats first part of policy. No change recommended but will include similar policy in Regional Public Transport Plan
6. Noted. The regional council is awaiting further detail on proposed public transport funding increases and possible adjustments to financial assistance rates.
7. NCC's infrastructure programme is included in its Low Cost Low Risk programme.

#### Recommendations:

1. Amend Strategic Objective 3 Policy i. to include reference to shared ride services.
2. Refer suggested policy on adoption of new technologies to improve efficiency, to the review of the Regional Public Transport Plan

Topic	<b><i>Access to Napier Port/HB Expressway</i></b>
Submitters:	<b><i>#2 Horticulture NZ, #3 Automobile Association, #4 Horizons Regional Council, #5 HB Fruit growers' Association, #7 Napier Port</i></b>

**Submissions raise:**

1. Most horticultural produce for HB is exported; therefore, safe and efficient links to Napier Port are critical (#2) (#5) (#7)
2. Ask for \$ value of contribution by Napier Port to be included in text ( #7)
3. Matariki emphasises the region's reliance on primary production (#2) (#5)
4. General support for the RLTP and acknowledge the value of the work underway at Pakowhai Links and Whakatu Arterial(#2) (#5)
5. However, proposed safety and efficiency improvements already programmed will not be sufficient. Four-laning is required to alleviate congestion. (#2) (#3) (#5)
6. HB's competitive edge is being eroded by delays, productivity affected (#2) (#5)
7. Agrees with RLTP priorities but further improvements to the Expressway are required sooner than programmed. (#2) (#3)(#5)
8. Grade separation at Pakowhai Links and four- laning north to Meeanee Rd should be pursued (#3)
9. Upgrades in Ahuriri will be required sooner than programmed – Whakatu Arterial and growth at Port will increase traffic through this area. Freight predictions revised. (#3, #7)
10. SH50 from Pandora and through Ahuriri is the critical transport corridor for heavy vehicles to and from Port. Suggests additional wording. Wants assurance that the future Napier Port Access upgrades will remain in the programme, especially along the Ahuriri corridor. (#7)
11. Support for priority given to already programmed improvements on links to the Port (#4)

**Technical Advisory Group response:**

- 1, 3, 4. Points noted
2. Text may be included as requested
- 5, 6, 7, 8, 9. Traffic will be monitored extensively once the Pakowhai-Links and Whakatu Arterial improvements are in place. It is also expected that this section of highway will form part of a national congestion monitoring programme. In keeping with government direction, a mode neutral approach would be taken to any further necessary interventions. Revised Port freight predictions should be added to the document
10. The Napier Port Access Business Case: Ahuriri section does not appear in the current programme, but was shown in the draft RLTP as being outside the timeframe of this RLTP. NZ Transport Agency has committed to monitoring traffic movements on this corridor closely, and maintaining regular contact with key stakeholders in this area.
11. Support noted.

**Recommendation:**

1. Add text highlighting contribution of Napier Port to HB economy to the strategic section.
2. Add revised freight predictions and truck movements to Napier Port to the strategic section.



Topic	<b><i>High Productivity Motor Vehicle Route Upgrades</i></b>
Submitters:	<b><i>#2 Horticulture NZ, #3 Automobile Association, #4 Horizons Regional Council , #5 HB Fruit growers' Association, #7 Napier Port</i></b>

**Submissions raise:**

1. Support for High Productivity Motor Vehicle upgrades (#4) (#2). Many primary producers already have the necessary vehicles but cannot fully utilise these due to route restrictions (#2) (#5)
2. Agree that coordination within the region is a challenge .Coordination between all Road Controlling Authorities is vital to ensure that HPMV capability is end-to-end. (#2) (#5)
3. Support for bridge strengthening programmes to achieve HPMV capability (#3)
4. Suggests an additional priority should be highlighted, regarding access for B-Doubles (#7)

**Technical Advisory Group response:**

1, 2, 3. Support noted

- 4 Infrastructure changes are not required for this. Over-dimension vehicles are dealt with through road-controlling authorities' permit systems, therefore it is not considered appropriate to add this as a priority.

**Recommendation:**

No change to RLTP

Topic	<b>Road Safety</b>
Submitters:	<b><i>#2 Horticulture NZ, #3 Automobile Association, #5 HB Fruit growers' Association</i></b>

**Submissions raise:**

1. Support for road safety as a high priority issue; horticulture and transport workers are at high risk on the region's roads (#2) (#5)
2. Crash rates may have declined over ten years but if a shorter term view is taken (five years) they are on the increase again (#3)
3. Seek further clarification of crash causes – what are the conclusive reasons? (#3)
4. Drivers make mistakes – roading improvements must be made to help reduce the severity of the outcome (#3)
5. Safe Roads Alliance works on SH 2 (north and south) must consider improvements to alignment, pavement width and median barriers. (#3)
6. 18 passing opportunities on SH2 north were identified in past studies but only 6 have been implemented. Requests completion of remaining 12 in this RLTP period. (#3)
7. SH5 requires urgent safety upgrades and should be part of Safe Roads Alliance programme (#3)
8. While supportive of lower speeds where necessary, would not support future blanket restrictions (#5)

**Technical Advisory Group response**

- 1, 2. Noted. Text will be added to emphasise that crashes have increased in recent years.
3. Crash causes vary by district within the region. Communities at Risk register (2017) highlights collective and personal risk for each crash cause in each region. Summary of this will be added to the Plan.
- 4, 5. Noted. Options such as those suggested have been considered.
6. A Programme Business Case for this route is underway and further passing opportunities may be considered as part of this. A further safety activity "SH2 Wairoa to SH5 Napier Safety Management" has been added to the plan, and passing opportunities may also be considered as part of this.
7. An activity "SH5 Tarawera to SH2 Safer Corridor" has been added to the draft plan
8. Noted. The Committee is not aware of any such proposals at present.

