

Meeting of the Regional Transport Committee

Date: Friday 3 November 2023
Time: 1.30pm
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

Item	Title	Page
1.	Welcome/Karakia/ Housekeeping /Apologies	
2.	Conflict of Interest Declarations	
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Glossary of Transport terms

CERF	Climate Emergency Response Fund
DSI	Death and serious injury
EECA	Energy Efficiency and Conservation Authority
ERP	Emissions Reduction Plan
GHG	Greenhouse gases
GPS	Government Position Statement The government's land transport priorities for a 10-year period. Includes details of how funding through NLTF can be utilised
ILM	Investment logic map
LTMA	Land Transport Management Act The core legislation that sets out how Councils can manage land transport
NLTF	National Land Transport Fund
NLTP	National Land Transport Plan
ODPT	On demand public transport A public transport service designed to suit the needs of the user, operating in the same manner / style as a service such as Uber rather than a regular scheduled service
PBC	Programme business case
PT	Public transport
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan A statutory document established by the RTC setting the strategic direction and transport investments across HB - reviewed every three years
RPTP	Regional Public Transport Plan Prepared by HBRC, this sets out the public transport services across HB and defines policies and procedures for public transport. It also details information and infrastructure supporting public transport.
RSHB	Road Safety Hawke's Bay
RSMP	Regional Speed Management Plan Plan sets a ten-year vision and a three-year implementation plan for speed management on all HB roads.
RTAG / TAG	Regional Transport Advisory Group Specialist council officers and subject matter experts that provide advice to the RTC
RTC	Regional Transport Committee – includes Councillors from every Council in HB
SH	State highway (SH5, SH2, SH50 etc)
SIP	Speed and Infrastructure Programme
tCO₂e	Tonnes of CO₂ equivalent
VKT	Vehicle kilometres travelled

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:

Bryce Cullen
Transport Strategy & Policy Analyst

Attachment/s

- 1 [↓](#) Actions from previous RTC meetings

Follow-ups from previous Regional Transport Committee meetings

4 August 2023 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	2024-2027 RLTP	RTAG and 2 RTC members are to complete the wording of the draft RLTP	M Allen K Brunton	Completed – Policies, objectives, and 10yr priorities agreed
2	2024-2027 RLTP	A copy of the minutes delegating authority for 2 RTC members to assist staff complete the draft RLTP wording is to be circulated to RTC members	Governance Team	Email sent 23 August 2023
3	Transport emissions reduction	Reference to sole use of Waka Kotahi tool is to be amended to allow for other similar tools	M Allen K Brunton	Completed. Wording changed to 'such as'.
4	Transport emissions reduction	Add wording to the Transport Chapter regarding maintaining existing infrastructure being the most sustainable long-term transport network option	M Allen K Brunton	Completed
5	Transport emissions reduction	A copy of the minutes delegating authority for 2 RTC members to assist staff complete the wording of the Transport Chapter of the Regional Emissions Reduction Plan is to be circulated to RTC members	Governance Team	Email sent 23 August 2023
6	Regional Transport programme	Information provided to HBRC regarding the trial of a CHB public transport service is to be provided to CHBDC	M Allen K Brunton	Work in progress. Initial modelling completed.

Subject: Prioritisation of draft programme and Significance Policy for the Regional Land Transport Plan 2024-2027

Reason for Report

1. This paper presents the process for prioritisation of significant projects in line with the Regional Land Transport Plan (RLTP) *Significance Policy* and the tool that has been used by the Transport Advisory Group (TAG) to carry out the process of prioritisation and seeks the Committee's adoption of the *Significance Policy*, agreement with the TAG prioritised programme of capital projects, and prioritisation of the *future form and function review and Programme Business Case (PBC)* and the *SIP SH2 Paki Paki to Napier – Median Barrier*, as proposed.

Officers' Recommendations

2. Staff recommend that the Committee endorses the Regional Land Transport Plan (RLTP) Significance Policy, as attached, noting there has been no change to the policy.
3. Staff also recommend that the Committee agrees option 1, being:
 - 3.1. The Technical Advisory Group (TAG) weightings of the evaluation criteria and project prioritisation are correct and reflect the projects that will deliver the greatest regional benefit, and aligns with the RLTP strategic vision, objectives, and 10-year transport priorities for inclusion in the RLTP.
 - 3.2. The prioritisation of the *future form and function review and Programme Business Case (PBC)* and the *SIP SH2 Paki Paki to Napier – Median Barrier*, as proposed by TAG.

Executive Summary

4. This paper presents the Regional Land Transport Plan (RLTP) Significance Policy, which sets out the definitions of significance within the RLTP and identifies the type of transport system projects that the Regional Transport Committee needs to prioritise.
5. The prioritisation process for capital projects, those transport system projects costing \$2 million or more, is presented to the RTC. The Transport Advisory Group (TAG) has completed an officer's prioritisation process using the prioritisation tool and evaluation criteria. The outputs of the TAG prioritisation process are included in this paper as the recommended option.

Regional Land Transport Plan - Significance Policy

6. Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the RTC to adopt a policy that determines significance in respect of:
 - 6.1. The activities that are included in the RLTP under section 16 of the Act; and
 - 6.2. Variations made to RLTPs.
7. In line with application of the policy in the current RLTP the policy will be used in the following ways:
 - 7.1. To determine which activities are significant for the purposes of prioritization in the RLTP. (Section 16(3)(d) of the Act requires the RTC to determine the order of priority of significant activities that it includes in the plan).
 - 7.2. To identify regionally significant expenditure from other sources. (section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport

activities to be funded from other sources).

- 7.3. To determine whether a variation to the plan is significant and therefore must be consulted on.
8. Attachment 1 sets out the significance policy in full. Notably, the policy has not changed from the policy adopted for the RLTP 2021-2024.
9. The significance policy outlines that all capital projects, those projects with a value of \$2m or more, are to be prioritised by the RTC.
10. Staff have assessed the significance policy and note there is no change from the currently adopted policy. It is recommended the RTC adopt the significance policy, as set out in Attachment 1 and agree that the determination of a significant project is correct and agree the application of the policy.

Background /Discussion

11. The RLTP Significance Policy outlines the type of projects that the Regional Transport Committee (RTC) should prioritise. Within the plan there are three main categories of work:
 - 11.1. Continuous programmes – these are business as usual programmes such as maintenance, renewals, and operations, public transport services, and road safety promotion.
 - 11.2. Low-Cost Low Risk (LCLR) – projects or initiatives that are key enablers, supporters, or enhancers of continuous programmes and are under \$2 million.
 - 11.3. Capital projects – any new projects that enhances the transport system and have a value of over \$2 million.
12. For simplicity, and in line with the RLTP Significance Policy, the RTC only prioritises capital projects over \$2 million. These are projects that will generally provide a significant enhancement or improvement element to our regional transport system.
13. The TAG has developed an objective project prioritisation process, described in subsequent parts of this paper and set out in Attachment 4.

Regional Land Transport Plan project prioritisation process

14. The key element of the prioritisation tool is the evaluation criteria and associated weightings. There are a total of eight evaluation criteria, each weighted via a percentage based on the overall importance to the region. The weightings have an impact on the overall score of the initiative. Each evaluation criteria have a possible score of 1 – 4.
15. Detail and definition have been added to each potential score to enable a more informed choice when prioritising projects against each evaluation criteria. The evaluation criteria and scoring is set out in Figure 1 in Attachment 4.
16. A range of elements are built into each evaluation criteria. By way of example, the contribution to draft GPS strategic objectives set a range of objective alignment criteria as they graduate from 'minimal' to 'high'.
17. The bolded heading of the evaluation criteria (e.g. Critically urgent) is pulled out and used as the drop-down evaluation criteria for the project prioritisation, as set out in Figure 2 in Attachment 4.
18. Each project is then scored against each of the eight evaluation criteria. A worked example is provided in Figure 3 (Attachment 4) for illustrative purposes only.
19. Background calculations are made based on the score allocated to each one of the eight evaluation criteria with a possible score of 1 – 4. Each project will receive a score with the maximum potential score being 100.
20. The evaluation criteria are split into to two main elements – strategic fit and alignment, and

regional benefit. These will help to articulate and inform the overall outputs.

21. The outputs are then presented on a matrix bubble chart, similar to Figure 3 in Attachment 4.
22. Based on the overall total score, projects are plotted on the output chart. The axis are strategic fit and alignment, and regional benefit which line up with the evaluation criteria. The output chart is split in to four quadrants based on the scores of each of the two sections (e.g. strategic fit and alignment, regional benefit). The output chart therefore provides a visual representation of the project prioritisation.
23. The output chart then forms the basis of a strategic discussion of the results, enabling further refinement of the project prioritisation to ensure the projects benefit the region as a whole.

Technical Advisory Group (TAG) project prioritisation

24. The TAG held an officer-prioritisation session on 12 October 2023, utilising the project prioritisation approach and evaluation criteria. The outputs of the project prioritisation are set out in sub section 1.2 of Attachment 4. The outputs of this session are the agreed recommendations by the relevant subject-matter experts across the councils. The outputs are presented to the RTC as the TAG recommendation for committee consideration and agreement. The evaluation criteria and weightings of each of the eight evaluation criteria were set by the TAG, to be agreed by the committee.
25. It is worth noting that the 'Future Form and Function Review and PBC', and the 'SIP SH2 Paki Paki to Napier – Median Barrier' were included after the TAG prioritisation session. The SIP project is classed as a capital project, while the 'future form and function' project is not classed as a capital project under the significance policy, it is materially important to the region as we rebuild and examine what the form and function of our future transport system looks like. Both projects require RTC prioritisation.
26. A quick reference sheet consisting of the key elements of the evaluation criteria (e.g. RLTP strategic objectives, GPS objectives, etc) is included in Attachment 2 for ease of reference.
27. Background information on the capital projects, as much as is available, is included in Attachment 3 for context.

Options Assessment

Option 1

28. The RTC agrees with the TAG weightings of the evaluation criteria and that the project prioritisation presented is correct and reflects the projects that will deliver the greatest regional benefit, aligning with the RLTP strategic vision, objectives, and 10-year transport priorities for inclusion in the RLTP 2024-2027.
29. The RTC adopts the RLTP Significance Policy and the prioritisation of the 'future form and function review and PBC' and 'SIP SH2 Paki Paki to Napier – Median Barrier', as proposed by TAG.

Option 2

30. The RTC does not agree with the weightings of the evaluation criteria and project prioritisation as proposed by TAG and, following further discussion, changes and agrees the project prioritisation (using the same evaluation criteria and process).
31. The RTC agrees the RLTP Significance Policy.
32. The Committee then adopts the updated project prioritisation outputs to be included in the RLTP capital projects programme of work, including the RTC prioritised 'future form and function and PBC' and the 'SIP SH2 Paki Paki to Napier – Median Barrier' project.

Strategic Fit

33. Staff have assessed that the project prioritisation process for the RLTP clearly aligns with and contributes to the goal of Infrastructure and Services, and the priority area of Sustainable and climate-resilient services and infrastructure contained within the Hawke's Bay Regional Council's strategic plan 2020-2025.

Significance and Engagement Policy Assessment

34. Council officers have assessed this decision against the Council's Significance and Engagement Policy and have determined the significance of this decision is low. The public will have an opportunity through the public consultation process on the draft RLTP to review and submit on the project prioritisation.

Financial and Resource Implications

35. The prioritisation of capital projects for the inclusion in the RLTP will have no impact on budgets. Any resource implications will be limited to staff business as usual time.

Consultation

36. Public consultation on the draft RLTP will take place in early 2024. The outputs of this project prioritisation process will be included in the draft RLTP for public consultation as the capital programme of works.

Decision-making process

37. 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:
 - 37.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 37.2. The use of the special consultative procedure is not prescribed by legislation - on the basis this decision will be included in a draft Regional Land Transport Plan for public consultation in early 2024.
 - 37.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
 - 37.4. The persons affected by this decision are all transport system users that might have an interest in the draft Regional Land Transport Plan.
 - 37.5. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Prioritisation of draft programme and Significance Policy for the Regional Land Transport Plan 2024-2027* staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Adopts the *Significance Policy* for the Regional Land Transport Plan 2024-2027 as proposed.

4. Adopts the Technical Advisory Group (TAG) weightings of the evaluation criteria and project prioritisation as correct and reflecting the projects that will deliver the greatest regional benefit, and aligned with the strategic vision, objectives, and 10-year transport priorities for inclusion in the Regional Land Transport Plan 2024-2027.
5. Adopts the prioritisation of the *future form and function review and Programme Business Case (PBC) and the SIP SH2 Paki Paki to Napier – Median Barrier*, as proposed.

Authored by:




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Bryce Cullen
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Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1  RLTP Significance Policy
- 2 Key elements of project evaluation criteria
- 3  Background information for capital projects Under Separate Cover
- 4  RLTP prioritisation process and TAG prioritised programme of capital projects

Regional Land Transport Plan Significance Policy

1. Purpose of the policy

Section 106(2) of the Land Transport Management Act 2003 (the Act) requires the Regional Transport Committee (RTC) to adopt a policy that determines significance in respect of:

- 1.1 the activities that are included in the regional land transport plan under section 16 of the Act; and
- 1.2 variations made to regional land transport plans under section 18D of the Act.

2. Application of the policy

The policy will be used in the following ways:

- 2.1 To determine which activities are significant for the purposes of prioritisation in the plan. (Section 16(3)(d) of the Act requires the RTC to determine the order of priority of significant activities that it includes in the plan).
- 2.2 To determine inter-regional significance. (Section 16(2)(d) requires the RTC to identify any activities that have interregional significance).
- 2.3 To identify regionally significant expenditure from other sources. (Section 16(2)(c) requires the plan to include all regionally significant expenditure on land transport activities to be funded from other sources).
- 2.4 To determine whether a variation to the plan is significant and therefore must be consulted on.

