



## Meeting of the Regional Transport Committee

**Date:** Friday 3 May 2024  
**Time:** 9.00am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Attachments Excluded From Agenda

Item	Title	Page
4.	<b>Regional Land Transport Plan Submissions</b>	
	Attachment 1: All submissions received on the 2024-34 RLTP	2

## Index of submissions

Submission	Name	Page
1	Barbara Crawley	1
5	Mike Johansson	1
7	James Park	1
9	Tim Kelleher	2
10	Jeremy Absolom, Rissington Farms Ltd	2
11	Antony Alexander	3
12	Mark Maxwell	4
14	Adam Watts	4
16	Murray Deakin, Deakin and Jones Partnership	4
18	Linda Stewart, New Zealand Transport Agency	5
19	Juliet Greig	5
20	Ellen Robotham, HB Airport Ltd	6
24	Karl Goodchild	11
25	Rebecca Ott	12
26	Kate Penny	13
28	Kate O'Hara, Ministry of Education	13
29	Christopher Hadley	13
30	Neil Silverwood	14
33	Andrew Gifford	15
34	Gerald Grocott	15
36	Jessie Smith	16
38	Allan Newton	17
44	Ellen Robotham	17
45	Cheryl Pile	17
46	Mary Ellen Warren	18
47	Pip Burne	18
49	Kelly Annand	19
52	John Warren	19
54	David Murray, NZAA Hawke's Bay/Gisborne District	20
55	Sandra Ousley	20
58	Andrew Jarmin	21
64	Rodrigo Dias	21
65	Megan Welsby	22
67	Russell Turnbull, Go Bus Transport Ltd	22
69	Cathy Heath	25
70	Daniel Repko	25
71	Walter Breustedt	26
72	Chris Comber	27
74	Maxine Boag	27
75	Jane Howden	28
77	Kathryn Bayliss	29
78	Carol-Ann Guard	29
81	D Janson	30
83	James Smith, National Road Carriers Assn	31
84	Andrea Manley, Napier Port	36

86	Mark Read, Horizons Regional Council .....	38
87	Henare Mita.....	42
89	Rhea Dasent, Federated Farmers .....	43
90	Paul Baker .....	44
91	Sera Chambers.....	46
92	Gavin Carey-Smith, Hawke's Bay Airport Ltd .....	48
93	Guy Wellwood .....	49
94	Graeme Mueller .....	49
95	Mhairi Rademaker, Genesis Energy .....	50
96	Glenn Marshall .....	55
97	Michael Bate .....	55
98	Ross McLeod, HB Regional Recovery Agency .....	56

## Submission # 1 Barbara Crawley

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?

Within the urban environment any four laning of Highways should be sealed with smooth chip. This was promised when the expressway was first built, decades ago. Within the urban environment greater education and emphasis be placed on truck drivers not using engine breaks, most are ok but there are certainly some cowboys out there.

## Submission # 5 Mike Johansson

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**  
We need more focus on transport that does not involve private cars for personal transport. Bigger roads just means more cars.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **2**  
There needs to be more emphasis on public transport and active mobility
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **No**  
It doesn't prioritise public transport over all other transport - it should
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?

## Submission # 7 James Park

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**  
Investing in infrastructure early to prevent increased cost escalations later in the lifecycle is key
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**  
Resiliency is a key focus
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**  
It is a very difficult balance to manage the short term requirements for economic growth / recovery along with the increasing impact of climate change and the need to decarbonise. I would prefer a greater focus on carbon reduction related activities



4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**

As mentioned I would prioritise activities relating to decarbonisation as priority 1

7. Do you have any further thoughts on the draft RLTP?

As a cyclist I believe we have more to offer from the economic benefits we can obtain from our cycle pathways, so they should be a high priority to maintain and increase in offerings. Secondly any development we can do to increase both perceived and actual safety for foot and bike traffic should be encouraged as it has multi level benefits (mental and physical health, emission reduction, community) that can be achieved through relatively low investment

---

Submission # 9 Tim Kelleher

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **5**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **5**
7. Do you have any further thoughts on the draft RLTP?

State Highway 5 speed upgrade is a major requirement. 3rd world at the moment.

---

Submission # 10 Jeremy Absolom on behalf of Rissington Farms Ltd

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**

Strongly support providing rivers and waterways are managed. Fenced off waterways with vegetation allowed to grow unmanaged puts the entire land transport plan, core infrastructure and safety of our people at severe risk to rain events when that vegetation builds up over decades as seen from cyclone Gabrielle.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5**

Strongly support the objectives but the devil will be in the detail. Wilding pine, willow and poplar in our waterways combined with other dense vegetation when allowed to build up creates clogged rivers. When major weather events occur and much of that debris is dislodged and dams formed against bridges and other mature trees that don't dislodge the resulting 'beaver dams' create tidal waves that destroy bridges and downstream stop banks and power infrastructure. Worse still is that water is forced up tributaries to places not seen before and then when the dams break leave behind masses of settled silt and large debris. To achieve the objectives we need to learn from the unintended consequences of past regulations of fenced off waterways which is helpful to water quality but at what cost if corresponding strategies to spray and mechanically remove vegetation in our waterways. The impact is as much urban as it is rural given the steepness and short distance between our mountains and the ocean in Hawkes Bay.

3. When considering our 10 year transport priorities do you agree we've got them in the right order?

(5 = strongly support / 1 = strongly against) 5

Again fully support at a high level but given the bridge rebuild is not intending to replace bridges with single span structures it puts even more pressure on the river management to protect our bridge and power infrastructure. Raising the height actually doesn't help the debris issue as it wasn't the volume of water that was the primary issue in my view.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

Yes i do in general but i worry that all the 'nice to haves' of more buses, cycleways and reducing CO2 doesn't take into account the substantial rebuild of our infrastructure every 30-50 years when we ignore the waterways. i know people will say that NIWA said Gabrielle was a 500-1000 year event but smaller flooding just in the last decade was causing issues that we wrote to HBRC about and were ignored and remember Cyclone Bola occurred back when we annually would graze the rivers - I agree with stock exclusion on the basis we do something else to maintain clear rivers for waterways. Bola would have probably caused significantly more damage had there been the same level of vegetation as Gabrielle.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes

Yes but State Hwy 5 Napier to Taupo is an embarrassment with both domestic and international visitors to region often commenting. Even friends from Northland recently said 'i thought our roads were bad'. This is our link to our largest city, largest port and major agri hub in the Waikato and we need a reliable and safe link.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) 3

Waterway management, SH5 upgraded properly and restored to 100kph other than specific high crash areas which in turn need sorting and the 2 lane expressway should be right at the top for regional resilience, safety and economic wellbeing of the region. Without this how can we afford the rest.

7. Do you have any further thoughts on the draft RLTP?

---

Submission # 11 Antony Alexander

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 4

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4

3. When considering our 10 year transport priorities do you agree we've got them in the right order?

(5 = strongly support / 1 = strongly against) 3

State highway 2 and indeed 5 need to be made more heavy transport friendly. Cutting back sharp corners.. widening.. straightening and more passing lanes

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes

We need to have at least 2 viable routes in and put of Hastings/Napier during an emergency. Gabrielle was a prime example of how a region was brought to its knees

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) 4

7. Do you have any further thoughts on the draft RLTP?
-

## Submission # 12 Mark Maxwell

To be heard?

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **2**  
There is No actual information on what is going to be done !
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**  
You have stated your objectives but not how they are to be achieved
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **1 (Strongly against)**  
The plan is basically just putting a band-aid on the problem and no addressing the causes
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **No**  
You are committing to the same agenda with a few tweaks as before the cyclone
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?
7. Do you have any further thoughts on the draft RLTP?

## Submission # 14 Adam Watts

To be heard?

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against)
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against)
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?

## Submission # 16 Murray Deakin on behalf of Deakin and Jones Partnership

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**  
On road safety promotion, get all parties to prioritize education and enforcement of correct use of lanes. Every time I travel our roads I meet or follow people driving on the wrong side of the road. this is not about speed as the NZTA and Police seem to blame, but sheer laziness and poor car control. People in cars and utes using the middle of the road instead of their own lane as if they are unaware of where they are on the road are a constant danger.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**  
It's headed in the right direction, just too focused on Napier /Hastings to the exclusion of broader issues.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**



6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 3

7. Do you have any further thoughts on the draft RLTP?

After suffering the toxic dust from SH38 for 25 years I am fully supportive of sealing this road from Mangapapa to Tuai, the unsealed 1.4 km between Mangapapa and Tarapatiki in particular has been a focus of many submissions to your committee from us over the years . Unfortunately every time we get some progress on sealing this road some idiot kicks up a fuss and it all goes away. Having recently driven over Nga Tuhoe's green road at Te Waiiti, whilst having doubts about its resilience under the traffic loadings of this piece of the road I would be happy to have that as an alternative to sealing, as our main issue personally is the dust. Your focus on transport related air pollution is sadly lacking any understanding of the health problems caused by this constant cloud of Waka Kotahi enforced imprisonment. Since 1998 we have not been able to use an outside clothesline, capture water from the roof of the house or work in the workshop on our farm without suffering breathing difficulty.

Submission # 18 Linda Stewart on behalf of New Zealand Transport Agency

To be heard? Yes

7. Do you have any further thoughts on the draft RLTP?

The New Zealand Transport Agency Waka Kotahi (NZTA) welcomes the opportunity to provide feedback on the Draft Regional Land Transport Plan. The State Highway Investment Proposal is NZTA's bid for funding improvement activities on the State Highway network in response to the GPS 2024. These activities primarily relate to the State Highway network.

The State Highway Investment Proposal included in your Regional Land Transport Plan was developed in August 2023. The State Highway Investment Proposal is currently being revised in response to new Government direction and the Board is expected to sign out an updated State Highway Investment Proposal 2024 by early April. We request the opportunity to address any changes in the updated State Highway Investment Proposal 2024 at the upcoming hearings.

This will be an opportunity for NZTA staff to speak to any changes in the State Highway Investment Proposal 2024 for your Region. We will also seek inclusion, in the Regional Land Transport Plan, of any new activities identified in the updated State Highway Investment Proposal 2024.

We recommend that an NZTA representative be provided the opportunity to speak to the updated State Highway Investment Proposal 2024 as it better reflects the NZTA response to the 2024 Government Policy Statement on Land Transport (GPS 2024). We also request that the Regional Transport Committee resolve to delegate to staff the ability to make changes to the final Regional Land Transport Plan to reflect the updated State Highway Investment Proposal up until the date the Regional Land Transport Plan is approved by the Regional Council, subject to these changes being circulated to all Regional Transport Committee members and agreed to by the Chair.

It is important that NZTA be provided an opportunity to advise on the changes to the State Highway Investment Proposal 2024 that are relevant to the Regional Land Transport Plan. This will enable the Regional Transport Committee to be aware of the totality of land transport bids in its Region. We thank you in advance for this opportunity to speak.

Submission # 19 Juliet Greig

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5

I really like the strategic vision. It covers all kinds of transport, including Active Transport. "Equitable choices" suggests a transport mode such as cycling is just as important to HBRC as transport by car.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5

A lot of thought has gone into writing these objectives. Good job!

3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 3

I think Transport Priority 2 (Transport Choice) should be the top priority. If we are aiming to get more people onto public transport, or using Active Transport, this is the most important priority. Also, by encouraging people to use public/active transport, there is less wear and tear on the roads (assets). I do not believe that 'building more roads' is the way forward. We need a massive behavioural change to start using public transport. There are fewer car parking spaces in Napier and we need people to stop bringing their cars into town when they could use public transport instead.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**

Just to add, could safe, separated cycle lanes be added at the same time as roads are repaired

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
7. Do you have any further thoughts on the draft RLTP?

Bus Drivers' Pay: Increasing bus drivers' pay would help to retain staff. Public transport is vital for our future, so we need to pay them more. Newspaper/Facebook for education pieces are really effective: \*Safe driving messages to change driver behaviour, especially speeding \*Messages to promote cycling and walking \*Advertising the bus service ( I think the buses would have more passengers if they did some more advertising campaigns across various media). Thanks!

---

Submission # 20 Ellen Robotham on behalf of Hawke's Bay Airport To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **No**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?



Hawke's Bay Airport Ltd  
P.O Box 721, Napier - 4140  
Telephone (06) 834 0742  
[www.hawkesbay-airport.co.nz](http://www.hawkesbay-airport.co.nz)

Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER 4142

Via E-mail: [transportplan@hbrc.govt.nz](mailto:transportplan@hbrc.govt.nz)

14 April 2024

To whom it may concern,

**RE: Submission on the Draft Regional Land Transport Plan ("RLTP") 2024-2034**

Hawke's Bay Airport Limited ("HBAL") operates the regionally and nationally significant Hawke's Bay Airport ("Hawke's Bay Airport" or "the Airport").

Hawke's Bay Airport plays an essential role in providing for the social and economic wellbeing of Napier City and the wider Hawke's Bay region. It is the primary take off and landing point for aircraft activity in the Hawke's Bay region and connects people and produce with the wider national and international communities and markets.

The Airport accommodates aircraft movements associated with scheduled, general and helicopter operations. Hawke's Bay Airport is the third busiest airport in the North Island and welcomed over 750,000 passengers in the year ending June 2019. Passenger numbers are expected to exceed pre-Covid-19 levels by June 2024.

HBAL is also required to ensure the operational resilience of the airport as a lifeline utility, under the Civil Defence Emergency Management Act 2002.

HBAL welcomes the opportunity to provide feedback on the Draft RLTP and recognises the importance of multi-modal links between air and land transport.

While HBAL generally support the vision, objectives and priorities of the Draft RLTP, it considers greater acknowledgement of multi-modal interdependencies are essential to ensure the Hawke's Bay's transport system is efficient, resilient, provides choices, and places community well-being at its centre.

Feedback is provided under report section headings below. Proposed text insertions are shown as red underline.

**Section 1.2 Cyclone Gabrielle**

Position: Generally support.

Changes sought: Insert wording to recognise that while land transport routes were disrupted, the Airport and Napier Port provided an essential connection during Cyclone Gabrielle.

- 2 -

Amend last paragraph as follows:

Cyclone Gabrielle highlighted that the regional land transport system was at the limit of its durability and lacking in resilience. State Highway 2 north to Wairoa was closed due to damage for over three months and State Highway 5, our main north bound arterial link, was closed to traffic for over six weeks, creating significant access challenges and hampering the progress of the immediate response. Neither regional link had an effective secondary option. While the State Highway 2 south link, through Central Hawke's Bay remained open Napier City was entirely cut off from land transport connections for a period of several days, relying on air and sea connections to provide access to the city for emergency response teams.

### **Section 3.2 Connecting our communities - Critical lifeline links**

Position: Generally support.

Changes sought: Insert wording to reflect the importance of maintaining resilience for intra-regional land access to the Port and Airport in scenarios where inter-regional land connections are disrupted. It is considered an introductory comment of this nature would lead well into the discussion at 3.2.2. and 3.2.3.

Insert after the last paragraph:

Hawke's Bay Airport and Napier Port are also critical lifeline links. Maintaining and improving reliability and connectivity of land transport connections to these assets remains an essential part of improving regional resilience.

