



Meeting of the Regional Transport Committee

Date: Friday 22 February 2019
Time: 10.15am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 22 FEBRUARY 2019
REGIONAL TRANSPORT COMMITTEE MEETING**

Item 3

Reason for Report

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

Committee Membership

Committee Members (Voting)		
Councillor Alan Dick	Member and Chairman	HBRC
Councillor Fenton Wilson	Member and Deputy Chairman	HBRC
Councillor Keith Price Alternate Mayor Bill Dalton	Member	NCC
Mayor Alex Walker Alternate Cr David Tennent	Member	CHBDC
Mayor Craig Little Alternate not appointed	Member	WDC
Councillor Ann Redstone Alternate Tania Kerr	Member	HDC
Ms Emma Speight	Member	NZ Transport Agency
Advisory Members (Non-voting)		
Brian Gregory	Cultural Interests and Environment	HBRC Maori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Steve Young	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Anthony Mills	Rail	KiwiRail
Lisa Malde	Health	HB District Health Board
Technical Advisory Group (TAG)		
Anne Redgrave	Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Libby Young	Transport Asset Manager	WDC
Mark Clews	Strategic Planning Manager	HDC
Jag Pannu	Transportation Manager	HDC
Paul Murphy	Senior Investment Adviser	NZ Transport Agency
Simon Barnett	Principal Transport Planner	NZ Transport Agency
Oliver Postings	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, 22 February 2019 as short term replacement(s) on the Committee for _____.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

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

Friday 22 February 2019

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

Item 5

Introduction

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

Decision Making Process

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

Recommendation

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

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[1](#) Follow ups for February 2019 RTC Meeting

Follow-ups from Previous Regional Transport Committee Meetings

From 7 December 2018 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	December's 2018 Transport Manager's Report	Stock effluent disposal facility in Wairoa	A Redgrave	A formal update will be provided once a site has been determined.

From 7 September 2018 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Variations to the Regional Land Transport Plan	The Connecting Tairāwhiti Programme Business Case: provide regular updates to the Committee on progress	NZTA	Progress update has been provided as part of the NZTA report
2	NZTA Central Region Director's Report	Plan for rail safety to be considered for reopening of the Napier-Wairoa Line	NZTA/KiwiRail	A verbal update to be provided at the meeting
3.	NZTA Central Region Director's Report	Hawke's Bay Expressway Improvements – regular updates be provided at the Committee	NZTA	Progress update has been provided as part of the NZTA report
4.	NZTA Central Region Director's Report	Road surface issues on SH2 and SH5 – NZ Police to liaise with NZTA to establish communication protocols	NZTA/NZ Police	A verbal update to be provided at the meeting

Ongoing

Item	Action	Responsible	Status Comment
Implications on the transport network of water bottling plants at Awatoto and Tomoana.	For regular update	Napier City Council /Hastings District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Business case for route between Wairoa District and Bay of Plenty via State Highway 38.	For regular update	NZTA/ Wairoa District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Napier to Wairoa Rail Log Proposal	For regular update	Tom Skerman/Steve Young	A verbal update will be provided at the meeting.
Business case: Cycle commuter route between Napier and Hastings	For regular update	TAG	A follow-up session to progress this discussion is planned for March.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

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

Item 6

Reason for Report

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

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

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

Recommendations

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

Topic	Raised by

Leeanne Hooper
PRINCIPAL ADVISOR GOVERNANCE

James Palmer
CHIEF EXECUTIVE

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

Subject: VARIATIONS TO THE REGIONAL LAND TRANSPORT PLAN

Item 7

Reason for Report

1. To consider proposed variations to the Regional Land Transport Plan 2018

Options Assessment

2. Options considered include not varying the RLTP. However, this would prevent the region from progressing these projects by making use of new funding opportunities.

Strategic Fit

3. The addition of these variations to the Regional Land Transport Plan is highly consistent with the Council's strategic priority for sustainable services and infrastructure.

Considerations of Tangata Whenua

4. Improvements to ensure the resilience of the Nuhaka–Opoutama route have been planned for some time and have been consulted on through previous RLTPs and Wairoa District's Long Term Plans. However, consultation on specific route alignments will be undertaken as part of the initial project stages.

Financial and Resource Implications

5. There are no financial or resource implications for HBRC.

Background

6. The Committee recommended the RLTP for adoption by the Regional Council in June 2018. The RLTP contains the region's proposed programme of activities as at that date. It was approved by the Regional Council and subsequently submitted to the NZ Transport Agency.
7. However the Land Transport Management Act 2001 allows for an RLTP to be varied at any time, as it is recognised that flexibility is required in order to respond to funding opportunities, timing changes etc.
8. The variations described below are requested in order to include the projects in the 2018 RLTP. Including these within the 2018-21 period will not delay any other activity in the RLTP nor will these projects use funds which have been earmarked for other regional projects.