**Recommendations:**

1. Add text to note that recent road crash trends are upwards.

Topic	<b>Strategic Routes</b>
Submitters:	<b>#3 Automobile Association , #4 Horizons Regional Council</b>

**Submissions raise:**

1. SH2 north of Napier and SH5 should be classified as national routes, rather than regional (ONRC classification) owing to freight and tourism importance. (#3)
2. SH 50 is not noted in the classification table. (#3)
3. Support for safety improvements to both SH2 north and SH5. (#3)
4. Would like to see more work to improve resilience of both routes (#3)
5. Question viability of rail proposal for log transport on SH2 (#3)
6. Business cases programmed for SH5 and SH2 are not needed, as previous studies have identified necessary work. (#3)
7. SH2 Bayview to Wairoa should be added to list of activities not yet completed. Also missing from full list of activities. (#3)
8. General concern at the lack of state highway work programmed for the next three years. (#3)
9. Adjust first policy objective to say "Ensure strategic routes are **upgraded** and maintained to a standard appropriate for their function". (#3)
10. Support increased use of rail for freight where viable. (#4)
11. Acknowledge support for designation of Napier-Taihape Road as state highway. Requests letter of support to NZTA. (#4)

**Technical Advisory Group response:**

1. Freight and tourism numbers are taken into consideration when determining the ONRC classification of a route; regional classification is appropriate for the traffic on these routes.
2. Thank you for noting this omission. This will be corrected
- 3, 10 Support noted
4. A national resilience project is underway and these routes will be considered as part of this.
5. A business case for the rail proposal has been prepared.
6. The business case approach commences with exploring the nature of the problem or opportunity that may need to be addressed, rather than beginning with a solution already in mind. Business cases will be developed for these routes, looking at all problems and opportunities, rather than investigating individual safety problems at specific points on the routes.
7. The SH2 Bayview to Wairoa project does not appear in the list of activities not yet completed, or in the full list, because it was programmed to be completed in 2017-18.
8. Noted; however activities underway will address major identified issues. Business cases for SH2 and SH5 will determine how to address problems and opportunities on these routes.
9. Strategic routes need to be maintained to the appropriate standard, not necessarily improved.
11. Letter of support to be prepared

**Recommendations:**

1. Correct omission of SH50 from classification table in Section 4.
2. A letter of support for state highway status for Napier-Taihape Road to be sent to NZ Transport Agency on behalf of the Committee



Topic	<b><i>Cycling</i></b>
Submitters:	<b><i>#3 Automobile Association</i></b>

**Submissions raise:**

1. Support for urban cycling programmes (#3)
2. Concerned that there is no safe direct commuter link for cyclists between Napier and Hastings. Expressway is the most direct link; many parts have capacity for a separated cycle lane. Improvements at intersections and on bridges would complement this. (#3)
3. Brookfields Road link is used by cyclists and Hastings District has upgraded its section of this route. Napier side needs to be addressed. (#3)

**Technical Advisory Group response:**

1. Support noted
2. Options for improving cycle facilities on the HB Expressway could form part of a wider mode neutral approach to ensuring the ongoing efficiency of the Expressway. The possibility of preparing a business case for this will be discussed further by the Technical Advisory Group.
3. Napier City has concerns about the safety of the Brookfields Bridge and its approaches for cyclists and considers that the investment required for safe cycle access is not currently justified.

**Recommendations:**

1. That the Technical Advisory Group investigate a possible business case for improved cycle facilities on the HB Expressway

Topic	<i>Inter-regional Issues</i>
Submitters:	<i>#4 Horizons Regional Council, #7 Napier Port</i>

**Submissions raise:**

1. Agree with inter-regional issues raised in the Plan (#4)
2. Agree with priority given to working with neighbouring regions to ensure resilient and efficient routes to Napier Port (#4)
3. Suggests additional wording to highlight the preferred Manawatu Gorge route now selected (#7)

**Technical Advisory Group response**

- 1, 2. Support noted.
3. Wording should be added to update the Plan with details of the preferred option

**Recommendations:**

1. Update discussion in the strategic section of RLTP to reflect the recent decision on the preferred option for the Manawatu Gorge replacement.

Topic	<i>Strategic Direction</i>
Submitters:	<i>#6 Regional Leaders</i>

**Submissions raise:**

1. New government funding priorities, Provincial Growth Fund etc. provide opportunities for Regional Transport Committee to think outside the square in driving the regional transport agenda.
2. The group would like to engage with the Committee to discuss new possibilities and priorities.

**Technical Advisory Group response:**

- 1, 2. It would be very useful to meet with regional leaders to discuss new ideas. The government's more neutral approach to transport provides an ideal opportunity to develop innovative solutions.

**Recommendation:**

1. That a meeting be arranged between regional leaders and Regional Transport Committee to discuss this approach.

Item 7

Attachment 4



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

**Friday 01 June 2018**

**Item 8**

**Subject: JUNE 2018 TRANSPORT MANAGER'S REPORT**

**Reason for Report**

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

**Transport Advisory Group meetings**

2. The TAG group has met to:
  - 2.1. Review the region's proposed improvement projects for the 2018-21 Regional Land Transport Plan in light of the draft Government Policy Statement on Land Transport; and
  - 2.2. Review the feedback received on the draft plan and prepare officers' comments and recommendations.
  - 2.3. Discuss the NZ Transport Agency's Investment Assessment Framework
  - 2.4. Discuss opportunities that councils are exploring for possible Provincial Growth Fund applications.