(Section 18D requires that significant variations to the plan undergo a public consultation process)

3. Determination of a significant activity for prioritisation

For the purpose of section 16(3)(d) of the Act, a significant activity is any activity put forward by an approved organisation (including the Waka Kotahi) that includes:

All new improvement activities in the region where funding from the National Land Transport Fund is required within the first three years of the Regional Land Transport Plan other than:

- 3.1 Maintenance, operations and renewal programmes
- 3.2 Public transport programmes (existing services)
- 3.3 Low cost/low risk programmes
- 3.4 Road safety promotion programmes
- 3.5 Investment management activities, including transport planning and modelling
- 3.6 Business cases that are not part of a package

4. Determination of inter-regional significance

For an activity to have inter-regional significance under section 16(2)(d) it is any significant activity (see above):

- 4.1 that has implications for connectivity with other regions; and /or
- 4.2 for which cooperation with other regions is required; or
- 4.3 any nationally significant activity identified in the Government Policy Statement on Land Transport

5. Determination of regionally significant expenditure from other sources

For the purposes of Section 16(2)(c), regionally significant expenditure from sources other than the national land transport fund is any expenditure on individual transport activities, whether the activities are included in the Regional Land Transport Plan or not from:

- 5.1 Approved organisations (where there is no National Land Transport Fund share)
- 5.2 Crown appropriations
- 5.3 Other funds administered by the Crown

6. Determination of significance of a variation

The Regional Land Transport Plan can be varied at any time, once operative. In accordance with section 18D of the Act, consultation will be required on a variation if the variation is significant. Certain activities do not require a variation to the Regional Land Transport Plan (Section 18D of the Act) and these are activities proposed by an approved organisation relating to:

- 6.1 local road maintenance
- 6.2 local road renewals
- 6.3 local road minor capital works; and
- 6.4 existing public transport services

The RTC has adopted the following definition to determine when a variation to the Regional Land Transport Plan is significant and must therefore undergo consultation:

All variations to the Regional Land Transport Plan other than the following are considered to be significant for the purposes of consultation:

- 6.5 Activities that are in the urgent interest of public safety; or
- 6.6 New preventative maintenance and emergency reinstatement activities; or
- 6.7 The new activity has been previously consulted on and meets funding approval provisions in accordance with sections 18 and 20 of the Act; or
- 6.8 A scope change that does not significantly alter the original objectives of the project – to be determined by the RTC; or
- 6.9 Variations to timing, cash flow or total cost for improvement projects
- 6.10 Replacement of activities within an approved programme (eg maintenance programme) or group with activities of the same type and general priority; or
- 6.11 A change to the duration and/or order of priority of the activity that does not substantially change the balance of the programme.

Key elements of project evaluation criteria

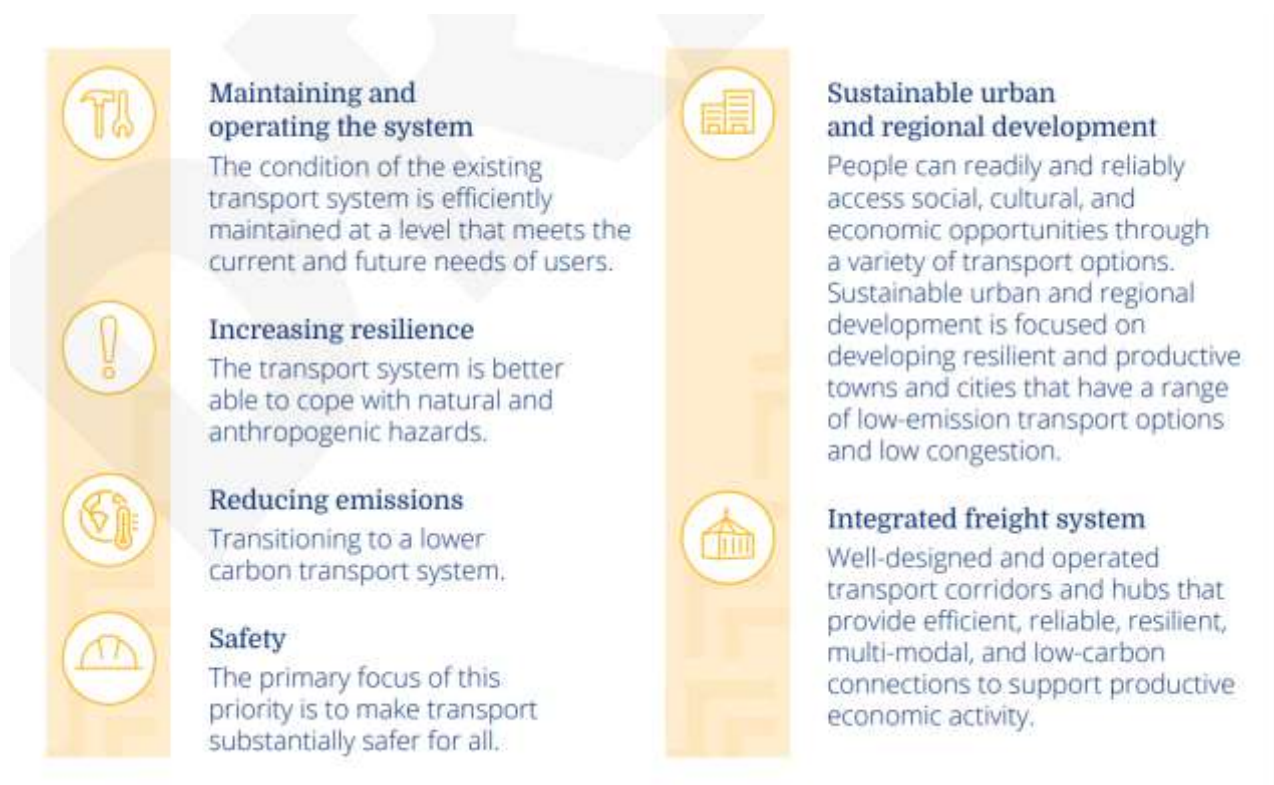
1. RLTP project evaluation criteria

		Strategic fit & Alignment				Regional Benefit			
		Strategic Urgency (strategic importance of project for resilience and future form + function)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realisation mix (ILM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change
Weight		10%	10%	20%	10%	5%	15%	15%	15%
Point Allocation	1	Not very urgent Project will maintain current levels of service	Minimal Limited contribution - aligns with 1 objective	Minimal Limited contribution to strategic objectives - primarily aligns with objective 5	Minimal Co benefits not clear - project focus on one key benefit - minimal ILM alignment	Severely Constrained Large multi year project, severe resource constraints, tight timelines, extensive consenting / compliance required, access to capital challenging. Challenging consenting and applications. Will take significant time to be shovel ready	Do nothing / minimum Does not increase community connection. No new transport choices or added safety	Do nothing / minimum Offer limited current or future resilience	Do nothing / minimum No change in levels of service
	2	Somewhat urgent Project will address some network issues and maintain current levels of service	Low Low contribution -aligns with no more than 2 objectives	Low Some contribution to strategic objectives - primarily with objective 1. Some co-benefits clearly set out.	Low Some co-benefits clearly articulated. Project has one clear primary outcome. Some ILM alignment, mostly with resilience	Constrained Large multi year initiative with resourcing, capital, and input constraints. Complicated consenting and application processes to work through. Will take some time to be shovel ready.	Maintain Impacts community connection and maintains existing levels of service. Some new transport choice and a safer network	Maintain Slight increase to current and future resilience	Maintain Slight increase in BAU levels of service
	3	Quite urgent Project will address a challenging facet of the transport network, creating better connection / alternative and increasing resilience	Medium Aligns with 3 or more strategic objectives - focuses largely on resilience and maintaining the system	Medium Considerable contribution to strategic objectives - Primarily aligns with objectives 1, 4 with clear co-benefits for 2 & 3.	Medium Co-benefits articulated with a blended alignment to ILM problem statements	Minimal Constraints All necessary inputs easily accessible, resources (inputs + people) to hand, required capital accessible, normal consenting and application processes to work through.	Significant change Significant impact on community connection, provides new transport choice and enhanced network safety	Significant change Significant increased levels of resilience	Significant change Increased levels of service, resilience, and choice
	4	Critically urgent Project will address significant deficiencies on critical lifeline routes, significantly improving current and future resilience and / or create network alternative or new routes / modes	High Significant contribution - aligns with all strategic objectives (clear co-benefits) with main focus on resilience, maintenance, and future focus	High Primarily aligns with and delivers on objectives 1,3, 4 with clear link to objective 2. Long term co-benefits exist for 5	High Clear and explicit co-benefits articulated with strong ILM alignment - 60% resilience, 25% transport choice, and 15% safety component as minimum	No constraints Resources, capital, inputs to hand. Shovel ready.	Transformational Transforms community connection significantly, has large positive impact on communities (e.g. better connection, much safer network, greater choice)	Transformational Totally transforms regional resilience	Transformational Regionally transformational project - significantly increases resilience, transport choice, and safety

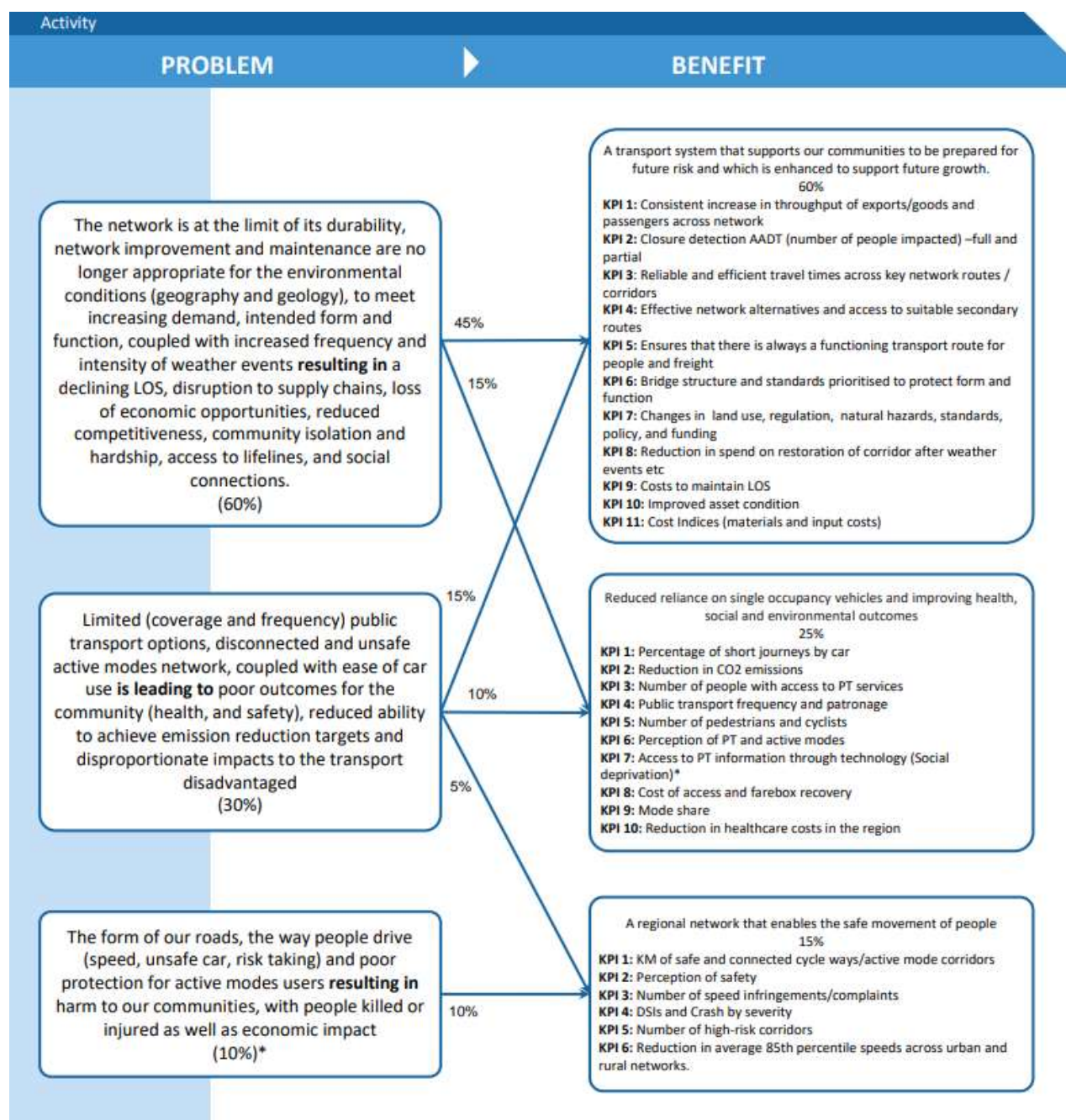
2. 2024 – 2027 RLTP Strategic Objectives

RLTP (24 – 27) strategic objectives				
Objective 1 Invest in an efficient transport system that is resilient to changing climate and other risks, with urgency and priority.	Objective 2 Drive a low-emissions transport system	Objective 3 Provide a safe transport system for all users and modes	Objective 4 Provide fit-for-purpose, genuine, safe, and equitable transport choices for all users to sustain the health and wellbeing of communities.	Objective 5 Integrate land use planning and development to enable effective efficient use of transport networks.