LED Accelerated Replacement on State Highways.

9. Road lighting is a significant asset for all road authorities. Traditionally road lighting has been via High Pressure Sodium (HPS) and Metal Halide (MH) lights and although this technology has served well, the advances in LED technology have now progressed to a point that LED has reached a level of technical maturity and mainstream installations can be considered.
10. Guidelines provided by both NZTA M30, AS/NZS1158 and, successful LED installations in other regions, make it possible to realise the benefits LED offers.
11. As the quantity of LED fittings increase nationally the supply of replacement parts for older fittings is declining.
12. The Hawke's Bay region covers multiple state highways 2, 2B, 5, 38, 50 and 50A. Through physical inspection of the state highway network and collation of RAMM data, 1375 streetlight assets over the region will require replacement.
13. The next phase is to progress design and replacement of the fittings.

14. The design, materials and physical works can be progressed in 2019 with an expected completion in 2021/22, conditional on funding availability in the State Highways Improvements activity class.
15. The estimated replacement cost is \$ 1.65m.
16. The variation is consistent with the objectives of both the Government Policy Statement and the Regional Land Transport Plan. The cost is relatively modest and will provide long-term savings.
17. The variation is not significant under the RLTP significance policy and does not require a public consultation process.
18. The proposed variation to the Regional Land Transport Plan is

	2019-20	2020-21	2021-22
LED Accelerated Replacement on State Highways Replacement of 1375 streetlights on state highways in HB with latest technology LED lights <i>Design, materials, physical works</i>	\$550,000	\$550,000	\$550,000

Blacks Beach Nuhaka to Opoutama Resilience Improvement

19. The Mahia Peninsula in the Wairoa District is a popular holiday destination and home to a number of businesses, jobs and residents. Coastal erosion has compromised the primary road access to the Mahia Peninsula.
20. The Blacks Beach Nuhaka to Opoutama Resilience Improvement project provides for securing the existing primary road access to the Mahia Peninsula by construction of a new inland alignment. Climate change modelling predicts that the amount of coastal erosion will increase. It is expected that as time goes on, the cost of maintaining the existing road will continue to increase, and this will make construction of a new inland alignment even more attractive. The new inland alignment will bypass the 1.7km long section of the existing road access where ongoing coastal erosion will cause additional loss of road formation. Additionally, the blowhole site, which is currently falling victim to coastal erosion, would be bypassed.
21. The Napier to Gisborne railway line is on the inland side of the current road and adjacent to it. Therefore, any road repair work that affects the rail corridor (such as road retreat to avoid dropout areas) requires it to also meet the costs associated with rail works. This adds to the case for a realignment of the route.
22. Wairoa District has highlighted this significant issue for some time and had included a project to remedy it in the 2015 RLTP. However local funding did not proceed and the project was not carried forward into the 2018 RLTP.
23. Wairoa District is now seeking to have the realignment added to the RLTP by way of a variation and will apply to the Provincial Growth Fund for funding for the route. A successful application would enable Wairoa District Council to provide a resilient route and safeguard tourism, jobs, businesses and community access to the Mahia Peninsula. This project is consistent with objectives of the Regional Land Transport Plan to ensure resilient access for communities and areas of economic activity.
24. The project is estimated to cost \$15.5 million over three years.
25. This variation has already been previously consulted on as part of the 2015 RLTP, although the scope and cost of the solution at that time was lower. However a cost-scope increase of a project already consulted on is not considered significant under the RLTP significance policy and does not require public consultation.

26. The proposed addition to the Regional Land Transport Plan is:

	2019-20	2020-21	2021-22	2022-23
Blacks Beach Nuhaka to Opoutama Resilience Improvement Construction of a new inland alignment to bypass 1.7km of the existing road to Mahia Peninsula where ongoing coastal erosion will increasingly cause loss of road formation. <i>Including full investigation, consultation processes, design, designation, construction</i>	\$1,800,000	\$750,000	\$6,500,000	\$6,500,000

Whirinaki Cycleway Extension

27. The Whirinaki Cycleway extension is a proposed northern extension to the existing Bay View cycleway that would create an additional 7.5km pathway along the coast and complete an iconic off-road route. The route will connect Napier with Pan Pac, which has over 500 employees, and will have a significant value for commuters to this facility. The pathway will also link the Eskdale mountain bike park, one of the largest in NZ, with Napier.
28. A feasibility study and business case have been completed for the project. As this is an extension to one of the NZ Great Rides, the Ministry of Business, Innovation and Employment will provide up to 50% of the funding. Napier City Council and Hastings District Council have made provision for a contribution to this link in their cycling programmes, and a local contributor has also pledged a significant amount. This variation is necessary to add an NZTA contribution to the programme.
29. This project has already been consulted on through the development of the Regional Cycle Plan in 2015, and Napier and Hastings councils included this project in their cycling programmes in the RLTP 2018. It is therefore not significant for the purposes of consultation
30. The proposed addition to the Regional Land Transport Plan is:

