

Meeting of the Regional Transport Committee

Date: Friday 9 September 2022
Time: 9.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Karakia/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee held on 10 June 2022	
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6.	Deputation from Walter Breustedt on transport decarbonisation	
Decision Items		
7.	Submissions received on the draft Regional Public Transport Plan	9
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Information or Performance Monitoring		
9.	Transport Manager's September 2022 Report	17
10.	NZTA Central Region - Regional Relationships Director's September 2022 Report	39
11.	Verbal Updates by Advisory Representatives	
12.	Waka Kotahi update - Emissions Reduction Plan	
13.	Discussion of Minor Matters Not on the Agenda	69
Decision Items (Public Excluded)		
14.	Bayview-Whirinaki Cycleway Project Closure	71

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 4

SUBJECT: FOLLOW-UPS FROM PREVIOUS REGIONAL TRANSPORT COMMITTEE MEETINGS

Introduction

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

Decision Making Process

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

Recommendation

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

Authored by:

Peter Martin
SENIOR GOVERNANCE ADVISOR

Approved by:

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

Attachment/s

- 1 [↓](#) Follow ups for September 2022 RTC Meeting

Follow-ups from previous Regional Transport Committee meetings

10 June 2022 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Strategic case for freight and logging	Committee to receive updates on Strategy and Business case development should that progress.	Waka Kotahi	To be reported upon at the meeting on 9 September.
2	Minor items not on the agenda	Some communities have no option but to use private cars. How do we identify these and provide them with alternative options?	K Nimon	Once the RPTP is adopted, we can begin to investigate areas of concern for those without public transport access, specifically in rural communities. The RPTP has proposed policy that enables HBRC to develop alternative solutions for communities that aren't serviced by public transport.

11 March 2022 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
3	Follow ups from previous meetings	Ascertain the purpose of the Waka Kotahi steering committee for safety improvements to SH5 and the long-term governance group for SH5 and advise RTC of appropriate RTC representation on those bodies.	K Brunton M Williams	To be reported upon at the meeting on 9 September.
4	National freight strategy presentation from Port of Napier	RTC Chair to meet with KiwiRail to discuss how the relationship can be strengthened.	M Williams	To be reported upon at the meeting on 9 September.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 5

Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA

Reason for Report

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

Recommendations

3. That the Regional Transport Committee accepts the following *Minor items not on the agenda* for discussion as Item 13:

Topic	Raised by

Peter Martin
SENIOR GOVERNANCE ADVISOR

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 7

Subject: SUBMISSIONS RECEIVED ON THE DRAFT REGIONAL PUBLIC TRANSPORT PLAN

Reason for Report

1. This item provides the Regional Transport Committee with the written submissions received on the Draft Hawke's Bay Regional Public Transport Plan 2022-2032, which includes new plans for the bus network.
2. This item also provides the Committee with information on the hearing of verbal submissions on 9 September 2022 on the Draft Regional Public Transport Plan.

Officers' Recommendation

3. That Committee members read and consider all written submissions as attached in preparation for the Hearing on 9 September 2022.
4. That Committee members hear the verbal submissions on 9 September 2022, which together with the written submissions will inform decision making at the Regional Transport Committee's meeting on 16 September 2022. An interim schedule of speakers is attached.
5. HBRC's Facebook and Instagram posts and associated comments are also attached for the Committee's consideration.

Background

6. Under the Land Transport Management Act 2003 (LTMA), every Regional Council must adopt a Regional Public Transport Plan (RPTP) 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. Hawke's Bay Regional Council does both.
7. The Plan must be reviewed every three years at the same time as, or as soon as practicable after, the public transport components of a regional land transport plan are approved or varied. The Hawke's Bay Regional Land Transport Plan was reviewed in 2021.
8. Hawke's Bay Regional Council's Regional Public Transport Plan was last adopted in April 2019 and was the first developed under the new LTMA requirements.
9. The Draft Regional Public Transport Plan proposes a step-change for public transport that moves away from a coverage approach towards a high-frequency patronage model. The plan proposes a service for the region to make the network more frequent, faster, and more reliable. These changes will offset the additional time to walk to revised bus stops.
10. The vision for public transport is "To deliver a public transport service that is safe, accessible, and supports the shift to reduce driving and emissions, while improving the economic, social, and environmental wellbeing of the people of Hawke's Bay".
11. At the Council meeting on 27 July 2022, HBRC adopted the Draft Regional Public Transport Plan amended to incorporate the Proposed Public Transport Network Plan and endorsed by the 10 June 2022 Regional Transport Committee meeting, for public consultation.
12. HBRC also delegated to the Regional Transport Committee:
 - 12.1. the hearing of verbal submissions
 - 12.2. to make decisions on the submissions received by way of recommendations to the Regional Council for the adoption of the Regional Public Transport Plan in its final form.

Consultation Process

13. Public consultation on the Plan ran from Monday 1 August to Wednesday 31 August 2022.
14. Staff used several platforms to promote the consultation and engagement, and to encourage people to provide feedback. There was an online submission form on the website. A submission form was also provided in the consultation document which was also online. That form included details of where to email, post, or hand-deliver submission forms.
15. Face to face engagement: the Transport team delivered an overview of the proposed network and policies to a wide range of community groups across the region, including special interest groups, community committees, and council subcommittees. The transport team also spoke to attendees at the Go Green expo, providing in depth information into the climate action that the regional council is taking with this approach. This engagement took place across the month of August and reached thousands of Hawke's Bay residents.
16. A public notice advertisement ran in Hawke's Bay Today on 1 August 2022, supported by a media release, social media and content on HBRC's website. Advertising was also placed on goBay bus services, inviting current users to share their thoughts on the proposed changes.
17. HBRC's Facebook & Instagram social media channels delivered a total of 10 posts & targeted ads concerning this consultation, resulting in:
 - 17.1. Reach (content seen): 32,297
 - 17.2. Engagement (reactions, comments, shares, link clicks): 823
18. Go Bay's Facebook social media channel delivered a total of 6 posts & targeted ads, resulting in:
 - 18.1. Reach: 20,870
 - 18.2. Engagement: 549

Scope of the Consultation Process

19. The consultation sought specific feedback on:
 - 19.1. the level of support to move towards high-frequency, direct bus services
 - 19.2. improvements that could be made to persuade non-bus users to try using the bus or what improvements could be made for bus users to enable them to use the bus even more.
 - 19.3. the level of agreement with proposed short-term changes to current services 11 and 12, and if there were other short term-route changes that submitters want considered
 - 19.4. the level of agreement with the proposed 2025 and 2030 network improvements, both in terms of changes to services and increased hours of operation, and if there were other longer-term route changes that submitters want considered
 - 19.5. the supporting policies for the RPTP.
20. If the proposed network is adopted, the Regional Transport Committee will undertake further consultation in 2023 regarding infrastructure details, such as the location of bus stops.

Submissions Received

21. A total of 231 submissions were received. An index of submissions and complete set of submissions is attached. Staff analysis of feedback and responses will be included in the *deliberations report* to the Regional Transport Committee for its meeting on 16 September 2022.

22. *Question 1: Do you support the move away from infrequent, one-way loop coverage services towards high frequency, direct services?*
 - 22.1. 210 submitters answered this question, 197 (86%) supported the proposal, 13 (6%) did not support the proposal, and 18 submitters (8%) did not answer.
23. *Question 2: If you currently don't use the bus, what improvements would persuade you to give it a try?*
 - 23.1. 146 submitters provided comments.
24. *Question 3: If you do currently use the bus, what improvements would enable you to use it even more?*
 - 24.1. 76 submitters provided comments.
25. *Question 4: We propose to make short term changes to current services 11 and 12. Do you agree with these proposed changes?*
 - 25.1. Of the 147 submitters that answered this question, 133 (90.5%) supported the proposal and 14 (9.5%) did not support the proposal.
26. *Question 5: Are there other short term route changes that you would like us to consider?*
 - 26.1. 60 submitters provided comments.
27. *Question 6: We have set out our 2025 and 2030 network improvements. Do you agree with the proposed network, both in terms of changes to services and increased hours of operation?*
 - 27.1. Of the 162 submitters that answered this question, 143 (88%) supported the network improvements and 19 (12%) did not.
28. *Question 7: Are there other longer term route changes that you would like us to consider?*
 - 28.1. 89 submitters provided comments.
29. *Question 8: The Regional Public Transport Plan contains many supporting policies. Are there any changes to proposed policies (or even new policies) that you would like us to consider?*
 - 29.1. 98 submitters provided comments.
30. 18 submitters provided supporting documents by way of written statements

Verbal Submissions

31. The submissions hearing is scheduled to start at 9.10am in the Council Chamber, as part of the Regional Transport Committee meeting.
32. At this stage, twenty-two people have indicated they wish to present their submission in person.
33. Each speaker has been allocated 10 minutes which includes time for Committee members' questions. The time limit will need to be strictly adhered to, to enable submitters who want to be heard to have an equal opportunity to speak.
34. The Hearing will be livestreamed on HBRC's Facebook page and recorded.

Next Steps

35. After the conclusion of the Hearing, staff will finalise the *deliberations report* to enable the Committee to carry out deliberations on 16 September 2022 to make recommendations to the Regional Council for decision-making at its 28 September 2022 meeting.

Decision Making Process

36. Council and its committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
- 36.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 36.2. The persons affected by this decision are those who made written submissions and those who wish to speak to their submissions.

Recommendations

That the Regional Transport Committee:

- 1. Receives and considers the written submissions and social media feedback on the *Draft Regional Public Transport Plan 2022-2032* as attached
- 2. Receives and considers the verbal submissions on the *Draft Regional Public Transport Plan 2022-2032* as presented by members of the community.