3. Draft GPS on Land Transport 2024 – Strategic Objectives



4. ILM Problem statements 2024



Attachment 4 – RLTP prioritisation process and TAG prioritised programme of capital projects

1.1– RLTP prioritisation process

This sub-section sets out each stage of the RLTP prioritisation process

Figure 1 below sets out the RLTP evaluation criteria and weightings. The criteria (scoring 1 – 4) have some key definitions of what each score mean

		Strategic fit & Alignment				Regional Benefit			
		Strategic Urgency (strategic importance of project for resilience and future form +)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realisation mix (ILM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change
Weight		10%	10%	20%	10%	5%	15%	15%	15%
Point Allocation	1	Not very urgent Project will maintain current levels of service	Minimal Limited contribution - aligns with 1 objective	Minimal Limited contribution to strategic objectives - primarily aligns with objective 5	Minimal Co benefits not clear - project focus on one key benefit - minimal ILM alignment	Severely Constrained Large multi year project, severe resource constraints, tight timelines, extensive consenting / compliance required, access to capital challenging. Challenging consenting and applications. Will take significant time to be shovel ready	Do nothing / minimum Does not increase community connection. No new transport choices or added safety	Do nothing / minimum Offer limited current or future resilience	Do nothing / minimum No change in levels of service
	2	Somewhat urgent Project will address some network issues and maintain current levels of service	Low Low contribution -aligns with no more than 2 objectives	Low Some contribution to strategic objectives - primarily with objective 1. Some co-benefits clearly set out.	Low Some co-benefits clearly articulated. Project has one clear primary outcome. Some ILM alignment, mostly with resilience	Constrained Large multi year initiative with resourcing, capital, and input constraints. Complicated consenting and application processes to work through. Will take some time to be shovel ready.	Maintain Impacts community connection and maintains existing levels of service. Some new transport choice and a safer network	Maintain Slight increase to current and future resilience	Maintain Slight increase in BAU levels of service
	3	Quite urgent Project will address a challenging facet of the transport network, creating better connection / alternative and increasing resilience	Medium Aligns with 3 or more strategic objectives - focuses largely on resilience and maintaining the system	Medium Considerable contribution to strategic objectives - Primarily aligns with objectives 1, 4 with clear co-benefits for 2 & 3.	Medium Co-benefits articulated with a blended alignment to ILM problem statements	Minimal Constraints All necessary inputs easily accessible, resources (inputs + people) to hand, required capital accessible, normal consenting and application processes to work through.	Significant change Significant impact on community connection, provides new transport choice and enhanced network safety	Significant change Significant increased levels of resilience	Significant change Increased levels of service, resilience, and choice
	4	Critically urgent Project will address significant deficiencies on critical lifeline routes, significantly improving current and future resilience and / or create network alternative or new routes / modes	High Significant contribution - aligns with all strategic objectives (clear co-benefits) with main focus on resilience, maintenance, and future focus	High Primarily aligns with and delivers on objectives 1,3, 4 with clear link to objective 2. Long term co-benefits exist for 5	High Clear and explicit co-benefits articulated with strong ILM alignment - 60% resilience, 25% transport choice, and 15% safety component as minimum	No constraints Resources, capital, inputs to hand. Shovel ready.	Transformational Transforms community connection significantly, has large positive impact on communities (e.g. better connection, much safer network, greater choice)	Transformational Totally transforms regional resilience	Transformational Regionally transformational project - significantly increases resilience, transport choice, and safety

Figure 1: evaluation criteria & weightings

Figure 2 below sets out the project prioritisation / evaluation process. Each of the bolded elements in the evaluation criteria (above) form the drop-down list for the project evaluation process (e.g. ‘Significant’) with the associated evaluation criteria forming the definition.

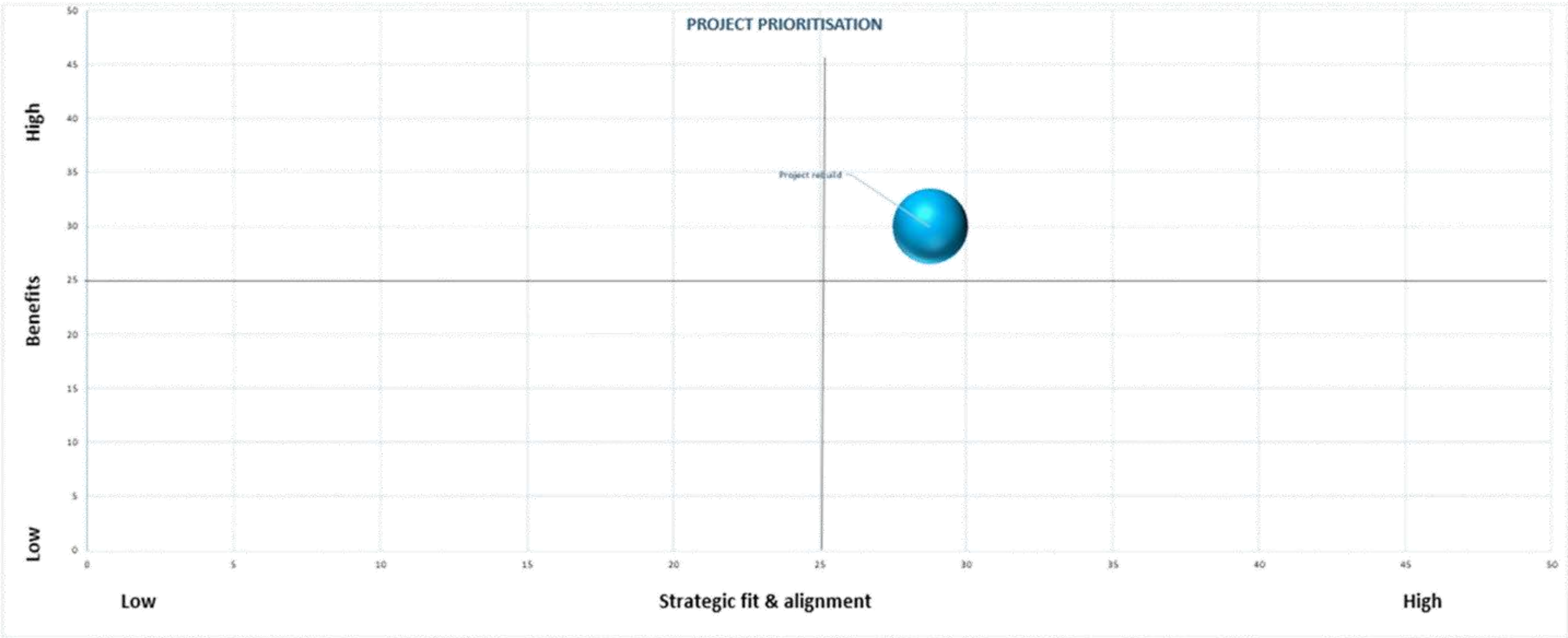
		Strategic fit & complexity				Regional Benefit			
Initiative	AO	Strategic Urgency (strategic importance of project for resilience and future form + function)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realisation mix (ILM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change
Weighting		10%	10%	20%	10%	5%	15%	15%	15%
Assessment		Not very urgent	Minimal	Minimal	Minimal	Severely Constrained	Do nothing / minimum	Do nothing / minimum	Do nothing / minimum
		Somewhat urgent	Low	Low	Low	Constrained	Maintain	Maintain	Maintain
		Quite urgent	Medium	Medium	Medium	Minimal Constraints	Significant change	Significant change	Significant change
		Critically urgent	High	High	High	No constraints	Transformational	Transformational	Transformational
Project rebuild	WK	Somewhat urgent	Low	Medium	Low	Constrained	Maintain	Significant change	Maintain

Figure 2: Project evaluation process

As set out in figure 3 below, the outputs are plotted on a bubble chart with ‘Regional Benefits’ and ‘Strategic Fit and Alignment’ forming the axis. This output effectively splits the axis into quadrants comprising of:

- High fit & High benefit
- High fit, Low benefit
- Low fit, High benefit
- Low fit, Low benefit

The output chart provides a visual representation of how the projects score against each other based on the set evaluation criteria. This then allows for a strategic conversation based on the outputs, the primary purpose of which is to ensure the project provides the maximum benefit for the region.



1.2 – Technical Advisory Group prioritisation of Capital Projects for 2024 – 2027 Regional Land Transport Plan

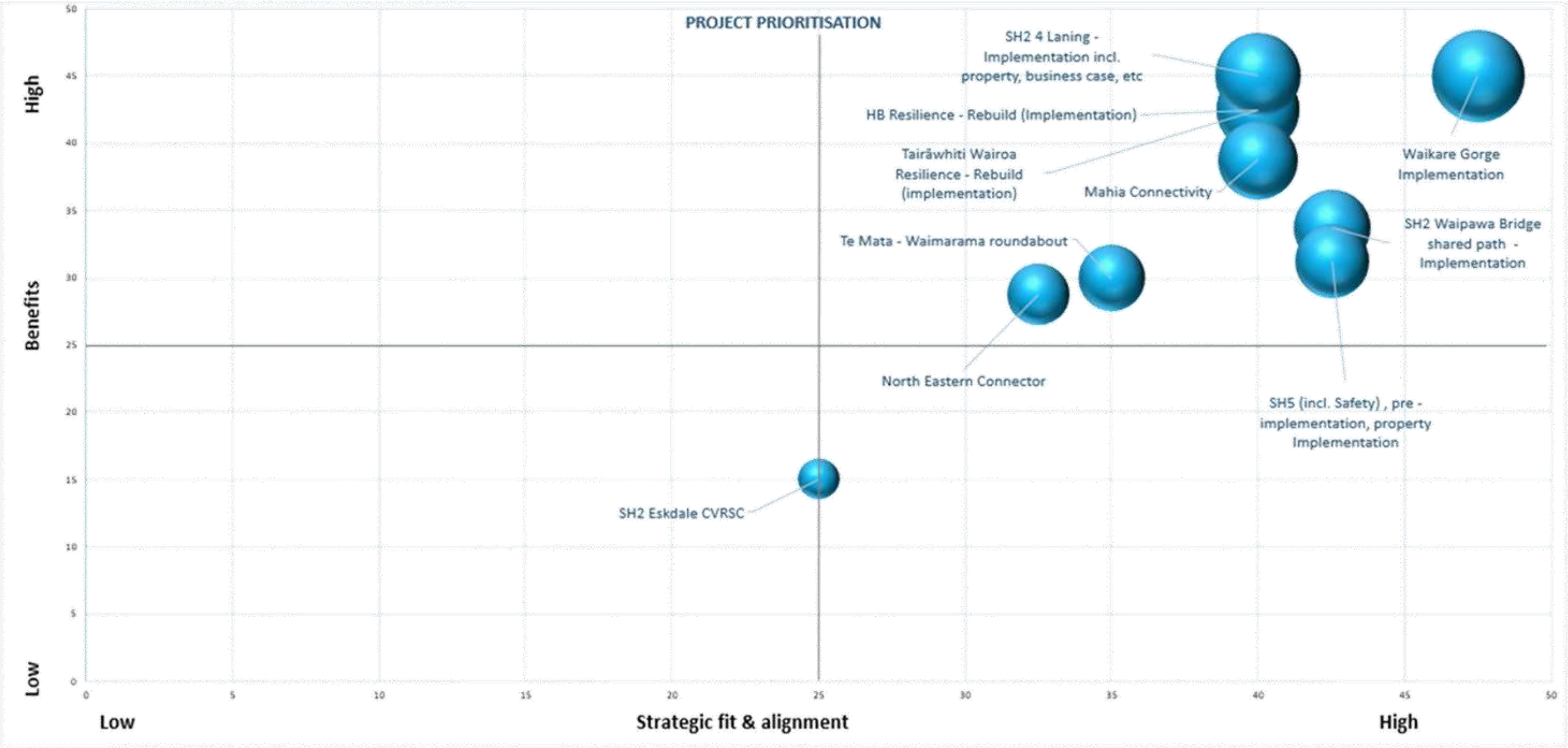
TAG agreed evaluation criteria and weightings

Strategic fit & Alignment					Regional Benefit				
	Strategic Urgency (strategic importance of project for resilience and future form +)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realisation mix (ILM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change	
Weight	10%	10%	20%	10%	5%	15%	15%	15%	
Point Allocation	1	Not very urgent Project will maintain current levels of service	Minimal Limited contribution - aligns with 1 objective	Minimal Limited contribution to strategic objectives - primarily aligns with objective 5	Minimal Co benefits not clear - project focus on one key benefit - minimal ILM alignment	Severely Constrained Large multi year project, severe resource constraints, tight timelines, extensive consenting / compliance required, access to capital challenging. Challenging consenting and applications. Will take significant time to be shovel ready	Do nothing / minimum Does not increase community connection. No new transport choices or added safety	Do nothing / minimum Offer limited current or future resilience	Do nothing / minimum No change in levels of service
	2	Somewhat urgent Project will address some network issues and maintain current levels of service	Low Low contribution -aligns with no more than 2 objectives	Low Some contribution to strategic objectives - primarily with objective 1. Some co-benefits clearly set out.	Low Some co-benefits clearly articulated. Project has one clear primary outcome. Some ILM alignment, mostly with resilience	Constrained Large multi year initiative with resourcing, capital, and input constraints. Complicated consenting and application processes to work through. Will take some time to be shovel ready.	Maintain Impacts community connection and maintains existing levels of service. Some new transport choice and a safer network	Maintain Slight increase to curent and future resilience	Maintain Slight increase in BAU levels of service
	3	Quite urgent Project will address a challenging facet of the transport network, creating better connection / alternative and increasing resilience	Medium Aligns with 3 or more strategic objectives - focuses largely on resilience and maintaining the system	Medium Considerable contribution to strategic objectives - Primarily aligns with objectives 1, 4 with clear co-benefits for 2 & 3.	Medium Co-benefits articulated with a blended alignment to ILM problem statements	Minimal Constraints All necessary inputs easily accessible, resources (inputs + people) to hand, required capital accessible, normal consenting and application processes to work through.	Significant change Significant impact on community connection, provides new transport choice and enhanced network safety	Significant change Significant increased levels of resilience	Significant change Increased levels of service, resilience, and choice
	4	Critically urgent Project will address significant deficiencies on critical lifeline routes, significantly improving current and future resilience and / or create network alternative or ne routes / modes	High Significant contribution - aligns with all strategic objectives (clear co-benefits) with main focus on resilience, maintenance, and future focus	High Primarily aligns with and delivers on objectives 1,3, 4 with clear link to objective 2. Long term co-benefits exist for 5	High Clear and explicit co-benefits articulated with strong ILM alignment - 60% resilience, 25% transport choice, and 15% safety component as minimum	No constraints Resources, capital, inputs to hand. Shovel ready.	Transformational Transforms community connection significantly, has large positive impact on communities (e.g. better connection, much safer network, greater choice)	Transformational Totally transforms regional resilience	Transformational Regionally transformational project - significantly increases resilience, transport choice, and safety