**Review of the Regional Public Transport Plan**

3. Under the Land Transport Management Act 2003, every Regional Council must adopt a Regional Public Transport plan unless it does not intend to enter into any contracts for the supply of public transport services or provide any financial assistance to any operator or user of a taxi or shuttle service.
4. Hawke's Bay Regional Council's Regional Public Transport Plan was adopted in April 2015. The Regional Transport Committee assisted with the preparation of the plan but the legislation prohibits the delegation of responsibility for adopting or varying a plan to any committee. This must be undertaken by the council.
5. The purpose of an RTP is to provide a public statement of
  - 5.1. the public transport services that the Council considers integral to the network
  - 5.2. the policies and procedures, information and infrastructure that apply to those services
6. Development and review of an RTP also provides an opportunity for public input into the design and operation of the public transport network.
7. The Act does not specify how a review should be conducted but specifies the affected parties that must be consulted, unless variations are deemed not significant under the RTP significance policy
8. Passengers, user groups and organisations, including councils, have been contacted in order to seek their ideas for improving the public transport services in Hawke's Bay. We received around 20 responses and a range of ideas have been put forward. These have been added to the list of suggestions already received from general feedback over the last year or so, resulting in a fairly extensive list of suggestions. Staff are currently working through these to determine whether they can be included in the Plan. Policies and wording have been reviewed and updated.
9. We had hoped to bring the draft to the RTC at this meeting, but more time is needed to determine the list of activities for inclusion in the revised Plan. We will keep the committee updated with progress and a timeline for consideration of the draft RTP.

## Regional Cycling Plan

10. The work to resolve issues with the Mad Mile section on Waimarama Road is ongoing, but unfortunately has been slowed somewhat by the issues surrounding the Craggy Range track.
11. Funding is confirmed for the project but Hastings District Council is still to complete the necessary approvals to enable HBRC to purchase the land and vest this as road reserve.
12. The HB Trails have recently been used again as most of the course for the Air New Zealand Hawke's Bay International Marathon, which attracted over 4000 entries. This requires significant preparation but helps to showcase the trails to visitors.
13. iWay construction in both cities is proceeding well with most planned works on schedule.
14. Minutes from the May 2018 meeting of the Regional Cycling Governance group are **Attachment 1**.

## Hastings District Council Proposed Speed Limit Changes.

15. The Committee recently submitted on the proposed speed limit changes in Hastings District, supporting the proposal to reduce the Farndon Road speed limit to 80km/h. Farndon Road has some strategic significance as an alternative route and also as a freight route. It has a significant crash history, with 22 crashes over five years, including two fatal. HDC's Hearings Committee has recommended in favour of reducing the speed limit and the route will also feature in its road safety strategy, with possible improvements including roadside barriers, road shoulder widening and enhanced road safety signs.
16. Other recommendations for change include Arataki Rd (reduced 70km/h zone to 50km/h); Kirkwood Rd (reduce 70km/h zone to 50km/h); Percival Rd (reduce 70km/h zone to 50km/h); St George's Rd (reduce 100km/h zone to 80km/h).
17. The Council will make the final decision on these recommendations in late June 2018.

## Approved Organisations – Significant issues or Works

### *NZTA Highway Network and Operations*

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

### *Hastings District Council*

19. Construction progress on the Whakatu Arterial Link (WAL) continues to meet the programmed expectations for completion in December 2018. The following WAL components are now fundamentally complete:
  - 19.1. The State Highway 2 roundabout – Several motorists have advised that there is a lack of clarity for selecting the appropriate traffic lane on entry to the roundabout. Hastings District Council and NZTA traffic engineers are assessing options for improvements to the lane arrows and advanced signage.
  - 19.2. Pilcher Road diversion
  - 19.3. Napier Road realignment and widening
  - 19.4. Topsoil excavation, bulk fill construction and cement stabilisation (earthworks) between the SH2 roundabout and Pakowhai Road
  - 19.5. The Whakatu Road "peanut" roundabout



- 19.6. Mangateretere School frontage improvements
- 19.7. The Karamu Stream Bridge and stream realignment
- 19.8. The realignment of Whakatu Road and the relocation of the T & G carpark
- 19.9. Farmlands Fuel Stop relocation.
- 19.10. Service Authority work including Unison, Chorus and Powerco alterations.
- 20. The following components are currently under construction:-
  - 20.1. The supply and placement of roading aggregates over the completed earthworks, assessed to be 40 % complete.
- 21. The following WAL components have not started and are programmed for construction at various timeframes throughout the remainder of the 2018 year:
  - 21.1. The Pakowhai Road roundabout – due to start in late May / early June 2018. Options are being considered by HBRC and HDC for increasing the capacity of the existing car park at the Regional Dog Park.
  - 21.2. Farndon Road intersection improvements
  - 21.3. Sealing of all “greenfields” roadways
  - 21.4. Installation of the WAL Kiwi Rail Level crossing including signals and barrier arms.
  - 21.5. Closure of Ruahapia Road level crossing – Access will be maintained for pedestrians and cyclists only
  - 21.6. Closure of the Ruahapia / Pakowhai Road intersection – to be replaced by the new roundabout
  - 21.7. Landscaping and grassing of berms

*Hawke's Bay Regional Council*

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

**Decision Making Process**

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

**Recommendation**

That the Regional Transport Committee receives and notes the ***"June 2018 Transport Manager's report"***.

**Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

**Approved by:**

**Liz Lambert**  
**GROUP MANAGER EXTERNAL**  
**RELATIONS**

**Attachment/s**

- [!\[\]\(79516a995cff76a1aff85c3662aea2c5\_img.jpg\) 1](#) Minutes Regional Cycling Governance Group meeting 8 May 2018



Regional Cycle Governance Group Meeting  
 Tuesday 8<sup>th</sup> May 2018  
 10am – 11.55am Mohaka Room  
 Hawke's Bay Regional Council, 159 Dalton Street, Napier

## Minutes

### Members in attendance:

Cr Ian Sharp	Central Hawke's Bay District Council (Chairperson)
Cr Paul Bailey	Hawke's Bay Regional Council
Cr Graeme Taylor	Napier City Council
Cr Simon Nixon	Hastings District Council
Dr Nicholas Jones	Hawke's Bay District Health Board
Jennifer Wilson-Kaio	New Zealand Transport Agency

### Supporting Officers in attendance:

Anne Redgrave	HBRC
Vicki Butterworth	HBRC
Paul McArdle	BikeON
Tony Mills	Napier City Council
Craig Thew	Hastings District Council
Russell McCracken	Wairoa District Council

#### 1. Apologies

Annie Dundas – HB Tourism, Drew Broadley- HBRC, Jag Pannu - Hastings District Council, Craig Little - Wairoa District Council (Russell attending on behalf), Wayne Oldfield - New Zealand Transport Agency (Jenni attending on behalf), Robin Malley – Napier City Council (Tony Mills attending on behalf). Graeme Hansen –HBRC (has resigned as Group Manager Asset Management, awaiting on new appointment.)

#### 2. Minutes of previous meeting

That the minutes of the previous meeting are a true and correct record.

Cr Ian Sharp / Cr Paul Bailey

#### 3. Matters arising

Nil

#### 4. CHB District Council Update –from Cr Ian Sharp.

New bridge up and being well used, decided no official opening as proving very popular with trail users. Limesand section to be finished shortly down Mt Herbert Road. Plans by Rotary group for extension to Lyndsay Bush, planning in conjunction with HBRC and link to Black Creek and to historic limestone irrigation tunnel. Problems with track damage by horses and motorbikes still. Meetings with Martina regarding recreational users. Great enthusiasm for trails and MTB park. Cr Nixon asked if they have trail data, which they don't. Cr Sharp also mentioned that, due to NZTA help with linking off road Waipukurau and Waipawa, CHB Council has committed to a \$600k pool upgrade – due to linked communities by shared trails.

**5. Wairoa District Council Update – from Russell McCracken**

Russell works at Wairoa District Council and is part of Adventure Wairoa. Wairoa MTB park opened and is popular with visitors from Gisborne and Napier. Again no trail counter. Vicki offered to send info to respective groups re: Eco Counters. Adventure Wairoa has bike trail with additional 20x bikes for use with schools/training. Membership fees to join are \$50 per adult or \$100 per family. Discussion on helmets and need for cycle education. It was noted giving away sometimes not the most effective, having to earn often offers more lasting results. Russell also mention concern regarding rumble strip on SH2, on main entry into Wairoa. Dangerous as cyclists can't ride on shoulder and have to move into traffic to ride, needs removing or ensuring wider inside shoulder. He would like to see more 'Share the Road' signage in the area. Jenni noted and said two 'Share the Road' signs are going in at SH2 Turiroa and SH38 Frasertown. Paul suggested also mentioning to Gerry Dance and Jonathon Kennett from NZTA. Anne asked if WDC was reconsidering funding to help with this, through GPS process, to ensure WDC doesn't miss out. Both Anne (HBRC) and Tony (NCC) offered to be contacted to share knowledge.

Action: Anne offered to talk to Libby/Jamie to provide guidance with GPS.

**6. Hastings District Council update – from Craig Thew**

Update on Heartland Ride, the Rural Community Board is awaiting a safety audit and corridor plan for Middle Road. HDC has several areas they want to fix before they want to actively promote. They are seeking additional % funding through NZTA. Tony Mills asked if any other councils have had similar issues and how have they been dealt with, can that help here.

Action: Vicki to ask NZCT/NZTA Jonathan Kennett.

Nick Jones asked about a review of the Regional Cycle Governance Plan. Both he and Ian wanted it noted to be an agenda item, to look at how to progress review going forward, as it seem due.

Mad Mile update – There has been no further progress with the Mad Mile proposal due to issues surrounding the Craggy Range walking track.

Update from Hastings iWay programme:

**Pakowhai Road** (Morley Rd – Ruahapia Rd) on-road cycle lanes substantially completed, minor pavement works and roadmaking still to carry out

**Sylvan Road** (Grove Rd – Alexandra St – Windsor Park frontage) off-road shared concrete pathway completed in April, "Trip Stop" included in construction due to large trees adjacent to pathway

**St Georges Road Stage I** (Howard St – Havelock Rd) off-road shared concrete pathway completed in April, planting of some of the buffer zone still to be carried out

**St Georges Road Stage II** (Howard St – Crosses Rd) off-road shared concrete pathway to be constructed in conjunction with the watermain construction works – due for completion in June, will complete the link between similar facilities in Crosses Rd and Havelock Rd, providing a circuit including the pathway alongside the Karamu Stream

**Pakowhai Road** (Whakatu Arterial) off-road facility to be provided through the new roundabout as part of the construction works, the connection to the Chesterhope Bridge clip-on is currently under investigation.

**Ruahapia Road** (Otene Rd – railway level crossing area) provision of a walking/cycling facility between the two legs of Ruahapia Road, across the railway line, work to be carried out in conjunction with the proposed closure of Ruahapia Rd at the railway level crossing  
**Southland Drain** (St Georges Rd – Park Rd – Copeland Rd) limestone pathway to be constructed alongside the Southland Drain from St Georges Rd, linking with the existing pathway in Copeland Rd, work scheduled for commencement in the spring

**School Travel Plan improvements** - footpath widening works in Campbell St at Havelock North Primary School completed over the recent school holidays. Various minor maintenance works carried out in Walton Way, outside Irongate Primary School in the recent school holidays

7. **Napier City Council Update** – from Tony Mills. Robin Malley sent his apologies and Tony Mills in his place. Updated Napier projects:

