

## Minutes of a Meeting of the Regional Transport Committee

<b>Date:</b>	Friday 11 March 2022
<b>Time:</b>	10.00am
<b>Venue:</b>	Council Chamber Hawke's Bay Regional Council 159 Dalton Street NAPIER
<b>Present:</b>	Cr M Williams – HBRC – Chair Cr Charles Lambert – HBRC – Deputy Chair <i>(by zoom)</i> Mayor S Hazlehurst – HDC Mayor C Little – WDC <i>(by zoom)</i> Cr K Price – NCC <i>(by zoom)</i> L Stewart – Waka Kotahi NZTA Mayor A Walker – CHBDC <i>(by zoom)</i>
<b>Alternates:</b>	S Downs – Waka Kotahi NZTA <i>(by zoom)</i> Cr T Kerr – HDC Cr K Taylor – CHBDC <i>(by zoom)</i>
<b>Advisory members in attendance:</b>	A Robin – HBRC Māori Committee <i>(by zoom)</i> P Michaelson – AA <i>(by zoom)</i> N Ganivet – Port of Napier <i>(by zoom)</i> I Emmerson – Road Transport Association <i>(by zoom)</i>
<b>In Attendance:</b>	K Brunton – HBRC Group Manager Policy & Regulation N Bickle – HDC Chief Executive K Nimmon – HBRC Transport Manager P Martin – HBRC Senior Governance Advisor S McKinley – CHBDC <i>(by zoom)</i> A Manley – Port of Napier General Manager of Strategy and Innovation M Hardie – WDC <i>(by zoom)</i> J Pannu – HDC <i>(by zoom)</i> R Malley – NCC <i>(by zoom)</i>

**1. Welcome/Karakia /Apologies/Notices**

The Chair welcomed everyone and led an opening karakia.

**2. Conflict of Interest Declarations**

There were no conflicts of interest declared.

**3. Confirmation of minutes of the extraordinary Regional Transport Committee meeting held on 3 February 2022**

**RTC5/22 Resolution**

Minutes of the extraordinary Regional Transport Committee meeting held on Thursday, 3 February 2022, a copy having been circulated prior to the meeting, were taken as read and confirmed as a true and correct record.

**Hazlehurst/Walker  
CARRIED**

**4. Follow-ups from Previous Regional Transport Committee Meetings**

Discussions covered:

- There has been no response to the extraordinary RTC meeting resolutions and subsequent correspondence from either Waka Kotahi (WK) or the Transport Minister. WK confirmed that further investments in SH5 are being carried out to complement the 80km/hr speed limit now in place. The programme business case (for SH5 long term solutions) is at the 'point of entry' phase. When completed, it will be considered for funding (budgeted at \$400k) at a scheduled meeting of the WK delegations committee in late March 2022. WK is now establishing a project steering committee to oversee the programme business case and invites the RTC or individual councils to be on this committee. The RTC Technical Advisory Group (TAG) will discuss the committee's terms of reference with WK.
- WK is also establishing a governance group to oversee all ongoing improvements for the life of SH5. RTC or individual councils are invited to participate in this group. RTC will seek advice from TAG regarding the appropriate representation on the steering committee in the first instance, then for the long term governance group.
- It was reiterated that all parties involved are looking to improve SH5 and need to work together for this purpose.
- Resubmission of the HB expressway multi-modal transport funding request will need to be undertaken through the next RLTP process. TAG is working with WK on that.

**RTC6/22 Resolution**

That the Regional Transport Committee receives and notes the *"Follow-ups from previous Regional Transport Committee meetings"*.

**Hazlehurst/Walker  
CARRIED**

**5. Call for Minor Items not on the Agenda**

No items were raised.

**6. National Freight Strategy Verbal Presentation by Napier Port**

Andrea Manley, Napier Port General Manager of Strategy and Innovation delivered a presentation. Highlights and comments included:

- Napier Port views transport as being a 'networked infrastructure' across road, rail and

ports rather than each being a separate transport mode. RTC has a similar outlook, and Port and RTC strategies look to be well aligned