TAG project prioritisation of capital projects

Initiative	AO	Strategic fit & complexity				Regional Benefit			
		Strategic Urgency (strategic importance of project for resilience and future form + function)	Contribution to draft GPS strategic objectives	Contribution to RLTP Strategic objectives	Benefits realisation mix (ILM co-benefit alignment)	Ability to execute	Community impact / connection	Contribution to Transport System Resilience	Regional scale of change
Weighting		10%	10%	20%	10%	5%	15%	15%	15%
Assessment		Not very urgent	Minimal	Minimal	Minimal	Severely Constrained	Do nothing / minimum	Do nothing / minimum	Do nothing / minimum
		Somewhat urgent	Low	Low	Low	Constrained	Maintain	Maintain	Maintain
		Quite urgent	Medium	Medium	Medium	Minimal Constraints	Significant change	Significant change	Significant change
		Critically urgent	High	High	High	No constraints	Transformational	Transformational	Transformational
SH2 Eskdale CVRSC	WK	Somewhat urgent	Low	Low	Low	Minimal Constraints	Do nothing / minimum	Do nothing / minimum	Do nothing / minimum
Waikare Gorge Implementation	WK	Critically urgent	High	High	Medium	Minimal Constraints	Transformational	Transformational	Significant change
SH5 (incl. Safety) , pre - implementation, property Implementation	WK	Critically urgent	High	Medium	Medium	Severely Constrained	Maintain	Significant change	Significant change
SH2 Waipawa Bridge shared path - Implementation	WK	Quite urgent	Medium	High	Medium	Minimal Constraints	Transformational	Maintain	Maintain
SH2 4 Laning - Implementation incl. property, business case, etc	WK	Quite urgent	High	Medium	Medium	Minimal Constraints	Transformational	Significant change	Transformational
HB Resilience - Rebuild (Implementation)	WK	Critically urgent	Medium	Medium	Medium	Severely Constrained	Transformational	Transformational	Significant change
North Eastern Connector	HDC	Somewhat urgent	Low	Medium	Medium	Constrained	Significant change	Maintain	Maintain
Te Mata - Waimarama roundabout	HDC	Somewhat urgent	Medium	Medium	Medium	Minimal Constraints	Significant change	Maintain	Maintain
Mahia Connectivity	WDC	Quite urgent	Medium	Medium	High	Severely Constrained	Transformational	Significant change	Significant change
Tairāwhiti Wairoa Resilience - Rebuild (implementation)	WK	Critically urgent	Medium	Medium	Medium	Severely Constrained	Transformational	Transformational	Significant change
Future Form and Function review & PBC	All								
SIP SH2 Paki Paki to Napier - Median Barrier	WK								

TAG project prioritisation outputs



Hawke's Bay Regional Council
Regional Transport Committee

3 November 2023

Item 6

Subject: Transport Emissions Reduction Actions

Reason for Report

1. This report presents the transport emissions reduction actions endorsed by the Regional Transport Committee (RTC) on 4 August 2023 for presentation to the subsequent Climate Action Joint Committee meeting.
2. Due to agenda changes, the transport actions were not considered by the Joint Committee and work on a *regional emissions reduction plan* has been paused. This paper seeks to inform the RTC of this modification and to propose that the committee maintains the momentum of the regional transport decarbonisation actions by integrating them into existing transport plans and strategies while we await further direction from the Joint Committee for Climate Action.

Officers' Recommendation(s)

3. That the RTC endorses the actions that were developed by the regional emissions reduction plan working group to be included in existing transport strategies and plans, such as the Regional Land Transport Plan and Regional Public Transport Plan, to progress actions and implement feasible actions in the short term.

Executive Summary

4. The Hawke's Bay Community Carbon Footprint published in September 2022 identified the sources of regional greenhouse gas emissions, with 20% of emissions overall coming from the burning of fossil fuels in the transport sector.
5. Actions to decarbonise regional transport and encourage modal shift for people to use active or public transport have the potential to decrease our overall greenhouse gas emissions towards the goal of carbon neutral 2050.
6. Importantly, transport decarbonisation actions also have the potential to increase health and wellbeing for people, improve road safety, reduce congestion, and save fuel costs for households, increasing overall quality of life for communities in Hawke's Bay.

Background /Discussion

7. At the 4 August RTC meeting, the committee was presented with a draft of the transport chapter of a regional emissions reduction plan in development. The chapter had associated actions seeking to make material change for transport emissions reduction.
8. The RTC was asked to endorse the chapter and actions for presentation to the Joint Committee for Climate Action at their meeting on 14 August. The RTC reviewed the chapter and actions and endorsed the recommended next steps, being that the chapter and associated actions form part of the overall regional emissions reduction plan to go to the Climate Action Joint Committee.
9. The full draft of a Regional Emissions Reduction Plan, covering Transport, Waste, Working with Nature, and emissions considerations in recovery context was due to be presented to the Climate Action Joint Committee at the 14 August Committee meeting. Following the presentation of the draft regional emissions reduction plan, the intent was for the overall plan to be progressed through the Climate Action Joint Committee.
10. However, with the Joint Committee being newly formed in 2023, and mana whenua membership not fully established at the August meeting, the decision was made to revise the

meeting agenda and use committee time to form as a group, develop a collective vision for climate action in the region, and not to move too rapidly into technical considerations of emissions reductions. As a result of these last-minute agenda changes, the draft chapters were not presented to the Joint Committee.

11. The full *Transport Emissions* reductions chapter is attached. The table of actions is copied below for ease of reference.

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T1	Develop public transport infrastructure that enables multi-modal integration	Mitigation	HBRC	Long	RPTP + TAs
T2	Enable more people to cycle by expanding the cycleway network and improving separation from vehicles on existing cycle lanes	Mitigation/ Adaptation	RTC	Short	RLTP
T3	Implement the Regional Public Transport Plan integrated with the Active Transport Strategy	Mitigation/ Adaptation	RTC	Medium	
T4	Ensure the Regional Public Transport Plan has an equity focus serving low-advantage communities				
T5	Provide and enable new and innovative travel options and choices	Investigation	All	Ongoing	All (RLTP inclusion)
T6	Investigate feasibility of park-and-ride options for the Regional Public Transport Plan to increase accessibility	Investigation	RTC	Short	RPTP
T7	Develop and implement a connected, integrated, and safe regional Active Transport Strategy, leveraging and building off existing regional and district plans	Mitigation/ Adaptation	RTC	Medium	Active transport strategy
T8	Ensure that all parts of the transport system integrate and connect communities				
T9	Enable closer integration of transport and spatial planning	Mitigation/ Adaptation	Territorial authorities	Short	Spatial plans
T10	Investigate and pilot conversion of key transport corridors in each of Napier and Hastings to give priority to active and public transport modes over heavy commercial and private vehicles	Mitigation/ Adaptation	RTLP		
T11	Council managed on-road car parking: Establish a coordinated approach to parking pricing and availability to remove parking interventions that undermine modal shift initiatives	Mitigation	Territorial authorities	Short	Long term plans

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T12	Enable commuter options across modes for communities and districts outside the main urban areas (e.g. rail, road, ride-sharing app)	Mitigation	RTC	Short	RPTP
T13	Enable a car-pooling / car-sharing scheme or app to be introduced in Napier and Hastings	Mitigation	NCC, HDC	Short	RLTP
T14	Extend programmes to enable mode shift for trips to and from school and slow/discourage vehicles around schools (e.g. supported by Transport Choices and Streets for People).	Mitigation	RTC	Short	RLTP
T15	Maintain current transport infrastructure to ensure longevity and reduce need for rebuild	Mitigation/ Adaptation	RTC	Long	RLTP
T16	Work with key industries and KiwiRail to investigate feasible modal shift options for freight and primary production through the Regional Freight Distribution Strategy & RLTP	Mitigation/ Adaptation	RTC	Medium	RFDS and RLTP
T17	Use tools and models, such as Waka Kotahi Climate Assessment of Transport Investment (CATI) model, to understand and take into account climate impact of transport investment	Investigation/ Mitigation	HBRC	Short	All councils' officers
T18	Plan for and enable increased electric charging and alternative fuel infrastructure both intra- and inter-regionally	Mitigation	All	Ongoing	RLTP inclusion
T19	Phase in zero-emissions buses as part of the new Regional Public Transport Plan	Mitigation	HBRC	Medium	RPTP
T20	Fast-track applications for consent for new decarbonised and / or innovative fuelling infrastructure	Mitigation	Territorial authorities	Ongoing	
T21	Ensure each council has an Active Transport Plan for staff to lead by example	Mitigation	All councils	Short	

*Short, medium and long- term refer to Council long-term planning cycles. A short-term action would be expected to be completed in the next cycle, mid-term in 1-2 cycles and long term in 3+ cycles.

Options assessment

12. *The first option* is for the RTC to endorse the actions that were developed by the regional emissions reduction plan working group to be included in existing transport strategies and plans, such as the Regional Land Transport Plan and Regional Public Transport Plan to maintain

the momentum and progress actions and implement feasible actions in the short term.

13. If the transport decarbonisation actions are endorsed by the RTC for inclusion in existing transport plans and review underway, this gives effect to regional efforts to align with national transport decarbonisation goals and plans that are already underway. The timing is also ideal for inclusion in the new Regional Public Transport Plan set to be embedded in 2025, and the Regional Land Transport Plan 2024 – 2034, currently being drafted.
14. Notwithstanding the above decision, the RTC will await further direction from the Joint Committee for Climate Action once the Regional Emissions Reduction Plan progresses.
15. *The second option* is for the RTC not to progress any of the transport decarbonisation actions awaiting a decision and next steps from the Joint Committee for Climate Action, once they have had time to form as a Joint Committee working through membership, scope of work and alignment with other committees.

Strategic fit

16. HBRC set the strategic goal for the region to achieve net zero greenhouse gases by 2050.

Climate Change considerations

17. Climate change increases the frequency and severity of weather events, which, along with coastal erosion from sea level rise, will cause damage to transport infrastructure. In addition, under international pressures due to climate change and increased migration, oil shortages will impact the availability of fuel in New Zealand.
18. Adapting to this more uncertain future for transport infrastructure and supply is both an action of climate change adaptation, as well as climate change mitigation through reducing greenhouse gas emissions.

Considerations of Tangata Whenua

19. For tangata whenua who experience lower rates of socio-economic advantage, regional transport plans that offer genuine decarbonised transport choices increases community resiliency and economic productivity.

Financial and Resource Implications

20. No budget implications at this stage.

Decision Making Process

21. 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:
 - 21.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 21.2. The use of the special consultative procedure is not prescribed by legislation.
 - 21.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
 - 21.4. The persons affected by this decision are all Hawke's Bay residents who use transport methods.
 - 21.5. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Transport Emissions Reduction Actions* staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Agrees and adopts the actions proposed by the Regional Emissions Reduction Plan Working Group for inclusion in existing transport strategies and plans, such as the Regional Land Transport Plan and Regional Public Transport Plan, to maintain the momentum and progress actions and implement feasible actions in the short term.

Authored by:

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Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [↓](#) Regional Transport Emissions Reduction chapter

1 Transport Emissions

A Hawke's Bay region with modal transport choices for all – supporting our region to transition to a low emissions future with enhanced resiliency.

1.1 Introduction

Transport through road, air, marine and rail is one of Aotearoa New Zealand's largest sources of greenhouse gas emissions. In 2021, it produced 34% of our domestic carbon dioxide (CO₂) emissions, and 16% of total emissions.¹ It is also one of our fastest increasing emissions sources, with emissions rising approximately 80% between 1990 and 2019.

The main planet-warming gas produced by transport is carbon dioxide, a long-lived gas. It is a critical area for national actions to reach emissions targets, as well as regional actions to achieve our emissions goals. Promisingly, the work to decarbonise transport has already begun. In addition, there is major international industry support for decarbonisation of travel and modal shift.

Reducing transport emissions primarily relies on two principal actions:

- reducing the number of kilometres travelled by carbon emitting vehicles, and
- reducing the emissions produced per kilometre travelled.

This chapter outlines the current context and proposed regional actions to reduce transport emissions and improve the resilience of regional transport systems. It is aspirational in nature, outlining a long-term pathway to a decarbonised transport system for the region.

1.2 National context

Aotearoa New Zealand's first emissions reduction plan outlines a pathway to a net-zero transport system by 2050. It includes four transport targets that will see an approximately equivalent 41% reduction in transport emissions by 2035 from 2019 levels. The four targets are as follows:

1. Reduce total kilometres travelled by the light fleet by 20% through improved urban form and providing better travel options

¹ [Greenhouse gas emissions \(industry and household\): Year ended 2021 | Stats NZ](#)

2. Increase zero-emissions vehicles to 30% of the light fleet
3. Reduce emissions from freight transport by 35%
4. Reduce the emissions intensity of transport fuel by 10%.

As a result of the first emissions reduction plan, Te Manatū Waka Ministry of Transport (MoT) have produced the Decarbonising Transport Action Plan 2022-2025, which is the implementation plan for the actions outlined in the transport chapter of the emissions reduction plan. The Decarbonising Transport Action Plan 2022-25 has four focus areas:

- Reduce reliance on cars and support people to walk, cycle and use public transport
- Rapidly adopt low-emissions vehicles
- Begin work to decarbonise heavy transport and freight
- Advancing cross cutting and enabling actions.

In 2021, the Government also announced its plan to decarbonise the public transport bus fleet. By 2025, the Government will **only allow zero-emission public transport buses to be purchased** with a view to completely decarbonise the public transport bus fleet by 2035. Ministry of Transport have also produced “**The New Zealand Rail Plan**” which sets out the Government’s vision and priorities for rail until 2030, and the levels of investment needed to achieve it. The move to reduce transport emissions is also supported at a national level by the **New Zealand Energy Strategy** being developed by the Ministry of Business, Innovation and Employment (MBIE), which includes a roadmap for hydrogen in New Zealand and the **Electric Vehicle Charging Strategy: Charging our Future** being developed by MoT and MBIE.