Route	Status (Y3 – 2017/18 Y4 – 2018/19)
<b>County Drain (previously known as Plantation Drain A and B)</b>	
<i>Southern half (from Taradale Road to Harold Holt)</i>	COMPLETE
Northern half (Taradale Road to Lipton) Lipton Place bridge already completed.	DUE TO COMPLETE THIS MONTH
<b>Westminster 2 - Route 4</b>	
<i>Northern half (Tamatea Drive to Taradale Road)</i>	COMPLETE
Southern half (Taradale Road to Kennedy Road), including timber boardwalk/ramp to creek	DESIGN COMPLETE CONSTRUCTION NOW IN Y4 PROGRAMME
<b>Kennedy - Route 5</b>	
<i>Riverbend to Marewa Shops</i>	WORK DUE TO START SHORTLY, APPROX 6 WEEKS DURATION
<b>Westminster Ave - Route 8</b>	COMPLETE
<i>Tamatea to Wharerangi</i>	
<b>Anderson- Route 10</b>	COMPLETE
<i>York to Kennedy</i>	
<b>Railway - Route 11</b>	Y4 TBC
<i>Costs greater than expected, particularly of rail crossings etc. Will not be constructed in Y3</i>	

<b>Expressway - Route 12a</b>	
<i>Burness to Harold Holt, including new bridge</i>	COMPLETE
<i>New Expressway underpass lighting project - complete</i>	
Expressway extension – Burness to Meeanee	NOW IN Y4 PROGRAMME
<b>Riverbend Road - Route 15</b>	
<i>Initial Design complete – more investigation re best approach needed. Will not be constructed Y3</i>	Y4 TBC
<b>Church Road</b>	
On road / off road mix (previously on road only). Some excitement around school trees.	TENDER EXPECTED SHORTLY, Y3/Y4
<b>Sandy Road / Brookfields - Route 19 / 20</b>	
<i>No further progress re agreement on approach. No construction Y3</i>	ON HOLD
<b>On-Road Routes</b>	
<b>Prebensen Church - Route 6</b>	
<i>(see above)</i>	
<b>Latham - Route 14</b>	
<i>No feasible technical solution agreed after discussion with technical group – project currently on hold</i>	NEW CONSULTANT ENGAGED, LOOKING FOR DIFFERENT APPROACHES.
<b>Austin - Route 21</b>	
<i>On road markings waiting on contractor</i>	NOW BEING MARKED

**8. HBRC update – from Vicki Butterworth**

Update on current safety projects including Mad Mile: Vicki said that the funding was all complete. She is waiting on Section 114 to be signed by HDC before she can do final contract to purchase the land. Both HDC, appropriate Iwi and HBRC councillors have been sent letters from Chairperson Rex Graham regarding the project and he said he has only positive feedback.

She discussed trail counts for 2017, still tracking improvements on previous years. Some new counters thanks to New Zealand Cycle Trails for funding these. Ahuriri lagoon temporary on hold. Update on social media presence, new official partner programme and new website dedicated to the Hawke's Bay Trails. Big Easy had record numbers, and so had Hawke's Bay Marathon on this weekend.

**9. Hawke's Bay District Health Board – from Dr Nick Jones**

Be Safe Be Seen campaign has gone well. DHB bus subsidy going well and hope to eventually be able to provide staff with \$1 bus trips. He talked about success of travel plan undertaken by hospital. Great increase in bus use, car-pooling and reduction in vehicles. Vicki asked group if parties had a 'Sustainable Transport' policy that includes: bikes, e-bikes, e-cars, hybrid cars, travel plans. Discussion that it would be appropriate based on DHB travel plan to further expand and develop – to be leading in this area for councils would be desirable.

**10. Hawke's Bay Tourism update – Annie Dundas has given apologies, no update.**

**11. Heartland Ride proposal update** – covered by Craig Thew in HDC update.

**12. BikeON update** – from Paul McArdle

Bikes in Schools – he expressed concern on feedback of Wairoa school and said not necessarily representative of others, he acknowledged often smaller communities do struggle with maintenance. Independent research shows positive results, research to be shared with group. Changes helped by 1. ACC funding 2. NZTA seed funding from cycle education budget and 3. Local council funding. Would be keen to see more funding from councils in Hawke's Bay to support this locally.

Discussion on GPS and with increase of 248% for funding nationally – an opportunity. Nick Jones asked about the addition of travel plans to schools? Paul agreed: to be the most effective in getting participants to ride, a combination of infrastructure, facilities, training and travel plans were needed.

**13. NZTA update** – Wayne Oldfield has given apologies and Jenni Wilson-Kaio came in his place:

- NZTA will be putting up "share the road" signage along SH2 Turiroa and Sh38 Frasertown
- Clive cycle path connection onto the bridge completed and well received.
- Estuary Underpasses – on hold awaiting HBRC guidance.
- Cycle lane at Waipukurau – working on land purchase.
- Watchman Road Roundabout due to open end of August, new airport entrance.
- Pakowhai Road Roundabout – work due to commence end of month
- Clive to Awatoto section of road, looking at upgrading crossing point to underpass for road cyclist to access the off-road cycle trail.

**14. Other Business**

Nil

**Meeting Closed 11.55am**

**Next Meeting Tuesday 7<sup>th</sup> August 2018**



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

**Friday 01 June 2018**

**SUBJECT: NZTA CENTRAL REGION - REGIONAL DIRECTOR'S REPORT JUNE  
2018**

**Item 9**

**Reason for Report**

1. To introduce the NZTA Central Region Regional Director's report to be tabled at the meeting.

**Decision Making Process**

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

**Recommendation**

That the Regional Transport Committee receives the ***"NZTA Central Region – Regional Director's Report for June 2018"***.