#### **Section 3.2.2. Connecting region by Air**

Position: HBAL support that this section generally captures the role and importance of the Airport as a Lifeline Utility.

Changes sought: HBAL consider that this section provides an opportunity to highlight future projects which would improve the resilience of land transport access to the Airport. The suggested wording ensures there is a link in the body of the Draft RLTP to *Appendix 8 – Projects on the Horizon* and further emphasises the importance of resilience of land access to the Airport.

Insert after the first paragraph:

To recognise the essential role of the Airport as a Lifeline Utility and ensure secure and reliable land transport access to the Airport, Hawke's Bay Airport Limited are investigating options for a second access point off State Highway 2. This project is identified in Appendix 8: Projects on the Horizon.



- 3 -

**Section 3.7.1. Public transport – towards the future, creating efficient transport choice**

Position: HBAL supports modal-shift towards greater public transport usage and have been advocating for many years for the Airport to be included in bus routes. This will bring Hawke's Bay into alignment with all other cities, which provide public transport connections from the Airport directly to the city. HBAL note that the new connection is proposed to begin in 2025 and strongly support the inclusion of this route on the 2030 bus service route.

Changes sought: The introduction of a bus service to the Airport is considered a key change to the current options and should be included in the list on page 39.

Insert additional bullet:

Introducing a new bus service to Hawke's Bay Airport.

**Section 3.7.2. Active Transport – creating efficient transport choice through walking and cycling**

Position: HBAL supports modal-shift towards greater use of active modes. Existing cycleways that connect the Airport and Napier City are well used by tourists and locals alike, especially as the Airport provides secure bike storage facilities and is seen as a secure hub for visitors. HBAL supports continued investment in the expansion, maintenance and upgrade of the iWay and Hawke's Bay Trail networks.

**Section 3.8. Freight and Supply Chain**

Position: Generally support.

Changes sought: Include a section of air freight, in the same manner as land, sea and rail freight are discussed. HBAL consider that the Airport's role in the regional freight transport network should also be acknowledged. While air freight volumes are not large, air freight provides a critical pathway for high value, time sensitive goods. The RLTP is a forward looking plan and HBAL consider it should also consider the opportunities that may present in the next decade, including opportunities to increase the role of air freight in the region's economy.

Insert section on Air:

**Air**

Airfreight through Hawke's Bay Airport provides for the import and export of high value, critical timeline goods such as medical supplies, mail and courier packages. The Air New Zealand network and direct private charters offer the service for air cargo deliveries in to and out of Hawke's Bay Airport, however there is potential for the role of air freight in Hawke's Bay to grow. The development of an industrial park and air cargo services at the Airport could unlock higher value domestic and international cargoes from the Hawke's Bay's high value horticulture, manufacturing and distribution sectors.

- 4 -

**Appendix 8: Projects on the Horizon**

Position: HBAL supports the recognition of this future project and the inclusion of the project in the Draft RLTP.

Changes sought: There are currently no in-body references to Appendix 8. It is proposed a flag to this appendix can be added in Section 3.2.2. as requested above.

**Closing remarks**

Thank you for the opportunity to provide feedback on the Draft RLTP. HBAL look forward to further opportunities to engage with the Hawke's Bay Regional Council and the Regional Transport Committee on the Future Form and Function Review.

HBAL do not wish to present this submission to the Regional Transport Committee.

Yours sincerely

Darin Cusack  
Director

## Submission # 24 Karl Goodchild

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **2**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?

I would like to address public transport part of the RLTP between Napier and Hastings. After reading this document the data shows that people traveling by bus has roughly halved from 800,000 in 2014 to 400,000 now. This has been put down to irregular service, bus driver shortages, and bus delays due to a congested expressway. To combat this the RLTP proposes to change this in 2025 with an additional \$4 – 6 million per annum to enable an improved higher frequency bus network connecting Napier and Hastings urban areas. With this money coming from current commuter's commercial opportunities, and government funding as stated at the bottom of page 98.

After having written to the Minister for Transport Simeon Brown and speaking with Katie Nimon MP the current government have no plans to fund concession fares as the last Government did. So, this then leaves commercial opportunities and current bus uses to fund this. I suspect that most of the cost will ultimately fall on current bus users. Currently buses are cancelled by driver shortages or delayed by the Expressway being congested. This is what has caused everyone using the buses to return to their vehicles in droves even though there were discounted fares on offer under funding from the previous government. Which in turn has created more congestion.

By throwing 4 to 6 million at this issue will not solve it with more buses and more frequency of buses, the only way to solve this problem of unreliable buses which drove people away is to in my opinion the following points.

1. Have a well-paid reliable bus drivers with enough drivers available to cover sickness and other reason why people take days off at short notice.
2. Have a doubled laned expressway to make current congestion stop.
3. Have flexibility in the system for backup alternate routes between Napier and Hastings made available to drivers should the expressway be closed due to accidents or other reasons. Example would use of the coastal route on those days allowing bus users to still get their destination on time. This will then give confidence to bus users that they will get to their destination on time and more people will come back to the public transport system.

As implementing a of double lane of the expressway will take some time, I would suggest in the short term concentrate on my points 1 and 3. If by raising cost to the current uses as will happen on May the 1st this year with more likely to come in the future it will ultimately drive more people back to their cars. Increases are as follows: Adult fares will go from \$2 to \$3 a 50% increase. 13yo to 24yo fares will go from \$1 to \$3 a 200% increase. 5yo to 12yo fares will go from free to \$3 a 300% increase. The greatest fare increases are seeming to target the most vulnerable people in the community. I do understand that costs increase over time and a reasonable increase is necessary but 200 and 300% seem completely out of control. And don't forget under the current proposed plan for 2025 fares will have to increase even further pushing more people back in their cars which totally defeats the purpose of the plan to get people back on buses.

After checking other regions and I will give the example of Palmerston bus network their cost reduced as of the 1st of January this year with people that travel 2 zones are as follows. 0-12 free 13-18 \$1.20 18-24

\$1.75 24-65 \$3.50 They even have a weekly fare capping structure in place. This seems like a more fairer structure for bus fares. If I take my family's current situation currently our 10 year old rides for free as he is under 12Y/O and our 15 year old pays \$1 each way as a student fare, so we currently pay \$10 a week for both boys to get to school. Under the new fare system our 10 Y/O and 15Y/O will be paying \$3 fares one way with a total of \$12 a day or \$60 a week. Over a year we have worked out that will mean around \$2160 in bus fares up from our current \$360 cost. That is sixfold increase, a massive hike in fares and will soon make this totally unaffordable for us to do. This will then make us, and many others drive as it will be cheaper to drive our fuel-efficient car once again increasing congestion on our roading network and costing more to our local economy due to traffic congestion, which I believe that cost will far outstrip providing concession fares for buses.

My suggestion to the Transport committee would be to not try and put more buses on the road and improve frequency of busses in the network instead make the current system more efficient as there is no point putting on more buses if no one is using them due to increased cost. To achieve this goal, we need to have a reliable bus network that runs on time at a reasonable cost to users to make them leave their cars at home if this means discounted fares in the short term then that is what is needed to get more people using buses. Once more people are using the service it will eventually start paying for itself instead of running at a loss. In the meantime, less congestion means a far more productive region which helps pay for any discounted or concession fares. I would also like to address the rail link that is for consideration to be realigned with the expressway. I believe that this is a great idea that needs to be planned for the future but there is certainly no reason why we can't utilize the current rail link between Napier and Hastings in the short term to reduce pressure on our road network.

In closing public transport has to be reliable and cost efficient for it to be feasible for the public to use. I do not think the proposed plan does this and relies on the thought bigger is better no matter the cost to the user. let's just concentrate on the basics of what we have now and get it right. I thank you for your time.

Submission # 25 Rebecca Ott

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 4
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 4
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 4
7. Do you have any further thoughts on the draft RLTP?

Cyclone Gabrielle taught us that we need multiple ways to access Hastings from Napier, and vice versa. To reach the hospital. To garner supplies. And for family reunification. We need a four lane highway, where the current expressway is. A certain stop bank system. A reliable civil defence system, that can be accessed by all. So, a hub in Napier & Hastings. Why was Taradale evacuated to St Joseph's college, during the cyclone, when it's the absolute low point of the area ????? Possibly it's because the directives came from Hastings. ? We need to do better as a region. My neighbours live in Hastings, but I live in Napier. Why are things so different for us ??



## Submission # 26 Kate Penny

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**  
**Make SH5 safety improvements a higher priority.**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?

## Submission # 28 Kate O'Hara on behalf of Ministry of Education

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against)
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **5**
7. Do you have any further thoughts on the draft RLTP?

**Thank you for the opportunity to comment on the Regional Land Transport Plan (RLTP).**

The Ministry of Education supports the plan, particularly the inclusion of safer active travel modes on school transport routes. It is great to see Council focussing on encouraging students to walk and cycle to school, as well as looking to reduce traffic around schools at Drop Off and Pick Up times.

In all, the Ministry of Education is supportive of the RLTP.

## Submission # 29 Christopher Hadley

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?

Myself and my family are concerned about 2 main factors on the issue of land transport in Hawke's Bay. 1 is the polluting emissions from this and the significant impact this has on the pervasive and escalating climate crisis (as most recently seen with record smashing Gabriel and the 2020 Napier floods). And 2 the safety of any land transport to car users, cyclists and pedestrians, in particular around school zones.

I would want any final plan to prioritise, address and solve these factors. I believe in doing so it will also lead to significant gains in transport efficiency, costs (incl. for individuals) and resilience.

In terms of emissions, there is a woeful lack of public transport and arterial cycling capacity in Hawke's Bay. I would certainly like to see huge investment and changes in this area. In terms of interregional, passenger rail would be welcome. If more funding for such projects requires central govt. input, then please advocate for this. Sustained public education campaigns are also incredibly helpful in highlighting the 'why' and significant benefits. One thing I would note is that NZ has one of the highest per capita greenhouse gas emissions in the OECD and therefore also globally. Inaction or non-commensurate policy is not a option. This would be highly unethical and a clear breach of UN treaty obligations for our country (UNFCCC).

Importantly I would also like to add that all/most cycling infrastructure should have a physical safety barrier between the car and cycling lanes. If it means removing on street parking in some/many cases in order to do this, then I'm certainly in favour of this.

---

Submission # 30 Neil Silverwood

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
7. Do you have any further thoughts on the draft RLTP?

Do not click links or open attachments unless you are certain the content is safe. If this email claims to be from a HBRC staff member, do not click on any links or attachments and contact the ServiceDesk immediately. One of the roads that is used the most in Hawkes Bay would be the expressway between Napier and Hastings - this 'expressway' becomes a car park during peak times as so much traffic enters from the Taradale on-ramp / meaneer road. Traffic needs to change from 100km/h down to zero - not all drivers notice the traffic has stopped and multiple crashes have occurred with fatalities as recent as last month (8th Feb 22 year old) ref <https://www.nzherald.co.nz/nz/four-vehicle-pile-up-on-hawkes-bay-expressway-two-trucks-involved-people-injured/DCBMZZXTRNHBQBQCD7FMT8CFIU/> I note that objective 3 is to improve safety on the roads. In Auckland traffic lights are used at peak times to 'pulse' feed-in traffic onto the motorways - this keeps the expressway moving and the feed-in roads have the traffic build up - these cars have to adjust from 50km/hr to zero rather than the high speed expressway traffic. If the status quo persists there is no reason not to expect further deaths on this hazardous situation. This would save lives and would be less expensive than the proposed 4 lane highway that may never be built?

---

## Submission # 33 Andrew Gifford

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**

Do not spend money upgrading the HB Expressway to 4 lanes; this will only encourage more vehicles to use the road with the further congestion problems at the pinch points.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
- Use the money from the proposed HB Expressway improvements to repair the Cyclone damaged roads and bridges, especially in the rural areas.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **1**
- SH2 4-laning is a complete waste of money. The congestion will continue unless the bridges and on/off ramps are also 4 lanes - sounds expensive! All other priorities should rank above this one.
7. Do you have any further thoughts on the draft RLTP?

## Submission # 34 Gerald Grocott

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**

My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
- My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
- My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
- My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide



increased resilience, reliability, and efficiency for our region? Yes

My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) 3

My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.

7. Do you have any further thoughts on the draft RLTP?

My suggested priority is to rebuild a 2-lane bridge at Brookfields ASAP. a) Napier needs another separate access to the hospital, presently lost since Gabrielle. b) When the Expressway is 4-laned there will be a problem on the Meeanee/Pakowhai section and so the Brookfield bridge will help alleviate this bottleneck. c) The 4-lane build of the Expressway should have a priority on the Meeanee/Pakowhai section because this is now the main bottleneck of the Expressway. The rest is not so vital.

Submission # 36 Jessie Smith

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 4

I agree with the vision statement, but think it needs to go further to address the environmental and human health impacts of the current transport system. Greenhouse gas emissions are included in this plan and are part of the environmental impact, but other vehicle emissions like nitrogen dioxide are also having huge health impacts on our communities, and costing our health system. Check out the HAPINZ results for Hawke's Bay here:

<https://dashboards.instantatlas.com/viewer/report?appid=aa8464a2c1854b489f3f2a60a939e99f> or google 'HAPINZ' (Health and Air Pollution in New Zealand). This report must include a plan to reduce the impact of vehicle emissions on our respiratory health, and this should be included in the vision. We need a system SHIFT, not just improvements to the current system, to achieve this vision.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4

Reducing human health impacts due to vehicle emissions should be included in the objectives - should be included in objective 3, safety. Objective 4 (choice) implies that shifting to lower emissions transportation types is a choice, rather than a necessity to reduce our greenhouse gas emissions enough. It's a necessity. We need to shift from individuals-in-cars to communities-in-transit, and so unfortunately we may need to reduce the choice for driving.

3. When considering our 10 year transport priorities do you agree we've got them in the right order?

(5 = strongly support / 1 = strongly against) 2

Decarbonising our transport system and reducing cars on the road should be much more highly prioritised. It's important to be resilient to the impacts of climate change, but it's also important to do everything we can to reduce these impacts. Removing single-passenger ICE cars from the road and replacing with public and active transport options needs to be higher up.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? No

It sounds like we're just doing the same thing, even though it didn't work the first time and the system was decimated by the cyclone. I'm not convinced we're investing enough in improved solutions that will be future-fit. E.g. why did we just replace bridges with the same type of bridge when they were washed out in the floods, when we had the opportunity to put in something more resilient to flooding in the

future? Short sighted.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **No**

The investment would be better geared towards shifting our current transport system towards active and public transport, and decarbonisation. If we reduce the number of individual cars on the road, we don't need wider highways. Limitless growth isn't an option.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) **1**

Investment in public and active transport is missing here, as is any investment in low-emissions transport or infrastructure. This will not achieve the vision.

7. Do you have any further thoughts on the draft RLTP?

---

Submission # 38 Allan Newton on behalf of Allan Newton

To be heard? **Yes**

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against)
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against)
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against)
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?

---

Submission # 44 Ellen Robotham

To be heard?

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?