1.2.1 Funding for transport decarbonisation initiatives

The Climate Emergency Response Fund (CERF) is an enduring, multi-year fund for public investment on climate-related initiatives distinct from the main Budget allowances. Waka Kotahi’s Transport Choices programme is funded through CERF, focussing on delivering strategic cycling / micro mobility networks, creating walkable neighbourhoods, supporting safe and healthy school travel and making public transport more reliable and easier to use.

A second Waka Kotahi initiative funded through the CERF is the Vehicle Kilometre Travelled (VKT) reduction programme an Waka Kotahi are working closely with Napier City and Hastings District councils to develop Tier 2 urban VKT reduction targets and develop associated strategies.

Another Waka Kotahi’s initiative is the Streets for People 2021 – 2024 programme designed to support councils to partner with their communities to evolve their streets together and

2

create people friendly spaces in a timely and responsive way. In Hawke's Bay, the following initiatives are underway:

- Central Hawke's Bay District Council's Streets for People Waipawa project (includes a range of other initiatives across the district)
- Carlyle street improvements – Napier City Council
- Heretaunga Arakura (Hastings Pathways to School) – Hastings District Council.

Across all Hawke's Bay councils, the region has secured \$15m in funding from the Transport Choices Programme for a range of active transport initiatives.

1.3 Regional transport profile

Very different transport profiles apply to the rural and urban areas of Hawke's Bay. On the whole, people in Hawke's Bay rely heavily on the roading network to get around. Our current public transport network services the larger urban areas of Hastings and Napier and there are no public transport services available in more rural areas and the Central Hawke's Bay and Wairoa districts. As such, actions designed in public transport primarily apply to urban areas.

Hawke's Bay has a relatively extensive cycle network, made up of the urban iWay network, focused on urban roads within Hastings and Napier, and the Hawke's Bay trails, which largely follow the stop bank network and connect key tourism attractions across the region. While the cycle network is integrated across the two main urban areas, it was not designed as a commuter transport network and some users raise safety concerns around parts of the network.

Hawke's Bay is also a significant primary-producing region with a major export hub – Napier Port – in the centre of the region and goods being transported to the port from across the region. All primary-producing sectors rely heavily on road transport for the movement of inputs and products across the lifecycle of production, particularly processing and export. Before Cyclone Gabrielle, the regional rail network had limited capacity and suitability to support and enable the movement of products across the region and beyond. Cyclone Gabrielle had a significant impact on our regional rail infrastructure, leaving vast sections of the rail network unusable and the road network as the only viable alternative.

1.4 Regional transport planning

Regional transport is governed by Hawke's Bay Regional Council Regional Transport

Committee. The Regional Transport Committee is responsible for planning and providing for:

1. Emissions reductions through multi modal activities
2. Active transport in the region
3. Development of the Regional Speed Management Plan.

The Regional Transport Committee (RTC) look at the entirety of the regional transport system through the Regional Land Transport Plan (RLTP). This is a statutory plan that develops and sets the strategic direction and work programmes for the transport system in Hawke's Bay. It takes a 20-year view of the transport system and is reviewed every three years. Following the review, and any subsequent changes or additions, the RTC adopts the RLTP and associated programme of work. The RLTP is the primary mechanism for transport investment and funding the development and implementation of key regional strategies, such as the Regional Public Transport Plan (RPTP), which will have a significant impact on emissions reduction.

This emissions reduction plan is an aspirational document rather than a statutory document. It outlines a vision for a transition to a low emissions future across various sectors that interact and intersect with each other. In this way, it aligns with, but does not repeat, the RLTP.

Transport planning is also influenced by the Regional Policy Statement (prepared under the Resource Management Act 1991), which provides an overall management framework of objectives and policies that apply across the region including the operational maintenance and development of transport infrastructure and the integration of land use with transport infrastructure. The Regional Policy Statement was being reviewed as part of The Kotahi Plan (the review of the Regional Policy Statement, Regional Resource Management Plan and Regional Coastal Environment Plan), however this work has been paused post Cyclone Gabrielle. Notably, The Kotahi Plan was also intending to give effect to the National Policy Statement on Urban Development 2020, which is about ensuring towns and cities are well-functioning urban environments that have good access to existing services, public transport networks and infrastructure.

1.5 Transport emissions in Hawke's Bay

In our 2020/21 Regional Community Carbon Footprint, **transport emissions account for 20% of our regional gross emissions**. Transport is the second largest source of greenhouse gas emissions in Hawke's Bay. On-road transport accounts for 80% of emissions, with 11%

coming from off-road and 9% from marine. Of the on-road transport emissions, over half (51%) come from car travel. A further 22% come from light commercial vehicles and 27% are from heavy vehicles including buses.

At 1.93 tonnes of carbon dioxide per capita per year in the region, we have a relatively high emissions profile compared to the national average of 1.45 tonnes per capita per year.

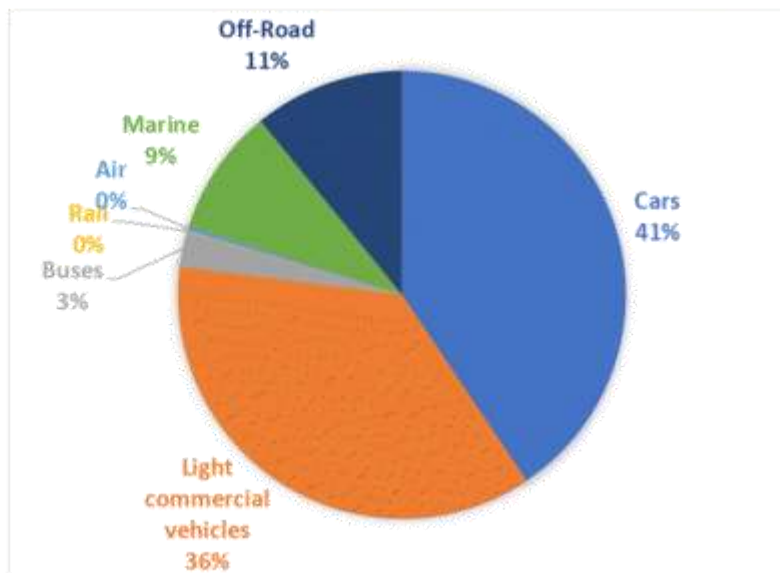


Figure 1. Greenhouse gas emissions from transport in Hawke's Bay (2021)

1.6 Principles

Our regional approach follows the Avoid-Shift-Improve (A-S-I) model offering a holistic approach for overall sustainable transport system design. The A-S-I hierarchy aims to:

- Help people **avoid/reduce** reliance on private motor vehicles through *integrated land use and transport planning*
- **Shift** the movement of people and freight to low-emission modes, public, active, or shared transport modes
- **Improve** the energy efficiency of the vehicle fleet, through mechanisms such as fuel standards and incentives to support the uptake of low/no emissions vehicles

The A-S-I framework is also being weaved into existing regional transport strategies and those under development.

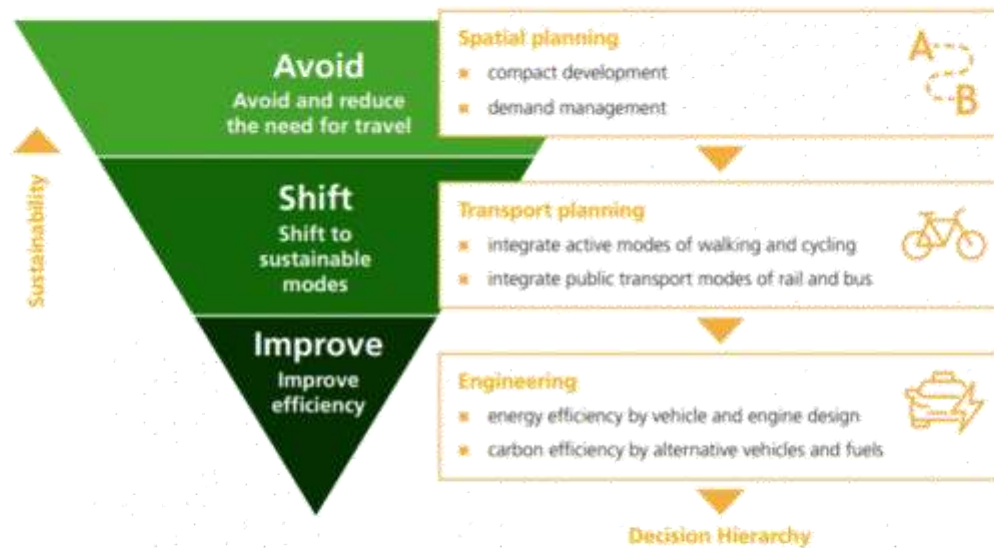


Figure 2. The hierarchy of transport sustainability in the avoid-shift-improve framework (Source: Environmental Protection Agency, 2020 Ireland's Environment – An Integrated Assessment 2020 (Chapter 11))

1.7 Regional targets

No regional targets for emissions reduction have yet been formulated. The Napier City Council Transport Strategy aims to increase the number of commuters walking, cycling, or using public transport to get to work or school to 30% by 2035. Work is required to formulate more emissions-related transport targets and to evaluate the projected impact of transport actions.

1.8 Transport solutions

This section gives rationale and context to the actions proposed at the end of the chapter.

Moving people - The two focus areas in the national Decarbonising Transport Action Plan 2022-25 relating to the movement of people are:

- Reduce reliance on cars and support people to walk, cycle and use public transport
- Rapidly adopt low-emissions vehicles

We recognise that urban and rural areas have different transport profiles and mode shift actions tend to apply more for urban centres. To reduce reliance on cars, our local focus should be to modify transport systems to shift people's mode of transport, particularly in our larger urban centres in Napier and Hastings. This means both investing in the services and

infrastructure necessary (e.g. public transport, ride sharing, cycle ways), as well as resourcing for the engagement and promotion of low emissions methods of transport. Integrated transport systems must be designed to move people (from door to door), as opposed to moving vehicles. This occurs primary through mode shift (cycling, walking), and public transport.

Our relatively clement climate and flat terrain in Hawke's Bay, means that **cycling** is a viable means of getting around. However, our current urban cycling and trail network were designed primarily for tourism and recreational purposes. Large portions of our urban cycle ways in Napier and Hastings have limited physical separation from cars, which can be a barrier to use due to safety concerns. An opportunity exists to integrate our trail network, closely and meaningfully, with our urban focused iWay network, to create a viable alternative to private car transport.

The regional **Public Transport** system will be fundamentally changed through the new Regional Public Transport Plan (RPTP) adopted in September 2022. The RPTP proposes a step change in how public transport services are delivered across the region, moving from a slow and indirect coverage model to an efficient, bidirectional, high frequency model with more route alignment. This step change will see core service delivery elements such as frequency, efficiency, and reliability increase, complemented by increased operating hours across the network.

Finally, to **encourage the adoption of low emissions vehicles**, we need investment in enabling infrastructure that supports zero and low emissions vehicles is also required as low-emissions vehicles also help achieve our decarbonising goals.

Moving Freight - Within our region freight must travel long-distances on road. At present, battery powered trucks are not considered viable due to a range of operational challenges and cost barriers. The short to medium term focus should therefore be on alternative fuels such as green hydrogen. In late 2021, New Zealand became one of the first three countries in the world, alongside South Korea and Switzerland, to run hydrogen trucks in fully commercial daily operations with freight operators.² These trucks use fuel cell technology developed by Hyundai and have a range of about 400kms. Each diesel truck replaced with a hydrogen-fuelled truck can save approximately 50 tonnes of CO₂ per year.

Transport Planning - Over the medium to long-term, we need to shape our urban areas to

² Ibid.

make it easy, safe, and attractive for people to get about by active and public transport. Transport needs to be better integrated with development and land-use planning to encourage quality, compact, mixed-use urban development with good access to active and public transport options. As such, it requires holistic integration with city, district and region-wide planning and strategy development.

1.9 Concluding transport notes

As described in the national emissions reduction plan, **not meeting the transport emission reduction targets outlined in this chapter will have unacceptably high costs and impacts.** If we don't make these initial steps to start the region on a pathway to a decarbonised transport system, we will need to find ways to make more rapid and significant cuts to emissions, either by making more drastic changes to the regional transport system later, or by shifting the burden onto other sectors of our economy. Both options are likely to have unacceptably high costs and impacts for current and future generations of Hawke's Bay residents. While mode shift actions apply more to urban areas, land-use planning and moving freight with lower emissions actions apply across the region.

As detailed in the introductory chapter setting out the principles for regional emissions reductions, we recognise that capacity for change, particular for mode shift to electric vehicles, differs among our communities. A broad range of actions have been designed with this in mind. The Regional Public Transport Plan must take equity into account and ensure that communities with low socio-economic advantage receive sufficient and appropriate public transport services. Importantly, transport mode shift actions are accompanied by major public health benefits for communities, including low advantage communities. These range from social benefits to physical and mental wellbeing and financial gains through use of active and public transport. The following actions have been designed with this in mind, to enhance the opportunities for co-benefits and to have a powerful impact to drive systems change.

Ultimately, reducing emissions builds resilience by reducing reliance on fossil fuels and by slowing down climate change. Slowing down the destabilisation of the climate leads to a reduction in adverse weather events, thereby boosting the stability, reliability and resilience of our regional transport infrastructure.

1.10 Transport emission reductions actions

Actions in the table below are listed from highest to lowest priorities. The following hierarchy was used to prioritise the actions: 1. Actions that have co-benefits for health and wellbeing in communities; 2. Actions that are integrated with spatial planning and future development; and 3. Actions to enable mode shift.

These actions and approach have been endorsed by the Regional Transport Committee.