	2019-20	2020-21
Whirinaki Cycleway Extension 7.5km extension of the existing Napier-Bay View cycleway to provide cycle access to PanPac Mill and Tangoio, and for recreational riding	\$504,150	\$504,150

Decision Making Process

31. 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:
- 31.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 31.2. The use of the special consultative procedure is not prescribed by legislation.
 - 31.3. The decision does not fall within the definition of Council's policy on significance.
 - 31.4. The persons affected by this decision are residents of the Wairoa District and visitors to the area, users of bike trails in Hawke's Bay, all road users.
 - 31.5. The decision is not inconsistent with an existing policy or plan.

- 31.6. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

1. That the Regional Transport Committee receives and notes the ***‘Variations to the Regional Land Transport Plan’*** staff report.
2. The Regional Transport Committee recommends that Council:
 - 2.1 Agrees that the decisions to be made are not significant under the criteria contained in Council’s adopted Significance and Engagement Policy, and that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision.
 - 2.2 Approves variations to the Regional Land Transport Plan, introducing the LED Accelerated Replacement Programme, the Blacks Beach Nuhaka to Opoutama Resilience Improvement and the Whirinaki Cycleway Extension to the plan.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

Subject: FEBRUARY 2019 HBRC TRANSPORT MANAGER'S REPORT

Item 8

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.

Provincial Growth Fund applications

2. Following the 7 December 2018 RTC endorsement of applications, a letter was sent to the head of the Provincial Development Unit at the Ministry of Business, Innovation and Employment, outlining the Committee's decisions regarding support for transport-related PGF applications. (Attachment 1).
3. On NZTA advice, funding for the Integrated Transport Priority Plan is now being sought through the National Land Transport Fund. The application has been submitted to NZTA's online application system.
4. The Provincial Development Unit and NZTA officials advising on transport-related PGF applications asked that the councils jointly prepare a regional story about the economic and resilience drivers for bridge strengthening/HPMV capability on rural roads in CHB, Wairoa and Hastings districts, and undertake some prioritisation of routes across the region. This has now been done and a joint summary application has been submitted.
5. An application for the sealing of State Highway 38 has been submitted by NZ Transport Agency in conjunction with Wairoa District Council.
6. Consideration of Napier Port Access improvements (based on the existing NZTA Napier Port Access Study) will be incorporated into Napier City's Ahuriri Master Plan application and will be the first sub-activity to be developed as part of this.

Driver Licensing

7. In December 2015, this committee approved the use of some road safety allocation to fund driver licensing programmes, subject to sufficient local share being committed by local agencies. Driver licensing had been identified as a major issue in Matariki REDS and this was an opportunity to make use of funding available to the region. Members of the Intersectoral Group committed the necessary local share and a small governance group was established to oversee its allocation.
8. The initial two year funding period ended on 30 June 2018. 598 driver licence passes were confirmed by four agencies, at an average cost of \$450 per pass, with 345 of these passes being for either restricted or full licences.
9. The governance group for the driver licensing scheme was aware of significant new funding coming into the region for driver licensing in 2018-19 and that other national initiatives were being explored, such as the formal introduction of driver licensing into schools. In view of this, the group resolved to continue the programme for one year, subject to better understanding of the new funding sources and their implications for demand in the region. All groups are now under contract for the 2018-19 year, but there is no guarantee of funding beyond this.
10. Analysis of the total number of passes achieved (708 passes as at 30 November 2018) shows the following:
 - 10.1. Ethnic composition: Pakeha – 14%, Maori - 40%, Pasifika - 36%, Other or not specified -10%
 - 10.2. Age: 25 years or under – 58%, 26 years and older – 37% Not specified – 5%

- 10.3. Employment: At school – 36%, in fulltime work or fulltime family carer – 26%, in part-time work – 8%, not in work – 8%, Unknown or other – 23%.
11. The number of police referrals to our providers is increasing, mainly due to an initiative by the Police to have information on driver licensing providers directly on hand, for officers who stop unlicensed drivers or those driving outside their licence conditions. Drivers are handed an immediate referral to a driver licensing provider, with the opportunity to have their fine waived if they achieve the necessary licence within a certain period.

Regional Cycling Governance Group

12. The Regional Cycling Governance Group has met to commence a review of the 2015 Regional Cycle Plan. It was very encouraging to see how many of the cycle improvements that were listed in the plan have now been completed or are well underway.
13. All partners have a range of plans for network extension or improvement that they would like to see included in the revised plan.
14. Work will continue on the revision of the plan over the next quarter.