---

Submission # 45 Cheryl Pile

To be heard? **No**

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**  
We really need a clip on to Waipawa bridge so cyclists and walkers can access the shared pathway unsafe for many esp the elderly, the disabled as is an extremely busy road with very large vehicles.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**

3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against)
- We really need a clip on to Waipawa bridge so cyclists and walkers can access the shared pathway unsafe for many esp the elderly, the disabled as is an extremely busy road with very large vehicles.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **No**
- We really need a clip on to Waipawa bridge so cyclists and walkers can access the shared pathway unsafe for many esp the elderly, the disabled as is an extremely busy road with very large vehicles.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) **2**
- We really need a clip on to Waipawa bridge so cyclists and walkers can access the shared pathway unsafe for many esp the elderly, the disabled as is an extremely busy road with very large vehicles.
7. Do you have any further thoughts on the draft RLTP?

## Submission # 46 Mary Ellen Warren

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
- There needs to be focus on projected sea level rise.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against)
3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against)
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?

## Submission # 47 Pip Burne

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) **4**
- Obviously would like to see the clip on to the Sh2 Waipawa Bridge moved up the priority list. NZTA invested a significant amount in the track between Waipawa and Waipukurau but we hear consistently that people find crossing the Waipawa Bridge beside SH2 traffic unsafe due to the proximity to the lane. There is no barrier- unlike the Waipukurau bridge. Traffic speed data shows that exiting Waipawa traffic speeds and heavy traffic can cause people, particularly those not confident on their bikes to become unsteady.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**



6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 4
7. Do you have any further thoughts on the draft RLTP?

---

Submission # 49 Kelly Annand

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5  
I really enjoyed reading the document. Well done to you all in pulling it together
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5  
Fully support Transport Priority 3 RoadSafe Hawke's Bay education & intervention investment: \$1.9m - Road Safe do amazing work for a small team for the region. Hopefully this will allow them to scale up and capacity build off the good work they already do.
3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 4  
From a Central Hawke's Bay citizen perspective it was wonderful to see the SH2 Waipawa Bridge shared path (which i am assuming is the clip on) in the project list. Thank you for recognising this as a priority for our community. The only thing i would change is to make it slightly higher on the priority list. As you will be aware CHBDC are working hard to make Waipawa town centre safer. To really do this and we need to have all our partners on board with our vision and doing what they can to support it. The bridge is not safe to walk, cycle, motor scooter or skate across to ensure that the pathway between Waipawa and Waipukurau is truly safe to use for all the clip on to the bridge is vital
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 4  
Would be great to see priority 7 moved up the list
7. Do you have any further thoughts on the draft RLTP?

---

Submission # 52 John Warren

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3  
Not sufficiently specific on GHG efficiency . Unlikely that low occupancy buses are GHG efficient at any time. Consideration should be given to changing to low emission passenger vehicles such as EV taxis.
3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 3  
Change from buses to low emissions per passenger public transit vehicles
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? No  
Not specifically GHG emission efficient
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 3  
No quantitative estimate of GHG emission impact

Submission # 54 David Murray on behalf of NZAA Hawke's Bay/Gisborne District To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5

The bases are covered

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 5

The priorities take in to account the likelihood of future weather/seismic events.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

Investment in local roads to ensure business and communities across the region remain connected cannot be underestimated.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes

In addition to the proposed work, resilience, reliability and efficiency would be enhanced with the inclusion of:- SH5 Tarawera Hill realignment and passing lanes. SH5 Kowaro to Poppelwells realignment and passing lanes. SH5 Mohaka River Crossing - Alternative access for Bailey bridge site. SH2 Waikaki Curves realignment SH2 Tangoio Hill and Te Ngaru Bridge realignment SH2 Devils Elbow alternative route.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 5

7. Do you have any further thoughts on the draft RLTP?

The Draft RLTP aligns well with the Association's 2023 Election calls:- Revive essential road maintenance Make the road network resilient Stop drunk and drugged drivers Boost investment in electric vehicle chargers Target Cellphone use behind the wheel (distraction) Lift the safety of regional highways Fund roads fairly Show how transport emissions tax is meaningfully reducing transport emissions

Submission # 55 Sandra Ousley

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against)

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against)

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against)

A roundabout at Links Road T intersection should be a priority, not one at the end of Te Mata Rd, Waimarama Rd

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)

7. Do you have any further thoughts on the draft RLTP?

Submission # 58 Andrew Jarmin

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**

Re-introduction of passenger trains would reduce congestion on the expressway between Napier and Hastings. It would meet all 5 strategic objectives. A regular, frequent passenger train service would solve many of the transport issues in Hawkes Bay. We desperately need to move away from reliance on private motor cars.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**

Yes. Under objective four, public transport (buses) need to actually be advertised to attract the public to using them. At the moment there is hardly any promotion of buses.

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?

Making the expressway 4-lane without making the bridges 4-lane would make the situation vastly worse because of bottlenecks. Instead of 4-laning the expressway, it would be more beneficial to invest in buses and trains, to reduce congestion.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**

7. Do you have any further thoughts on the draft RLTP?

We need more public driving education eg: ads in the paper/facebook/tv to teach people how to merge properly when in traffic. People in Hawkes Bay don't seem to understand how to merge, which creates queues on the expressway every day. I have seen this almost daily for many years. Poor driving skills creates most of our traffic issues. Could we invest more money into public education. Also, we need to learn to indicate when coming OFF a roundabout as many people keep indicating right even when exiting the roundabout.

Submission # 64 Rodrigo Dias

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**

Projects shall be based in long term reliability and efficiency, such as well proof strength materials use, risk assessment supported, cost efficiency funded options (private investment - tolls charges, PPPs or government funding), future capacity and expected population growth, etc

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**

Prioritisation should be based on the number of users daily impacts, ex SH2 4 lanes sounds strategic to be ranked first. Also the link between Napier and Hastings should be prioritizing including the connection with airport and hospitals (essential services)



## 7. Do you have any further thoughts on the draft RLTP?

Link between essential public services should be prioritizing such as Hastings - Airport SH2 4 lanes project, airport and hospitals links with main populational areas.

---

Submission # 65 Megan Welsby

To be heard?

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
  5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?
  6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)
  7. Do you have any further thoughts on the draft RLTP?
- 

Submission # 67 Russell Turnbull on behalf of Kinetic Go Bus Transport Ltd

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **5 (Strongly support)**
  4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
  5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
  6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
  7. Do you have any further thoughts on the draft RLTP?  
Please see the written submission developed by the Kinetic team. Kinetic are very supportive of Public Transport (and wider transport) decarbonisation initiatives, Travel Demand Management, and the role Public Transport can play in connecting our communities
-





12 April 2024

## Kinetic NZ Response to draft Regional Land Transport Plan (RLTP) 2024-2034

Kinetic is the company behind Go Bus, the bus operator holding the contracts for provision of urban services in Napier and Hastings. Go Bus has been operating urban bus services in Hawke's Bay since 2009.

Our submission to the Draft RLTP follows, identifying areas of interest below, in order of each section of the RLTP.

### Section 3.3.1

#### Emissions reduction opportunities in transport

Whilst moving people on public transport, even low emission diesel buses, will reduce emissions (over conventional private vehicles), zero emission public transport options, such as battery electric buses, will make an even greater impact on improving our environment. We think this point should be made in the document in this section.

#### Priority Investment Area 2b:

**Implement significantly improved urban public transport network frequency and time coverage to deliver mode shift and reduce vehicle kilometres travelled in Napier-Hastings.**

Increased frequencies and updated bus routes need to be supported by improved roadside infrastructure such as fully marked bus stops, bus shelters and bus stop information such as timetables, route and real-time arrival information. Providing clear stop location, shelter from the elements, planning information and assurance the bus is coming will ensure the new network is seen and used to its full potential.

Many bus stops are currently poorly signposted, making the service almost invisible to potential users. Poorly marked bus stops also mean motorists may inadvertently park their vehicles in the stops, leading to buses that cannot pull into them properly, and passengers cannot smoothly, and without obstruction or impediment, get on and off the bus.

#### Priority Investment Area 2d:

**Deliver travel demand management and behaviour change programmes which work with people and organisations to assess reasons for their current transport habits and provide attractive alternatives.**

We strongly support TDM as a tool to encourage alternative transport use. There are many good examples in New Zealand and overseas of where this has worked (and hasn't) and where public transport related, the bus operator should be involved in planning and implementation where practicable. Kinetic can bring to the table many good examples it has been involved with, which may prove useful to the council.

#### Priority Investment Area 2e:

##### Transition to decarbonise public transport

Bus operators, especially Kinetic's Go Bus, are gathering extensive experience in procurement of zero emission vehicles and setting up of depots and charging infrastructure. Kinetic itself now has eight electrified depots and over 200 battery electric buses in NZ, to rise to nearly 300 by 2025. Our purchasing power ensures councils get better value for money, at a lower risk, than if they were to procure such assets on their own.

wearekinetic.co.nz / 678 Victoria Street, Frankton, Hamilton 3204



We are confident that councils need not involve themselves too deeply in this area, and can continue to focus on outcome related contracts without requiring themselves to be involved in procurement of buses, depots or charging infrastructure.

Kinetic is a proud supplier of bus services to Hawke's Bay Regional Council. We have a long history of providing bus services to the region and are deeply invested in the success of the services we operate for you.

We do not wish to present this submission in person to the RLTP Hearings Subcommittee.

Kind regards

**Kinetic Holdings NZ Ltd.**

Russell Turnbull

**Director – Business Development**

P: +64 21 797 314. E. [russell.turnbull@wearekinetic.co.nz](mailto:russell.turnbull@wearekinetic.co.nz)

## Submission # 69 Cathy Heath

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 4
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 4  
Please fix the one lane Brooklands bridge - between Napier and Pakowhai. We really miss this bridge and it takes traffic off the expressway
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes  
We have to fix infrastructure but please fix/replace the Brooklands bridge. We need all the ways we can to access the hospital by road from Napier if we have another disaster.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 3  
Brooklands Bridge please.
7. Do you have any further thoughts on the draft RLTP?

## Submission # 70 Daniel Repko

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 2  
Reluctantly, I fill in this form . I do not agree with a number of aspects, in particular the strong feeling I have that apparently we are planning for a 'gold-plated' transport future. The plan, imho practically ignores the fact that the collective councils and many ratepayers are approaching the point that further increases in rates/cost imposed on them will simply be unaffordable and impact on being able to pay for the basics of life. The plan would be great if we all had a money tree in our garden. I have been in business all my working life and think I do understand your dilemma, but simply 'bulldozing' ahead will increasingly cause hardship; after, the cost pressures on households (and businesses) are compounding and are/will be unrealistic - I expect the leaders of our region to show more creativity and realism, iso idealism.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 2  
Reluctantly, I fill in this form . I do not agree with a number of aspects, in particular the strong feeling I have that apparently we are planning for a 'gold-plated' transport future. The plan, imho practically ignores the fact that the collective councils and many ratepayers are approaching the point that further increases in rates/cost imposed on them will simply be unaffordable and impact on being able to pay for the basics of life. The plan would be great if we all had a money tree in our garden. I have been in business all my working life and think I do understand your dilemma, but simply 'bulldozing' ahead will increasingly cause hardship; after, the cost pressures on households (and businesses) are compounding and are/will be unrealistic - I expect the leaders of our region to show more creativity and realism, iso idealism.
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 2  
I don't have enough insight/info to judge this. Reluctantly, I fill in this form . I do not agree with a number of aspects, in particular the strong feeling I have that apparently we are planning for a 'gold-plated' transport future. The plan, imho practically ignores the fact that the collective councils and many ratepayers are approaching the point that further increases in rates/cost imposed on them will simply be unaffordable and impact on being able to pay for the basics of life. The plan would be great if we all had

a money tree in our garden. I have been in business all my working life and think I do understand your dilemma, but simply 'bulldozing' ahead will increasingly cause hardship; after, the cost pressures on households (and businesses) are compounding and are/will be unrealistic - I expect the leaders of our region to show more creativity and realism, iso idealism.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? No

Reluctantly, I fill in this form. I do not agree with a number of aspects, in particular the strong feeling I have that apparently we are planning for a 'gold-plated' transport future. The plan, imho practically ignores the fact that the collective councils and many ratepayers are approaching the point that further increases in rates/cost imposed on them will simply be unaffordable and impact on being able to pay for the basics of life. The plan would be great if we all had a money tree in our garden. I have been in business all my working life and think I do understand your dilemma, but simply 'bulldozing' ahead will increasingly cause hardship; after, the cost pressures on households (and businesses) are compounding and are/will be unrealistic - I expect the leaders of our region to show more creativity and realism, iso idealism.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? No

Reluctantly, I fill in this form. I do not agree with a number of aspects, in particular the strong feeling I have that apparently we are planning for a 'gold-plated' transport future. The plan, imho practically ignores the fact that the collective councils and many ratepayers are approaching the point that further increases in rates/cost imposed on them will simply be unaffordable and impact on being able to pay for the basics of life. The plan would be great if we all had a money tree in our garden. I have been in business all my working life and think I do understand your dilemma, but simply 'bulldozing' ahead will increasingly cause hardship; after, the cost pressures on households (and businesses) are compounding and are/will be unrealistic - I expect the leaders of our region to show more creativity and realism, iso idealism.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 3

I don't have enough insight/info to comment.

7. Do you have any further thoughts on the draft RLTP?

See my earlier comments. I am looking for a 'new' way of looking at the Regional Transport Vision, it's 'nice' to have a beautiful/gold plated plan but the region and country face (probably even bigger) issues/challenges eg Three Waters etc - 'old -' solutions are not going to work - we need 'new' thinking.

Submission # 71 Walter Breustedt

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3

I support to develop an attractive public transport system

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3  
reducing emissions should have a higher priority

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 1

Public Transport first

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? No

Difficult to answer

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? No

I support the repairwork, not the four-lane Highway 2



6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree)

7. Do you have any further thoughts on the draft RLTP?

I suggest that an attractive public transport system will reduce congestion on Highway 2 between Napier and Hasting, improve the safety of the road users, reduce emissions and can save taxpayers money invested in a four-lane Highway. The current plan doesn't show any evidence why an expensive four-lane Highway has higher priority than investment in public transport. Our pollution problems from private cars (Greenhouse gas and micro plastic pollution from car tyres) can only be fixed by reducing the numbers on the road, driving less and develop an attractive public transport system. The heavier electric vehicle will increase the microfibre pollution on land, air and in the ocean. With nearly 900 private cars per 1000 inhabitants we are one of the worlds biggest transport polluters. Investment in developing an attractive public transport system should have the highest priority. It will reduce pollution and road congestions. The Investment in a four lane Highway means spending ratepayers money to make the road more attractive for private cars which caused more pollution. More pollution means more health problems and more cost for our health system. Do we want to see more people in private cars or in busses and/or trains?

Submission # 72 Chris Comber

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 4

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4

3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 3

I would order them choice, safe and then resilient.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

However I would like to see less on public transport and more on active transport. Priorities need to be SH5 back to 100kph and SH2 north.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes

Must have SH5 access always able to be open.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 3

SH5 needs to be top. SH2 four laning only if the bridges are done at the same time otherwise it will make it worse.