Authored by:

Arlene Crispin
COMMUNICATIONS ADVISOR

Katie Nimon
TRANSPORT MANAGER

Mandy Sharpe
PROJECT MANAGER

Sarah Bell
TEAM LEADER STRATEGY & PERFORMANCE

Approved by:

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

Attachment/s

- | | | |
|----------|---|----------------------|
| 1 | RPTP Hearings schedule | Under Separate Cover |
| 2 | RPTP Index of Submissions 1-165 | Under Separate Cover |
| 3 | RPTP Index of Submissions 166-233 | Under Separate Cover |
| 4 | RPTP Consultation feedback through Social Media | Under Separate Cover |

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 8

Subject: ACTIVE TRANSPORT

Reason for Report

1. This report is intended to help establish optimal and equal representation of walking and cycling (Active Transport) as modes in the governance and management of transport and the network at a regional level. This report was requested by the Regional Transport Committee (RTC) to assist in the decision-making around formalising representation of Active Transport. This is due to concerns raised by elected members across the region that Active Transport is not appropriately represented at the RTC or in Regional Land Transport Planning (RLTP).

Executive Summary

2. Due to the traditional structure of the RTC and national governance of transport, active modes have been inadequately represented at all levels of planning and governance. Officers intend to improve the structure of its advisory group to ensure better management of all modes, as well as increased reporting to the RTC. This is in line with improvements to the structure of planning and governance of transport at a national level. Additionally, officers are recommending the RTC accept standing items for all modes and relevant outcomes, to ensure consistent coverage and equal governance. Finally, officers are recommending that the RTC welcome advisors for all modes to join the committee and ensure that its members have a multi-modal focus.

Strategic Fit

3. The recommendations in this report would contribute to the following outcomes, goals, and actions of the Strategic Plan 2020-2025:
 - 3.1. By 2025, regional air quality consistently meets World Health Organisation guidelines
 - 3.2. Promoting low-impact transport and energy reductions solutions
 - 3.3. Connecting urban communities via public transport and cycle networks.
4. Optimal and equal representation of Active Transport modes in the governance and planning of regional transport will help ensure the prioritisation of the connection of the regional public and active transport network, which is required to achieve increased use of low-impact transport and regional air quality targets.
5. The recommendations in this report are representative of a whole-of-network approach, which is in alignment with Waka Kotahi and Government policies.
6. The Emissions Reduction Plan (ERP) states Hawke's Bay needs to reduce vehicle kilometers travelled (VKT) by 16% before 2035, which will contribute to a 41% reduction in National Transport Emissions by the same time. To achieve this, our region must prioritise zero-emission transport, and provide viable alternatives to the private car.

Background

7. Historically, the RTC, Regional Transport Technical Advisory Group (TAG) and the related RLTP, have prioritised roading activity.
8. Through a lack of representation and action on behalf of Active Transport at a regional level, a group established to steer the development and maintenance of the Hawke's Bay Trails (a destination cycling network) has become the proxy for regional cycling governance. This group, now known as the Regional Cycling Governance Group (RCGG) has become concerned with the

regional governance of cycling. The RCGG has elected members representing each territorial authority, however, there is no formal authority attached to this group. As a result, decisions and developments in this group are done so in isolation.

9. As a result of the isolated operation of the RCGG, the staff and governors involved in representing Active Transport, are not sufficiently involved in RTC or TAG. This also means that there is inadequate reporting to a committee with governing authority.
10. The Government Policy Statement (GPS) for Land Transport, the ERP and the Ministry of Transport (MoT) Transport Outcomes Framework all support an emissions-reduction focused, multi-modal, whole-of-network approach to transport.

Discussion

11. Without equal and optimal representation at a regional level, active modes of transport are not being sufficiently factored into the planning of other modes, which is required for an integrated network.
12. The road controlling authorities (RCA) have staff working in the engineering, strategy, or planning of walking and cycling. For smaller authorities, they may be the same person whose priority is roading improvements and maintenance. For larger authorities, their role is likely within a transport or planning team.
13. The current RCA representation on the TAG is at a management level, with staff representation from each road controlling authority. There are currently no frequently attending representatives from the RCAs on behalf of walking and cycling.
 - 13.1. There is an officer on the TAG from the council assets team, who speaks to the latest activity on the Hawke's Bay Trails.
14. The agenda of the TAG is set each quarter to reflect the agenda of the upcoming RTC. A standing item on the agenda requires the officers on the TAG to speak to the activities approved under the current RLTP. As a result, the reporting to the RTC follows the same template.
15. The RTC voting members includes one representative from each RCA, two from HBRC (which is not an RCA) and one from the Māori Committee.
 - 15.1. The RTC welcomes advisory members without voting rights, including NZ Police, the Road Freight Authority, the Automobile Association, KiwiRail, and Napier Port. These advisory members, aside from NZ Police, represent all modes of land transport other than walking and cycling.
16. The recognised modes of land transport are road, rail, walking, and cycling.
17. The transport outcomes framework, part of the GPS for land transport, includes five transport outcomes that are in place to ensure our region has a transport system that improves wellbeing and liveability. Those outcomes are economic prosperity, inclusive access, healthy and safe people, environmental sustainability, and network resilience.
 - 17.1. The healthy and safe people outcome makes specific mention of making active travel an attractive option. Additionally, transitioning to net zero carbon emissions, and improving air quality requires more of our population to travel by active modes.
18. For Hawke's Bay to achieve the five outcomes in the framework, the region needs an integrated multi-modal network. All modes need to be considered equally, however, it is arguably necessary for us to favour the modes that have not been given equal consideration historically, such as walking and cycling or rail.

Next Steps

19. To address the above issues, and to achieve the land transport outcomes set out in the GPS, our advisory and governance need to reflect the change we wish to see.
20. It was agreed at the last TAG meeting on 8 August 2022 that the TAG must now also take the whole-of-network approach that Waka Kotahi takes. This cannot be accomplished in a two-to-three-hour meeting once a quarter.
 - 20.1. The TAG meetings will now be a day-long quarterly workstream-based agenda.
 - 20.2. The workstreams will reflect the modes and outcomes, such as Active Modes, Road Safety, Speed Management Planning, and RCA approved activities.
 - 20.3. Officers (HBRC, HDC, NCC, WDC, CHBDC, and Waka Kotahi) and advisors (e.g., Te Whatu Ora, Sport HB, BikeOn etc.) can attend any workstream relevant to their role, with a One Network Framework meeting being in place each quarter to ensure all workstreams are aligned.
 - 20.4. Workstreams are advised to meet more regularly than quarterly to ensure the work discussed is undertaken if there is a planning or project component to the stream.
 - 20.5. It is worth noting that this is the approach that the National Transport Special Interest Group (TSIG) takes for its structure.
21. Priority must be placed on the development and maintenance of an inclusive and productive distribution list, to ensure the right voices are included.
22. Officers recommend that the RTC agenda reflect the workstreams in its standing items, to ensure that all modes and outcomes are governed equally.
 - 22.1. Active modes would have a standing item at each RTC meeting, to be presented by the workstream lead.
23. As a result of the proposed TAG structure and RTC agenda structure, the RLTP planning will become more focused on all modes in a whole-of-network approach, as this is done by the TAG and reported to the RTC.
24. Officers recommend that the RTC ensure there are advisory members of the committee to represent all modes.
 - 24.1. The advisory members are not organized by local government.
25. Officers recommend that the RTC ensures that the representatives from each council have a multi-modal focus.

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 *Active Transport* staff report.

Authored by:

Katie Nimon
TRANSPORT MANAGER

Approved by:

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

Attachment/s There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 9

Subject: TRANSPORT MANAGER'S SEPTEMBER 2022 REPORT

Reason for report

1. This report provides the committee with a snapshot of relevant transport matters, including current national and local issues and work programmes from Waka Kotahi, Ministry of Transport, Ministry for the Environment and Ministry of Education, the Passenger Transport Network/Service Review, Subsidised Passenger Transport, On Demand Public Transport, the Total Mobility Scheme (including the Ridewise project), Road Safety Promotion, the Driver Licensing Programme, Transport Special Interest Group (TSIG) workstreams and the Transport Advisory Group (TAG).

Discussion

Regional Public Transport Plan (RPTP)

2. The Regional Road Transport Plan (RPTP) consultation is now complete (see RPTP submissions received as part of the agenda pack).
3. Once the deliberations are complete and the RPTP is adopted, work will begin to implement the proposed short-term changes.
4. Once short-term changes are implemented, work will begin on developing the 2025-2034 contract for tender, based on the proposed long-term changes.

Subsidised passenger transport

5. The Government-funded half-price fares scheme is now operating until 31 January 2023. From 1 February 2023, the half-price fares scheme will continue for community service card holders only.
 - 5.1. The Regional Integrated Ticketing System (RITS) syndicate are currently developing digital infrastructure to support the concession application integration.
 - 5.2. Supporting software is being developed to ensure that the concession can be accessed with a level of automation, to avoid the additional administrative cost associated with rolling out a new concession.
6. Since 23 May 2022, the Napier-Hastings bus unit has not operated on a reduced timetable, however, there have been a high volume of ad hoc cancellations. This has impacted the reliability of the service and has resulted in a five-year patronage low, despite rising fuel cost, and fares being further subsidised. The transport team has worked with Go Bus to mitigate the impact with several interventions.
 - 6.1. HBRC asked Go Bus to supply the following weeks' cancellations the Friday prior to ensure the public have sufficient notice as possible of cancellations to assist in journey planning. HBRC have also increased media coverage of the impact of driver shortages to assist with public awareness and understanding. The internal process of posting cancellations has been streamlined to avoid too many social media posts risking losing the information.
 - 6.2. There continue to be challenges in getting cancellation information out to all bus users, which could only be achieved with digital signage at bus stops, displaying real time travel information. Funding has been applied for under the Transport Choices investment

package, along with the development of a new network of Smart Stops to lead into the proposed network changes in 2025.