**Authored by:**

**Anne Redgrave  
TRANSPORT MANAGER**

**Approved by:**

**Liz Lambert  
GROUP MANAGER EXTERNAL  
RELATIONS**

**Attachment/s**

- [1](#) NZTA Regional Transport Committee Update - June 2018





# Regional Transport Committee Update

June 2018



---

## National Land Transport Programme (NLTP) DEVELOPMENT UPDATE

- Feedback on both the draft Government Policy Statement (GPS) on land transport and draft Investment Assessment Framework (IAF) has closed.
- The final GPS will be adopted by Government before 30 June 2018
  - the IAF will be adapted where required to give effect to the final GPS and released as early as possible in July
- We continue to process bids for the improvement work programmes. It's important your business cases and assessments are developed to align with the new draft GPS and draft IAF
- Your Regional Land Transport Plans are due to be submitted by 30 June 2018
- The current 2015-18 NLTP has been extended to 31 August 2018 so activities can continue to be approved and we'll keep you up-to-date with any specific instructions

## National Land Transport Programme (NLTP) DEVELOPMENT UPDATE

- The draft Transport Agency Investment Proposal (TAIP) was released in April – it includes investment in the state highway network
- The TAIP indicates what projects are likely to proceed based on the new investment criteria in the draft GPS
- Where projects need to be re-evaluated, we'll look at the whole transport corridor and consider what works could be undertaken to better manage safety and resilience outcomes
- The TAIP will be finalised as part of the 2018-21 NLTP - this will be adopted by 31 August 2018
- We expect a number of variations to RLTPs during the three-year period as we all work to deliver the Government's new transport priorities





---

## National Land Transport Programme (NLTP) DEVELOPMENT UPDATE

### Partnering with local government

- The Transport Agency has partnered with local government to deliver the 2018-21 NLTP
- Our investment advisers and strategic planning leads are available to help councils look at new co-investment opportunities
- We can assist with resources and capability, where required, to help with council-led business cases, procurement and delivery
- Two joint Transport Agency/LGNZ groups have been set-up to help identify and address possible barriers for councils to realise the opportunities in the draft GPS, in particular in the activity classes that support public transport, walking, cycling and regional improvements

# BETTER PARTNERSHIP WITH LOCAL BODIES

Remember the *Local Government and the Transport Agency – working together* booklet help you get the most out of your partnership with the Transport Agency.



- Council leaders have been sent a link which takes them to a private webpage with details of key contacts relevant to their local area.
- Providing the contacts as an online link means the Transport Agency will be able to regularly review and update these details.
- Please ensure you save this link as it is unique to your council and not available online.

## Business case development

- SH2 Business Case
  - The works are well underway with two stakeholder workshops and over 20 individual customer meetings. We have accelerated the delivery of the Business case and we will have a DRAFT version completed by end of June 2018, ready for the internal Transport Agency approval process
- Wairoa, Te Urewera, Murupara business case
  - This business case is focussed on confirming the long-term role of the Wairoa to Murupara route through Te Urewera
  - The draft Strategic Case is currently being finalised, including responding to the various pieces of feedback. This includes evidencing the cause and effect of the problems identified. Once the strategic Case is finalised, the next step is to seek Project partner support for the Strategic Case to enable the business case to continue to develop (to identify the preferred investment programme for the corridor)

## State Highway Projects (Matariki REDs)

- Watchman Road State Highway 2/2A Intersection
  - Hawke's Bay Airport, Napier City Council jointly funded (\$13m) project started in April 2017. This project consists of 4 separable portions:
    - SP 1 - Airport link Road (complete)
    - SP 2 - SH2 Roundabout (complete)
    - SP 3 - Watchman Road (70% complete, settlement of the new road has now finished and the construction of the road is well underway. Full completion in August 2018)
    - SP 4 - Northbound Passing Lane (Underway with full completion in July 2018)
- Prebensen Drive/Hyderabad Road Intersection upgrade
  - Project design is now complete, we are now expected to commence tendering June 2018 construction start September 2018.

## State Highway Projects (Matariki REDs)

- Hawke's Bay Expressway Improvements
  - The Transport Agency is working with Safe Roads to finalise the project scope and complete design. We are now expected to commence tendering August 2018 construction October 2018.
- Bay View South Bound Passing Lane
  - Project design is now complete, we are now expected to commence tendering June 2018 construction start date of September 2018.



## Other project updates

- SH2 Wairoa to Bay View and Pakipaki to Central Hawke's Bay Southern Boundary project - Safety improvements
  - The southern project is well underway and the northern contract works are due to commence in the coming month.
- Pakowhai Road/Links Road intersection
  - Contract is now well underway with an expected completion date of Spring 2018, we are now including additional safety treatments which will include median barrier. Peak time travel delays continue to be challenging to manage and we are working closely with the contractor to reduce the delays
- High Productivity Motor Vehicles (HPMV)
  - On the southern corridor, the Tuki Tuki River Bridge project is nearing completion and no traffic management is now required.
  - Port of Napier to the Northern Boundary the bridge screening is under way with a completion date of late winter.

## Other project updates

- The area wide pavement treatment with associated safety improvements at the intersection of SH50 and Kereru Road is nearing completion and has recently been sealed.
- The corridor study SH2 between Awatoto and Mill Road, is now complete and we will be meeting the Clive community group and the Hohepa Homes management team to discuss the findings of the study and the next steps. The has taken a holistic review to ensure our customers travel along the corridor safely and efficiently as possible.
- The Transport Agency and Napier CC are in the final stages of revocating SH2 Meeanee Quay for Prebensen Road, the revocation allows an efficient route to the Port. The formal gazetting will be underway next month.