7. Do you have any further thoughts on the draft RLTP?

Submission # 74 Maxine Boag

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5

3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 3

Put active transport first.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

Im particularly interested in Active transport, for health and well-being reasons as well as to reduce carbon emissions. Please make this a priority.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**  
Unfortunately we no longer have rail transport, which I support, so have no choice but to keep our connecting roads in good order.
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree)  
I trust you've got it right.
7. Do you have any further thoughts on the draft RLTP?  
Active transport - bikes, walking, buses - must be a top priority so would hope to see regular reporting on this at your Transport Committee meetings.

Submission # 75 Jane Howden

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**  
The vision is narrow and despite having its first objective as being resilient to climate change and the second priority as being directed to low emissions it is anything but. It is about spending vast amounts of money on roads to go faster and no considerations about improvements to public transport.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **2**  
There needs to be more emphasis on rebuilding roads but not to go faster but to make them safer. Although I initially lamented the shift to 80km roads I have adapted and am content to continue at this pace as I believe this speed is safer. The removal of the passing lanes between Napier and Clive has made driving much safer and I do not believe we need any more of these as they encourage aggressive behaviour. We definitely do not need 4 lanes on the expressway.
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **1**  
Do not make the expressway 4 lanes. Please channel the money into more and improved public transport. This is better for the environment and takes vehicles off the road relieving congestion. Encourage more use of rail to remove large trucks from the roads as this is more efficient and will lessen the costs of maintenance as well as being better for our environment. We do not need more road infrastructure to maintain.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **No**  
The cyclone has shown us the power of nature. We need to reassess and do things differently not the same.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **No**  
Nature will always win and doing the same again even if stronger will not help given the speed of climate change. Transport cannot be seen in isolation as it is only part of the picture.
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **1**  
Item 3 (SH2 4 laying) should be removed as it is not necessary.
7. Do you have any further thoughts on the draft RLTP?  
I believe that the existing roads and bridges need to be repaired and brought up to standard. There is no consideration given to public transport which should be considered. This is not a visionary progressive document.

## Submission # 77 Kathryn Bayliss

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 3  
Top priority should be safety and lower air quality. due to vehicle emissions. Priority order should be 3, 1, 2.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? No  
Too costly. The NZ Government must agree to pay for most of it. Ratepayer costs are too high already and I don't want more large increases for Land transport which I seldom if ever will use. There needs to be a rethink to get costs down.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? No  
Don't know.
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 3  
All of them are too expensive. SH 2 four lane should be at nearer the bottom. It will only encourage more traffic and worse vehicle emissions leading to worse health.
7. Do you have any further thoughts on the draft RLTP?  
I was shocked at the Health outcomes in HB on page 19 and 30 of the HB RLTP 2024-2034. Health and safety should be the dominant aim and focus. Rates are already too high so unless most of the expenses are paid by NZ Government the work and plans will need to be lowered. Car pooling should be encouraged. Get car companies to import and promote 1-2 people Electric Vehicles. Investigate Stockholm, Sweden transport.

## Submission # 78 Carol-Ann Guard

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 3  
To whom it may concern,  
I am writing this submission to highlight challenges that myself and others in the community experience with transport in the Hawkes Bay region. I am pleased to see that you provide this important service for our community, however there are improvements that can be made to the bus service so that everybody can access and enjoy this means of transport.  
In respect of the cost for transport HBRC should consider implementing an Accessibility concession similar to the concessions available in the Waikato or Bay of Plenty regions. This would remove the financial barrier for those with a disability which may prevent them from utilizing the service. Also, as a number of Disabled people require a support person use public bus service, there should no fare charged for this support person. This could be as simplified as adding a symbol to the bee card to identify that a support person is required which is what other regions have adopted.  
It may also be useful if there was some sort of identification card, for example like the Hapai Access card that a disabled person could use to communicate any specific requirements in relation to their disability which would help them to communicate with a driver. This would be useful for someone for example who might deaf or blind/low vision to use the public bus service.



The new MyWay service is a bus service that works well for the disabled community and HBRC should continue to invest in MyWay service after the trial ends, yet improvements need to be made to the booking system/ administration of the service to ensure future success. It would work well as a complementary service to the bus network and should be prioritized as an option for those with access needs with driveway-to-driveway option addressing issues that people experience with the traditional bus service.

From a safety point of view, there needs to be better driver education regarding the access needs of a disabled person. For example, when people are walking to their seat on the bus some of the bus drivers do not wait for the people to sit down before driving off. If a driver understood that a person may need longer to get to their seat as a result of their disability, they would be more understanding and supportive to ensure the passenger was safe and had a good experience using public transport. Also, it is important to consider the needs of a disabled person when locating seats on the bus and also the design of those seats. I would like to encourage HBRC to improve engagement with the disability community and to build trust to address any challenges with using public transport.

I would also like to encourage better education around Disability Awareness as it is important for the bus drivers, and this should be extended to council staff and other Transport operators (e.g. Total Mobility operators). This would improve passenger transport experiences. In the future HBRC needs to have better communication about any changes to Transport services. For example, there was limited information made available to disabled people when the bus payment card changed to the bee card, and this happened again with the change of service to the new MyWay bus.

Please ensure that any changes as a result of the Transport plan are clearly communicated in different formats and avenues so that people don't get confused and upset about the changes that you make in the future. Yours sincerely, Carol-Ann Guard

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes  
we need all roads to be accessible and safe for all people who use the roads every day.
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 3  
not sure
7. Do you have any further thoughts on the draft RLTP?

Submission # 81 D Janson

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3  
There needs to be new wide roads in the rural Poraiti area, e.g. Poraiti Road, Ballantyne Road and Longview Road. We pay good rates, and there is generally only way one in and one way out of the area, which can pose a problem if the road gets blocked by trees coming down (it has at least twice since we have lived here). Also, the roads are far too narrow, which is dangerous. There needs to be a good roading system out here, all with centre lines, and wide enough for large trucks and other vehicles to fit (e.g. truck going one way, and car going the other).
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 2
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against)  
Fix the rural roads, that are just out of town. It is ridiculous.
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild?
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region?

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree)
7. Do you have any further thoughts on the draft RLTP?

---

Submission # 83 James Smith on behalf of National Road Carriers Assn To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 4
3. When considering our 10 year transport priorities do you agree we've got them in the right order?  
(5 = strongly support / 1 = strongly against) 4
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?  
(5 = strongly agree / 1 = strongly disagree) 4
7. Do you have any further thoughts on the draft RLTP?



## National Road Carriers Association (NRC) submission on

## Draft Hawke's Bay Regional Land Transport Plan



NRC Submission on Auckland Long Term Plan 2024-2034  
31 March 2024



1



## About National Road Carriers Association

National Road Carriers Association (NRC) is New Zealand's progressive nationwide organisation representing 1500 supply chain company members, who collectively operate over 16,000 trucks throughout New Zealand. NRC advocates on behalf of members and works with central and local government on road transport infrastructure and regulations.

NRC members are committed to providing an efficient, productive, resilient, safe and value for money service that supports the wider economy. To achieve this, trucking operators need a safe, efficient, and sustainable operating environment that enables the efficient and safe movement of goods. Our members primarily operate road freight however a number also operate air, sea and rail freight services.

Some 54% of NRC's membership comprises single vehicle operators and 89% employ 10 or fewer.

## General Comments

National Road Carriers welcomes that the Hawke's Bay Regional Land Transport Plan underscores the critical importance of a resilient, efficient, and sustainable transport system for the freight sector, necessitating significant investment and strategic planning to address current challenges and future demands.

Access to a resilient network is essential for enabling the wider Hawkes Bay economy.

National Road Carriers acknowledges the significant work already done in the region to restore access for communities cut off by the adverse weather events last year.

## Dependence on Key Transport Corridors

As the plan notes State Highways 2 and 5 are critical lifeline links for the region. These highways are hilly, winding, and narrow in places, creating resilience challenges and potential for disruptions. Any disruption in these corridors significantly impacts freight movement, as these are the main routes for connecting Hawke's Bay with other parts of New Zealand.

National Road Carriers will support any request by Hawkes Bay Regional Council to the New Zealand Transport Agency to increase the resilience of these State Highways.

## Investments in transport infrastructure

National Road Carriers supports the thirty year horizon in the plan as long term planning is required if New Zealand is to overcome the challenges brought about by climate change and decades of under investment in infrastructure.

We would encourage Hawkes Bay Regional Council to also ensure that robust connections to Gisborne and Napier Ports are maintained as alternative freight connections should road access be disrupted.

As the transport industry decarbonises there will be an increased need for charging infrastructure both electric and hydrogen.

It is also highly likely that zero emission freight vehicles will have higher axle loadings until technology advances sufficiently.

## Resilience and maintenance

We agree that Hawke's Bay's transport system, particularly the rural roading network, is crucial for the regional economy and that it faces significant resilience challenges. This includes vulnerability to natural disasters like Cyclone Gabrielle, which caused extensive damage, highlighting the fragility of transport links. The region's geography and terrain, such as erodible land, unstable cliffs, bluffs, and road bridges through deep gorges, further exacerbate these challenges.

Increasing the use of structural pavements on key freight routes along with a review of structures to allow for the full potential of High Productivity Motor Vehicles to be realised will increase resilience and provide a lower cost of life for the assets.

## Public transport investment

National Road Carriers supports Investments in public transport and active travel, that could indirectly impact freight transport by potentially reducing congestion and improving efficiency on shared road networks.

We would encourage active transport where it can be separated from other road users without sacrificing traffic lanes.

## Road safety

National Road Carriers supports improving road safety. We support increased enforcement to discourage unsafe driving. We would encourage more use of technology such as what is proposed at the SH2 Eskdale Commercial Vehicle Safety

Centre and preventative active safety measures such as median barriers.

## Potential rate changes and funding mechanisms

We agree there is a need for reform in the transport sector, including a shift from fuel excise duty to road user charges and exploring private funding options for major projects. The move to a longer-term focus will increase New Zealand's attractiveness for alternative funding options including international Public Private Partnerships (PPPs). We encourage the move towards electronic road user charges as a fully digital system can provide both a rich source of data and a platform for alternative funding options.

We would like to see better use of data to help all Road Controlling Authorities to better manage their assets.

## Closing Comments

National Road Carriers supports the ambitious targets set out in this plan and encourage Hawkes Bay Regional Council to continue to increase the resilience of your network. We welcome any opportunity to engage with Council to resolve the challenges identified.

## CONTACT

James Smith  
General Manager Policy and Advocacy  
National Road Carriers Association  
PO Box 12 100  
Penrose  
Auckland  
Phone: 09 953 3853  
Email: james.smith@natroad.co.nz

NRC Submission on Auckland Long Term Plan 2024-2034  
31 March 2024



Submission # 84 Andrea Manley on behalf of Napier Port

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 2

Napier Port supports the RLTP aligning with the vision, goals and definitions of the GPS, namely:

- economic growth and productivity
- increased maintenance and resilience
- safety and
- value for money.

There appears to be strong alignment with the RLTP vision of “an efficient transport system that is resilient” and misalignment regarding “low emissions, safe, provides genuine and equitable choices, and places community wellbeing at its centre”, particularly when reading the detail in the GPS and RLTP. We are concerned this misalignment will result in the RLTP not being supported by the NZTA Waka Kotahi and compromising the plans for activities that support the GPS focus areas as defined in the

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 2

Objective 1 - Napier Port supports investment in an efficient transport system that is resilient as this enables an efficient and competitive supply chain for businesses in Hawke's Bay competing with the rest of NZ for domestic trade and internationally for exports. Napier Port receives requests from business assessing location of their business in Hawke's Bay versus other locations in New Zealand and also internationally. The accessibility and cost of the landside transport network is a significant factor in their decision making. This is not only connected to import/export but also the rest of New Zealand for either distribution of goods or sourcing materials. An efficient and hence low cost transport network also has an impact on people living in Hawke's Bay as it is linked to the price we pay for goods consumed.

Objective 2 - Napier Port believes it is the role of commercial enterprise to invest in and achieve a low-emissions transport system. We believe the RLTP should support the market to convert over time however do not support the RLTP funding this activity.

Objective 3 – Particularly given the region's current constrained funding situation, Napier Port supports the GPS safety focus and in particular focussing on the causes of deaths and serious injuries and not all crash injuries. Our experience is that some road safety measures such as narrowing roads, increasing the size of roundabouts, speed humps, road islands and railings/barriers, make manoeuvring of larger freight vehicles challenging to stay within the road designated areas, with no noticeable benefit or impact to safety improvements to the public. Given the GPS focus areas Napier Port does not support reducing vehicle speed limits to improve active travel experience as this will not facilitate economic growth and productivity.

Objective 4- Given the region's current constrained funding situation, need to prioritise and relatively low and sparse population, Napier Port does not support “fit for purpose, genuine, safe and equitable transport choices for all users to sustain the health and wellbeing of communities”. Napier Port supports the four GPS focus areas:

- economic growth and productivity
- increased maintenance and resilience
- safety and
- value for money. as priorities for our region.

Objective 5 - Napier Port supports integrating land use planning and development to enable effective and efficient use of transport networks.

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 2

Priority 1 - Napier Port supports resilience, security and asset management, however as commented previously believes low emissions investment for the region should be left to commercial enterprise.

Priority 2 - Napier Port does not support a second priority of genuine and safe transport alternatives across routes and modes for health and wellbeing. Given the current situation, rural and sparsely



populated region as compared with other cities in NZ and outlook forecast, Napier Port supports safety on the transport network but not the RLTP accepting a health and wellbeing remit and investing in changes to attempt to improve health and wellbeing for everyone. Napier Port believes the RLTP is attempting to provide services suitable for a large and dense population, which is not currently reflective of Hawke's Bay. We see rate payer and private investment funding is better prioritised on outcomes of productivity and efficiency to contribute to economic growth as this then supports and funds wellbeing and health improvement initiatives.

Priority 3 – Napier Port supports the GPS initiatives with regards to improving safety and questions the material outcomes that can be achieved through investment in:

- driver training, particularly with the profile of driver that contributes the most to deaths and serious injuries
- investing in more infrastructure at intersections and crossing points to support active travel.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

Napier Port supports the following investments:

- Maintenance, operations and renewals on local roads and highways. Napier Port requests the RLTP includes local road repair and resilience costs when they will be used as alternative routes for State Highways and these costs are incorporated into the evaluation and decisions made by NZTA Waka Kotahi.
- Enhancing our roading network, including improvement that will restore road speed limits to 100 km/hr.
- Strengthening our urban links
- Securing safe and resilient journeys on our lifeline state highways and in particular rebuild and resilience to restore speed limits to previous levels, i.e. 100km/hr

Napier Port does not support the following investments:

- Creating efficient transport choices to connect our communities and reduce travel times. Napier Port believes priority for 2024-2027 should be focussed on road improvements for safety, efficiency and productivity.
- Keeping our people safe, the road safety promotional activities do not appear to be directly related to a reduction in deaths and serious injuries. Napier Port supports the safety measures and outcomes as per the GPS.
- It is not clear to quickly understand what the \$11.5m "planning for the future" activities will cover. We request better clarification to understand scope and benefits from proposed activities.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? No

We are not yet able to comment on the resilience, reliability and efficiency related to the proposed state highway links as the options, criteria for assessment, evaluation and options selection, including benefits and compromises work has not yet been completed by TREC/NZTA Waka Kotahi. We are aware that TREC/NZTA Waka Kotahi are not yet articulating the speed limit outcomes as a result of each option and whether speeds previously reduced will be restored, which impacts transport efficiency.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) 4

Overall Napier Port is not comfortable with the prioritisation of the RLTP as it is based on the vision, priorities and outcomes defined. We believe the prioritisation will be different with an evaluation based on the focus areas of the GPS and more likely to be supported and funding aligned if it is congruent with the GPS.