6.2.1. HBRC has requested funding through the Transport Choices investment package to develop ten Smart Stops at key points around the current network that will also be key points in the 2025 network. The intention is to showcase the future of public transport, while building trust in service reliability by displaying real time travel information.

6.3. Last week we received notification from Go Bus that there were no planned cancellations for this week. This is the first week of no planned cancellations since January 2022.

On demand public transport (ODPT)

7. MyWay has now been operating for three months in Hastings with varying success.

7.1. On multiple occasions, the service has reached the target of a 70% increase from pre-MyWay route patronage. While this has been achieved, it has not been sustained, and the average daily patronage sits at a 60% increase (approximately 150 trips per day).

7.2. To achieve a sustained 70% increase, we need to adjust the service parameters to increase the service efficiency. To date, we have increased the booking window, to increase the number of trips that can be offered to riders, and increased the detour rate, to increase the number of riders we can get on the service at one time. These two adjustments will increase/meet demand and decrease cancellations respectively.

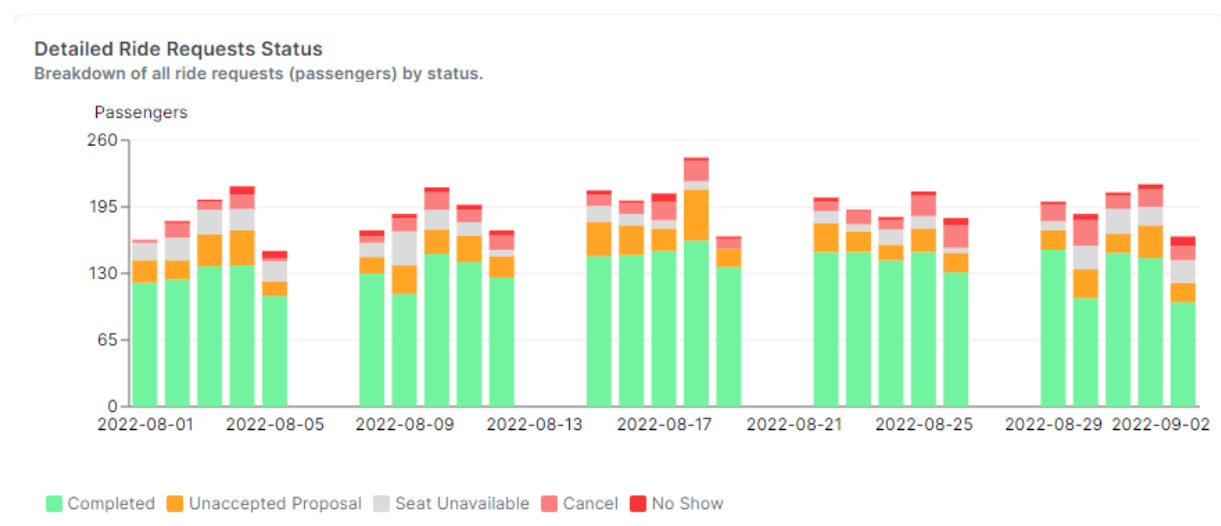


Figure 1: MyWay ride request status from 1 August to 2 September 2022. NB: 2022-08-29 to 2022-09-02 was impacted by driver illness, which saw a drop in service delivery despite adjustments to service parameters.

7.3. We continue to see digital literacy issues as the key barrier to service use. We continue to work with communities, agencies, and individuals to improve the service for people of all abilities. Additionally, we are developing policies to better ensure the service does not get abused.

8. The MyWay Napier project is beginning to be developed, with project briefs and scoping documents being prepared. It is important that this project is developed early enough to ensure supply chain risks can be avoided and the best service can be in place.

9. MyWay continues to get good media coverage, both locally and nationally, as interest in the mode grows.

Total Mobility and the Ridewise project

10. There are currently 3572 members of the Total Mobility Scheme (TMS). This number continues to be reviewed because the Ridewise platform implementation has identified many inactive users that can be reviewed more efficiently.

11. While the Government-funded half-price fares scheme continues to operate, TMS trips remain higher than usual, as the cost of using the service is more affordable for shorter trips.
12. The Ridewise platform has also enabled the council to better manage operators, agencies, and members, and identifies potential issues with service abuse to be resolved, and policies to be developed or addressed.

Road safety

13. The s17a review has been completed by Morrison Low, endorsed by the RTC and approved by the FARS Committee. Work has now begun on implementing the change.
 - 13.1. A Road Safety Workstream will be established within an expanded TAG.
 - 13.1.1. Members will be from territorial safer community groups, and transport teams as well as key partners from FENZ, NZ Police, ACC, Te Whatu Ora, to ensure a broad representation for all levels of intervention.
 - 13.2. A detailed regional road safety strategy is being developed, with a work plan being put in place to help facilitate regional delivery in alignment with the strategy.
 - 13.3. Risk-targeted resources are being developed for community use with a regional approach to road-use behaviour.
14. This quarter, the council has delivered:
 - 14.1. Rangatahi community programmes (in partnership with NZ Police)
 - 14.2. Community partnership
 - 14.3. Facilitation and support of partnership programmes (ACC, safer community groups)
 - 14.4. Begun development of shared resources and refreshed website
 - 14.5. Reviewed 2021-2022 activity list
 - 14.6. Begun development of 2022-2023 activity list.

Driver licensing programme

15. Funding for the driver licensing programme was to be available the full 2021-2024 funding period. However, the funding was used in full across the last two financial years.
16. The 2022-2023 Road Safety Work Programme may identify some available funding for driver licensing, however, it will not be to the same scale.
 - 16.1. To achieve funding at a large scale, a driver licensing programme will need to be included in the next Regional Land Transport Plan (RLTP).
17. The Council and Waka Kotahi have discussed the future of the Driver Licensing Programme and agree that our regions' high number of adult learners and restricted licence holders should be addressed. This is a growing number and could be considered for a future Driver Licensing Programme funded by Waka Kotahi and HBRC.
 - 17.1. It remains the council's priority to target risk in our region which should also be reflected in our approach to funding driver licensing programmes.

Speed management plan

18. Waka Kotahi is currently offering workshops and drop-in sessions at a regional level, to assist with the development of the Speed Management Planning (SMP). A session will be in place for Hawke's Bay authorities in the coming weeks.
19. Each region is approaching the differently, however, most are aligning the planning and consultation with the RLTP. The technical advisory group (TAG) are proposing the same approach.

Emissions reduction plan (unchanged from June 2022 report)

20. MfE has released NZ's first Emissions Reduction Plan as required under the Climate Change Response Act 2002. The Transport Special Interest Group (TSIG) has sent a submission on the document, only commenting on the transport section of the plan. HBRC has contributed to this, and the submission was supplied to the RTC at the December meeting.
21. The RLTP contains a vision and objectives aimed at reducing transport emissions through increased use of public and active transport, increased use of rail for freight and integrated land use planning that reduces reliance on private vehicles. The newly developed ERP presents an opportunity to get strong national alignment and allow "the changing of hearts and minds" to be influenced at a central Government level. Our focus must now be on alignment and integration of district and regional planning to ensure targets are met as a region.
22. The plan sets a total 41% reduction target for transport emissions and, within that, a 20% reduction in vehicle kilometers travelled (VKT). This will require a shift to PT and active modes of transport.
23. Waka Kotahi is currently reviewing the Investment Decision Making Framework (IDMF) to better consider climate change.
24. The Ministry of Transport has developed key transport actions to achieve emissions reductions across freight, fuel, and decarbonisation of vehicles, as well as the increased use of active modes and the reach, frequency, and quality of public transport.

Freight Distribution Strategy and Programme Business Case (PBC)

25. The Technical Advisory Group (TAG) meeting was held on 8 August 2022. The agenda included presentations from Waka Kotahi on the regional Programme Business Case (PBC), discussion of active transport, road safety, and speed management planning.
26. The council and Waka Kotahi are currently reviewing the scope of work outlined from the current draft programme business case, to determine if there is any work outstanding with the current contractor.
27. The PBC needs to be completed in the next six months to ensure the region is best placed to begin reviewing the RLTP.

Regional Land Transport Plan (RLTP) investment and delivery issues

28. The Technical Advisory Group (TAG) meeting was held on 8 August 2022. The agenda included presentations from Waka Kotahi on the regional PBC, discussion of active transport, road safety, and speed management planning.
29. Approved organisation RLTP investment and delivery updates were written by each territorial authority (except for Napier City Council) and distributed to TAG members prior to the meeting. We now include them as items on the agenda, which can be talked to by each territorial authorities' elected member. The reports are attached for discussion.

Regional TAG structure

30. The TAG currently meets once a quarter to discuss matters related to the RLTP and regional transport management. Historically, this group has been made up of representatives from Road Controlling Authorities (RCA) and Hawke's Bay Regional Council. When discussing the representation of active transport at the August TAG meeting, it was raised that a two to three hourly quarterly meeting is no longer sufficient time to discuss the breadth and depth of issues being managed by the transport teams from the regional authorities. Additionally, the scope is no longer limited to the transport teams, and extends to environmental and planning teams, as well as representatives from other agencies such as housing, health, and primary industries.
31. The TAG agreed to establishing a structure like the National Transport Special Interest Group (TSIG) with a quarterly full-day agenda, made up of workstreams for each area of transport,

focussed on modes and outcomes. The workstreams will be open to a wide range of representatives, to ensure there is broad input into the transport outcomes.