Other Significant issues or Works

NZTA Highway Network and Operations

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

Hastings District Council

16. The Whakatu Arterial Link was successfully opened to traffic from SH2 to Pakowhai Road on the 19th December 2018.
17. The WAL construction has been completed ahead of time, under budget, with no injury accidents and in compliance with all engineering specifications.
18. The designed alignment has proven to be very successful at achieving travel time savings and efficiencies and the roundabout treatments are a substantial safety improvement on the previous intersections. Public feed-back has been extremely positive.
19. The WAL project budget was \$25.6 million which includes design, investigation, planning, property purchase and construction. Preliminary totals indicate that the final cost of the WAL will be \$25,177,871. This is under budget by \$422,129.
20. Health and Safety has been a leading priority for contractors and HDC. The project has been completed with one minor incident not requiring first aid. This is an excellent result given the quantity of work involved and the high level of risk associated with civil engineering construction.
21. Higgins Contractors will continue with minor works such as the Ruahapia railway cycle crossing, Pakowhai Rd cycleway and additional directional signage, with an estimated finish date of late February / early March 2019. Further grassing of berms and planting will take place in autumn.
22. Stantec consultants have been engaged to carry out the post construction safety audit. A known issue for consideration by the audit team is lane selection clarity at the State Highway 2 roundabout.
23. All the land required for the WAL has been surveyed and the plans approved by Land Information New Zealand.
24. Te Taiwhenua O Heretaunga has recommended that the WAL is named "Te Ara Kahikatea" and this name was approved by Council on 31 January 2019.

Hawke's Bay Regional Council

25. 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

26. 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 ***"February 2019 HBRC Transport Manager's report"***.

Authored by:

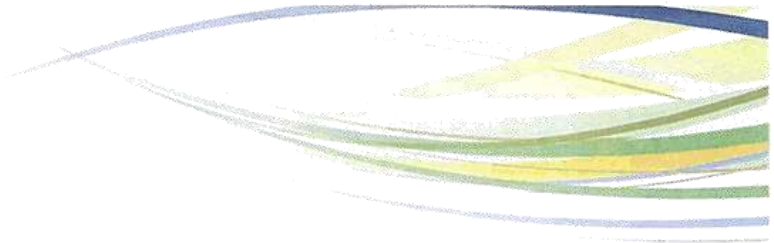
Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

- [!\[\]\(896151ec231b70900e969d67696ca48d_img.jpg\) 1](#) Letter to Nigel Bickle, Head of the Provincial Development Unit MBIE



15 January 2019

Nigel Bickle
Head of the Provincial Development Unit
MBIE
PO Box 1473
Wellington 6140

BY EMAIL: Nigel.Bickle@mbie.govt.nz

Dear Nigel

1. I am writing on behalf of the Hawke's Bay Regional Transport Committee. At its most recent meeting on the 7 December 2018, the Committee received and reviewed a paper that provided an aggregated view of the region's respective transport-related Provincial Growth Fund (PGF) applications.
2. The paper confirmed eight transport-related applications that had either been approved (reinstatement of a Napier to Wairoa rail freight service) or that remained in development. All applications had been previously tabled and discussed in the Hawke's Bay Local Authorities PGF Partnership Forum that had been co-ordinated and led by the Hastings District Council (see **attachment**). The Applications are:
 - a. Central Hawke's Bay Forestry Infrastructure Needs Assessment.
 - b. Hastings District 50MAX bridge Strengthening and North Eastern Connector.
 - c. Wairoa package: Connecting Mahia, Linking to Markets to Napier Port, and Bridge Strengthening.
 - d. State Highway 38 – Lake Waikaremoana Sealing – jointly promoted by NZTA and Wairoa District Council.
 - e. KiwiRail/HBRC – reinstatement of the Wairoa to Napier freight service.
3. The Committee formally endorsed those transport related PGF applications and agreed to provide letters in support of each application signed by the Chairperson when requested to do so.
4. Committee members also discussed a number of other projects that were considered to be of sufficiently high priority to justify an application to the PGF. The outcome of that discussion was a series of resolutions as follows.
 - a. For the Committee to develop a PGF application to develop an Integrated Transport Priority Plan, including updating the Heretaunga Plains transport model (NZTA abstaining) – Note that this application is now likely to be submitted to NZTA's National Land Transport Fund, not the PGF.
 - b. The Committee endorsed a Hastings District Council developed PGF application for the four-laning of the Hawke's Bay Expressway (NZTA abstaining).
 - c. The Committee endorsed a joint Territorial Authority PGF application for HPMV capability on rural roads.

Hawke's Bay Regional Council

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- d. The Committee endorsed the development of a PGF Application for Napier Port Access improvements based on the existing NZTA Napier Port Access Study.
5. We trust that this letter provides the Provincial Development Unit with some confidence that the region's transport-related PGF applications have and continue to be developed in a regionally integrated manner by the key stakeholders. Furthermore, the applications have the support of the HB Regional Transport Committee who will continue to be briefed on the progress of applications that either remain in development or are under consideration.
6. Please do not hesitate to contact the writer with your questions or comments. In the meantime we look forward to progressing the integrated regional suite of PGF applications for your assessment and consideration.