- From a freight perspective we believe the State Highway 5 programme of work to a resilient and safe road that supports restoration of a 100 km/hr speed limit is higher priority than project priorities 2, 3, 6 and 7. This is due to the volume of domestic freight in to and out of our region that needs to connect to its largest market, being Auckland.
- Napier Port requests the North Island East/West rail line between Palmerston North and Napier Port is

assessed from a total network cost (road and rail) perspective and incorporated into the RLTP and Rail Network Investment Plan, in particular planning and funding (if not covered by insurance) for the permanent repair of the Waitangi rail bridge, as the temporary repair has an approx. 5 year life-span. This is because rail currently removes approx. 32k truck journeys to/from Napier Port off the road pa. This volume has grown since the rail line reopening in September 2023 and is forecast to grow further. Converting this volume from rail onto trucks will have a significant impact on road maintenance cost, road congestion in Ahuriri on State Highway 50, including the urban area leading to the Port and road noise for residents that live on the State Highway. This is not currently in the GPS. Comments in the RLTP regarding limited storage capacity at Napier Port, which will be further constrained with forecast growth in exports are no longer correct. Similarly, Napier Port has not recently provided information or analysed container trucking 5 booking information and does not support the statement that there has been an increase in the number of container trucks missing their booking times or the cause of this.

- Napier Port does not support the studies completed or further investigation and cost into reinstating rail between Gisborne, Wairoa and Napier as volume forecasts received do not support a commercially viable service.

- Napier Port does not see how it has been identified as a key investment partner for transport priority 1: resilience, security and asset management. We are happy to have a conversation with the RLTC about how we could support this.

7. Do you have any further thoughts on the draft RLTP?

In the funding section of the RLTP it would be good to clarify the expected sources of funding and in particular whether our region is aligned with the GPS with regards to expecting projects to be delivered through non-traditional (for Hawke's Bay) sources of funding such as private investment or public, private partnerships.

---

Submission # 86 Mark Read on behalf of Horizons Regional Council

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **5**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
7. Do you have any further thoughts on the draft RLTP?



12 April 2024

TTP:0201  
2024 AM:MR

Regional Land Transport Plan submission  
Hawke's Bay Regional Council  
Private Bag 6006,  
Napier 4142

Via email: [transportplan@hbrc.govt.nz](mailto:transportplan@hbrc.govt.nz)

Dear Sir/Madam,

#### **HAWKE'S BAY REGIONAL LAND TRANSPORT PLAN 2024 -2034 – SUBMISSION**

Thank you for the opportunity to consider and provide feedback on the Hawke's Bay Regional Land Transport Plan 2024-2034 (RLTP).

This submission is made by officers on behalf of the Horizons Regional Council.

Horizons agrees with Hawke's Bay vision of "An efficient transport system that is resilient, low emissions, safe, provides genuine and equitable choices, and places community wellbeing at the centre."

Horizons supports the strategic direction of the draft Hawke's Bay RLTP. There are similarities with the strategic focus of Horizons' RLTP draft. Given the connections between our two regions, it is important our two strategic land transport documents align with each other.

In particular, we support:

- Objective 1 – *Resilience and Security: Invest in an efficient transport system that is resilient to changing climate and other risks, with urgency and priority.*

We agree with policies to achieve this objective and support measures focused on effective, efficient and reliable strategic road and rail corridors between inter-regional ports and removing constraints on inter-regional corridors.

The provision of safe, resilient and efficient connections between our two regions is vital and the importance of this is reflected in Horizons own draft RLTP. We support the draft objectives, policies and investment priorities included in the Hawke's Bay draft RLTP, specifically those relating to safety and connectivity improvements and those relating to providing secure connections to the Napier Port.

We strongly support investing in Priority Investment area 1d which identifies three strategic corridors connecting to Napier Port. One of the mentioned corridors links Te Utanganui, (a key logistical hub in Palmerston North) to Napier Port. Te Utanganui is described as an important investment project in the Horizons Regional Land Transport Plan.

There are a number of current and future pressures on transport corridors between the Hawke's Bay and Horizons regions, primarily relating to safety, resilience and efficiency of the key routes.





We support the RLTP's focus in these areas, and encourage continued investment in the State Highway network. A key corridor for both our regions is the east-west transport corridor which includes State Highway 2. We support ensuring this corridor receives the maintenance required to facilitate freight, safety and route resilience.

Te Ahu a Tūranga: Manawatū-Tararua Highway is in construction and due for completion in mid-2025. We are looking forward to this new highway opening which will strengthen priority transport connections between the Horizons' and Hawke's Bay regions.

We also note this corridor includes the Palmerston North – Gisborne Line. We support investment and maintenance of this rail corridor, particularly given it will play an important role in transporting freight and distribution hubs located within the Horizons region to Napier Port.

Unlocking the potential of rail, in particular for freight movement, is a key step in reducing our region's carbon emissions and solving a number of other issues such as resilience, connectivity, and safety. Investment in the rail network is planned with the KiwiRail Regional Freight Hub planned for the Palmerston North area and the Marton Rail Hub, which will be a critical step in moving freight and logging onto rail.

We support the inclusion of State Highway 2 four laning expressway as a Capital Investment activity and recognise the importance it functions reliably and efficiently to support connections between the two regions and economic growth.

We thank the Hawke's Bay Regional Council staff for their willingness to work with us during preparation of our draft Plan to confirm the inter-regional activities of significance between our two regions. These are listed in the table below:

**TABLE: Significant inter-regional activities between the Horizons region and Hawke's Bay region**

Activity	Reason for inter-regional significance
Te Ahu a Tūranga, Manawatū-Tararua Highway	Construction of Te Ahu a Tūranga, Manawatū-Tararua Highway, the new primary east-west route, will enable the efficient, effective, reliable and safe movement of people and freight between the Horizons and Hawke's Bay regions. Construction is well-underway and will be completed in the 2024-27 funding period.
Hawke's Bay Expressway – four laning project	The Hawke's Bay Expressway forms part of the key strategic link between the Port of Napier and the Horizons region. The Palmerston North – Manawatū sub-area is progressively growing as a freight hub, and tonnages of freight between the Horizons and Hawke's Bay regions are increasing. It is important that the Hawke's Bay Expressway functions reliably and efficiently to support connections between the two regions and economic growth.
State Highway 50 resilience enhancements	State Highway 50 is an alternative freight route enabling access to the Hawke's Bay expressway and Port of Napier. Improvements to the resilience of this corridor will be key to enabling alternative access for freight between the Horizons and Hawke's Bay regions.



State Highway 2 Kakariki Road and Woodville Commercial Vehicle Safety Centre (weigh station)	Ensuring heavy vehicles meet the required safety standards is key to ensuring safe connections between the Horizons and Hawke's Bay regions.
KiwiRail – weather response, rail line maintenance and repair	Investigation and repair/improvements to the rail network between the Hawke's Bay and Horizons regions following the Cyclone Gabrielle weather event.

We note in your plan the mention of the Napier-Taihape Road as being a key inter-regional link to the west, and importantly on to State Highway 1. We agree this link provides for freight and tourism movements, as well as a viable alternative to the current State Highway network, particularly during times of road closures and emergencies.

We consider public transport access between our two regions to be important. A coordinated, joint inter-regional approach to planning new services will lead to better services for residents and visitors as well as environmental and safety benefits. Horizons are interested in strengthening our relationship with Hawke's Bay Regional Council given the importance of working together for cross boundary services. We note with interest the proposed short term investment trial commuter express bus service operating from Waipukurau to Hastings.

Thank you for the opportunity to submit. The council does not wish to speak in support of its submission but if required are happy to meet and discuss the points raised.

Please don't hesitate to contact Mark Read at [transport@horizons.govt.nz](mailto:transport@horizons.govt.nz) or on 0508 800 800 should you wish to discuss this further.

Yours sincerely,

A handwritten signature in blue ink, appearing to read "Mark Read".

Mark Read  
**MANAGER TRANSPORT SERVICES**

Submission # 87 Henare Mita

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5

Transport system resilience is a must

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 5
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 4
7. Do you have any further thoughts on the draft RLTP?

#### Global Warming and Climate Change:

First and foremost, as far as I am concerned Global Warming and Climate Change is real. It is an opinion I have held for at least two decades now, an opinion informed through my observation of national and international scientific research. An opinion reinforced by what I am seeing here in Nuhaka, the Wairoa district and the greater Hawke's Bay area in general. It is because of this that I have serious concerns regarding the resiliency of our Hawke's Bay transport network system.

#### Hawke's Bay Transport Network:

As someone who believes that with Global Warming and Climate Change comes augmented storm systems, I am too of the opinion that such storm systems will occur with far greater regularity. This is readily reflected in what is occurring in New Zealand. The West Coast of the South Island for example, as I write this submission, is experiencing widespread flooding from days of torrential rains. The cost of recovery a sobering exercise, especially in light of their recent new-millennia history. The West Coast, like Hawke's Bay, only too familiar with these extreme weather events.

My point is that augmented weather systems like Cyclone Gabrielle will be repeated here in Hawke's Bay and repeated in the not too distant future. As a consequence, it is absolutely crucial that the HBRC Transport Plan receives robust support and adequate government funding. Cyclone Gabrielle taught us some harsh lessons, one of which was how truly vulnerable large portions of our Hawke's Bay transport network are, and secondly, that for communities like Wairoa, when such networks are severely compromised, it is easy for large swathes of our community to feel alone and isolated.

It is imperative therefore that we do our utmost to enhance the resiliency of this network. I remember, quite vividly, the angst of many members of our community with regards to the Civil Defence response, of how vulnerable and alone they felt. We have the opportunity to do something about that.



Submission # 89 Rhea Dasent on behalf of Federated Farmers

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**

Enhanced Resilience is desperately needed in the rural roading network.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
7. Do you have any further thoughts on the draft RLTP?

### Disappointing Level of Resilience

The transport network plays a critical role in facilitating the transportation of goods. Its resilience is therefore a crucial priority to ensure the safe, reliable and efficient transport of goods and relative connectivity of communities. Increasing challenges posed by natural hazards call for a robust policy framework that not only ensures the resilience of road transport but also addresses the needs of the agricultural sector.

The Region's poor transport resilience has been painfully on display this last year since Cyclone Gabrielle. Many farmers have been cut off by bridges and roads destroyed by slips and flooding. This has had grave consequences for their ability to operate their farms and access services like getting children to school. Animal welfare was compromised when farmers could not access vets, shearers, and stored feed supplies because their road access was compromised. Most importantly, farmers themselves and their families were unable to access basic needs like groceries and health care.

### High Rates, Low Level of Service

The struggle for councils to repair and maintain their local roads highlights the importance of sticking to core council functions, and making brave decisions to discontinue funding superfluous council activities.

Members have emphasised to Federated Farmers a discrepancy between the high rates they pay towards roading, and the low level of service they receive. They are widely concerned that their distance from main centres means their roads are low priority for maintenance and repair, yet they have few choices for alternative ways to transport goods, services and people.

There is widespread anger that despite the high rates they have contributed over many years towards local roading, the network has been proven to have poor resilience. It is frustrating to see glacial progress and red tape hindrances with some repair projects such as the Kereru Road gorge in Hastings District and the Ruakituri bridge in Wairoa District.

Inefficiencies are frequently observed, such as two trucks, a digger and multiple workers driving out to a rural road and clearing a single minor culvert, and then some weeks later another team comes out and does the same for the next culvert along.

The District Councils undertaking roading activities need to be urged to adopt equitable and affordable rating mechanisms, and to deliver a regular maintenance and upgrade programme that avoids cost blowouts. For years, Federated Farmers has been urging our local Hawke's Bay councils to adopt a hybrid road rating model consisting of a targeted uniform charge as an equal amount paid by all ratepayers in the district, as well as the general rate applied with the existing differentials. A hybrid funding model can increase affordability, and reduce discrepancies between ratepayers.

The uniform charge component of the hybrid rates model recognises that roading provides a general benefit that is uniform to all ratepayers; people enjoy roads and the mobility of goods and services irrespective of

the size of their property. The property value rate recognises that some properties benefit more than others from roads. Together, a uniform charge *and* a property value rate allow the public benefit *and* private benefit aspects to be funded accordingly.

#### Existing or Upgraded Standard

Federated Farmers is concerned that the goal to return road standards back to the level they were prior to Cyclone Gabrielle, is not enough for our more isolated areas like Wairoa District.

Even before the cyclone, State Highway 2 connecting Napier and Wairoa was in a poor state that was lower than what other districts enjoy, leaving Wairoa citizens vulnerable to isolation. Wairoa Federated Farmers members have observed multiple road straightening projects on other areas of the state highway network and very limited projects on their section. Returning this highway to prior state is not enhancing resilience, and given the lack of alternative routes more needs to be done to improve resilience for this road.

Significant enhancement to the socio-economic status of Wairoa district will follow upgrades to their state highway link. The food producing hinterland of Wairoa will be able to increase its output, which benefits the entire district. This [news article](#) details the challenges vegetable producer Leader Brand has had getting it's produce to market because of the state of roads after the cyclone.

#### Maintenance must be prompt and co-ordinated.

We find councils struggle to adequately maintain rural roads. It is crucial therefore, that rural roads are given the same status and equity in considerations of design and maintenance and that the resilience of our network ensures our rural communities have failsafe options when there is a system failure.

Councils appear to be relying on farmers doing basic maintenance of roads like roadside weed spraying and culvert clearing. Potholes in rural roads are getting worse over the last few years and are now at record levels post-cyclone.

#### Low Emissions Transport

Federated Farmers is concerned that this priority will benefit mainly urban people, yet will be funded by rural ratepayers.

We are concerned that additional initiatives and investment in public transport, walking and cycling and rail, for the purpose of reducing greenhouse gas emissions, will divert much needed funds away from rural Hawke's Bay roading.

Farmers feel particularly frustrated by the high rates they pay towards local roading going on urban cycleways that are mostly empty. Many of the cycleways and pedestrian routes are used for recreation. We do not want to see funding diverted away from transport that contributes to daily economic wellbeing, towards "nice-to-have" transport for the weekend. Public transport options are similarly only practical for urban citizens, yet are heavily funded by rates.