32. The TAG needs to represent all land modes across all five transport outcomes.



Decision Making Process

33. 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 *Transport Manager's September 2022 Report*.

Authored by:

Katie Nimon
TRANSPORT MANAGER

Approved by:

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

Attachment/s

- 1 [HDC - Approved organisation update](#)
- 2 [HDC - Forward Works Program](#)
- 3 [WDC - Mahia Connectivity Project update](#)
- 4 [WDC - Local Road Improvements Project Update](#)
- 5 [CHBDC - Maintenance of roads and structural renewals Project Update](#)

APPROVED ORGANISATION UPDATE: TEMPLATE (2021-2022)**ORGANISATION NAME:** Hastings District Council**RTC REPRESENTATIVE:** Mayor, Sandra Hazlehurst

1. MAINTENANCE, OPERATIONS AND RENEWALS

<AO to include description / overview of key maintenance, operations and renewals occurring over the reporting period>

- Resurfacing:
 - Achievement of resealing will be significantly affected due to unexpectedly high bitumen escalation (over 20%). We will continue to monitor developments in this space.
 - Urban roads:
 - 19.1 km of urban reseals completed.
 - 1.915km of urban asphalt work completed.
 - Rural roads:
 - 59.2 km of rural reseals completed.
 - 1.554km of rural asphalt work completed.
- Footpath renewal program:
 - Warwick Road comprises the majority of this programme which is substantially complete.
 - Other sites comprising of approximately 700m of footpath were under construction and continued through to June 2022.
 - Significant footpath maintenance was carried out throughout the network.
- Rehabilitation sites:
 - Urban:
 - Mt Erin Road portion 1 substantially completed (RP 640 – 2040).
 - Warwick road physical works complete.
 - Te Mata Peak Road Stage 2 (RP 1240 – 2650) road design underway.
 - Rural:
 - Kahuranaki Road construction completed at various sections between RP's 14150 – 16770.
 - Waimarama Road design underway RP 12950 – 14000.
- Resilience programme:
 - The resilience business case commenced stakeholder meetings planned for August 23.
 - Until completion of the resilience business case no resilience improvement planned for on the road network.
 - Routine resilience works (e.g. drainage improvements) continue.
- Road improvements:
 - Some road improvement works included in rehabilitation works such as Warwick Road and Mt Erin Road.
 - Standalone projects completed are Taihape Road and Huiarangi Road widening.
 - Te Mata Peak Rd Corridor Management Plan is complete and Stage 1 advanced design works are being progressed.

2. EMERGENCY WORKS (delete if none)

March 2022 Storm

Very heavy rainfall over a 48-hour period during 22/23 March followed a very wet February and March up to this event. Significant damage occurred throughout the entire districts roading network with thousands of small slips requiring clearing up and substantial recovery work identified on bridges and roads throughout Hastings District.

15 crews reacted to the event and indicative costs are approximately \$1.4M for both reactive and building back the network which is approximately 95% complete.



Darky Spur Slip

3. CAPITAL PROGRAMME

Refer to attached programme

4. SAFETY IMPROVEMENTS

<AO to provide an update on any key safety activities occurring and planned over the reporting period.
Generally, those under the Road to Zero category>

Ruahapia Road / Otene Road

The boy racer prevention trial installed in April, positive signs thus far that it is having the desired effect at this location. Designs continuing for Ruahapia Road north section.

Maraekakaho Road / Stock Road intersection

Construction of safety improvements has begun and is programmed to be completed by August 2022.

St Georges Road / Hassalls Lane intersection

The design for St Georges Road / Hassalls Lane intersection and curve safety improvements is complete. Construction to begin next financial year (2022-23) pending available budget.

Napier Road / Crosses Road Roundabout

Construction has begun and is programmed to be complete by September 2022.

Caroline Road / Frederick Street improvements

Traffic study underway to inform short term and long term improvements.

Speed Management

Speed Management planning underway beginning with school speed limits. The legal mechanism governing speed limits is changing from Local Bylaws to a National Register and the process is likely to be done at a regional level going forward.

5. WALKING AND CYCLING

Tauroa Rd Shared Path

Phase 1 complete and open. Design for Phase 2 (to Chambers Carpark) underway.

Middle Rd Shared Path

Construction 99% complete.

Cycle Skills Training

Skills training in schools has continued as possible around school holidays and COVID-19 alert levels. Training programmes have been delivered to several schools, and have included cycle and scooter skills, and excursions to the skate park. Held an e-bike confidence course for adults. Supported the Camberley Whanau Road Safety Day with bike based games and heavy vehicle blind spot training.

Pop-up Pump Track

The pop-up pump track is now in Whakatu after stints in Flaxmere Park and Windsor Park.

Streets for People

We have just presented our proposal for the Streets for People programme to Waka Kotahi, in hopes of securing further funding at 90% subsidy. This project will work with schools to improve traffic behaviour in their area, such as reducing speeds and traffic volumes, with the aim to make it easier and safer for kids to walk, bike or scoot to school. The hope is to expand this programme to around twenty schools over the next three years.

6. SIGNIFICANT PROJECT UPDATE

<Update on progress of any projects listed as a significant activity in the RLTP. Other projects of significance to the district but not listed as a significant activity in the RLTP can also be included here>

Maraekakaho Road / York Round roundabout

Land purchase confirmed and underway. Draft design of proposed stormwater management and landscape design completed. These will inform the detailed design to be undertaken in the first quarter of the 2022-2023 financial year.

Hastings Bridges strengthening

Since the beginning of the bridge programme, 13 bridges have been de-restricted following strengthening and investigations. The last of bridge evaluations remaining for the Bridge Strengthening Programme was undertaken with remaining construction work to carry on for the next three years.

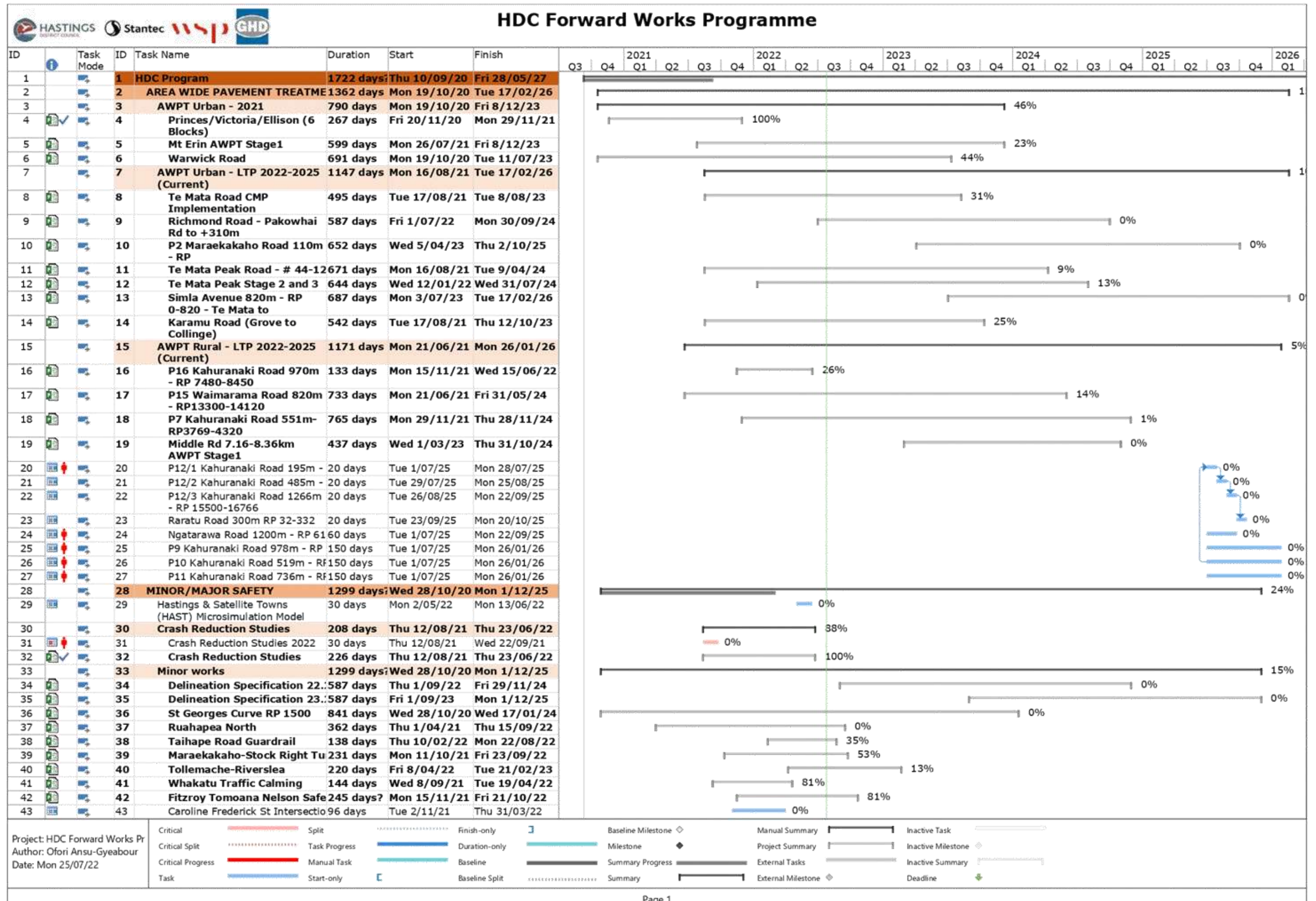
Currently strengthening works on Tawa and Heays Gorge Bridge works are underway, and the work is expected to be complete in September.