Kind regards.

Yours sincerely



Alan Dick, QSO
Chairman – HB Regional Transport Committee

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

Friday 22 February 2019

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

Item 9

Reason for Report

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

Decision Making Process

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

Recommendation

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

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[!\[\]\(41aea2746216b27a6939d696d8e035da_img.jpg\) 1](#) NZTA Central Region Regional Relationships Director's report

Regional Transport Committee Update for Hawke's Bay Regional Council

February 2019



NEW ROAD SAFETY STRATEGY



The next strategy and action plan to come into effect next year.

- The next step in the development of the strategy is a discussion document which will be released for public consultation in April.
- The consultation period will include engagement with our partners and the public, to seek feedback on the direction and principles of the strategy, our ambitions and whether we should adopt a Vision Zero approach.
- We encourage you to get involved in the external consultation, which is likely to include regional roadshows.

SAFE NETWORKS

- We're underway with the Safe Network programme - a collaborative initiative with local government which aims to save up to 160 deaths and serious injuries every year across New Zealand's highest risk state highways and local roads.
- Up to \$1.5 billion will be invested over the three years to make our roads safer, working in partnership with local government and the wider safety sector to find the weeks.
- Auckland, Waikato and Canterbury have been identified as the priority regions for the first phase of the three-year programme. We will work closely with all our road safety partners to prioritise and deliver the programme across the entire transport network.
- You can find more information about the programme, including presentation resources that might be useful when talking to your own stakeholders on our [website](#).



Transport Minister Phil Twyford and Associate Transport Minister Julie Ann Genter (pictured) launched the programme late last year.

EXTENDED SAFETY BOOST



The Safety Boost Programme has been extended with safety improvements planned for 11 rural state highways in Gisborne, Hawke's Bay, Manawatu-Whanganui and the West Coast.

Safety improvements include:

- widening road shoulders
- putting in rumble strips along the side and centre of the road
- improving signs
- installing road safety barriers along the side of the road in some high-risk locations.

These are simple improvements which can make a big difference in preventing people from being killed or injured on our roads.

More information is available on our website.

AMDS PROJECT UNDERWAY



- We have launched the national Asset Management Data Standard (AMDS) to make it easy share data and analytics between organisations to help create efficiencies in the roading sector.
- This is important for the sector as it will better serve the needs of our regions using smart technologies.
- The AMDS project team will work with the sector to complete the standards by June 2019 using existing work and international best practice.

MOTORCYCLE SAFETY

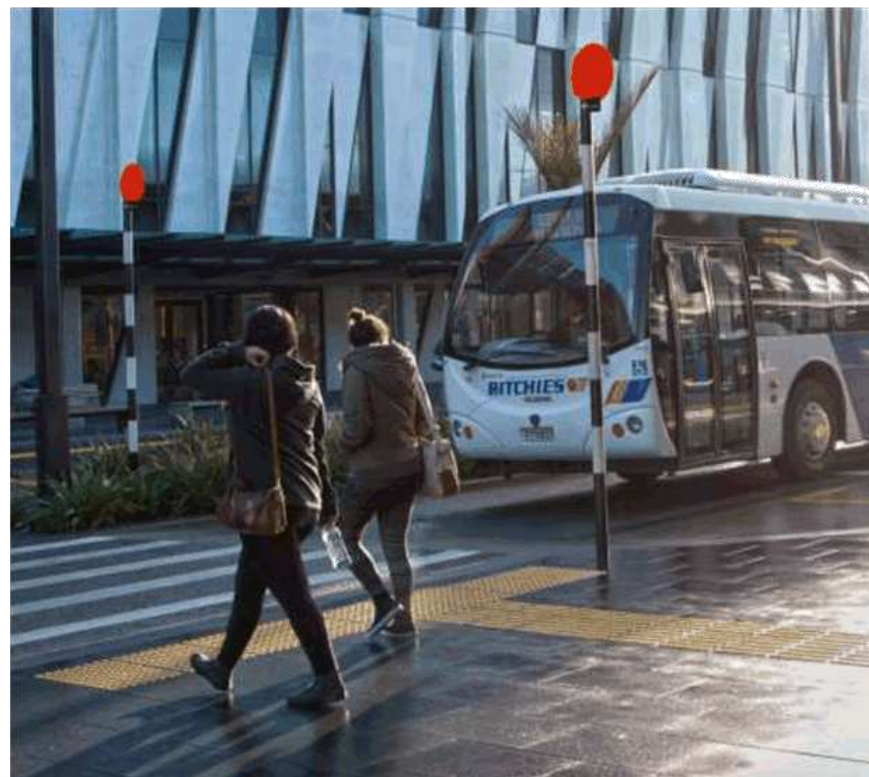
Shiny Side Up is a joint initiative between the Transport Agency and ACC's Ride Forever safety programme.