Submission # 90 Paul Baker

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 2

The stated vision is 'woolly thinking. A more concise strategic vision is "A safe, effective and efficient transport system that is robust and resilient to community, regional, and national needs". The words on "low emissions", "Equitable choices", and "Community Wellbeing at its centre" are nebulous, vague, and woke in the context of having to deal with the immediate priorities for Hawke's Bay's Regional Land Transport post Cyclone Gabrielle damage.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 2

The strategic objectives need to follow a pattern: 'safe effective and efficient' Why? Safety must be first: In some cases it is not mentioned Effective: Transport systems need to be safe and effective, in that order. An ineffective transport system is something nobody would want. e.g. empty buses, empty trains, etc Efficient: Transport systems can only be efficient once they are safe and effective. Currently, too many of Hawke's Bay's transport systems are not efficient e.g. public transport (if it was, it would pay for itself) Roads with stop / go , time delays, one way sections alternating on slipped and subsidence prone



roads. Meandering roads, constructed in the 19th century, which are no longer fit for purpose because of width, lacking directness, turn radius, drainage, extending to settlements that have almost gone, etc.

3. When considering our 10 year transport priorities do you agree we've got them in the right order?

(5 = strongly support / 1 = strongly against) 2

Yes, I would change "Transport choice". It is not in the purview of HBRC or NZTA to provide buses for public transport and expect ratepayers, taxpayers, or road users to have to pay for these. The same should apply to taxi's, mini vans and trains. The service users should pay and not a ratepayer, taxpayer or RUC payer. I support the "Resilience and security and asset management:" as well as the wider concept of a "safe transport system for all people and communities". The latter is supported in the context of: tarseal rehabilitation and renewal, culvert / bridge repairs and replacements, drainage repairs and improvements, subsidence and slip prevention, scour prevention, rockfall management, tree management, road alignment and width improvement, surface debris removal (tires, rubbish, loose metal) and better lighting in hazardous areas. I do not support: median wire barriers, dual language road signs, road signs hidden by vegetation, and arbitrarily imposed speed restrictions when there is no work in progress and no road hazard. I.e. stop imposing 30kph restrictions for no reason as the public lose faith.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

Some things proposed are supported and some things are not (see below). We must also recognise that the \$4.6B + \$888m will double within 5 - 10 years. Can we afford it? Broadly support Safety and efficiency improvements at \$750m - \$830m. Common sense No supported - wire median barriers (bad for motorcyclists) (bad for overtaking) Well supported Waikare gorge bypass SH2 four laning Upgrade SH2 from Napier to Gisborne and beyond (Gisborne is outside this commentary scope but the sentiment is right) Upgrade SH5 from Bay View to the Rangitaiki Plains in terms of width, alignment, grade, speed, value, storm resilience, curve radius Hawke's Bay Resilience Rebuild Not supported: Subsidies to bus operators: 350,870 trips. The user should pay 200km of off road cycle trails. A "nice to have" given we need billions spent reinstating state highways and local roads. The Cyclists should pay.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes

The State highway network is, in part, outdated, in a state of ill repair and needs major work repairing, realigning and reinstating it. Targeting over \$5B at the network will achieve results. The funds spent on each element of the project need to be carefully monitored otherwise resilience, reliability, and efficiency will not be achieved as they will be substituted for: 1. numerous unproductive and extensive consultations, meetings, meals, and debates designed to achieve objectives other than the vision and strategic objectives of this plan. 2. Communication team members and consultant charges (NZTA reportedly had a few of these) 3. Bilingual signs and literature - not designed to assist the majority who speak and read English. We need to ensure that unlike Covid-19 health funding, that road funds are not redistributed to the equivalent of cameras on fishing boats, marae refurbishments, school lunches, etc. If these other funding requirements are deemed necessary, they need to be dealt with from specific identified sources allocated specifically for that purpose. My request is that for \$4.6B + \$0.888B, that organizations expending the public funds do so with strong fiscal discipline to produce the expected result. I.e. be honest, open, transparent and accountable for the funds entrusted to you.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) 3

See below for my allocation of rankings: 5. Resilience, security, and asset management 1. Transport Choice 4. Healthy and safe people A: transport choice is rated strongly against because although "active transport" appears desirable, it should not be at the ratepayers, taxpayers or RUC payers expense. The user should pay. What the prioritized programme of capital works does is operate on "Interventionist economics" that brought New Zealand to its knees, financially, under the governments of Robert Muldoon and Jacinda Ardern. Subsidies are wrong when funds are so scarce and ratepayers, tax payers, and RUC payers are in difficult financial straits. B: Safety only achieved a "4" as I am dubious about some infrastructure expenses (median wire) and the potential for misguided cost blow outs under the



heading of "education and intervention" \$1.9m. The potential to achieve a lot less value for money with this prioritized programme element is very high and not easily quantified.

7. Do you have any further thoughts on the draft RLTP?

1: Use English as the primary language on this project 2: I was confused for a while reading the document thinking "Arataki" in the Waka Kotahi reports was a suburb in Hastings / Havelock North. It was Waka Kotahi's 10 year view of what is needed to deliver the governments priorities and long-term objectives. 3: The bus, walking and cycling routes are "nice to have" when some very fundamental and capital intensive projects need to be underway to rectify Cyclone Gabrielle damages to both SH and other public roads,. Any expenditure secured for Land Transport but used for other purposes, I would view as misappropriation! 4: Expect costs to double and activities to be reprioritized before they are all completed 5: Construct infrastructure to a level far higher than HBRC's current 100yr flood levels which appear to be more suited to a 32 year return period 6: Ensure that new bridges are made of spans which are as long as possible and abutments minimal so that rivers are not choked by piers and abutments. 7: Itemize on a freely available publicly accessible website, on a quarterly basis, the progress of each major project (over \$2M) in terms of: start date, completion date projected, % of job complete, funds expended to date, and as a percentage of the specified budget. 8: These roads are our roads and transport routes. Our money is proposed to be used to make the improvements. I would like to see if the various projects are on time, within budget and that targets / budgets are met.

Submission # 91 Sera Chambers

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3

The Future Development Strategy (FDS) set to replace the Heretaunga Plains Urban Strategy (HPUDS) needs to ensure that it is premised on the enjoyment of property rights by affected adjoining landowners as a guiding principle.

Draft FDS significant growth areas need to be confirmed before investing in further.

This includes consultation and where required, mitigation for affected areas regarding:

SH2 Four Laning

Increasing flights or freight network at Hawke's Bay Airport (HBAL)

Increasing brownfield density and ensure location and design enhances between new and existing sites.

More Rail less truck jobs - how will this be mitigated?

P1.3 important determine community voice as to preferred route and mode, function and form, when identifying and selecting options for new and replacement assets. Transport choice, people should still have the choice to drive.

Important ONF recognises that streets not only keep people and goods moving, but they are also places for people to live, work and enjoy.

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3

Some of the information is vague, generalised and does not reference appropriate supporting information or references outdated supporting information e.g.:

2.3.2 Generally, this shows that a large proportion of our population are active users of the transport system to get to work, school, and other activities. The previous paragraph speaks about unemployment only, nothing about transport.

2.4 Aging Population does not necessarily result in changing housing (smaller, more centrally located housing). The supporting evidence only supports that there is an increase in the number of retirement villages constructed - there are four retirement villages under construction in Hawke's Bay in 2020.

People with disabilities are likely to be driven or use mobility scooters rather than take public transport evidenced in the Hastings MyWay and Total Mobility service support cars for the mobility impaired.

3. When considering our 10 year transport priorities do you agree we've got them in the right order?

(5 = strongly support / 1 = strongly against) 3

Health impacts of transport related air pollution - The Hawke's Bay region has the fourth highest rate of premature death (30+ years) due to transport related air pollution. In 2016, 157 premature deaths were attributed to air pollution but HBAL is proposing to increase passenger flights and have a freight network.

3.2.2 Connecting our region by air - 640,000 passengers in 2023 - 1,000,000 passengers by 2030

Air pollution, noise, environmental and other health and safety impacts must be consulted on as a matter of public interest especially with affected residents premised on the enjoyment of property rights by affected adjoining landowners as a guiding principle.

Who will be paying for any mitigation impacts to affected residents - the Crown, Council, ratepayers, Mana Ahuriri as New owner? Has this been considered as part of the risks to the health of Our People? Refer Wellington Planesense as an example of not consulting with affected residents.

There is nothing mentioned in this document, understand it is a Land Transport document but it is still a major point to consider.

3.3 Transport and Vehicle Emissions - nothing mentioned about air travel? If the population is increasing, vehicle kms is likely to increase. How was the Regional Carbon Footprint in September 2022 produced? Where is the evidence? The source link goes to Page not found.

3.4 OECD research is from 10 years ago - risk of referencing old data to state "Transport systems that have high rates of vehicle ownership like Hawke's Bay are more likely to be harming the health and wellbeing of the population.

Noise pollution - planes and vehicles - SH2 4 lane must be mitigated.

If you have commuter busses you still need good road access. Refer the proposed Fire and Safety Levy 2026 - commercial should pay more if they are utilising more of the road network rather than residential and can claim back some of their costs of mileage/insurance etc on tax.

Increased freight volumes are causing wear and tear on roads - build this in as part of resilience of user pays e.g. commercial operators, port, exporter, importer.

Maintenance, operations and renewals (MOR) is important.

Proposed bus routes and times - have these been consulted on with affected residents (e.g. increased road noise up to 12am, social issues, location of bus stops) and have the routes been decided on, it is unclear based on the document e.g. Route 2. Where will smart stops be located? Who will pay for charging of scooters, bikes and phones?

Need to review proposed 2025 bus use - if it is not used remove etc to reduce costs

Off-road cycleways are good as they minimise the risk of cyclist vs vehicle crashes.

Consult with the public before installing traffic calming measures - may be able to save money.

Alcohol, poor observation and travel speed are the highest casual factors of accidents. These are human behaviors that need to be mitigated rather than through transport changes. Driver education rather than road changes e.g. aimed at 15-29 year olds.

Distraction and seatbelts - use enforcement and fines as deterrents.

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes

4.1 RMA is changing - must be reflected in future strategies.

LGA - sets consultation principles that are relevant for development of regional land transport plans - consultation is key to buy in.

The Climate Change Response Act 2002 - focusing on cars but increasing passenger/commercial/freight plane flights - they must offset the cost to:

Health and Safe People - protecting people from transport related injuries and harmful pollution and making active travel an attractive option and

Environmental Sustainability - transiting to net zero carbon emissions and maintaining or improving biodiversity, water quality and air quality.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**

Project 3 SH 2 Napier to Hastings dual carriageway and rail corridor study realignment on the same corridor - public consultation of all affected parties must be considered within the wider area including all existing residents of the proposed area as well as the "Ahuriri Triangle". and

Project 10 Development of the Napier Airport Freight Hub including a freight density study - must include consultation with all affected residents, flight plans, times of flights, air pollution, noise including all residents who live within and outside of the Ahuriri Triangle that may be affected as per Land - (a) includes land covered by water and the airspace above land, in the public interest their voices should be heard, considered and where required, mitigation provided by the adjoining landowner (HBAL).

The potential future impacts for air is unexplained.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right?

(5 = strongly agree / 1 = strongly disagree) **4**

7. Do you have any further thoughts on the draft RLTP?

Proposed bus routes and times - have these been consulted on with affected residents (e.g. increased road noise up to 12am, social issues, location of bus stops) and have the routes been decided on, it is unclear based on the document e.g. Route 2. Where will smart stops be located? Who will pay for charging of scooters, bikes and phones?

Need to review proposed 2025 bus use - if it is not used remove etc to reduce costs

Off-road cycleways are good as they minimise the risk of cyclist vs vehicle crashes.

Consult with the public before installing traffic calming measures - may be able to save money.

Alcohol, poor observation and travel speed are the highest casual factors of accidents. These are human behaviors that need to be mitigated rather than through transport changes. Driver education rather than road changes e.g. aimed at 15-29 year olds.

Distraction and seatbelts - use enforcement and fines as deterrents.

Asset maintenance backlog - would it be worth asset testing rather than relying on assumed figures. This may save money and allow for better FWP's, especially as there is no asset value information for Napier?

It would also be good to have more transparency on how the figures were obtained e.g. breakdown on Appendix 7 figures would be great to gain understanding out of public interest.

Also, converting 3 existing cycle lane routes to separate cycleways - why? Cost to benefit?

Submission # 92 Gavin Carey-Smith on behalf of Hawke's Bay Airport Ltd

To be heard? **No**

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**

2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**

3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**

4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**

7. Do you have any further thoughts on the draft RLTP?

HBAL have made some suggested amendments to certain sections of the draft RLTP to more accurately reflect the Airport's position in the regional transport system. Please see written submission #20 for further detail.



## Submission # 93 Guy Wellwood

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **1**  
No, it is too reactionary
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **5**  
Because the word roads does not appear anywhere and it could mean rail
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **5**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **No**  
\$5.5 Billion dollars will not be forthcoming. That sort of money will not be spent in Hawke's Bay. Spend \$200 million on rail instead.
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **No**  
With the inception of the new bridge of the Waikare the State Highways should be left alone and the emphasis should be on investing more in the regions rail assets.
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **2**  
1,9,6 in that order and leave the rest.
7. Do you have any further thoughts on the draft RLTP?  
It is too reactive. Clearly driven by NZTA.

## Submission # 94 Graeme Mueller

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **3**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **3**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **3**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **3**
7. Do you have any further thoughts on the draft RLTP?  
This is a late submission to the proposed 4 - lane highway between Napier & Hastings.  
  1. Congestion is a problem during morning & evening rush hour. Outside of these hours traffic flows relatively freely. Is the enormous cost justified adding an additional 2 lanes in an attempt to reduce congestion & increase traffic flow for only a few hours?
  2. Car pooling would be one way of reducing congestion. Certain allocated collection & drop off points where motorist could leave their cars would prove beneficial & assist in reducing congestion along with the Carbon Footprint, essential if we are attempting to reduce the emission problem.
  3. Public Transport if timed to run effectively & efficiently during rush hour during the morning & evening, while less frequently during the day, would provide a service that all commuters could utilise, along with pick up & drop off points allocated, along with timetables made available, together with an app for phone uses.
  4. Trains could be reinstated to run between Napier & Hastings, with a station available for commuters to

& from Hastings to replace the previous station which is no longer operational. Perhaps stations @ Meanee & Clive would assist commuters, along with an allocated parking area @ each station. With only a single line between Napier & Hastings a synchronised timetable would be required. Alternatives to the enormous cost of adding two further lanes to the Expressway should certainly be considered.

---

Submission # 95    Mhairi Rademaker on behalf of Genesis Energy    To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) **4**
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) **4**
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) **4**
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? **Yes**
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? **Yes**
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) **4**
7. Do you have any further thoughts on the draft RLTP?

Please see written submission supporting this with further applicable detail.