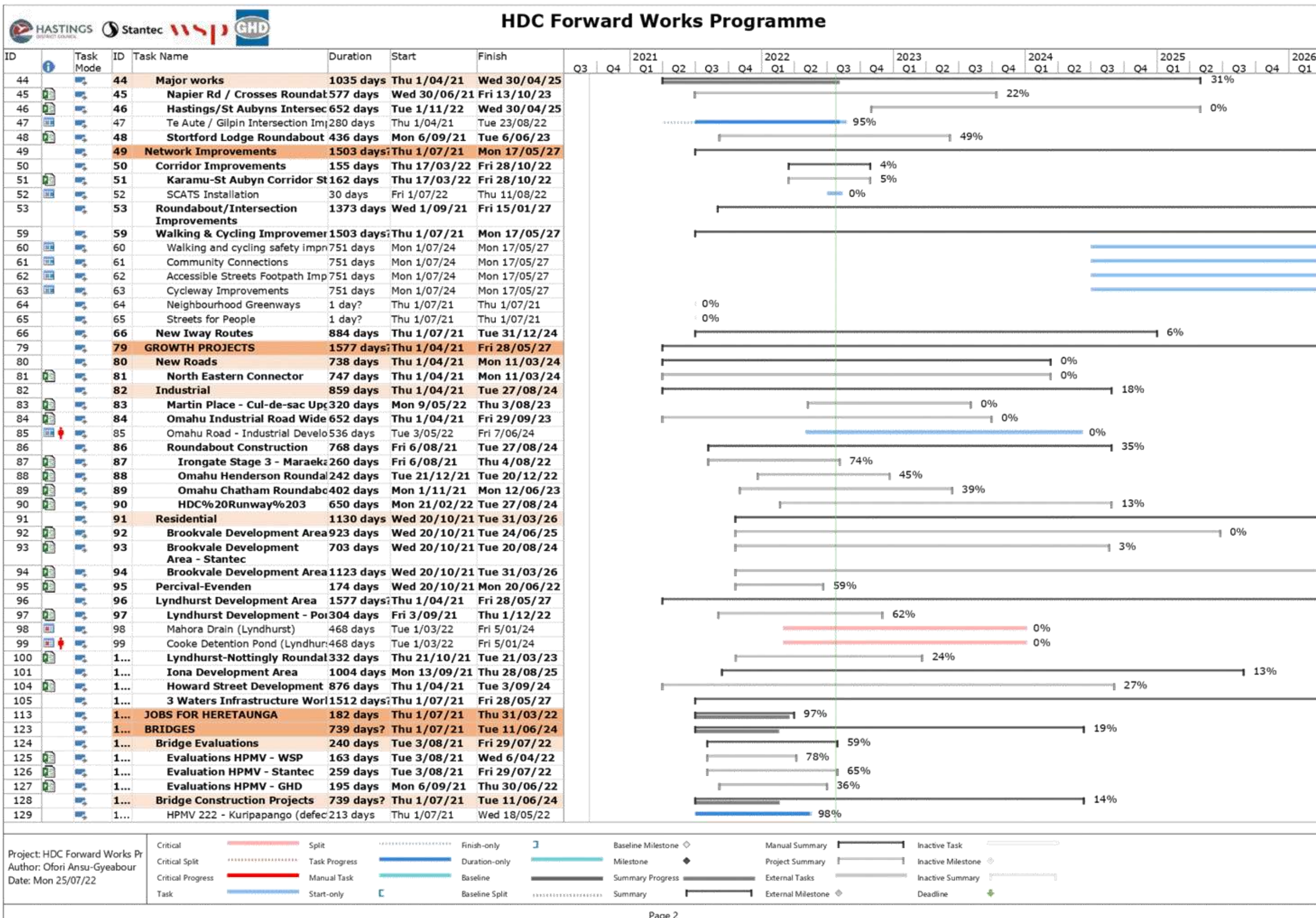
There are further 6 designs being completed with the expectation to tender and construct in the coming financial year.

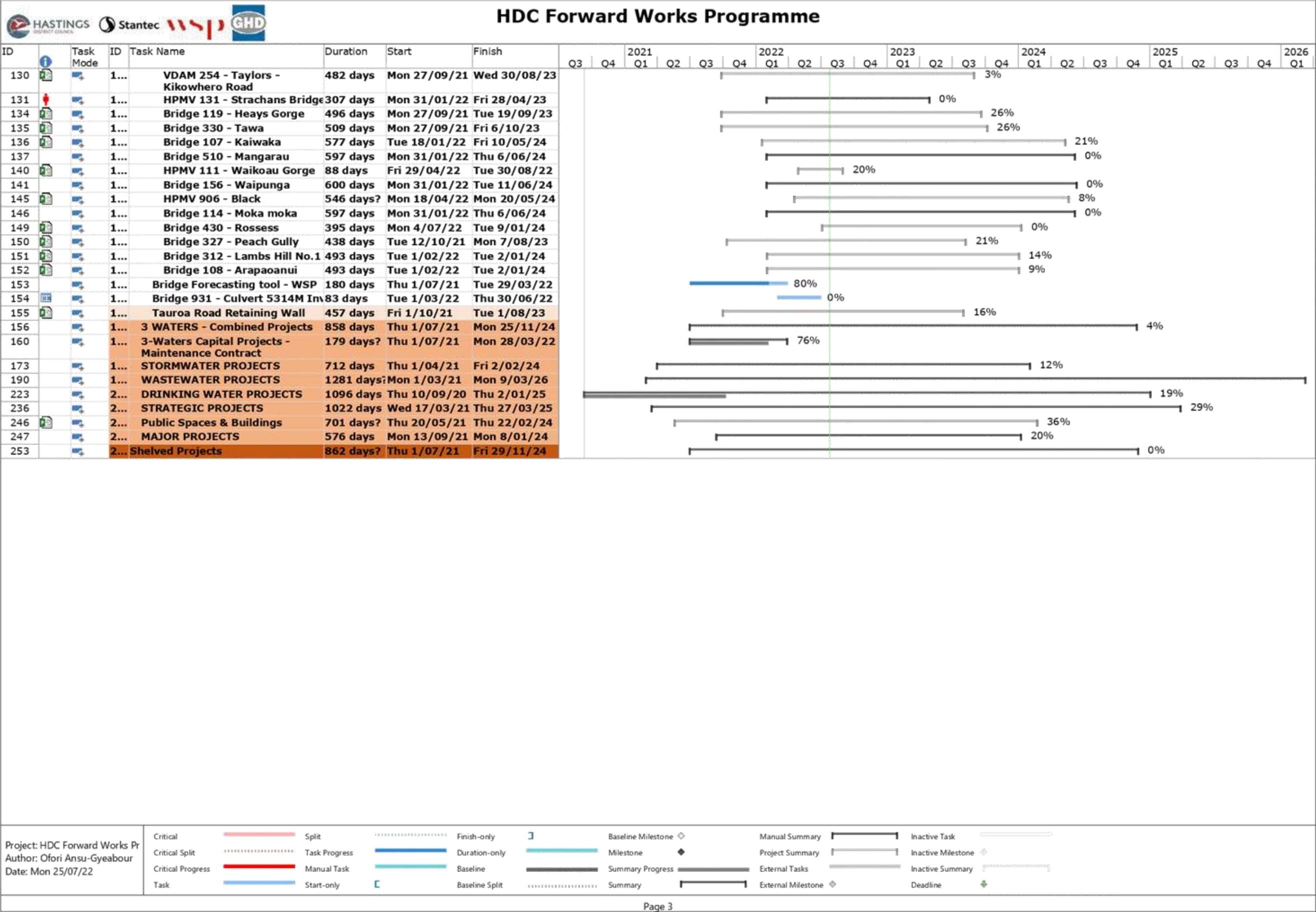
7. PLANNING / FINANCIAL (2021-24 NLTP)

Category	Funding amount approved	Amount spent to date	On track (Y/N)	Risks to programme delivery
Emergency Works	1,166,815.00	1,257,365.44	Yes	No risk to programme delivery
Maintenance - Local roads	22,529,888.00	23,051,638.38	Yes	No risk to programme delivery
Walking & Cycling improvements	4,483,080	2,584,576.01	Yes	Capacity in the construction industry and Covid delays on work force might impact delivery deadlines. Construction inflation might have a significant impact on construction cost. Some part of the funds will be spent next financial year, they are linked with other projects which are planned to be constructed.
Local road improvements	4,519,300	1,403,941.88	Yes	Capacity in the construction industry and Covid delays on work force might impact delivery deadlines. Construction inflation might have a significant impact on construction cost. Some part of the funds will be spent next financial year, they are linked with other projects which are planned to be constructed.
Public transport infrastructure	70,200	0	No	Evenen bus stops – carried forward to FY23 to utilise both years budgets.
New Roads -Whakatu	70,607	36,019.26	Yes	No risk to programme delivery
Structures	1,917,156	1,302,996.31	Yes	Capacity in the construction industry and Covid delays on work force might impact delivery deadlines. Current funding has been fully allocated and tracking well.
North Eastern Connector	150,000.00	4,889.15	Yes	Approval only received in May 2022. The majority of the funds will be spent next financial year.
Street light Upgrades	132,290	0	Yes	Programme is substantially complete and therefore, this funding may not be required.
Road to zero	3,041,887	957,707.44	Yes	Capacity in the construction industry and Covid delays on work force might impact delivery deadlines. Construction inflation might have a significant impact on construction cost.