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T1	Develop public transport infrastructure that enables multi-modal integration	Mitigation	HBRC	Long	RPTP + TAs
T2	Enable more people to cycle by expanding the cycleway network and improving separation from vehicles on existing cycle lanes	Mitigation/ Adaptation	RTC	Short	RLTP
T3	Implement the Regional Public Transport Plan integrated with the Active Transport Strategy	Mitigation/ Adaptation	RTC	Medium	
T4	Ensure the Regional Public Transport Plan has an equity focus serving low advantage communities				
T5	Provide and enable new and innovative travel options and choices	Investigation	All	Ongoing	All (RLTP inclusion)
T6	Investigate feasibility of park-and-ride options for the Regional Public Transport Plan to increase accessibility	Investigation	RTC	Short	RPTP
T7	Develop and implement a connected, integrated, and safe regional Active Transport Strategy, leveraging and building off existing regional and district plans	Mitigation/ Adaptation	RTC	Medium	Active transport strategy
T8	Ensure that all parts of the transport system integrate and connect communities				
T9	Enable closer integration of transport and spatial planning	Mitigation/ Adaptation	Territorial authorities	Short	Spatial plans

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T10	Investigate and pilot conversion of key transport corridors in each of Napier and Hastings to give priority to active and public transport modes over heavy commercial and private vehicles	Mitigation/ Adaptation	RTLP		
T11	Council managed on-road car parking: Establish a coordinated approach to parking pricing and availability to remove parking interventions that undermine modal shift initiatives	Mitigation	Territorial authorities	Short	Long term plans
T12	Enable commuter options across modes for communities and districts outside the main urban areas (e.g. rail, road, ride-sharing app)	Mitigation	RTC	Short	RPTP
T13	Enable car-pooling / car-sharing scheme or app to be introduced in Napier and Hastings	Mitigation	NCC, HDC	Short	RLTP
T14	Extend programmes to enable mode shift for trips to and from school and slow/discourage vehicles around schools (e.g. supported by Transport Choices and Streets for People).	Mitigation	RTC	Short	RLTP
T15	Maintain current transport infrastructure to ensure longevity and reduce need for rebuild	Mitigation/ Adaptation	RTC	Long	RLTP
T16	Work with key industries and Kiwi rail to investigate feasible modal shift options for freight and primary production through the Regional Freight Distribution Strategy and RLTP	Mitigation/ Adaptation	RTC	Medium	RFDS and RLTP
T17	Use tools and models, such as the Waka Kotahi Climate Assessment of Transport Investment (CATI) model, to understand and take into account climate impact of transport investment	Investigation/ Mitigation	HBRC	Short	All councils officers

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T18	Plan for and enable increased electric charging and alternative fuel infrastructure both intra- and inter-regionally	Mitigation	All	Ongoing	RLTP inclusion
T19	Phase in zero emissions buses as part of the new Regional Public Transport Plan	Mitigation	HBRC	Medium	RPTP
T20	Fast track applications for consent for new decarbonised and / or innovative fuelling infrastructure	Mitigation	Territorial authorities	Ongoing	
T21	Ensure each council has an Active transport plan for staff to lead by example	Mitigation	All councils	Short	

*Short, medium and long- term refer to Council long-term planning cycles. A short-term action would be expected to be completed in the next cycle, mid-term in 1-2 cycles and long term in 3+ cycles.

Hawke's Bay Regional Council
Regional Transport Committee
Friday 3 November 2023

Item 7

Subject: Draft Regional Freight Distribution Strategy

Reason for Report

1. This report introduces the draft Regional Freight Distribution Strategy, which will be presented by Ray Mudgway of RMC2 consultancy.

Background

2. In 2022 the Matariki Governance Group commissioned a Freight Distribution Strategy as part of the Matariki (economic development) strategy. The strategy development process was led by Andrea Manley of Napier Port and Ray Mudgway of RMC2, a strategic supply chain consultancy.
3. Strategy development involved engagement with key cargo owners and large supply chain partners. The draft strategy has been endorsed for consultation by the Matariki Governance Group, with consultation closing on 9 November 2023.

Discussion

4. The full draft Freight Distribution Strategy is attached for review and consideration, and a summary of the key outputs of the Strategy are included in attachment 2 for ease of reference.

Next Steps

5. Given the implications the outputs of the Freight Distribution Strategy will have on the regional transport system, there is significant merit in the RTC making a submission on the strategy.
6. Staff recommend that the RTC delegates the development of a submission to the Transport Advisory Group (TAG), working with two representatives from the RTC, being the Chair and one other, to finalise a formal submission ahead of the 9 November 2023 deadline.

Decision Making Process

7. 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:

1. Receives and notes the *Regional Freight Distribution Strategy* staff report.
2. Delegates two members of the Regional Transport Committee, being the Chair and one other, to work with the Transport Advisory Group to develop and finalise a submission on the *Regional Freight Distribution Strategy* ahead of the 9 November 2023 submission date.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst



Mark Allan
Transport Manager

Approved by:

Katrina Brunton

Group Manager Policy & Regulation

Attachment/s

- | | | |
|--|--|----------------------|
| 1  | HB Regional Freight Distribution Strategy | Under Separate Cover |
| 2  | Summary of key strategic outputs of the Strategy | |

Strategic Hawke’s Bay Projects



The recommended projects are the result of extensive engagement and consultation with local stakeholders. All projects are grounded in the Aotearoa New Zealand Freight and Supply Chain Strategy principles of **National Interest, Partnership and System Stewardship** and have been classified as follows:

1. Assigned one or more of the four regional strategic priorities.

2. Assigned one or more of the three strategic freight corridors.

3. Assigned one or more of the six DRAFT GPS 2024 strategic priorities.

4. Categorized in accordance with the **intervention hierarchy** provided in the DRAFT GPS 2024.
5. Defined as a recovery project (post Cyclone Gabrielle) and/or an enhancement project.

6. Given an indicative timeframe of short term (1-2 years), medium term (3-5 years) or long term (5+ years).

7. Identified as a particular transport mode (road, rail, air, sea or active)

8. The five transport outcomes from GPS 2021 are applied to each project.

PROJECT 1

SH5 resilient and efficient

PROJECT 2

SH2 to Wairoa resilient and efficient, and investment intensified on road rather than stretched across road and rail

PROJECT 3

SH2 Napier to Hastings dual carriageway and rail feasibility study to realign on the same corridor

PROJECT 4

SH50 and SH51 repairs

PROJECT 5

Complete a study on rebalancing container import and export trades

PROJECT 6

Redesignate the Palmerston North to Napier line in the Rail Network Investment Program (RNIP) to Priority Line status

PROJECT 7

Build a log yard at Waipukurau to move logs off road to rail

PROJECT 8

Deconflict the Ahuriri freight corridor

PROJECT 9

Update the HPUDS to zone industrial land to connect with the main SH2 corridor between PakiPaki and Napier Port

PROJECT 10

Develop the Napier Airport freight hub

PROJECT 11

Complete a detailed business case to realign intra-region rail along the SH2 corridor between PakiPaki and Napier Port

PROJECT 12

Complete a feasibility to repurpose the existing rail corridor along SH51 into active modes and/or urban transport routes
























































































































Hawke’s Bay Network Map



HAWKE'S BAY REGIONAL FREIGHT DISTRIBUTION STRATEGY - CREATING A RESILIENT GROWING REGION FOR AOTEAROA NEW ZEALAND / MATARIKI

Project Classification

The projects as classified, are summarized in the table below.

Project	Regional Strategic Themes	Strategic Freight Corridor (North, South, East)	GPS24 Strategic Priorities	GPS21 Transport Outcomes	Intervention Hierarchy	Recovery or Enhancement	Time (years)	Mode, Land Use, Alt. Fuel
1	1 2 3	N	     	    	 	Recovery, Enhanced	1-3	Road
2	3 4	N S E	  	    	 	Recovery	1-3	Road
3	1 2 3 4	S	     	    	 	Enhanced	1-3	Road
4	1 3 4	S	     	    		Recovery	1-3	Road
5	1 2 3 4	N S E	     	    	 	Enhanced	1-3	Road, Sea
6	1 3 4	S	     	    		Enhanced	1-3	Rail
7	2 3 4	S	     	    	 	Enhanced	1-3	Rail
8	1 3 4	N S	     	    		Enhanced	3-5	Road
9	2 3 4	S	     	    		Enhanced	1-3	Road, Rail, Land
10	2 3 4	-	 	    		Enhanced	3-5	Air
11	1 2 3 4	S	     	    	 	Enhanced	5+	Rail
12	4	-	 	    	 	Enhanced	5+	Active

KEY







Regional Strategic Themes

- 1 Freight corridors
- 2 Balance supply chains
- 3 Integrated networks
- 4 Productivity and growth

Strategic Freight Corridors

- N Northern Strategic Freight Corridor
- S Southern Strategic Freight Corridor
- E Eastern Strategic Freight Corridor

GPS 2024 Strategic Priorities

-  Maintaining and operating the system
-  Increasing resilience
-  Reducing emissions
-  Safety
-  Sustainable urban and regional development
-  Integrated freight system

GPS 2021 Transport Outcomes

-  Economic prosperity
-  Inclusive access
-  Healthy and safe people
-  Environmental sustainability
-  Resilience and security

Intervention Hierarchy

-  Integrated planning
-  Manage demand
-  Best use of existing system
-  New infrastructure

Alternative Fuel

-  Strategic Alternative Fuel Hubs

Hawke's Bay Regional Council
Regional Transport Committee
Friday 3 November 2023

Item 8

Subject: Regional Transport Programme November 2023 update

Reason for Report

1. This agenda item provides an update on the progress on the Regional Transport Advisory Group (RTAG) workstreams and updated Regional Transport Programme Tracker (attached).

Background

2. The Regional Transport Programme Tracker was introduced in February 2023 and provides a snapshot of the RTAG workstreams in addition to the commentary provided in this paper.

Regional Land Transport Plan (RLTP)

3. The RLTP strategic vision, objectives, ten-year priorities and accompanying policies were discussed and agreed at the 4 August Committee meeting with a delegation to councillors Williams and Kerr to work with staff to further refine. This is now completed.
4. The draft RLTP is well underway, closely considering the impacts of the Cyclone Gabrielle and what our regional transport system need is into the future.
5. The draft Government Position Statement (GPS) 2024 was released for consultation in August, and consultation is now closed. The RLTP will be required to be linked back to the draft GPS 2024. There is potential for the draft GPS 24 to change, depending on the final makeup of the government.
6. Guidance has been released from Waka Kotahi asking that all projects, regardless of funding source, be included in RLTPs. The horizon for these projects should be the next 6-10 years.

Network Resilience and Rebuild

7. This workstream has been absorbed into the RLTP.

Regional Speed Management Planning

8. An 18-month extension for the Regional Speed Management Plans has been secured. More detail in the Speed Management Committee paper.

RoadSafe Hawke's Bay

9. The Road Safety Strategy development continues in collaboration with district and city councils as staff resourcing and time allows.
10. The rebrand process is complete. The brand relaunch occurred on 18 October in the lead up to Labour Weekend, coinciding with the State Highway 5 fatigue stop over the long weekend.

Transport Emissions Reduction Plan

11. The draft Transport Emissions Reduction chapter with actions, which was to form a part of the Regional Emissions Reduction Plan was presented to the RTC at the 4 August meeting, ahead of the planned Climate Action Joint Committee (CAJC) meeting. There was not sufficient time to present the transport chapter at the CAJC meeting.
12. Further detail is provided in the Transport Emissions Reduction agenda item, proposing that momentum be retained through existing RTC plans and strategies.

Active Transport

13. Planned *Transport Choices* and *Streets for People* projects are moving ahead as planned.
14. Progress on the Regional Active Transport Strategy has been slower than anticipated. This is due to the increasingly constrained resources across councils. More detail is provided in the Active Transport agenda item.

Regional Public Transport Plan (RPTP) implementation

15. The RPTP was adopted in September 2022 and will provide a step-change for public transport services in the region.
16. Initial planning continues for the new network with high level costing being developed along with some initial engagement planning.
17. Desktop research and modelling has taken place on the CHB commuter express trial. More detail can be found in the Public Transport update agenda item.

Decision Making Process

18. 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 *Regional Transport Programme November 2023 update*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Mark Allan
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1  Regional Transport Programme Tracker November 2023 Under Separate Cover

Subject: Regional Land Transport Plan development and delivery update

Reason for Report

1. This item updates the Committee on development of the 2024-2027 Regional Land Transport Plan (RLTP) to enable its delivery as an input to the National Land Transport Plan.

Executive Summary

2. The report outlines the progress on the RLTP to date, noting the draft Government Policy Statement (GPS) on Land Transport 2024 was out for consultation much later than anticipated.
3. The Waka Kotahi board have agreed to delay the final date for the adoption of the National Land Transport Plan NLTP (of which the RLTP is a part) to 31 August 2024. The final date for filing a fully adopted RLTP is now 14 June 2024.
4. Adoption of a draft RLTP for consultation has tentatively been changed to Friday 2 February 2024.

Background

5. RLTPs are six-year plans that document the region's land transport objectives, policies, and measures as well as providing a statement of transport priorities for the region. The plans incorporate programmes of regional transport system activities, including those activities proposed for inclusion in the National Land Transport Programme (NLTP), which are reviewed after three years.
6. The current RLTP development cycle (2024-2027) should be a light touch, midterm review. However, the impacts of Cyclone Gabrielle and the long-term implications on our transport system have effectively necessitated a re-write.

Discussion

Timelines

7. RLTPs, once developed and adopted across the regions, form the National Land Transport Plan. The NLTP considers all local roads and state highways across the country, with initiatives ultimately being funded by the National Land Transport Fund (NLTF).
8. In most cases, Waka Kotahi aims to adopt the NLTP by 30 June of the starting year of the plan (i.e. June 2024 in this case). This means that the final RLTPs are typically required to be submitted to Waka Kotahi by 30 April of that year (2024) so that they might inform the NLTP and associated funding.
9. The date by which the final RLTP must be published is usually set at 31 July of the start year of the RLTP (2024).
10. Where development of the NLTP is delayed, e.g., due to late release of the GPS, the Waka Kotahi board has can decide to delay adoption. As a consequence of a delay, Waka Kotahi may adjust the deadlines for the RLTP submission.
11. Typically, the draft GPS is released the year preceding the adoption of the NLTP for consultation and to inform the development of RLTP investment objectives and subsequent programmes. This would normally happen in the first quarter of the year. Due to several severe weather

events and ministerial changes the release of the draft GPS 24 was significantly delayed.