---



## **Submission by Genesis Energy Limited**

Trading as Genesis

ON

## **Hawke's Bay Regional Land Transport Plan 2024-2034**

12 April 2024



## Submission by Genesis Energy Limited

Trading as Genesis

ON

### Hawke's Bay Regional Land Transport Plan 2024-2034

---

To: Hawke's Bay Regional Council  
Private Bag 6006  
Napier 4142  
Via email to [transportplan@hbrc.govt.nz](mailto:transportplan@hbrc.govt.nz)

Date: 12 April 2024

Submitter name: Genesis Energy Limited

Contact: Mhairi Rademaker  
Senior Environmental Policy and  
Planning Advisor

Address: Genesis Energy Limited  
94 Bryce Street  
PO Box 9180  
Hamilton 3204

Phone: 027 362 3749

Email: [mhairi.rademaker@genesisenergy.co.nz](mailto:mhairi.rademaker@genesisenergy.co.nz)

Address for Service: As above

## 1. Introduction

---

Genesis Energy Limited (**Genesis**) welcomes the opportunity to provide a submission to Hawkes Bay Regional Council (**HBRC**) on the draft Regional Land Transport Plan 2024-2034.

Genesis wishes to be heard in support of this submission.

Nāku noa, nā



Alice Barnett

**Environmental Policy and Planning Manager**

## 2. Background

---

Genesis is an electricity generator and energy retailer with a diverse portfolio of renewable and thermal electricity generation assets including hydro, thermal and wind generation plants spread across New Zealand.

Within the Hawke's Bay Region, Genesis owns and operates the Waikaremoana Power Scheme (**WPS**) – a hydro-electric power scheme located between Te Urewera and Wairoa, along the upper 7km of the Waikaretāheke River. The 138MW scheme comprises three power stations – Kaitawa (36MW), Tuai (60MW), and Piripāua (42MW). Water from Lake Waikaremoana and the Waikaretāheke River is transported to the power stations through a combination of dams, modified lakes, canals, and siphon systems. On average, the scheme generates enough electricity to power the equivalent of 66,000 average kiwi households. Genesis operates the WPS subject to a comprehensive suite of resource consent conditions granted by the Hawke's Bay Regional Council.

Strategically, the WPS is critical to ensuring the security of energy supply to the East Cape in the event of disruption to the National Grid. This was highlighted in the weeks following Cyclone Gabrielle, where the WPS was the only major source of electricity generation for the Hawke's Bay and the East Coast.

The WPS also provides voltage support for the Gisborne and Tokomaru Bay Transpower transmission circuits and the proximity of the WPS to Gisborne results in lower transmissions losses than would otherwise occur.

Ongoing safe, reliable road access to the WPS is critical for operation, maintenance, and renewal of the power stations and associated structures. As well as normal day-to-day operations, Genesis is currently undertaking a major programme of renewals that will continue to around 2030. The turbines at all three power stations are being replaced as they reach the end of their lifespans, typically 50 years. This requires transporting loads of up to 65 tonnes to the WPS.

Genesis has an interest in the safety, resilience and condition of the transport system as it relates to the ability of staff, contractors, and over-size and heavy vehicles to access the WPS.

### 3. Submissions

---

Cyclone Gabrielle highlighted the vulnerability of the transport system to severe weather events. Genesis recognises the significant programme of work required to repair and rebuild the transport system in the aftermath of Cyclone Gabrielle, as well as the work already undertaken by the councils and Waka Kotahi.

The rebuild presents an opportunity to improve the safety and resilience of system, but projects will have to be prioritised to align with financial and contractor capacity. The importance of the WPS to the local, regional and national economy and for the health and wellbeing of people means that provision of safe and resilient access to the WPS should be taken into account when prioritising projects, both for the Hawke's Bay Resilience Rebuild and normal maintenance and renewals.

#### **SH38 Wairoa to Onepoto**

SH38 Wairoa to Murupara seal extension is listed in the draft RLTP investment programme. Genesis supports prioritisation of sealing through to Onepoto, which would significantly improve accessibility and support the safe and efficient operation of the WPS.

#### **SH2 Napier to Wairoa and SH5 Napier to Taupō**

On-going turbine replacement and other renewal projects require oversize and heavy loads to bring machinery and components from other parts of the country to the WPS. With disruptions to SH5 and SH2 south of Wairoa, including at Waikare Gorge, Genesis contractors have recently been forced to divert heavy loads through SH2 Waioeka Gorge. This is a less suitable route for such traffic and is subject to its own resilience issues, with frequent slips.

Genesis therefore stresses the importance of SH5 and SH2 to the safe and efficient operation of the WPS and supports the on-going rebuild and resilience programme of works, including the SH2 Waikare Gorge project.

#### **Local roads around the WPS and Tuai**

Genesis staff and contractors rely on the local road network in and around the WPS and Tuai to access Genesis assets. The prioritisation of maintenance activities on these roads would support the ongoing safe and efficient operation of the WPS.

## Submission # 96 Glenn Marshall

To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 3
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 3  
Stronger focus on active transport
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 3
7. Do you have any further thoughts on the draft RLTP?  
Needs to have stronger focus on active transport for trips made under 10km each way, i.e. people travelling within Napier or within Hastings need better infrastructure to support safe cycling and walking. I am Napier resident and frequently use my bicycle as a mode of transportation, including visiting my clients for my business.  
Hopefully the HBRC is aware of 'take the lane', per the NZTA link below.  
I 'take the lane' when biking along hazardous routes such as Carlyle Street and Tennyson where I bike almost in the middle of the lane. The reason being that it is too dangerous to bike on the shoulder due to the risk of getting 'doored' by someone in a parked car or car behind me squeezing past.  
My suggestion is to adopt a formal 'take the lane' policy and that on road such as mentioned above that 'take the lane' road markings are put in place together with signage. The reality is that the current government is not pro 'active transport' and has halted cycle ways for commuters. Plus roads like these don't have room for a cycle way. <https://www.nzta.govt.nz/roadcode/code-for-cycling/road-positioning-and-passing/take-the-lane-if-you-need-to/>  
There has been a massive increase in bicycle ownership in Napier and Hastings, predominantly older people with Ebikes. Regrettably those increased numbers have not flowed through to using a bike as a mode of transport with most of those people using their bikes on the limestone trails or the cycle was from the Fert works out to Bay View. I have spoken to several Napier people that put their ebikes on the their towbar bike rack then drive the few km's to a cycle way to then go on a leisure ride. These people refuse to ride on the road due to concerns around traffic volumes and safety. This is an example of the failure by HB to embrace active transport. Our cities are flat and blessed with beautiful weather, yet our kids are dropped off at school and adults still drive even for distances less than 10km.

## Submission # 97 Michael Bate

To be heard? No

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 2  
The vision does not prioritise what the public regard as efficient roads. Our roads should be direct fast links. Your idea of a road is to slow everyone down and frustrate them.
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 3  
The objectives are too wordy. We don't want you 'driving low emissions' because that probably means trying to stop us driving.
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 5  
Talk about roads not alternatives to roads.
4. Do you support the overall proposed investment programme (including business as usual activities),



particularly as it relates to resilience and rebuild? No

Just fix the bridges. We don't want you spending all our money on a future cyclone.

5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? No

They may be less efficient if you add median barriers and no passing lanes.

6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 2

1. North Eastern Connector Hastings

2. 100kph on Awatoto Road

3. SH5 100kph and passing lanes

7. Do you have any further thoughts on the draft RLTP?

We want you to build efficient (fast) roads and not discourage us from using them on the grounds of safety or the environment. We need to get around not have a patronising 80kph focus. We want you to make daily life better not frustrating.

---

Submission # 98 Ross McLeod on behalf of the HB Regional Recovery Agency To be heard? Yes

1. Do you support our 30 year Regional transport system strategic vision? (5 = strongly support / 1 = strongly against) 5
2. Do you support our proposed strategic objectives? (5 = strongly support / 1 = strongly against) 5
3. When considering our 10 year transport priorities do you agree we've got them in the right order? (5 = strongly support / 1 = strongly against) 5
4. Do you support the overall proposed investment programme (including business as usual activities), particularly as it relates to resilience and rebuild? Yes
5. Considering the initial proposed work on the vital State Highway links, do you think this will provide increased resilience, reliability, and efficiency for our region? Yes
6. When considering the prioritised programme of capital works, do you agree the prioritisation is right? (5 = strongly agree / 1 = strongly disagree) 5
7. Do you have any further thoughts on the draft RLTP?

Thank you for your very constructive approach to ensuring that the development of the Regional Land Transport Plan (RLTP) has been attuned to and aligned with the transport recovery needs and plans of the region and, in particular, the local road recovery programmes being developed by our region's councils.

As discussed, I provide further information to assist with finalisation of the programme. This includes:

1. Programme information for local road recovery works to be carried out by each of the Wairoa District Council, Hastings District Council and Central Hawke's Bay District Council.

2. Information presented to the Prime Minister and Minister of Transport on programme costs and funding needs for local road recovery programmes over the next four years.

The RRA supports the importance accorded within the RLTP to recovery works for both local roads and State Highways, and seeks that both the attached programmes of work and the provision for enhanced Government funding assistance for those programmes be included within the final RLTP. The funding assistance comprises an enhanced '+20% Emergency FAR' for recovery works plus additional bespoke assistance for each council on affordability grounds.

We also ask that the Plan highlight the importance of building resilience into recovery works and not just replacing "like for like", and the need for enhanced funding assistance to be provided to give effect to this resilience imperative.

Hawke’s Bay Roothing Recovery - Forward Works Programme

Programme Overview

This document presents a simplified summary of the proposed roading recovery work programme for the local roading network following Cyclone Gabrielle. The information draws together programme information from across the Wairoa, Hastings and Central Hawke’s Bay District Councils. It is designed to provide detailed programme information to support requests to Government for funding to enable cyclone recovery works to be carried out. It is provided separately for each council.

The programme information is presented in table form identifying the road name and work type, estimated value, and project timing. The nature of the works are bridge replacements or repairs, culvert replacement or repairs and slip and dropout repairs.

Each of the councils has developed detailed programme information that sits behind these summaries and will be used to manage the programme of works. The information presented is based on current known project information and may be updated as further site investigations and concept and preliminary design work is undertaken. Funding availability may also impact on the programme.

In formulating the programme, the councils have been guided by recovery principles. These are:

- Act as a credible and reliable recovery partner for Government and the community
- Only programme and request funding for projects in line with realistic delivery timeframes for the council
- Projects prioritised based on criticality, inter-dependencies for other projects, economic impacts and social connection needs

Headline Stats

	Wairoa District Council	Hastings District Council	Central HB District Council
Large Bridges	4	13	5
Large Culverts	13	12	-
Small Bridges & Culverts	-	68	12
Slips/Dropouts	94	51	679

**Hastings District Council**

\*(includes NIWE Crown funding agreement projects)

Site	End Date	Project Estimate
<b>Structures</b>		
Bridge 805 Brookfield	Jun-31	\$60,260,165
Bridge 816 Redclyffe	Jun-31	\$84,000,000
Bridge 122 Moeangiangi	Jun-29	\$6,490,000
Bridge 144 Ellis Wallis	Jun-30	\$19,353,000
Bridge 225 Mangatutu Low Level	Jun-27	\$6,240,000
Bridge 210 Follies	Jun-29	\$15,342,000
Bridge 105 Darkeys Spur No 1	Jun-25	\$470,000
Bridge 207 Dartmoor Replacement	Jun-27	\$23,669,000
Bridge 226 Matapiro Replacement	Jun-25	\$11,020,000
Bridge 237 Whanawhana	Jun-29	\$9,983,500
Bridge 245 Puketapu Replacement	Jun-25	\$18,564,849
Bridge 248 Rissington Replacement	Jun-26	\$24,317,000
Bridge 108 Arapaoanui Low Level	Jun-25	\$2,073,900
<b>Culverts</b>		
Crystal Twin culvert	Jun-25	\$2,420,000
Kereru Gorge No.3	Jun-25	\$4,370,000
Kahika Culvert	Jun-25	\$866,000
McVicars Culvert	Jun-30	\$2,576,000
HDC Cyclone Recovery - Culverts		\$77,600,000
<b>AWPT - Sealed (Pavement Rehabilitation)</b>		
HDC Cyclone Recovery - Roads and associated 73%	Jun-30	\$119,500,000
HDC Cyclone Recovery - Roads and associated 100%	Jun-27	\$23,000,000
<b>Recovery - Slips</b>		
Waihau Rd T2/3 Slip RP2444	Jun-26	\$70,000
Waihau Rd T2 Slip RP2640	Jun-26	\$70,000
Matahoua Rd T2 slip - RP 9806	Jun-27	\$1,208,550
Matahoua Rd T2 slip - RP 9990	Jun-27	\$1,733,550
Matahoua Rd T2 slip - RP 11840	Jun-27	\$1,966,608
Matahoua Rd T2 slip - RP 12990	Jun-27	\$1,418,550
Pohokura Rd T2 slip - RP 12500	Jun-26	\$1,941,576
Pohokura Rd T2 slip - RP 23700	Jun-27	\$2,558,976
Maraetotara Rd T2 slip - RP 3148	Jun-27	\$1,834,389
HDC Cyclone Recovery - Slips Tier 2 & 3	Jun-30	\$154,950,000
Taihape Rd T3 slip - RP 11230 & 11302	Jun-25	\$561,679
Taihape Rd T3 slip - RP 40141	Jun-25	\$1,677,124
Taihape Rd T3 slip - RP 40228	Jun-25	\$582,899
Taihape Rd T3 slip - RP 40275	Jun-25	\$1,251,800
Taihape Rd T3 slip - RP 42347	Jun-25	\$1,051,259
Taihape Rd T3 slip - RP 45422	Jun-25	\$588,844
Taihape Rd T3 slip - RP 49726	Jun-25	\$1,617,144
Taihape Rd T3 slip - RP 49849	Jun-25	\$429,656
Taihape Rd T3 slip - RP 49999	Jun-25	\$674,312



Dartmoor Rd T2 slip - RP 10324	Jun-25	\$568,360
Dartmoor Rd T2 slip - RP 10970	Jun-25	\$818,097
Dartmoor Rd T3 slip - RP 13575	Jun-25	\$1,636,544
Dartmoor Rd T3 slip - RP 13674	Jun-25	\$573,240
Dartmoor Rd T3 slip - RP 14384	Jun-25	\$772,861
Dartmoor Rd T3 slip - RP 16981	Jun-25	\$719,017
Kereru Rd T3 slip - RP 11200 & 11224	Jun-26	\$3,323,018
Kereru Rd T2 slip - RP 12800	Jun-26	\$1,974,236
Waimarama Rd T2 slip - RP 7772	Jun-26	\$1,818,521
Kahuranaki Rd T2 slip - RP 7503	Jun-26	\$1,483,561
Dartmoor Rd T3 slip - RP 7690	Jun-25	\$2,187,870
Puketitiri Rd T2 slip - RP4463	Jun-25	\$220,000
Puketitiri Rd T3 slip - RP6645	Jun-25	\$350,000
Puketitiri Rd T2 slip - RP11014	Jun-25	\$300,000
Puketitiri Rd T2 slip - RP12956	Jun-25	\$60,000
Puketitiri Rd T2 slip - RP15610	Jun-25	\$650,000
Puketitiri Rd T2 slip - RP19780&19870	Jun-25	\$400,000
Puketitiri Rd T2 slip - RP20515	Jun-25	\$110,000
Puketitiri Rd T2 slip - RP21103	Jun-25	\$565,000
Puketitiri Rd T2 slip - RP25638	Jun-25	\$520,000
Puketitiri Rd T2 slip - RP26300	Jun-25	\$410,000
Puketitiri Rd T2 slip - RP32162&32200	Jun-25	\$550,000
Puketitiri Rd T2 slip - RP32340	Jun-25	\$1,000,000
Glengarry Rd T2 slip - RP181	Jun-25	\$606,529
Glengarry Rd T2 slip - RP10120-140-240	Jun-25	\$1,231,763
Glengarry Rd T2 slip - RP14271	Jun-25	\$1,412,224
Waihau Rd T2/3 Slip RP2444	Jun-26	\$355,000
Waihau Rd T2 Slip RP2640	Jun-26	\$355,000
Waihau Rd T2 Slip RP8233 & 8347	Jun-26	\$1,165,000
Waihau Rd T2 Slip RP8479 & 8501	Jun-26	\$555,000
Waihau Rd T2 Slip RP8739 & 8782	Jun-26	\$1,125,000
Waihau Rd T3 Slip RP20571	Jun-26	\$4,735,000
Waihau Rd T2 Slip RP10403	Jun-26	\$455,000
Waihau Rd T2 Slip RP20870 & 20978	Jun-26	\$10,905,000
<b>TOTAL</b>		<b>\$732,213,171</b>