Category	Funding amount approved	Amount spent to date	On track (Y/N)	Risks to programme delivery
				Some part of the funds will be spent next financial year, they are linked with other projects which are planned to be constructed.







<

Project update to TAG / RTAG			
Purpose:	To update the (Regional) Transportation Advisory Group (TAG/RTAG) on the progress of the following project within the current RLTP.		
Project name:	Mahia Connectivity		
Organisation/s:	Wairoa District Council		
Contact name & email:	Mike Hardie, michaelh@wairoadc.govt.nz		
Project description: <i>Outline what the project involves & its aims</i>	Nuhaka-Opoutama Road - Blowhole Realignment/retreat + coastal protection. Address safety deficiencies on the corrdiros and address resilience. This corridor forms a critical route to Mahia Peninsula and sections of the corridor are currently threatened by coastal erosion. This project is for blowhole repair and 610 metres strengthening of coastline.		
Location:	Nuhaka -Opoutama Road		
Date of update:	08/08/2022		
Project overview	Anticipated	Updated	Explanatory notes
Start date:	2023/2024	2023/2024	Need Council share to make this project happen
Duration:	2 years		
Total cost:	\$8.4m		
Funding source/s:	Waka Kotahi/Council		
Approved phase/s:			
Progress update: <i>Give details of progress, including any changes to the scope of the project</i>	Designs, land purchase, Geotech well underway. The issue is Council do nor currently have the Council share, however there is an Extra ordinary council meeting this week prioritising projects and funding, with this project being a key discussion point.		
Next steps: <i>Outline the next steps for the project including anticipated timeline for completion</i>	Wait for outcome of extraordinary council meeting to determine if Council has share, look at other ways of funding this, continue with designs/Geotech/survey etc.		
Attachment/s: <i>Note any applicable attachments, which may be a separate file or pasted below</i>			

Programme update to TAG / RTAG			
Purpose:	To update the (Regional) Transportation Advisory Group (TAG/RTAG) on the progress of the following work programme within the current RLTP.		
Programme name:	M,O & R, Local Road Improvements, Road to Zero, Walking and Cycling Improvements	Organisation/s:	Wairoa District Council
Description:	All of M,O, & R, Local Road Improvements, Road to Zero, and Walking Cycling Improvement projects for local roads, not including the significant projects in the RLTP.	Key contact name:	Mayor Craig Little (RTC Member), Mike Hardie (TAG member)
Timeframe:	2021-2024	Key contact email:	michaelh@wairoadc.govt.nz
Activity class:	100 series, 200 series, and 341	Date of this update:	08/08/2022
Total cost (\$):	M,O, & R: \$29,218,890 + \$2,018,599 (SPR) Local Road Improvements: \$3,887,005 + \$180,000 (SPR) Road to Zero: \$1,337,980 + \$750,000 (SPR) Walking and Cycling: \$175,000	Funding source/s:	NLTP/Council
Progress overview: <i>Provide a summary of progress on the programme, including changes. Give site specifics in the rows below.</i>	The first year of the 2021-24 NLTP is complete. Most of the M,O, & R work was on target, while the Local Road Improvements/R2Z/Walking and Cycling was close, but not achieving all programmed work. The main reason for this was the March 2022 weather events has stretched resources and projects needed to be pushed out. Ensuring we get appropriate resource to carry out BAU programme as well as pending emergency work renewals will be key going forward.		
Project name & location	Activity type & description <i>if Emergency Works include date of incident</i>	Cost (\$)	Progress update / commentary / expected timings
M, O, & R	2021/22 expenditure v budget	\$9,352,001 v \$9,752,210	Small underspend across various activities. Overs and unders.
Local Road Improvements inc Walking and Cycling	2021/22 expenditure v budget	\$859,739 v 1,355,000	Matoitoi bridge work pushed out due to weather event was major reason for reduced expenditure here.
R2Z	2021/22 expenditure v budget	\$469,589 v \$742,660	SPR work not completed which was the major reason for reduced expenditure.

Programme update to TAG / RTAG			
Purpose: To update the (Regional) Transportation Advisory Group (TAG/RTAG) on the progress of the following work programme within the current RLTP.			
Programme name:	Maintenance & Renewals	Organisation/s:	CHBDC
Description:	Regular maintenance of roads and structural renewals	Key contact name:	Shawn McKinley
Timeframe:	2021 – 2022	Key contact email:	Shawn.mckinley@chbdc.govt.nz
Activity class:	MOR	Date of this update:	August 8, 2022
Total cost (\$):		Funding source/s:	Waka Kotahi and CHBDC
Progress overview: <i>Provide a summary of progress on the programme, including changes. Give site specifics in the rows below.</i>	Planned work was interrupted by numerous weather events and there was some carry forward of regular budgets. Only one of the weather events qualified for an emergency event under Waka Kotahi rules so the rest are being picked up by council funding		
Project name & location	Activity type & description <i>if Emergency Works include date of incident</i>	Cost (\$)	Progress update / commentary / expected timings
Maintenance, Operations and Renewals	Grading, pothole patching both sealed and unsealed roads, drain cleaning	11.4m	The final quarter of the fiscal was spent cleaning up from the numerous storms and planned work suffered due to lack of resources. Thus some work and funding was carried forward
Emergency Works	Kairakau November March Storm	4.5m	Work progressed on all but 6 of the sites of the from the March flood event. These sites are have been investigated and the solutions require good weather to progress. The Kairakau slip has progressed but weather has hampered progress. This will be completed during this fiscal
Safety Improvements	Intersection improvements	1m	One of the intersection safety re-alignment has been completed and the rest have been designed to be delivered over the next 2 years
Road to Zero	Intersection / Speed Limit Review	.130	Design on the intersection is complete and the materials have been procured. The remainder of the funding over the next 2 years will be spent on speed limit changes implementation

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 10

**Subject: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS DIRECTOR'S SEPTEMBER
2022 REPORT**

Reason for Report

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

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *NZTA Central Region – Regional Relationships Director's September 2022 Report*.

Authored by:

Katie Nimon
TRANSPORT MANAGER

Approved by:

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

Attachment/s

- 1 [!\[\]\(6b2ce2ef0aa0acafe24dd5ed94556dce_img.jpg\)](#) NZTA Director's report - September 2022
- 2 [!\[\]\(2277423912c64094fa85b84c0d40e3dd_img.jpg\)](#) NZTA Hawke's Bay Projects update - September 2022

Regional Transport Committee

Hawke's Bay
9 September 2022



New Zealand Government

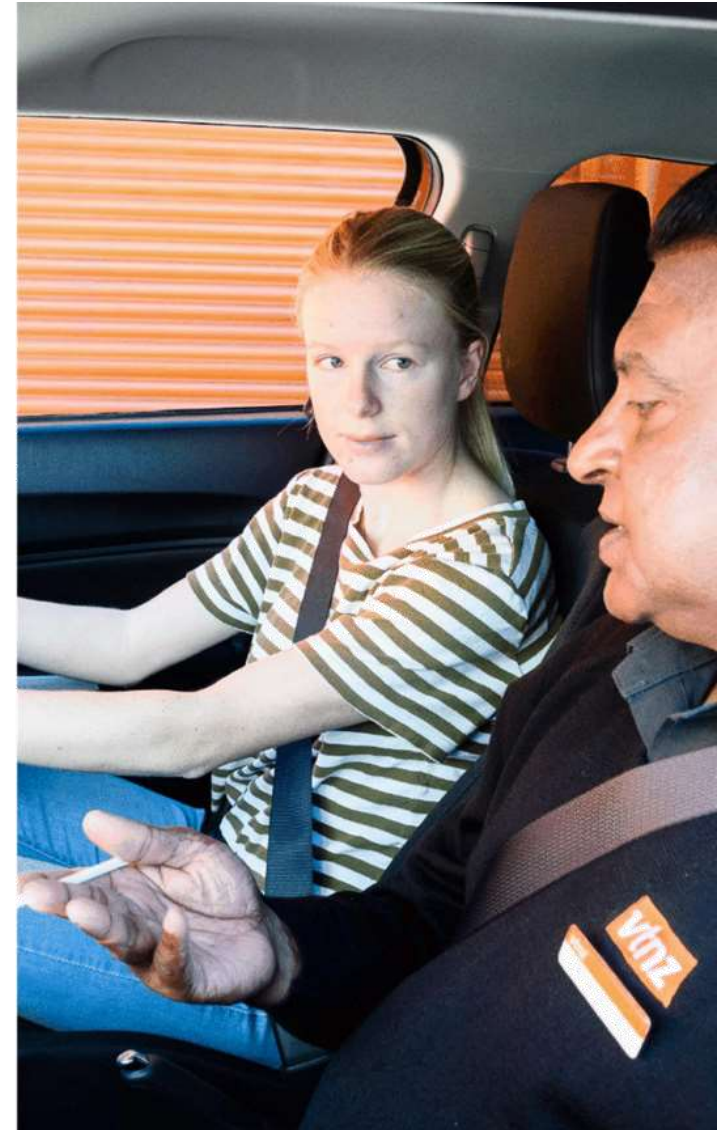
Asset Management Data Standard

- We're started rolling out the new Asset Management data Standard.
- It's a small piece of a much larger programme to improve asset data quality – and ultimately save millions of dollars.
- The first of the 68 RCAs will be using the new standard within the next 12 months – and everyone within five years.
- It will help to better manage and plan the development of roading infrastructure, from drains and culverts to bridges and footpaths.