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

**Friday 01 June 2018**

**Subject: JUNE 2018 PUBLIC TRANSPORT UPDATE**

**Item 10**

**Reason for Report**

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

**Napier-Hastings Bus Service General Information**

2. From early May, the Route 20 Hastings-Flaxmere-Hastings service was extended to include Dundee Drive, Flaxmere, providing greater accessibility to the public transport network for a larger number of Flaxmere residents. To date the new route is proving popular with passengers.
3. Two new bus stops were installed recently on Te Awa Avenue, Napier, providing greater accessibility to the Route 11 Hastings-Havelock North express service for residents of the new subdivisions along Te Awa Avenue.
4. Bus services between Napier and Hastings continue to struggle with keeping to time due to roadworks and peak-time congestion in Hastings. This is an issue that may need a permanent solution, which will be investigated through the review of the Regional Public Transport Plan.
5. Discussion is underway with HDC to install two new bus shelters in Hastings, and with NCC to install one new bus shelter in Napier

**District Health Board Bus Travel Scheme**

6. Both the trial staff discount scheme and the patient free travel scheme continue to be well-used.

**New Bus Ticketing System**

7. We are entering the final stages of implementation of a new bus ticketing system, as part of a consortium of nine regional councils. The new system will replace an ageing system with ticketing machines that are past the end of their useful lives, frequently break down and provide limited information.
8. The new system will provide accurate information about origin and destination of passengers. Customers will be able to top up smartcards online and this will considerably reduce the amount of cash carried on the buses. Eligibility for concession fares will be determined when smartcards are issued, removing the need for the driver to check eligibility each time the concession passenger travels, thereby improving loading times.
9. The changes will require a significant lead-in time with plenty of public information to ensure that passengers are able to transition easily to the new system. As our new system is scheduled to go live on 19 November 2018, after six other councils, there will be time to learn from any unanticipated issues experienced by the other regions.

**Review of Regional Public Transport Plan**

10. We have commenced reviewing the Regional Public Transport Plan with a review of requests received to date for new public transport services or improvements. We have also invited a number of agencies and non-governmental organisations to share with us any ideas or suggestions they may have for improving the network. Issues such as late running on the Route 12 services and some minor policy changes will also be considered, and a revised draft will be brought to Council for consideration.

## Bus Passenger Trips

11. Diagram 1 shows monthly bus passenger trips for the years 2012-13 to 2017-18. Passenger trips are down 3% for the year to date. Decreases are noticeable on:
  - 11.1. Route 12 (Napier–Hastings–Napier via EIT and Pakowhai). These are the services which are struggling to keep to time.
  - 11.2. Route 14 (Napier- Maraenui- Onekawa-Napier)
  - 11.3. Route 15 (Napier –Westshore-Bayview-Napier)
  - 11.4. Route 20 (Hastings-Flaxmere-Hastings)
  - 11.5. Route 21 (Hastings-Havelock Nth –Hastings)
12. However, some services are growing well, with significant increases in patronage on:
  - 12.1. Route 10 (Express service Napier-Hastings via Taradale)
  - 12.2. Route 11 (Express Havelock North—Napier via Hastings and Clive.
  - 12.3. Route 16a (Hastings-Camberley-Raureka)
  - 12.4. Route 13 (Napier- Tamatea- Taradale)
  - 12.5. Route 17 (Hastings-Parkvale-Akina).

**Diagram 1 – Monthly Passenger Trips 2012-13 to 2017-18 for the year to date**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	Total
<b>2012-13</b>	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	<b>621,676</b>
<b>2013-14</b>	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	<b>659,560</b>
<b>2014-15</b>	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	<b>615,478</b>
<b>2015-16</b>	59,690	67,216	62,415	56,548	58,647	44,812	35,631	62,609	66,691	53,464	<b>567,723</b>
<b>2016-17</b>	52,069	67,946	58,772	53,911	60,933	43,168	38,223	60,423	75,258	47,103	<b>557,806</b>
<b>2017-18</b>	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	<b>541,167</b>

## Total Mobility

13. Diagram 2 shows monthly Total Mobility (TM) trips for the years 2012-13 to 2017-18.
14. The number of TM trips taken for the year to date is fairly consistent with last year and showing a longer-term trend for growth. This is to be expected, as our population is not only increasing but also ageing at a faster rate than previously predicted.

*(Please note - April TM statistics were not available at the time of writing this report).*

**Diagram 2 – Monthly Total Mobility Trips Year to Date for 2012-13 to 2017-18**

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
<b>2012-13</b>	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	<b>59,647</b>
<b>2013-14</b>	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	<b>64,207</b>
<b>2014-15</b>	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	<b>69,363</b>
<b>2015-16</b>	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	<b>68,765</b>
<b>2016-17</b>	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	<b>71,531</b>
<b>2017-18</b>	8,250	8,607	8,090	7,732	8,397	7,122	7,293	7,294	8,741	<b>71,526</b>

## Decision Making Process

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

**Recommendation**

That the Regional Transport Committee receives and notes the ***“June 2018 Public Transport Update”*** report.

**Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

**Approved by:**

**Liz Lambert**  
**GROUP MANAGER EXTERNAL**  
**RELATIONS**

**Attachment/s**



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

**Friday 01 June 2018**

**Subject: ROADS SAFE HAWKE'S BAY JUNE 2018 UPDATE**

**Item 12**

**Reason for Report**

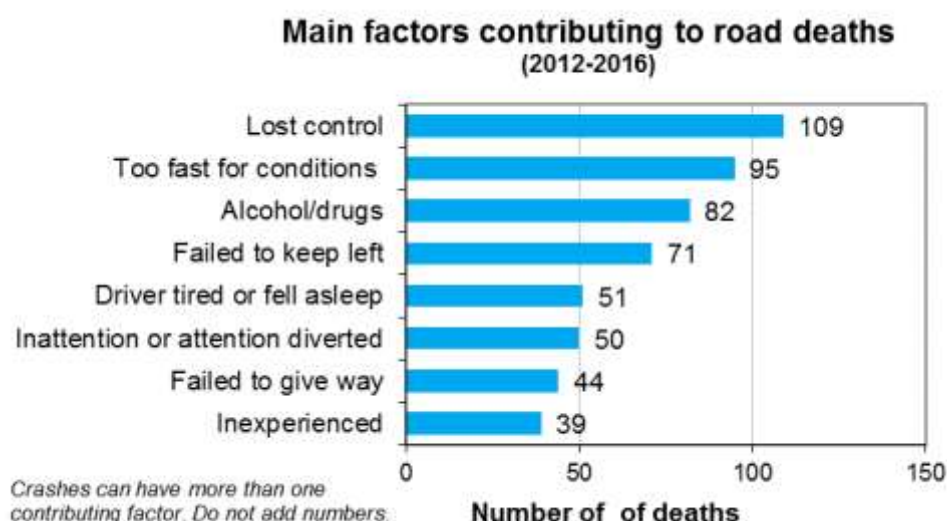
1. This regular report provides the Committee with a snapshot of road safety activities undertaken under the Road Safety Action Plans and, as necessary, will brief the Committee on any current or upcoming issues relevant to road safety.