- Napier Port has a good relationship with Horizons Regional Council transport committee through its involvement with a major food distribution hub being developed at Bunnythorpe and is looking for a similar relationship with this committee
- Eighty percent of Napier Port customers are within 100km of the port
- Napier Port is looking for a more customer cargo oriented approach and becoming a supply chain network rather than simply a port, particularly for potential customers across the lower and central north island regions
- There is considerable contestable cargo available in these regions. Napier port currently obtains 34% of this potential traffic, accounting for 10% of its freight volumes
- Napier Port is looking to increase volumes through growth from these regions and has an inland port at Longburn for this purpose
- Napier Port is adding a logistics service to optimise the use of containers in HB, having an advanced overview of all imports and exports across HB including how containers are transported
- Napier Port is now using 'b double trucks' to move empty containers two at a time to container storage sites; halving truck traffic by doing so
- Freight movement is now being discussed at a national level. There is an NZ freight and supply chain strategy in place, led by the Ministry of Transport, that aims to improve connectivity between freight modes and avoid waste across transport networks.
- *Schedule security* measures ocean freight supply chain performance, e.g. how often cargo in or out of a port is on time. Historically Napier Port has performed at 98% however currently this is at 15% due largely to Covid related issues
- Napier Port and the RTC can benefit from working closer together at both TAG and strategic levels.

RTC7/22

#### **Resolution**

That the Regional Transport Committee receives and notes the *National freight strategy verbal presentation by Napier Port*.

**Williams/Walker**  
**CARRIED**

## **7. Road Safety s17a Review Outcomes Report**

Katie Nimon introduced the item, which was taken as read. Discussion highlighted:

- TAG will be more closely involved with road safety matters in future
- There will be a working relationship and connection from RTC through TAG to councils and communities. This will assist existing community safety projects.
- TAG will form a sub-committee with a 'whole of transport' approach with appropriate matters being referred to RTC for consideration. TAG will review its terms of reference.
- Road safety education will remain a part of the Road Safety programme.
- In future Waka Kotahi will have a much greater emphasis on engineering, education and enforcement matters; road safety is a combination of all three.

RTC8/22

#### **Resolution**

That the Regional Transport Committee:

1. Receives and considers the *Road Safety s17a Review Outcomes Report*
2. Agrees that the decisions to be made are not significant under the criteria contained in Hawke's Bay Regional Council's adopted Significance and Engagement Policy, and that the Committee can exercise its discretion and make decisions on this issue without conferring directly with the community.

3. Approves the preferred service delivery model of a fully collaborative regional approach to road safety including:
- 3.1 Improved structure to drive an enhanced collaborative model across the region through the councils, Waka Kotahi, NZ Police and their partners working together to deliver better road safety outcomes through engineering, education and enforcement
  - 3.2 The road safety programme will be developed and monitored at a strategic regional level and then implemented locally at an operational level
  - 3.3 A strengthened Regional Transport Committee role will ensure effective governance and decision-making, giving clear direction and goals
  - 3.4 A focussed Road Safety Group will support a more effective programme across the region, coming together to identify priorities and set the annual programme and then to review the annual programme (midway through the year) against objectives and measures, and adjust it to suit current / emerging needs
  - 3.5 RoadSafe Hawke's Bay will provide a coordination and community engagement role in delivery of the programme with strategic support from the Regional Transport Committee and the councils.
  - 3.6 Progressing the recommended next steps in section eight of the MorrisonLow report.

**Williams/Hazlehurst  
CARRIED**

## **8. On-demand Public Transport Update**

Katie Nimon introduced the item, which was taken as read. Discussions highlighted:

- Hastings city was chosen as the trial site as it doesn't have a full service network
- the one-year Hastings project trial will commence in late May 2022 under the 'MyWay Hawke's Bay' banner, budgeted at \$1.7m
- Lessons learnt from the trial will be applied to a full public transport review.

RTC9/22

### **Resolution**

That the Regional Transport Committee receives and notes the *On demand Public Transport Update* staff report.

**Williams/Walker  
CARRIED**

## **9. March 2022 Public Transport Update**

Katie Nimon introduced the item, which was taken as read. Discussions highlighted:

- GoBus reduced timetable and services are now likely to be in place until the end of May 2022.

RTC10/22

### **Resolution**

That the Regional Transport Committee receives and notes the *March 2022 public transport update* report.

**Williams/Hazlehurst  
CARRIED**

*Mayor Craig Little left the meeting at 11.52am*

## **10. Roadsafe update**

Katie Nimon introduced the item, which was taken as read. Discussions highlighted:

- The road safety expo will now be a virtual event
- School involvement in drivers licencing can be successful, but across HB schools don't cater for young adults / over 25 year-olds driving without a full licence
- Nationwide Waka Kotahi Road to Zero advertising campaign is underway – TAG has detailed campaign information to avoid any possible local messaging double-ups.