12. The draft GPS 24 has now been released, and consultation closed on 15 September. It is currently anticipated that the GPS 24 will take effect on 1 July 2024. However, given the current political environment there may be further changes.
13. In consideration of the above elements the Waka Kotahi Board has approved a delay in adopting the NLTP until 31 August 2024. This will now mean that the final day for submission of RLTPs following adoption by the Regional Council is 14 June 2024. Previously it was April 2024.
14. Currently the TAG is discussing options for RLTP development and consultation timing in light of the recent deadline changes. The current proposition is to:
 - 14.1. Retain the 8 December RTC meeting and seek detailed feedback on the draft front end of the RLTP, its content, narrative, and investment programme. This will give time to make any substantive changes to the document following feedback by the RTC.
 - 14.2. Seek RTC endorsement of a draft RLTP for consultation, tentatively scheduled for 2 February 2024 with public consultation starting on Friday 5 February for a period of 4 weeks.
 - 14.3. Following the 4-week consultation period, staff will summarise submissions and prepare reports for the hearing process.
 - 14.4. RLTP hearings are scheduled for Friday 5 April with final deliberations and endorsement occurring on Friday 19 April.
 - 14.5. Full Regional Council adoption is scheduled for 29 May 2024.
15. It is important to note that the above timelines are tentatively scheduled and may be subject to change.

Government Policy Statement (GPS) on Land Transport 2024

16. The GPS on Land Transport sets out the government priorities for land transport investment over the next decade. It also sets out how money from the National Land Transport Fund is spent on activities / investments across the different activity classes. Typically, the draft GPS is consulted on and adopted ahead of the RLTP development and consultation period.
17. The draft GPS 2024 was signed off by Cabinet for consultation in August 2024. The consultation period ran until 15 September. The current expectation is that the GPS 24 will be finalised and come in to force on 1 July 2024. However, the recent change in Government may see some further changes to the draft GPS 24; currently this is unclear.
18. Typically, RLTP strategic objectives and investments are linked back to the GPS. Fortunately, the strategic objectives already developed and agreed by the RTC at the 4 August meeting this year align well with the draft GPS 24.

Regional Land Transport Plan development

19. RLTPs are a long-term investment plan, usually reviewed or revised on a three yearly basis. The current cycle should see staff conducting a 'midterm review', where the strategic front end of the RLTP would typically be slightly updated. Given the impacts of Cyclone Gabrielle it became clear that a rewrite was required as the impacts on our communities and transport system were so vast.
20. At the 4 August Committee meeting a proposed strategic vision was tabled accompanied by strategic objectives, policies, and 10-year transport priorities. These were discussed, agreed, and endorsed by the Committee at that meeting.
21. Using the current RLTP 2021-2024 as a base document, and with the endorsed strategic direction and policies, staff have commenced a re-write of the RLTP to reflect the current and future challenges and opportunities across our transport system.

22. The draft 2024-2027 RLTP differs from the current RLTP most notably in the form and narrative of the strategic front end of the document, which focuses on community connection, moving people and product, and enabling our region to prosper. Further, the strategic front end discusses the challenges, opportunities, and differences our urban and rural transport systems face.

Regional Land Transport Plan prioritisation process

23. A prioritisation process has been developed in line with the significance policy to enable the RTC to objectively assess capital projects against a range of evaluation criteria. Further detail is provided in the 'Regional Land Transport Plan prioritisation of draft programme' agenda item.

Decision Making Process

24. 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 *Regional Land Transport Plan development and delivery update* report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

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 3 November 2023

Item 10

Subject: Waka Kotahi / NZTA Regional Relationships Director's update

Reason for Report

1. This item introduces the Waka Kotahi/NZTA Central Region Regional Relationships Director's update by way of a presentation.

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 *Regional Relationships Director's update* and presentations.


Authored by:

Linda Stewart
Waka Kotahi Director Regional Relationships –
Central North Island

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- | | | |
|---|--|----------------------|
| 1  | Waka Kotahi November 2023 detailed presentation | Under Separate Cover |
| 2 | Waka Kotahi November 2023 strategic presentation | Under Separate Cover |

Hawke's Bay Regional Council
Regional Transport Committee
Friday 3 November 2023

Item 11

Subject: Regional Speed Management Plan update

Reason for Report

1. This report provides the Regional Transport Committee (RTC) with an updated timeline for the Regional Speed Management Plan (RSMP).

Executive Summary

2. The report sets out the extension that has been secured for the development and adoption of the Regional Speed Management Plan.
3. The deadline for the publication of any consultation draft speed management plan is now December 2024.
4. The deadline for the submission of the final draft speed management plan for certification is now 26 September 2025. A full timeline for the development, consultation, and adoption of the RSMP is in attachment 1.

Background

5. Speed management plans form part of the government's Road to Zero strategy and are a low-cost tool that can be applied to enable progress towards the goal of a 40% reduction in deaths and serious injuries by 2030.
6. As part of the Road to Zero strategy all Road Controlling Authorities (RCAs) and Regional Councils are required to collectively work together, via the 'Setting of Speed Limits 2022' Rule, to develop regional speed management plans, covering the state highway and local road network.
7. The RTC plays a role in the endorsement and ownership of the RSMP. The RTC is involved at two key points of the RSMP development process:
 - 7.1. Endorsing and adopting the RSMP principles and priorities, and
 - 7.2. Endorsing and adopting the final RSMP following public consultation and changes by Road Controlling Authority (RCA) councils.
8. The RTC endorsed and adopted the regional principles and priorities at the 10 February 2023 Committee meeting, pre Cyclone Gabrielle.
9. The timeline for the final publication of a draft RSMP sits at 5 October 2023. The final date for submission of a draft RSMP for certification is 29 March 2024, based on current Waka Kotahi timelines.

Discussion

10. Following Cyclone Gabrielle, it became acutely evident that officers' time, attention, and efforts were solely focused on response and recovery activities, connecting our communities. This focus has now shifted to rebuilding and the long-term future of the regional transport network.
11. Due to the refocusing of efforts and attention, it was impractical to expect a draft ten-year regional speed management plan would have been developed by 5 October. Moreover, if one had been developed it would have been done at a hasty pace, contrary to the intent of the speed management planning process and the agreed priorities and principles. Essentially, it

would not have been well thought out due to significant competing demands.

12. The TAG discussed, and agreed, that the best and most suitable way forward was to apply for an extension to both the consultation and certification deadlines.
13. The application sought an 18-month extension.
14. The deadline for the publication of any notification on the consultation of a draft speed management plan is now December 2024.
15. The deadline for the submission of the final draft speed management plan for certification is now 26 September 2025. A full timeline, forming part of the extension application to Waka Kotahi, is in attachment 1.
16. There is a long time between the consultation deadline and the certification deadline. The logic for this is that it will enable ample time for the democratic processes withing RCA Councils to take place, following the draft consultation.
17. The RTC should note that it is the intention of the TAG to submit the RSMP for certification ahead of the deadline. However, the above deadlines offer the opportunity to develop well-considered speed management plans that are fit for form and function across the region.
18. The RSMP priorities and principles will be presented to the RTC for re-consideration and confirmation in early 2024.

Decision Making Process

19. 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 *Regional Speed Management Plan update* report.

Authored by:

Mark Allan
Transport Manager

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [!\[\]\(79516a995cff76a1aff85c3662aea2c5_img.jpg\)](#) Regional Speed Management Plan timelines

Regional Speed Management Plan timeline

The timeline below was submitted to Waka Kotahi as part of the extension application process. It is worth noting that plenty of time has been allowed for following the initial consultation and final adoption. This is to enable the democratic process within each TA to take place as required (i.e. hear, discuss, and agree any necessary changes).

Timeline	Steps	Stages	Summary	Responsibility
1 Jan - 13 Sept 2024	Speed Management Plans (SMPs)	Prepare	Draft SMPs developed for each roading network	RCAs prepare draft SMPs as resourcing allows, including GIS files for the consultation
			RSMP RTAG group continue to meet to assist with regional and cross border consistency	HBRC coordinate the RTAG group seeking to facilitate a cohesive and consistent approach
			Provide draft SMPs for compiling into draft RSMP	All RCA provide necessary files and content to HBRC to coordinate and compile
20 Sept – 25 Oct 2024	Regional Speed Management plan (RSMP)	Compile	Prepare RSMP by collating the individual draft SMPs, combining these in the context of the regional approach, ensuring consistency with adopted priorities and principles	HBRC to compile and prepare the draft RSMP for consultation on behalf of the RTC, checking and ensuring consistency across draft SMPs. HBRC prepares all necessary materials and documents for the consultation process.
By 29 Nov 2024		Endorse	RTC endorse providing the draft RSMP to HBRC to enable public consultation	
14 Dec 2024 – 7 Feb 2025 (8 weeks)		Consult	Region wide consultation	HBRC facilitate regional consultation on the draft RSMP through a range of channels and stakeholder groups
7 Feb 2025 - 27 June 2025		Update	RCAs update their draft SMPs	Facilitated by HBRC, RCAs consider submissions received, undertaking their own council consideration and approval processes and make subsequent changes to their draft SMP
By 25 July 2025		Finalise	SMPs finalised and approved, then provided for RSMP	RCAs approve their final SMP, then provide a copy of their final SMP to HBRC, advising of changes made
By 29 August 2025			Compile final RSMP	HBRC collate the updated SMP documents into a finalised RSMP

Timeline	Steps	Stages	Summary	Responsibility
By mid-September 2025 (RTC dates TBC)		Endorse	RTC endorse final RSMP for submission	HBRC as secretariat for RTC
By 26 September 2025		Submit	RTC submit to the Director of Land Transport for certification	HBRC as secretariat for RTC

Hawke's Bay Regional Council
Regional Transport Committee
Friday 3 November 2023

Item 12

Subject: Regional Road Safety Update

Reason for report

1. This paper updates the Regional Transport Committee (RTC) on RoadSafe Hawke's Bay strategy development, rebrand, and business as usual activities.

Discussion

Strategy development

2. The new strategic approach and framework requires the relatively detailed development of plans specific to Territorial Authorities (TAs). These plans are based around risk factors specific to the TAs.
3. As a direct result of Cyclone Gabrielle, staff time and focus has been significantly constrained and redirected across councils as the response and recovery works continue. Understandably, this has impacted on the strategy development process, which continues at a varying pace and is likely to take longer than initially anticipated. This, coupled with the development of the Regional Land Transport Plan and Council Long Term Plans has had an ongoing impact on availability of staff time.
4. Positively, some innovative initiatives and interventions are being uncovered as the strategy development progresses.
5. Strategy development will continue in earnest across the region.

RoadSafe Hawke's Bay (RSHB) rebrand

6. Earlier in 2023 the RoadSafe Hawke's Bay rebrand was initiated. This process focused on the development of a new tone of voice, brand approach, and visual identity. As part of the rebrand, a significant amount of educational and marketing collateral has been developed, including radio advertisements, billboards, and social media content among others.
7. The RoadSafe Hawke's Bay brand was relaunched on the 18 October in the lead up to the Labour Weekend period and into early November. The relaunch featured an integrated multi-channel campaign featuring billboards across the region, radio ads, radio partnerships, and digital media advertising, among others. The messaging for these activities focused on speed and fatigue messaging, lining up with the Labour Weekend fatigue stops on State Highway 5.
8. A multi-channel summer series advertising campaign is being planned for over the Christmas – New Year period.

RoadSafe Hawke's Bay Business as usual update

Existing initiatives

9. Rangatahi road safety education sessions, in conjunction with New Zealand Police, continue with great success. This direct and intensive intervention model has seen some notable behavioural shifts in attendees over the last quarter. The Building Futures and Ignite Youth sessions continue with great engagement and partnership.
10. RoadSafe Hawke's Bay continues to support the RYDA programme in schools via the Road Safety Education Trust.

11. Fatigue stops continue throughout the region at varying scales, with some smaller fatigue stops at key locations from time to time. Focus has been consistently placed on supporting truck driver fatigue initiatives.
12. Initial meetings of the key stakeholder group have taken place for the Youth Alcohol Expo 2024. The Expo is typically held in May each year at the Pettigrew Green Arena, attracting year 11 students from across the region. The Expo is a high impact event for students who are starting out on their driving journey.

New innovative initiatives

13. The motorcycle crash card is a joint initiative between RoadSafe Hawke's Bay and ACC's Ride Forever programme. The crash card is kept inside the rider's helmet and has key personal information to assist first responders in the event of a crash where a rider is unresponsive. The crash card was launched at the 'Bikers Ball' in August and received a great reception with significant uptake. Further education and awareness sessions with first responders are ongoing.
14. August was also motorcycling awareness month with RoadSafe Hawke's Bay participating in a range of events including the Bikers Ball, Hawke's Bay Classic Motorcycle event at Splash Planet, and numerous motorcycle displays. These events were used to promote the motorcycle crash cards and ACC Ride Forever courses.
15. Connecting for Youth, in collaboration with RoadSafe Hawke's Bay, is developing an education programme for court-ordered young offenders. This programme will help with education and messaging to hopefully steer young offenders away from the justice system.
16. A trained and certified child restraint technician has been contracted by RoadSafe Hawke's Bay to deliver specialised services across the region. This will enable a greater focus on delivering best practice child restraint guidance and assistance across our communities. This directly aligns with the new strategic direction of community delivery.

Decision-making Process

17. 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 update*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Mark Allan
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 3 November 2023

Item 13

Subject: Active Transport November 2023 Update

Reason for report

1. This paper provides an update to the Regional Transport Committee (RTC) on the Active Transport Strategy.

Executive Summary

2. At the September 2022 Regional Transport Committee meeting the Committee discussed the need for an integrated regional active transport that incorporated all active modes and integrated with the regional transport system
3. Following the Cyclone Gabrielle response and immediate rebuild focus, the Technical Advisory Group (TAG) will recommence detailed work on developing a regional Active Transport Strategy.