It is a series of 11 events being run nationwide between 3 February to 4 March 2019 – being a mix of full-day events and an evening talk series.



TRAVEL DEMAND MANAGEMENT

- The Transport Agency is working to achieve a nationally co-ordinated approach to Travel Demand Management (TDM) which includes a national pipeline of innovative solutions to demand issues, with regional relevance and practical application.
- Our aim is to address current issues related to travel demand, by enabling more travel choices for our customers and changing current travel behaviours.
- Current work consists of working with you, our partners, to assess what TDM projects are telling us (good and bad) and how to share the lessons learnt.



Hawke's Bay Activities

February 2019



STATE HIGHWAY 2

SH2 Clive to Awatoto

- A newsletter/information sheet was sent out to attendees of the Clive Community meeting in January 2019
- A range of options will be explored and assessed over the next 3 to 6 months

SH2 Wairoa to Bay View

- 60% of project complete
- Bayview to SH2/5 intersection work is programmed for next construction season

SH2 Bay View to Airport

- Under construction (30% complete)
- Expected completion May 2019

SH2 Waipukurau to Paki Paki

- Good progress being made on the southern section from Waipukurau. Installation of the median barrier will commence in March
- College Road section and the cycle way extension works construction is on track for completion by late 2019

STATE HIGHWAY 2

SAFE ROADS

- **SH 2 Wairoa to Bay View**
 - Works well underway and 90% of guard rail now installed – the remainder of the seal widening and barrier works will be completed by autumn 2018. The Bayview section we are working with the contractor around final designs and construction methodology, with an expected started date Autumn 2019.
- **Paki Paki to Waipukurau**
 - Good progress being made, the southern section from Waipukurau , the installation of the median barrier will commence early in the new year.
 - College Road section and the Cycle way extensions works, construction is planned for late summer with a completion by later 2019.

OTHER PROJECTS

- **Pakowhai Links Roundabout Blessing**
 - Blessing of roundabout/intersection in planning stages. Proposed to hold in late March in conjunction with local Marae

KEY CONNECTIONS

Hawke's Bay Expressway

- Construction to begin on three sections in February including Prebensen Drive to Taradale Rd, Pakowhai Rd to Evenden Rd and Flaxmere Rd to Longlands Rd
- All work should be completed by the end of 2019 except the Longlands Rd to Paki Paki roundabout section
- Work involves the installation median and side barriers, with widening in some locations

SH 2/50 Prebensen Hyderabad

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

State Highway Re-numbering

- The re-numbering is currently going through the gazette process
- Timeframes for implementation will be known following gazetting, however this is likely to be mid-year

PROVINCIAL GROWTH

Two Year Programme

HPMV

- Structure assessments progressing well. By mid-year we should know the extent of physical works required to enable HPMV between Napier and Gisborne.

Five Year Programme

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

- These projects are being formalised into the current NLTP. In the meantime we are working up the delivery plans with potential suppliers ready to hit the ground running over the next couple of months.
- This project has been initiated and is in very early stages; we are focusing on investigating the opportunity for quick wins through a high level assessment