RTC11/22

#### **Resolution**

That the Regional Transport Committee receives and considers the *Roadsafe update* staff report.

**Hazlehurst/Price  
CARRIED**

*The meeting adjourned at 12.04pm and reconvened at 12.08pm*

**11.**

#### **Transport Manager's March 2022 report**

Katie Nimon introduced the item, which was taken as read. Discussions highlighted:

- Ministry of Transport review of road user charges is underway. There is limited time to make a submission.
- A judicial review of the Waka Kotahi process for developing their recent National Land Transport Plan (NLTP) is commencing soon. Councils have until 14 March 2022 to join / support this review. The Committee's view is that this as a matter for individual councils to decide.

RTC12/22

#### **Resolution**

That the Regional Transport Committee receives and considers the "*Transport Manager's March 2022 report*".

**Williams/Price  
CARRIED**

**12.**

#### **Waka Kotahi Central Region - Regional Relationships Director's March 2022 report**

Linda Stewart delivered a presentation. Discussions highlighted:

- Waka Kotahi's (WK) recent National Land Transport Plan (NLTP) includes a review of the budget for 2024-2027; seeking \$2b more for infrastructure costs in that period. Any additional funding approved would be a Crown loan.
- Regional Land Transport Plans (RLTP) will need to carefully set out how emission reductions will be prioritised in each region and will also need to identify/ classify roads for their specific current and future uses to assist when developing public, active and commercial transport options.
- A review of WK's speed management guide is underway. A speed limit register is being developed to record, update and share data to enable better speed limit decisions to be made across and between regions.
- In mid-2023, safety cameras (mobile, fixed and traffic light mounted) are being transferred from Police control to WK. Over time, camera numbers will rise. Councils will be involved in the camera site selection process.
- Vehicle safety ratings will now consider the impact that vehicles have on pedestrians and the environment, not just vehicle passengers.
- Road to Zero nationwide publicity campaign commenced recently
- HB road maintenance and sealing programmes are on track despite COVID
- The future of SH5 is critical for HB and WK is establishing a steering committee to oversee safety improvements, with RTC invited to join this committee
- The funding decision (\$400k) on the SH5 programme business case is scheduled for the end of March 2022 and expected to be finished in late 2022. If the final business case budget exceeds \$50m, approval will be sought from the WK board in March 2023.
- RTC has asked WK to consider all elements of the Government policy statement on

transport in the programme business case being prepared, including resilience, infrastructure and freight efficiency

- Safer corridor for SH5 is additional to the business case for SH5. Two safety oriented feasibility studies are underway, both due for completion in March 2022. One is for the HB 'side' of SH5 and the other for the Taupō end.
- SH5 safety work total budget is \$117m – \$100m on the HB side with \$24m being available immediately
- Any short term safety works will start in October 2022, with individual improvements having been prioritised by the steering committee by July 2022
- WK will be meeting with local MPs in April 2022 to discuss the feasibility studies and the planned short term safety improvements
- WK is planning community consultation for the safety improvements (\$24m spend starting October 2022) after the feasibility studies have been completed (end of March 2022). HDC is concerned that community consultation is not happening now whilst the feasibility studies are being completed. WK acknowledged this concern.
- A review / evaluation of the SH5 speed limit reduction will be undertaken in 12 months' time. RTC has been invited to participate, including setting the review parameters.
- The quality and timeliness of road maintenance on state highways is under great pressure and WK is undertaking a review of road maintenance quality.
- The provision of a standard for, or a description of a '100km/hr highway' would be helpful to assist community understanding of what these highways 'look like'
- In 2023 WK will carry out technical assessments on two sections of SH2 and one section of SH50, spanning some 350km in total. These are speed assessments similar to the recent SH5 one. RTC doesn't want the planned assessments to be carried out in a similar fashion to SH5. TAG will be involved from the early stages of all future speed reviews.

RTC13/22

#### **Resolution**

That the Regional Transport Committee receives and notes the *Waka Kotahi Central Region – Regional Relationships Director's March 2022 report*.

**Williams/Hazlehurst  
CARRIED**

#### **13. Verbal Updates by Advisory Representatives**

No updates were provided.

#### **14. Discussion of minor matters not on the agenda**

No items were raised for discussion.

The Chair, Councillor Martin Williams, led a closing karakia.

#### **Closure:**

There being no further business the Chair declared the meeting closed at 1.04pm on Friday, 11 March 2022.

Signed as a true and correct record.

**Date:** RTC resolution 10 June 2022

**Chairman:** Martin Williams