Driver licensing improvements

- New programme established to address and improve access and equity of the current system
- Budget funding of \$16.95m over four years to:
 - Increase Driver Testing Officer capacity in remote areas.
 - Increase mobile theory and practical testing services.
 - Establish group booking functionality.
 - Establish new regional roles to support future community driver training and mentoring programmes.



Coastal Shipping investment

- We've worked with the wider freight industry to select four applicants for co-investment in new and enhanced coastal shipping services through the 2021-24 NLTP.
- Four preferred suppliers have been announced:
 - Coastal Bulk Shipping Ltd
 - Move International Ltd
 - Swire Shipping NZ Ltd
 - Aotearoa Shipping Alliance
- We're now working collaboratively with each preferred supplier on proposal development.



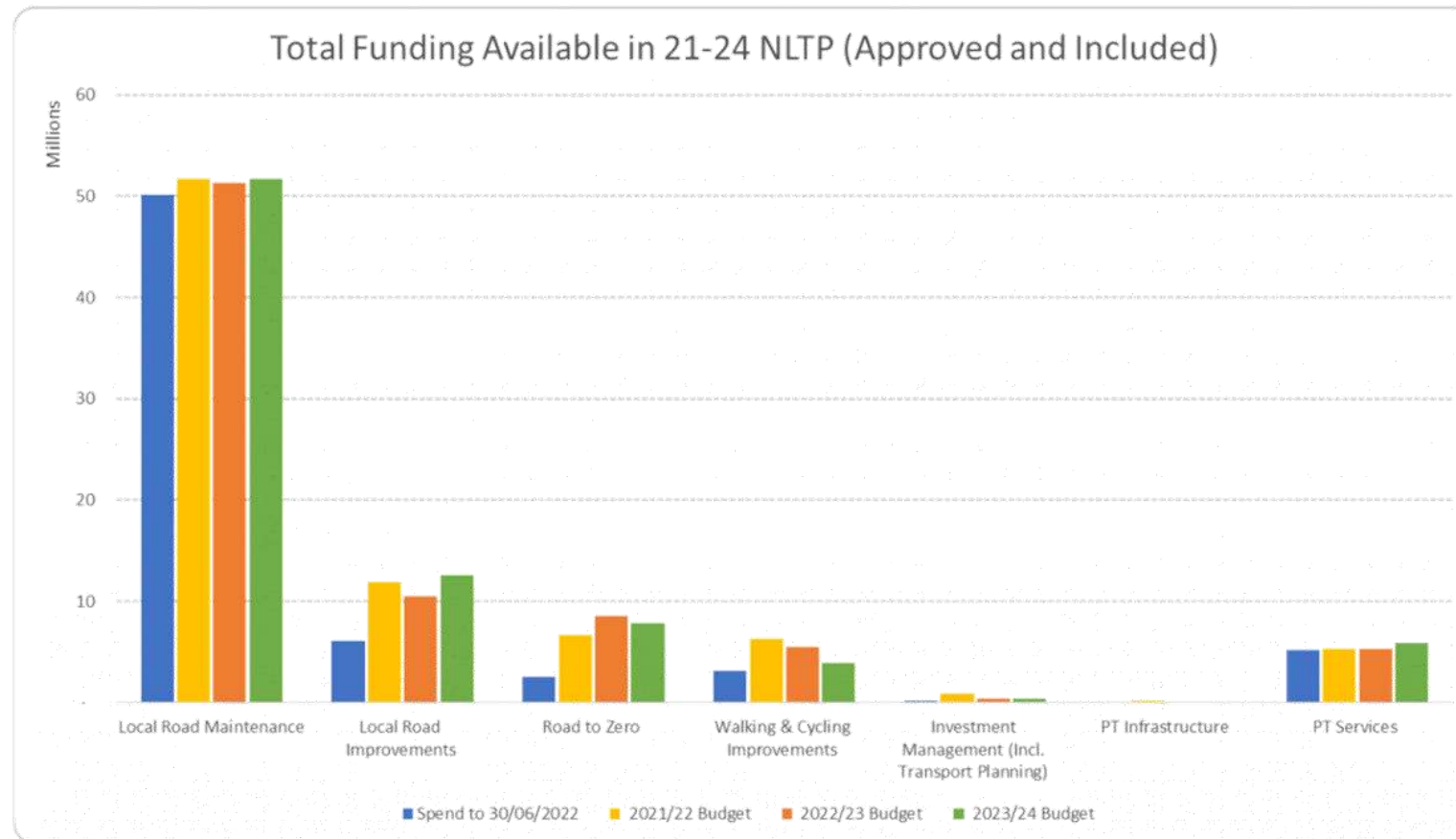
Taumata Taiao

We're doing our part to be more environmentally and socially responsible

- We've updated our environmental and sustainability standard – now known as Z/19 Taumata Taiao.
- It will help to better protect the environment in our work – from our capital projects to our maintenance operations
- The updates reflect our new strategies and frameworks – and the Government's Broader Outcomes framework for procurement.
- <https://www.nzta.govt.nz/roads-and-rail/highways-information-portal/technical-disciplines/environment-and-social-responsibility/national-standards-guidelines-and-specifications/z19-taumata-taiao/>



2021-24 Hawke's Bay RLTP Tracking



Regional Update – RLTP Significant Related Activities

Activity	Activity description	Status	On track
SH5 Napier to Taupō Corridor Improvements	Programme Business Case addressing safety, efficiency and resilience and subsequent Detailed Business Case phase, delivered alongside shorter-term Low Cost/Low Risk safety improvements.	PBC getting underway; SIP Project in feasibility stage, will need to align with PBC, although short-term measures will be identified.	
Maraekakaho Road/York Road Roundabout	Identified as a high risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme	Recently endorsed and approved for implementation funding.	
Hastings bridges strengthening	Programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDM (2016) class 1 limits on local roads	Funding was approved and construction underway.	
SH51 Napier to Hastings (Safety Improvements)	Implementing safety improvements on SH51 between Ellison Str and Waitangi Road (Road to Zero)	Mana whenua (Ngāti Pārau) engagement ongoing, cultural impact assessment underway, detailed design underway, council and KiwiRail engagement underway.	
Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection.	Council project – probable funding. (no change)	
SH38 Wairoa to Aniwanui	Develop and implement the business case to address the safety, resilience and levels of service issues on the corridor.	Extended trial of Tall Oil Pitch on Waka Kotahi managed sections of SH38 between Frasertown and Aniwanui incl. safety improvements and short-term resilience work. Funding is subject to variation in the NLTP.	
SH2 Napier to Wairoa road realignment	Develop a strategic case to investigate alternative road network options	A Point of Entry is scheduled for 22/23 (year two of the 2021-24 NLTP). (no change)	

Renewals Programme 2022/23

Type	Number of sites	Lane km	Costs
Reseal sites	141	123	\$2.8m
Rehab sites: <ul style="list-style-type: none"> • SH2 Te Uhi Ascent • SH2 McKenzies • Tui Rau Nth • SH5 Kings Woolshed • SH50 Sainsbury Farm • SH50 Nth Gwavas Station • SH50 Makaroro Rd South 2 • Silky Oak • Mangaroa Rd 	9	9	\$1.7m
Thin asphalt	18	2.1	\$1.28m



Regional Update – Speed and Infrastructure

Speed

SH No.	Area	Length of speed review	Infrastructure interface	Timeframe	Status
SH51	Napier to Hastings (excl. Clive urban)	13.8km	Y		Completed
SH5	Taupō SH1/SH5 RAB to Bay View	120km	Y	February 2022	Completed
SH2	Hastings to Norsewood	72km		2024 – 2027*	*Plans for Interim Speed Management Plan are being finalised (for the remainder of this NLTP). These corridors will be assessed to see if they will progress in the 24-27 NLTP. We are investigating the opportunity for SH2/SH50 intersection (Takapau) and Links Road, and certain schools, to be progressed sooner.
SH2	Matawhero Bay View	197.8km		2024 – 2027*	
SH50	Napier to SH2 Takapau	82.8km		2024 – 2027*	

Infrastructure

Project name	Primary treatment Type	Timeframe	21-24 NLTF contribution	Potential total funding (subject to approval)	Status
SH51 Napier to Hastings	Median barrier/ Awatoto roundabout	FY 22/23 – 25/26	\$9.1M	\$28.7M	Detailed Design underway, construction due to start in June 2023.
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	\$24M	\$100M	Feasibility work completed and awaiting the PBC to be further advanced to ensure any short-term interventions identified by SIP can proceed into construction. The engagement for PBC and safety improvements will be developed together so they align.
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			\$17M	



SH5 Napier - Taupō

- Large programme of work getting underway on corridor
 - Programme Business Case
 - SIP project (Feasibility stage)
 - SH5 Evaluation of the impact of the 80km/h speed limit (12 month post-implementation)
 - Maintenance & Operations programme



SH5 Dropout Update



- Buttress with engineered fill being built against the 8.5-metre vertical face
- Completion date: October





Hei konā mai



New Zealand Government

Regional Transport Committee

Hawke's Bay
9 September 2022

Note: The following slides are detailed updates, and to be taken as read. The committee are welcome to ask questions relating to the information as required.