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

Subject: ROADS SAFE HAWKE'S BAY FEBRUARY 2019 UPDATE

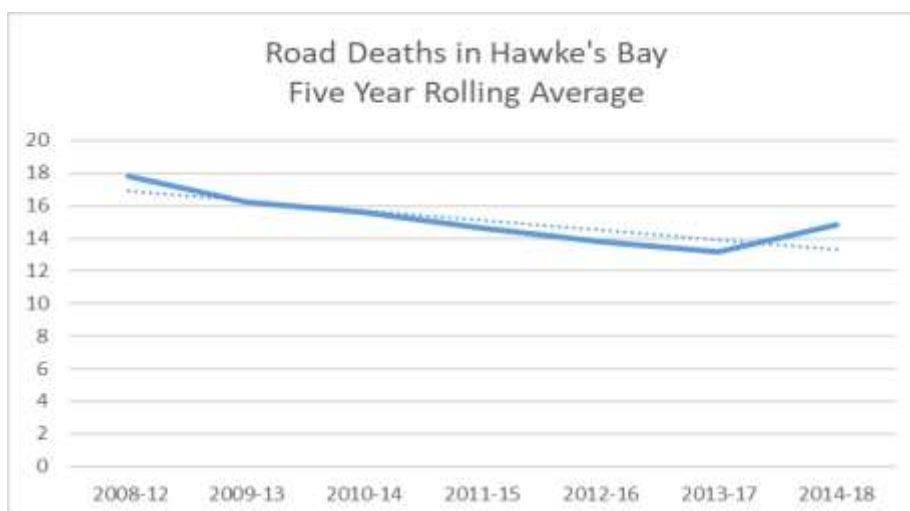
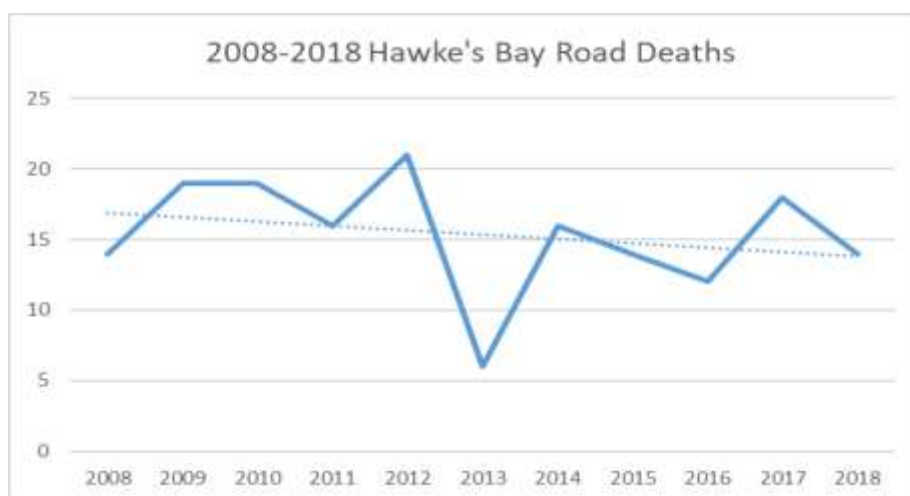
Item 10

Reason for Report

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

Background

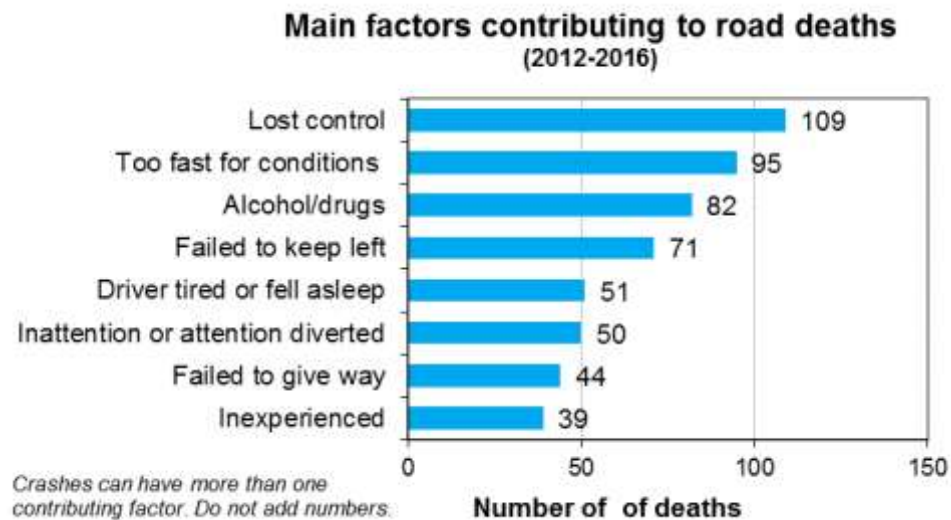
2. There are a number of strategic documents that provide the direction for the road safety activities, including:
 - 2.1. Government Policy Statement for Land Transport (GPS)
 - 2.2. Safer Journeys 2020
 - 2.3. Communities at Risk Register
3. Road safety incorporates a range of elements including network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



5. Road deaths by district for 2018

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

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



7. The Communities at Risk Register has recently been updated (November 2018) and 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 travelled¹. The table below sets out the factors for which Hawke's Bay district residents are at high or medium personal risk.²

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

Key:

	High personal risk
	Medium personal risk

¹ High Personal Risk – 1 standard deviation above the mean, Medium Personal Risk – 0.5 standard deviation above the mean

² Communities at Risk Register, NZ Transport Agency website, 2017

8. Wairoa District unfortunately now has the highest overall personal risk for all crash types of any district or city in the country, up from second in 2017.