Background

4. The Technical Advisory Active Transport Workstream was established following the 9 September 2022 Regional Transport Committee meeting to focus on building active transport into the wider transport system, taking an all-of-network approach.
5. At the same Committee meeting it was noted that there was a regional cycling plan developed and adopted in 2015. This plan was then refreshed and updated in 2020 but was not adopted by the RTC at the time. Subsequently, at the 9 September 2022 meeting the RTC recognised that the Regional Cycling Plan required a broader scope to fully recognise the needs of all Active Transport users.

Discussion

6. Following the establishment of the TAG Active Transport workstream, meetings were scheduled monthly, starting from late January 2023. In the first instance, the primary intent of the workstream was to understand work planned to date across the Road Controlling Authorities (RCAs) and any future strategies.
7. An update paper was presented to the RTC at the 10 February Committee meeting providing an update of progress to date across the RCAs and an indication of future works planned. This update also discussed the Transport Choices and Streets for People packages planned across the region.
8. The TAG also had initial discussions on the need for vision and objective setting within the Active Transport space as an initial step towards the development of an Active Transport Strategy.
9. Following Cyclone Gabrielle staff time was, understandably, redirected to more urgent community need; this has directly impacted any further workstream progress.
10. As we recover and rebuild, there is an opportunity to further integrate active transport planning and network development into the overall transport system.
11. Given the regional scope of the activities covered in the RLTP, and the regional remit that the TAG covers, it provides ample context to develop a regionally-focused and aligned active transport strategy.

Next steps

12. The current focus around the cyclone rebuild and the development of the RLTP is consuming significant staff time. It makes sense to take the opportunity to apply and integrated active transport lens across the transport system.
13. In early 2024 the TAG will re-commence the development of an integrated regional Active Transport Strategy, replacing the adopted Regional Cycling Strategy of 2015, and the updated Regional Cycling Strategy of 2020.

Decision-making process

14. 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 November 2023 update* staff report.

Authored by:

Mark Allan
Transport Manager

Bryce Cullen
Transport Strategy & Policy Analyst

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 3 November 2023

Item 14

Subject: Public Transport November 2023 update

Reason for report

1. This agenda item provides an update on public transport operations in the region.

Background

2. The responsibility for contracting public transport services is assigned to regional councils under the Land Transport Management Act 2003, section 35.
3. As part of Council's responsibility to the transport disadvantaged, Total Mobility services are provided where suitable transport operators exist to deliver the service. *Transport disadvantaged* means people of whom the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example, work, education, healthcare, welfare and shopping).

Discussion

GoBay operations

4. The reopening of Redclyffe bridge this created the opportunity to review routes and enabled the following GoBay services to be reinstated, effective 28 August 23.
 - 4.1. Route 11 extending back into Havelock North on its original 2x AM and 2x PM services.
 - 4.2. Route 12 (Napier-EIT-Hastings) reinstated but on hourly frequency only
 - 4.3. Route 15 to Bay View
 - 4.4. Route 10 still does not operate due to lack of driver availability.
5. Following feedback from Taradale residents and students of Route 12 only operating hourly, four additional temporary services (2x AM & 2xPM) Napier to EIT and return have also been put in place from 24 October 23 until the end of the school term. These are targeted at timeframes between the current hourly service, effectively enabling 30min frequency across the 2 services at key times.

7.00am – Napier to EIT	7.30am – EIT to Napier
8.00am – Napier to EIT	8.30am – EIT to Napier
3.00pm – Napier to EIT	3.30pm – EIT to Napier
4.00pm – Napier to EIT	4.30pm – EIT to Napier
6. HBRC will continue to work with GoBus' to recruit and train additional drivers to target reinstatement of all remaining services.
7. There continues to be a focus to address driver wage levels to support the current driver shortage. Without addressing this shortage, there is a risk of further cancellations of trips across the current network.

Public Transport patronage

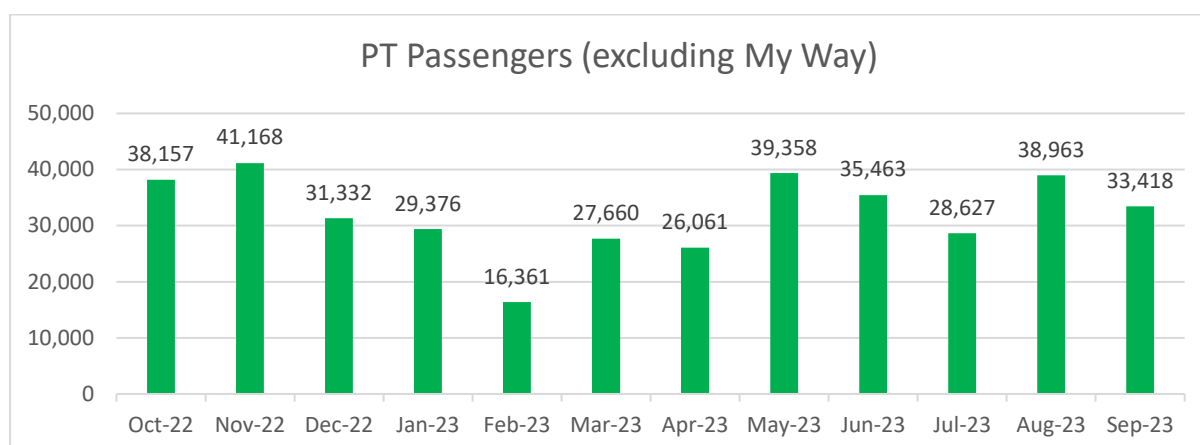


Figure 1: Public Transport patronage (Oct 22 – Sept 23) excl. MyWay

Half price fares

8. Community Connect went live on 1 July 2023. This discounted or free Government scheme has contributed to the current increase in patronage, noting the small decline in July due to school holidays.
9. Community Connect discounts have not been applied to MyWay On Demand Public Transport.

On Demand Public Transport (ODPT)

10. MyWay has been operating as a separately funded improvement activity under Public Transport Programme since June 2022, with the intention to trial a new mode of transport to increase patronage.
11. MyWay has performed well with over 32,358 completed rides in the first 12 months of operation. Due to vehicle capacity limitations and vehicle numbers it is fully utilised at peak times. Figure 2 below demonstrates the trend across the last 12 months of completed rides noting the February 2023 drop is due to Cyclone Gabrielle.

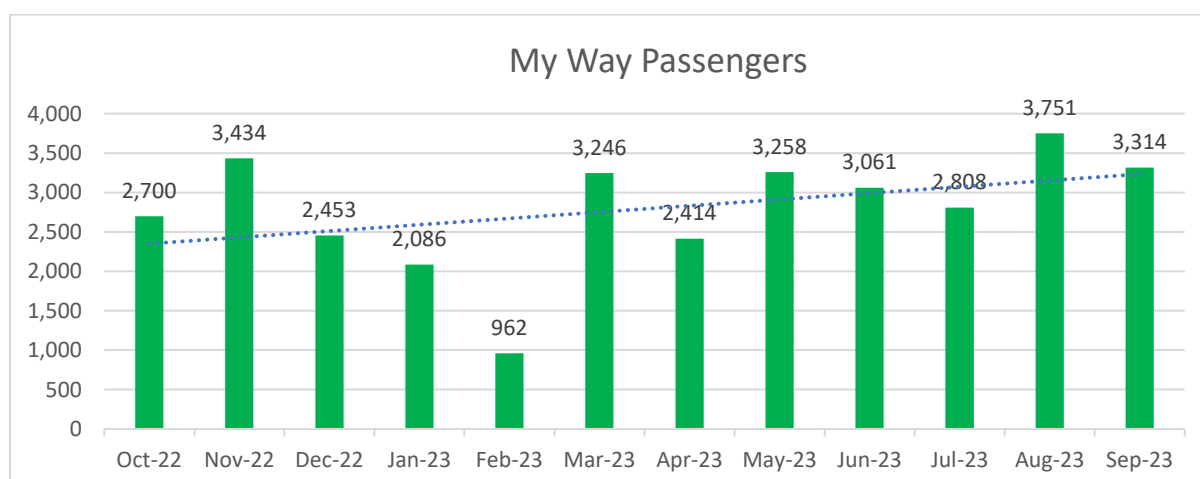


Figure 2: MyWay Service Operation (Oct 22 – Sept 23)

12. The Hastings MyWay service is still in its trial period. The planned review of this service using a benefit map and an evaluation plan is underway and expected to be completed early December. This review is intended to determine whether the service becomes permanent, varies, ends, or continues as a trial until a later date. While a decision on where ODPT may fit within the 2025 RLTP has also yet to be made, to deliver ODPT post mid-2025 will require increased/new funding.
13. The success of the trial is not only dependent on increased patronage, but also determined by

customer satisfaction, mode shift, number of new trips, cost, revenue, capacity, and service sustainability; this is all in comparison to the previously operated fixed-route service, and the proposed 2025 network routes. While there has been an increase in patronage compared to the previously operated routes, the capacity is considerably lower, and the anecdotal customer experience is mixed due to its suitability for aged and disability groups but unsuitability for school students or those without access to technology and communication. The service also has a significant demand on staff support, not only in the call centre but also the operations, monitoring, and customer resolutions.

Total Mobility

14. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive a 75% fare discount up to a maximum fare value of \$50. The scheme is administered by the Regional Council and funded by both the Council and Waka Kotahi.
15. Figure 3 below shows the trips over the last 12 months. The average trip count has increased by 25% (first to last quarter) and the concession amount (fare portion not paid by the rider) has increased by 47% (first to last quarter). This is due to a combination of increased subsidies, longer journey travel times as experienced post-cyclone, and longer distances travelled due to greater subsidies.

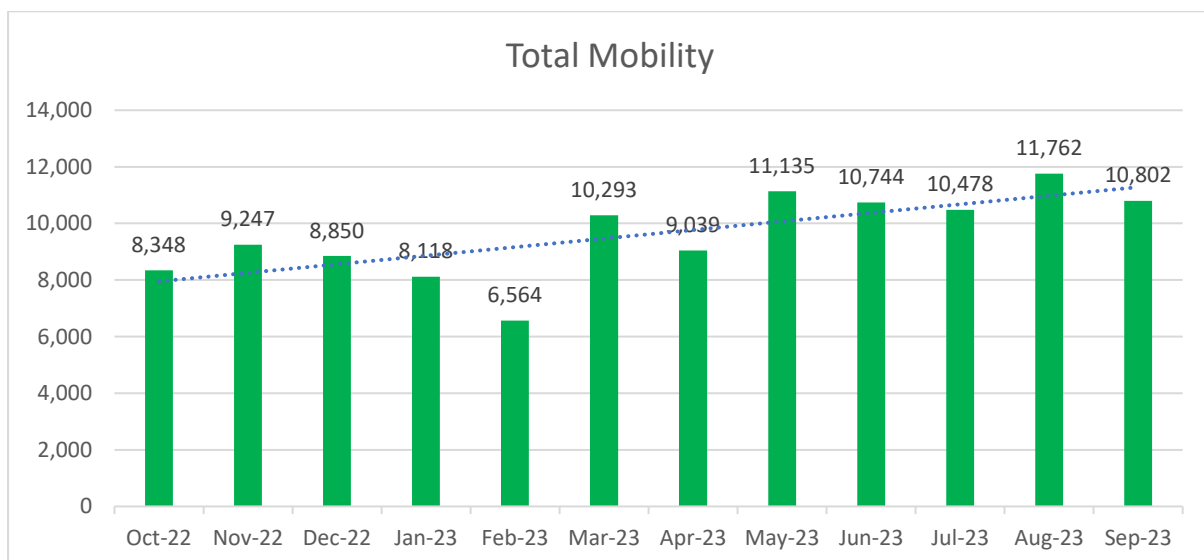


Figure 3: Total Mobility Trips

Contract price reset

16. The Napier Hastings Bus Unit contract requires a gross price rate reset at the end of the sixth year of the contract. This was due in July 2022 and is currently underway and is targeted to be completed before the end of 2023.

Climate Emergency Response Fund (CERF) Transport Choices Package

17. Hawke's Bay Regional Council has successfully secured funding of \$1.39 million from central government to spend on projects aimed at the Transport Choices package.
18. The funding secured by the Regional Council will upgrade 18 bus stops in the region. This package is fully funded by Waka Kotahi. Bus stops will be upgraded at key locations across the network. Upgrades to the stops will include real-time bus information, solar power for real-time travel information displays and security lighting.
19. Hawke's Bay Regional Council has worked with Waikato Regional Council to procure real time tracking software and hardware as a consortium, due to the similarities in the regions' projects.

It is also working alongside Horizons Regional Council to procure shelters through the same supplier.

RPTP 2025 and future initiatives

20. HBRC has re-engaged MR Cagney (specialist public transport (PT) consultants) to review the 2025 PT plan. The primary objective of this is to identify opportunities for a staged introduction of the new service to better optimise value for rate payers. Finalisation of this plan is required to enable creation of the tender documents for PT 2025 before the end of 2023.
21. HBRC has started early modelling of a potential inter-regional road PT trial service between Waipukurau and Hastings.

Inter-Regional rail services

22. The 2022 Regional Public Transport Plan included a policy to work with key stakeholders and partners to examine opportunities for inter and intra-regional passenger rail. The RTC also included another policy to undertake a high-level feasibility study of future commuter rail inclusion in the public transport system.
23. There was significant interest in the above policies from the Central Hawke's Bay (CHB) community to enable greater commuting options into the main employment area of Hastings.
24. While a CHB rail commuter service may form part of this, early high-level engagement with KiwiRail estimates an investment of approx. \$15M in capital and an ongoing annual operational cost of another \$5M just to CHB, which is significantly more than an early indicative road-based operational equivalent.

Decision-making process

25. 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 *Public Transport November 2023 update* staff report.

Authored by:

Mark Allan
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.