**Wairoa District Council**

Site	End Date	Project Estimate
<b>Awamate Road - Dropout</b>	Jun-24	\$100,000
Awamate Road - Bridges	Jul-26	\$557,000
Brownlie Road - Dropout	Dec-24	\$80,000
Brownlie Road – Bridges (2)	Jan-25	\$631,000
Browns Rise - Landslip	Jul-25	\$80,000
Cricklewood Road - Landslide (5 projects)	Jul-25	\$60,000
Cricklewood Road - Dropout (10 projects)	Jul-29	\$1,297,000
Dufty Road - Bridge	Jul-27	\$39,000
Erepiti Road - Bridge	Jul-25	\$143,000
Glenbrook Road - Dropout	Jun-25	\$696,000
Glenbrook Road - Bridge	Jul-28	\$6,159,000
Haliburton Road - Dropout	Jul-29	\$400,000
Hereheretau Road - Landslide	Jul-25	\$220,000
Hereheretau Road - Dropout (8 projects)	Jul-29	\$1,258,000
Hunt Road – Dropout (2 projects)	Jul-29	\$577,000
Kakariki Farm Road - Bridge	Jul-27	\$1,346,000
Kinikini Road - Dropout (11 projects)	Jul-29	\$2,221,000
Kinikini Road - Bridge	Jan-26	\$50,000
Kiwi Valley Road - Landslide	Jul-25	\$6,000
Kokako Road - Souring	Dec-25	\$4,500
Kokohu Road - Bridge	Jul-27	\$6,000
Kotare Road – Bridges (2)	Jan-26	\$144,000
Mahia East Coast Road - Dropouts (4 projects)	Jul-25	\$1,257,000
Mangapoike Road - Dropout (6 projects)	Dec-25	\$673,000
Mangapoike Road - Landslide (5 projects)	Jul-25	\$139,800
Mangapoike Road - Bridge (5 projects)	Jul-28	\$2,745,000
Mohaka Coach Road Dropouts (6 projects)	Jul-29	\$1,193,000
Mokonui Road – Dropouts (2)	Jul-29	\$607,000
Murphy Road - Bridge	Jan-26	\$609,000
Newcastle Street - Landslip	Jul-25	\$5,000
Ngamotu Road - Dropout	Dec-25	\$248,000
Nuhaka Opoutama Road - Landslide	Jul-25	\$15,000
Nuhaka Opoutama Road - Bridge	Jul-25	\$38,000
Nuhaka River Road - Landslip	Jul-25	\$8,000
Ohuka Road - Bridge (3 projects)	Jul-27	\$333,000
Ohuka Road - Dropout (2 projects)	Jul-29	\$194,000
Omana Road - Dropout	Dec-24	\$30,000
Opoutama Village Road - Bridge	Jul-26	\$10,000
Papuni Road - Landslide	Jul-25	\$1,000,000
Papuni Road - Dropout	Jul-29	\$287,000
Patunamu Road - Dropout (3 projects)	Jul-29	\$278,000
Ponui Road - Dropout (4 projects)	Jul-29	\$380,000
Putere Road - Landslide	Jul-25	\$30,000

Putere Road - Dropout (19 projects)	Jul-29	\$3,889,000
Putere Road - Bridge (2 projects)	Jul-27	\$113,000
Rangiahua Road - Dropout	Jun-25	\$328,000
Riverina Road - Bridge	Jan-26	\$404,000
Rohepotae Road - Bridge	Jul-24	\$286,000
Rotoparu Road - Bridge	Jan-26	\$15,000
Ruakituri Road - Dropout (3 projects)	Jul-29	\$1,284,000
Ruakituri Road - Bridge	Jul-25	\$9,000
Ruapapa Road - Bridge	Jul-27	\$359,000
Ruapapa Road - Landslide (6 projects)	Jul-25	\$200,300
Ruapapa Road - Dropout (8 projects)	Jul-29	\$2,033,000
Russell Parade - Dropout	Jul-25	\$1,300,000
Tait Road - Dropout	Dec-27	\$221,000
Te Pairu Road - Landslip	Jul-25	\$14,000
Tiniroto Road - Bridge	Jul-25	\$1,640,000
Tiniroto Road - Dropout (3 projects)	Dec-27	\$95,000
Titirangi Road - Dropout	Dec-25	\$413,000
Tunanui Road - Dropout (2 projects)	Jul-29	\$892,000
Tunanui Road - Landslide	Jul-25	\$22,000
Waihi Road - Landslide (6 projects)	Jul-25	\$94,000
Waihi Road - Dropout (4 projects)	Jul-29	\$705,000
Waihua Valley Road - Dropout	Jun-24	\$80,000
Waihua Valley Road - Landslide	Jul-25	\$52,000
Waihua Valley Road - Bridge	Jul-26	\$299,508
Waikaremoana Road - Landslip	Jul-25	\$21,000
Waikopiro Road - Dropout	Jul-29	\$270,000
Whakamahi Road - bridge	Jul-27	\$9,000
Willowflat Road - Dropout (7 projects)	Jun-25	\$2,595,000
Willowflat Road - Bridge	Jul-27	\$9,000
Woodland Road - Dropout	Dec-24	\$1,141,000
Woodland Road – Bridges (2)	Jul-27	\$1,382,000
<b>TOTAL</b>		<b>\$46,329,108</b>



**Central Hawke's Bay District Council**

\*(Slip or dropout repairs unless otherwise stated)

Site	End date	Project Estimate
Te Awa Road	Jul-26	\$292,500
Scannells Bridge	Jul-26	\$718,750
Purupuru Road Culvert	Jul-26	\$211,250
McGreeveys Box Culvert	Jul-26	\$191,875
Wakarara Road	Jul-26	\$438,750
Whangaehu Road	Jul-26	\$365,625
Kahuranaki Road	Jul-27	\$1,337,500
Cooks Tooth Road Projects	Jul-27	\$8,187,500
Tourere Road projects	Jul-27	\$6,912,750
Ugly Hill Road	Jan-27	\$211,250
Purimu Bridge	Jan-27	\$718,750
Patangata Bridge	Jul-27	\$63,250,000
Old Station Bridge	Jul-28	\$1,046,875
Rotihiwi Road	Jul-28	\$1,018,750
Porangahau Road Projects (x4)	Jul-28	\$1,328,125
Pourerere Road Projects (x5)	Jul-28	\$4,371,250
Lake Station Road	Jan-28	\$431,250
Macauleys Culvert	Jan-28	\$643,750
Rotihiwi Road	Jul-28	\$731,250
Blackhead Road	Jul-28	\$585,000
Ngahape Road	Jul-29	\$940,625
Wilson Cutting Road	Jul-29	\$862,500
Mill Road	Jan-29	\$731,250
Rotihiwi Road	Jan-29	\$215,265
Tipenes	Jan-29	\$270,000
Wilson Cutting Bridge	Jul-30	\$5,750,000
Middleton Road (x2)	Jul-30	\$1,316,250
Hutana Bridge	Jul-29	\$287,500
Northblock Ford	Jul-29	\$718,750
Rangitoto Road	Jul-29	\$292,500
Farm Road	Jan-30	\$981,250
Burnside Bridge	Jan-31	\$11,500,000
Cheviot Slab	Jan-29	\$234,375
Hulls Bridge	Jan-30	\$254,375
Te Uri Road	Jan-30	\$287,500
Old Hill Road	Jan-30	\$438,750
School's Road	Jan-30	\$292,500
Peacocks Bridge	Jan-30	\$251,250
Bush Road Culvert	Jan-30	\$215,625
Skippers Road Projects (x2)	Jul-32	\$1,150,000
Gollans Bridge	Jul-31	\$340,625

Wharetoka Bridge	Jun-27	\$365,625
Holdens Bridge	Jun-27	\$343,750
Braeview Road	Jul-31	\$292,500
Matheson Rd Culvert	Jun-26	\$262,500
Epae Culvert	Jun-26	\$209,375
St Lawrence Rd	Jul-31	\$292,500
Wakaraeo Bridge	Jul-31	\$300,000
Hiranui Rd and Bridge (x3)	Mar-26	\$1,303,750
Hunters Culvert	Jun-28	\$209,375
Herick Street	Jun-27	\$359,375
Old Waipawa River Bed Bridge	Dec-29	\$4,312,500
Te Uri Road projects (x4)	Jun-31	\$3,306,250
Otowhao Road	Jul-31	\$718,750
<b>TOTAL</b>		<b>\$132,599,890</b>

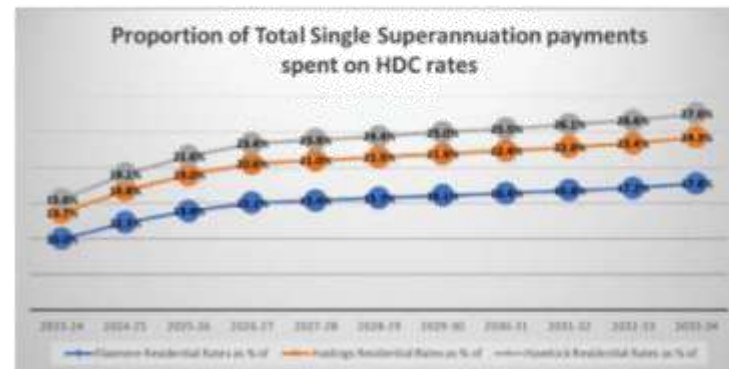




## THE REALITY OF OUR FUNDING POSITIONS

We acknowledge the importance of prioritising and focussing investment across our districts and region.  
With current constraints, we do not have the ability to do much beyond core business.

- In Wairoa – 1% rate increase raises only \$180, 000 for the Council
- In CHB – rate increases over next 3 years projected to total 46%
- Hastings – currently forecasting debt to rise from \$400m - \$700m by 2029 (based on a 73% FAR rate)
- Napier –
  - rate increases forecast to total 49% over next 3 years
  - Debt forecast to rise from \$10M to \$500M by June 2034



HAWKE'S BAY  
REGIONAL  
RECOVERY  
AGENCY

TRANSPORT

Without enhanced funding assistance rebuild programme unaffordable for councils

Costs to Council	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28	Totals
CHB (@ 59% FAR)	\$15.7m	\$15.9m	\$17.0m	\$4.3m	\$52.9m
HDC (@ 53% FAR)	\$11.6m	\$17.2m	\$38.3m	\$46.2m	\$113.3m
WDC (@ 75% FAR)	\$2.3m	\$3.8m	\$3.9m	\$2.9m	\$12.9m

This is just for the first four years of the programme



## TRANSPORT

**Councils seek enhanced funding assistance over the length of the planned recovery programmes.**

- Cyclone damage has caused severe financial challenges
- Councils seek to be reliable recovery partners for Government– ask for what we can deliver – recognise councils need to contribute
- Council programmes span over 5-7 years - to deliver this enhanced Government support is required
  - A normal Financial Assistance Rate (FAR) will not allow a timely recovery
- Hawke's Bay Council's require *a confirmed emergency FAR of '+20%'*

**This will still not address affordability issues - also need:**

- *Additional bespoke funding support* for each Council based on affordability
- Based on approach in Kaikōura



TRANSPORT FUNDING PROPOSAL

Budget 24 Four Year Budget Cycle Proposed Recovery Funding enhancement (assuming +20% Emergency FAR plus bespoke assistance)

CHB	Year 1	Year 2	Year 3	Year 4
Total Cost	\$38.4	\$38.7m	\$41.5m	\$10.4m
NZTA FAR Contribution at 79%	\$30.3m	\$30.5m	\$32.8m	\$8.2m
Council Contribution budgeted	\$2m	\$2m	\$2m	\$0.5m
Additional ask	\$6.1m	\$6.1m	\$6.7m	\$1.7m

HDC	Year 1	Year 2	Year 3	Year 4
Total Cost	\$24.6m	\$36.6m	\$81.5m	\$98.2m
NZTA FAR Contribution at 73%	\$17.95m	\$26.7m	\$59.5m	\$71.7m
Council Contribution proposed	\$2.95m	\$4.4m	\$9.8m	\$11.8m
Additional ask	\$3.7m	\$5.5m	\$12.2m	\$14.7m

WDC	Year 1	Year 2	Year 3	Year 4
Total Cost	\$9.1m	\$15.3m	\$15.6m	\$11.5m
NZTA FAR Contribution at 95%	\$8.6m	\$14.5m	\$14.8m	\$10.9m
Council Contribution proposed	\$0.1m	\$0.8m	\$0.8m	\$0.2m
Additional ask	\$0.28m	\$0.46m	\$0.47m	\$0.5m

We propose council contributions as follows:

- CHB contributing \$2M per year.
- HDC contributing 12% of cost.
- WDC contributing as per table.





TRANSPORT

Additional Government Contribution Summary - assuming emergency 20% FAR confirmed

Additional contribution	Year 1 24/25	Year 2 25/26	Year 3 26/27	Year 4 27/28
CHB	\$6.1m	\$6.1m	\$6.7m	\$1.7m
HDC	\$3.7m	\$5.5m	\$12.2m	\$14.7m
WDC	\$0.3m	\$0.5m	\$0.5m	\$0.5m
Total	\$10.1m	\$12.1m	\$19.4m	\$16.9m

Can consider other approaches but we propose:

- 1) A **confirmed '+20%' emergency FAR** rate over the length of the recovery programme
- 2) an additional **\$58.5m** of funding for Regional Recovery Programmes over the next four years.

Similar levels of annual assistance will be required in out years of programme



# TRANSPORT

Building resilience



Current focus on restoring and rebuilding

Some resilience in rebuild, but limited due to funding approach



How do we tackle/fund resilience?

Community expectation infrastructure will perform better "next time"



Resilience Options

Roading realignment instead of building back in place  
Additional routes/bridges to give network resilience



Submissions received on the Regional Land Transport Plan 2024-34

Page 70 of 70

Item 4 Regional Land Transport Plan Submissions

Page 72