Funding

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

Roadsafe Hawke's Bay Recent Activities

10. Planning is continuing for the HB Youth Alcohol Expo. We have most schools registered and others are finalising a date and session time. We will be adding more activities this year along with other stakeholders attending. The surveys from the 2018 expo have been reviewed and these will form part of the planning for this year.
11. Hastings District Council Intersection Campaign: The development of this is continuing. The art work is currently being designed for a series of weekly articles on the use of various intersections. The development will also include social media information and DVDs.
12. Motorcycle Campaign: We are currently funding motorcycle training with a certified instructor. This project will also include billboards along preferred routes, this will be completed over a number of financial years and will start at the most challenging rides and continue over other routes. We are also looking at funding for subsidised high visibility clothing, as well as a media campaign.
13. Social Media Development: We have developed a number of education resources over time. We are looking to extend the use of the resources to create a full suite, including social media excerpts utilising local police and other emergency staff featuring on these. The high risk road safety issues will be the first to be developed: R.I.D.S (Restraints/Impairment/Distracted/Speed). These will be followed by: Fatigue/Driving to the Conditions/Change of Season Driving etc.
14. NZTA Steering Group: Linda Anderson is attending national meetings to develop a process for the allocation of increased road safety funding through the TEFAR scheme. This additional funding was announced at the start of the 2018-19 financial year, providing a higher subsidy rate for safety projects in order to address the increasing road toll.
15. Joint Project-Department of Corrections/NZ Police: We are continuing to present this project monthly. The programme is running extremely well with great feedback from the participants. The attendees are required to attend as part of their sentence through Community Probations. We have developed the programme further by having a police officer there who works with them around reinstating their licenses. She completes all the paperwork with them and also contacts PIB to lodge the requests.

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 ***"RoadSafe Hawke's Bay February 2019 Update"*** staff report.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

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

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

REGIONAL TRANSPORT COMMITTEE

Friday 22 February 2019

Subject: FEBRUARY 2019 PUBLIC TRANSPORT UPDATE

Item 11

Reason for Report

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

New goBay Bus Timetable from April 2019

2. From Monday 29 April HBRC will be making some minor changes to the timetable. These include minor timing adjustments to enable better connections and deletion of two very low-performing services which were introduced as trials in 2016, but which haven't been successful. Passengers will be notified of these changes through our marketing programme and the usual communication channels.

New goBay Website

3. Feedback about our new stand-alone website (www.goBay.co.nz) has been very positive, with over 64,000 page views since the site went live at the end of December. The new site is much more user friendly and easier to navigate than the old site and has more information, such as FAQs and a journey planner.

Bus Ticketing System

4. The project to implement a new bus ticketing and smartcard system for nine regional councils across New Zealand is now well into the implementation phase.
5. HBRC has conducted initial testing on its system, and has confirmed that the tariffs and passenger categories are loaded into the system correctly. However, site acceptance testing by the supplier has indicated a requirement for further development and testing, and this has further delayed the project. We are now expecting to have the new system in place in September 2019.

Bus Passenger Trips

Diagram 1 – Monthly Passenger Trips 2012-13 to 2018-19 for the year to date

6. Diagram 1 shows the monthly passenger trips and the monthly average, July to December from 2012-13 to 2018-19.

Diagram 1 – Year to date monthly passenger trips, July to December.

	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL	Mthly Av
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	367,087	61,181
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	394,972	65,829
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	381,175	63,529
2015-16	59,690	66,992	62,156	56,421	58,385	44,260	347,904	57,984
2016-17	52,029	67,817	58,564	53,703	60,680	42,950	335,743	55,957
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	329,789	54,965
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	323,274	53,879

7. During this period most of the services between Napier and Hastings had patronage increases, while most of the suburban services showed decreases, including Route 14 Napier-Maraenui-Onekawa and Route 20 Hastings-Flaxmere.

Bus Service Costs

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

Diagram 2 – Year to date net cost, July to October.

Year	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 1,346,436
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 1,345,192
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 1,161,828
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 1,111,059
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 987,771
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 1,092,507
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 172,384	\$ 202,481	\$ 1,122,621

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

9. Recent cost increases are largely due to inflationary pressure, as our bus contract is adjusted by an NZTA index reflecting fuel, labour and equipment prices. However, lower fare revenues have also played a part.

Total Mobility

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

Diagram 3 – Year to date Total Mobility trips, July to October

Year	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	40,691
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	43,024
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	47,863
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	46,912
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	48,768
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	48,214
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	48,813

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

Diagram 4 – Year to date Total Mobility cost, July to October

Year	Jul	Aug	Sep	Oct	Nov	Dec	TOTAL
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 264,050
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 284,293
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 318,548
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 300,702
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$ 58,273	\$ 49,239	\$ 315,738
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$ 59,020	\$ 51,360	\$ 334,491
2018-19	\$ 60,536	\$ 60,282	\$ 57,320	\$ 55,541	\$ 64,113	\$ 52,387	\$ 350,179

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

Decision Making Process

13. 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 “**February 2019 Public Transport Update**” report.

Authored by:

**Megan Welsby
SUSTAINABLE TRANSPORT
COORDINATOR**

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

There are no attachments for this report.

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

Friday 22 February 2019

Subject: DISCUSSION OF MINOR ITEMS NOT ON THE AGENDA

Item 13

Reason for Report

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

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