New Zealand Government

State Highway 2

College Road to Silverstream

- Project benefit: increase regional development, safety, resilience, and accessibility.
- Project includes:
 - Realignment of 1.7km of the SH2 within green field site
 - Connecting into the existing SH in the North and South locations
 - A new southbound passing lane
 - Upgrading culverts under the road and downstream KiwiRail tracks
 - New centre wire rope barrier
 - Catering for access for local property owners
- Budget: \$11.638m
- Work on track to be completed in December 2022.



SH50 Prebensen / Hyderabad Intersection Upgrade



- The project includes:
 - Changes to the road markings to help the flow of traffic to the city centre and access to the port.
 - A new shared path on the left side of Hyderabad Road heading towards Ahuriri will make it easier for pedestrians and cyclists to navigate safely along this busy freight route and connect Ahuriri to the rest of the Hawke's Bay cycle path network.
- Completion date: December 2022
- Budget: \$3.25m

Hawke's Bay Project Updates

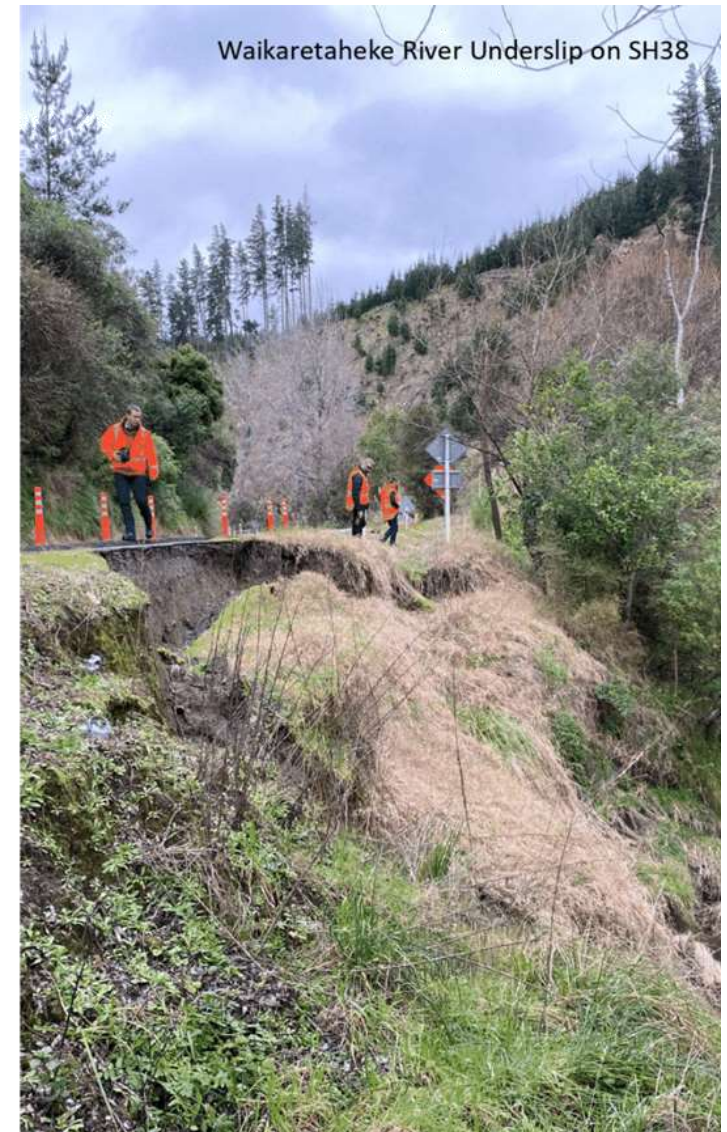
Activity	Estimated Value	Key date(s)	Progress	Commentary
SH51 Napier to Hastings (Road to Zero – SIP)	Approx. \$20m	June 2023 - 'quick wins' - construction start (changes to lane marking, median wire barrier, upgraded signage)		<ul style="list-style-type: none"> Detailed design underway Cultural Impact Assessment underway Key Stakeholder Engagement underway The project is part of the Speed and Infrastructure Programme (SIP). Proposed safety improvements include: <ul style="list-style-type: none"> Median barrier (4.5k) Wide centreline (1.2k) Improve Awatoto Roundabout and Waitangi Road (one-way in) Edge barrier protection (1.1k) Shoulder widening (2.1k) ATPs (5.3k)
SH50 Prebensen Hyderabad Intersection Upgrades	\$3.25m	December 2022 – works complete		<ul style="list-style-type: none"> Shared path and lane changes (SP1) - complete Level crossing at Pandora Roundabout (SP2) – delayed due to lengthy KiwiRail engineering approval process Level crossing and shared path connection at Prebensen Dr Roundabout (SP3) - NCC engineering approval and building consent received. Programme likely to be shuffled to allow these works to proceed while SP2 is being worked through with KiwiRail.

Hawke's Bay Project Updates

Activity	Estimated Value	Key date(s)	Progress	Commentary
SH38 Tall Oil Pitch Trial	\$8m	Ongoing		<ul style="list-style-type: none"> Extended trial of Tall Oil Pitch (a by-product of paper manufacturing) on two Waka Kotahi managed sections of State Highway 38 between Frasertown and Aniwanuiwa Funding is subject to variation in NLTP Includes safety improvements and resilience work Delivered in partnership with Ngāi Tūhoe
SH2 Mohaka SVP	part of \$35m SH2/ SH35 Passing Opps Project	Sept – construction start March 2023 - completion		<ul style="list-style-type: none"> Location: 2km south of Raupunga just after southbound traffic pass under the Mohaka Rail Viaduct 2 June: Blessing of site (led by Ngāti Pāhauwera) Ca. 39,000 cubic metres of hillside will be carved away before paving and sealing
SH2 Waikoau Hill SVB	part of \$35m SH2/ SH35 Passing Opps Project	August – work recommenced Mid Oct 2022 – completion		<ul style="list-style-type: none"> Project was subject to winter stand-down Contractor returned to site on 22 August (additional tree-felling, geotechnical work, erosion protection, complete drainage)

Winter Maintenance

- We acknowledge that the condition of the state highway network has been a hot topic this winter.
- We aim to manage and maintain roads over winter, before improving the network condition over summer (i.e. renewals).
- Recent weather events have affected some communities, and contractors have worked hard to ensure access is restored as quickly as possible.



Emergency Works Slip Sites - update

- 10 major slip sites on SH2 (7), SH5 (1) and SH 38 (2)
- 3 teams working on design for repair
- Priority 1: SH5 dropout (under repair)
- Priority 2: Slip at Waikoau Hill (construction 8 weeks - October & Nov)
- Priority 3: Slip South of White Pine Bush
- 3 slip sites may only require minor immediate repair
- Goal: repairs complete by the end of 2022



Left: Slip at Waikoau Hill, road to one lane
Middle: SH 38 Waiau River Underslip
Bottom: Slip between Tangoio and Lake Tūtira



SH2 Passing Opportunities

- Part of the \$30.5m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roding Package and has received funding from the PGF.
- Three slow vehicle bays have been constructed at Matahorua, Kotemaori and Wharerata
- Underway:
 - Waikoau Hill (complete October 2022)
 - Mohaka Ascent (complete March 2023)



Waikoau Hill Slow Vehicle Bay (top)
Blessing of Mohaka Ascent Slow Vehicle Bay with Ngāti Pāhauwera (Kuki Green)



Connecting Tairāwhiti

- Connecting Tairāwhiti is a programme of capital projects (SH35 resilience project and SH35/SH2 passing opportunities project) and across the northern Hawke's Bay and Tairāwhiti regions.
- Outcome: improve safety and driver experience on our state highways, create employment opportunities, and provide a more resilient roading network for local communities.
- Projects are funded by:
 - National Land Transport Fund
 - Provincial Growth Fund
 - Regional package of the New Zealand Upgrade Programme



Connecting Tairāwhiti

SH35 Resilience Project
includes 14 individual sites up
SH35 on the East Coast:

- Five resilience sites have been completed
- Five sites planned for completion in 2022/2023 financial year
- Four sites planned for completion in 2023/2024 financial year



Connecting Tairāwhiti

SH35/SH2 Passing Opportunities project includes 21 individual sites along SH35 and SH2:

- Five passing opportunities complete
- Ten sites planned for completion in 2022/2023 financial year
- Six sites planned for completion in 2023/2024 financial year



SH2 Waikare Gorge

- 4km road (greenfield) realignment and a new bridge over Waikare Gorge
- Bridge selection is an ongoing process
- Ecology and archaeology report completed
- Partnership with Ngāti Pāhauwera and Maungaharuru-Tangitū Trust – acknowledging that the Waikari river is cultural focal point (two separate CIAs)
- Engagement with the four landowners & Putorino community is ongoing



Top: The existing state highway and the bridge over the Waikari river

Middle: Slip at Waikare Gorge (January 2020)

Bottom: The preferred 'white' option / alignment.

Hei konā mai



New Zealand Government

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE
Friday 9 September 2022

Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

Reason for Report

1. This document has been prepared to assist Committee members note the Minor items not on the agenda to be discussed as determined earlier in agenda item 5.

Topic	Raised by

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 9 September 2022

Item 14

Subject: BAYVIEW-WHIRINAKI CYCLEWAY PROJECT CLOSURE

That Hawke's Bay Regional Council excludes the public from this section of the meeting, being Agenda Item 14 Bayview-Whirinaki Cycleway Project Closurexx with the general subject of the item to be considered while the public is excluded. The reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are:

General subject of the item to be considered	Reason for passing this resolution	Grounds under section 48(1) for the passing of the resolution
Bayview-Whirinaki Cycleway Project Closure	7(2)s7(2)(a) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the privacy of natural persons.	The Council is specified, in the First Schedule to this Act, as a body to which the Act applies.