**Background**

2. There are a number of strategic documents that provide the direction for the road safety activities, including:
  - 2.1. Government Policy Statement for Land Transport (GPS)
  - 2.2. Safer Journeys 2020
  - 2.3. Communities at Risk Register
  - 2.4. NZ Transport Agency - Briefing Notes
  - 2.5. NZ Police Strategies
3. Road safety incorporates a range of elements including network improvement, road policing, and education and awareness. RoadSafe Hawke's Bay (RSHB) and the road safety action plans focus on education and awareness programmes in collaboration with road policing activities and proposed network improvements.
4. Traffic incidents are reported in a number of different ways and a number of indicators are needed to understand whether the road safety programmes are effective.

**Crash Factors**

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

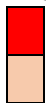


The Communities at Risk Register (2017) sets out the personal and collective risk of being involved in a crash caused by one of a range of factors, compared with other territorial authorities. Personal risk reflects the distance travelled and is measured by the number of

deaths and serious injuries per 100 million vehicle kilometres travelled<sup>1</sup>. The table below sets out the factors for which Hawke's Bay district residents are at high or medium personal risk.<sup>2</sup>

District	Overall	Young Drivers	Alcohol and Drugs	Speed	Rural Intersections	Urban Intersections	All Intersections	Loss of Control Rural Roads	Motorcyclist involved	Cyclist Involved	Pedestrian Involved	Distraction	Fatigue	Older Road Users	Restraints
Wairoa DC															
Hastings DC															
Napier CC															
Central Hawke's Bay DC															

Key:



High personal risk

Medium personal risk

### Funding

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

### RoadSafe Hawke's Bay Recent Activities

7. The Hawke's Bay Youth Alcohol and Road Safety Expo took place in May, after a one year hiatus. A number of schools also brought their Year 11 students who missed out last year. This was a very successful expo, with excellent feedback so far. We are surveying all the schools, along with the teachers and the stakeholders. New components in the Expo included –
  - 7.1. Safer Journeys and me as a new driver
  - 7.2. Driver Licensing-What I need to do, where do I need to go, and how much will it cost
  - 7.3. Intersection Road Rules Activity

A school teaching resource has been completed and will be accessible to Hawke's Bay schools only at this stage. This is for use before and after the Expo. We would like feedback from each of the schools on the assessment standards and will then modify the resource if required. This is phase one of the development. Phase two will include more assessment standards linked to the Health and Wellbeing curriculum.
8. An international research project is continuing on the Department of Corrections/NZ Police/RoadSafe Hawke's Bay joint road safety days for offenders on probation. Attendees at the road safety days are being surveyed and their results compared with comparison groups of general drivers. The research project will be completed over two years and we will then co-author a paper and publish this.
9. We have completed a rebuild of the RoadSafe HB website. This was done to ensure we are keeping up with changing trends, have a more responsive and informative

<sup>1</sup> High Personal Risk – 1 standard deviation above the mean, Medium Personal Risk – 0.5 standard deviation above the mean

<sup>2</sup> Communities at Risk Register, NZ Transport Agency website, 2017



website and to ensure we are more accessible. This will profile the work we are doing and promote the resources we have developed.

10. We have completed the development of a DVD on stopping distances and driver distraction. A number of new topics have been added. This will be profiled on our website and will be available to other road safety education groups who request it.

### Road Deaths for the 2018 Year to Date

11. The following table below sets out the year-to-date road deaths by region. The Gisborne Hawke's Bay regional toll is significantly down for the year to date. There have been two road deaths in Hastings District, one in Central Hawke's Bay and one in Gisborne.

Weekly road deaths update by local government region as at midnight Sunday, 20 May 2018

Local Government Region	2014	2015	2016	2017	2018
Northland	6	9	14	14	19
Auckland	15	20	15	21	23
Waikato	25	27	30	24	32
Bay of Plenty	13	17	7	9	12
Gisborne & Hawkes Bay	8	6	7	12	4
Taranaki	6	6	7	1	1
Manawatu / Wanganui	14	15	11	11	14
Wellington	2	2	6	3	5
Nelson / Marlborough	3	1	5	5	7
West Coast	2	2	2	2	2
Canterbury	9	17	11	21	25
Otago	6	7	7	9	6
Southland	6	2	7	9	4
<b>Total</b>	<b>115</b>	<b>131</b>	<b>129</b>	<b>141</b>	<b>154</b>

### Decision Making Process

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

### Recommendation

That the Regional Transport Committee receives and notes the ***“RoadSafe Hawke's Bay December 2017 Update”*** staff report.

#### Authored by:

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

#### Approved by:

**Liz Lambert**  
GROUP MANAGER EXTERNAL  
RELATIONS

### Attachment/s



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

**Friday 01 June 2018**

**Subject: DISCUSSION OF ITEMS NOT ON THE AGENDA**

**Item 13**

**Reason for Report**

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

1.1. ***Urgent*** items of Business (*supported by tabled CE or Chairman's report*)

	Item Name	Reason not on Agenda	Reason discussion cannot be delayed
1.			
2.			

1.2. ***Minor*** items (*for discussion only*)

Item	Topic	Raised by
1.		
2.		
3.		