

Meeting of the Regional Transport Committee

Date: Friday 5 May 2023
Time: 12.30pm
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Karakia/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee meeting held on 10 February 2023	
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Hawke's Bay Regional Council
Regional Transport Committee
5 May 2023

Item 4

Subject: HB Airport Deputation - Northern Roundabout

Reason for Report

1. This item introduces the deputation from HB Airport (attached).

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the HB Airport deputation.

Authored by:

Allison Doak
Governance Advisor

Approved by:

Bryce Cullen
Transport Strategy & Policy Analyst

Attachment/s

- 1 [!\[\]\(a724a4a68298d6dff85fe378e838a60a_img.jpg\)](#) Request for Northern Roundabout at HB Airport



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

9 February 2023

Councillor Martin Williams
Chairman
Regional Transport Committee
Hawke's Bay Regional Council
Private Bag 6006
Napier 4142

Sir Brian Roche
Chairman
Waka Kotahi
Private Bag 6995
Marion Square
Wellington 6141

Dear Councillor Williams and Sir Brian Roche

Request for a New Roundabout at Hawke's Bay Airport (HBAL)

We write to formally ask the Hawke's Bay Regional Transport Committee and Waka Kotahi undertake an urgent business case for a new roundabout on State Highway 2 at the northern end of Hawke's Bay Airport.

There are two key reasons for the proposed roundabout:

- **Emergency Response to an on-airport incident**
Civil Aviation Rule Part 139 requires Hawke's Bay Airport to provide for an on-airport emergency response. Currently airside access can only be gained from Watchman Road. If the road is blocked for any reason, the response may be delayed or response vehicles may not be able to gain access. This is a significant risk in relation to any airside emergency response.

The installation of a new roundabout on State Highway 2 and development of the land in that area will provide a secondary airside access point for any emergency response. This is particularly important if State Highway 2 is closed at the Watchman Road roundabout as emergency responders from the South would be prevented from responding. The roundabout at the northern end would permit access for emergency response vehicles responding from Bay View. This is a mitigation measure specifically designed to allow a response, albeit reduced, in an on-airport incident.
- **Freight and logistics hub**
Hawke's Bay Airport's strategic plan includes the provision of a freight and logistics hub in the northern corner of the airport bounded by Turfey Road and State Highway 2. To achieve this vision there are significant safety considerations specific to the entry and exit from State Highway 2 into the area. These include, but are not limited to:
 - The movement of large trucks into and out of the freight and logistics hub joining fast moving traffic. A roundabout would slow the traffic in this area and enable safe entry and exit from the highway.
 - There is currently no ability for a truck to turn right out of the area to the south. This means all vehicle traffic leaving the freight hub are required to travel north to

Bay View and undertake a u-turn. A roundabout would facilitate the movement of trucks to the north and south and would mitigate all risks associated with heavy vehicles having to turn at Bay View. It will also reduce the number of heavy vehicles on the road between the airport freight and logistics hub and Bay View.

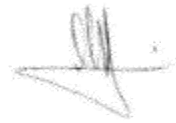
- Trucks using the freight hub to the north will continue on State Highway 2 to Wairoa and beyond or turn left onto State Highway 5. Trucks heading south will be able to use the expressway and will bypass Napier. The roundabout would mitigate the risks outlined above.

We understand that decisions around an investment of this kind require a supporting business case. We, however, note the small relative cost of both the business case and construction cost of this project compared to the health and safety and economic benefits to the region and ask that this project be given urgent consideration and approval. The airport is very happy to make ourselves available to assist with this process as you may require, given the significance of this project to the region.

Yours sincerely



Rob Stratford
CEO
Hawke's Bay Airport Limited



Wendie Harvey
Chair
Hawke's Bay Airport Limited

Subject: Follow-ups from previous Regional Transport Committee meetings

Introduction

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

Decision Making Process

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

Recommendation

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

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Bryce Cullen
Transport Strategy & Policy Analyst

Attachment/s

- 1 [↓](#) RTC follow-ups for May 2023 meeting

Follow-ups from previous Regional Transport Committee meetings

10 February 2023

	Agenda Item	Follow-up required	Responsible	Status Comment
1	RTC Terms of reference and members appointments	ToR amendments queried to be resolved and 'tracked changes' version put to the May 2023 meeting for confirmation.	L Hooper	<ol style="list-style-type: none"> <i>10. Monitor and provide advocacy on regional road safety matters</i> – was updated in March 2022 (from 2019) as an outcome of the s17a review of the Road Safety programme. ToR was amended to reflect the RTC's more active governance role in road safety, and <i>RoadSafe Hawke's Bay's</i> delivery of the road safety programme. Te Whatu Ora representation specifically, versus Health Sector. Updated Terms of Reference adopted by Regional Council as amended on 29 March 2023 and on 5 May RTC agenda for confirmation.
2	RTC Terms of reference and members appointments	Confirm advisory members details	Governance	<ul style="list-style-type: none"> Dr Bridget Wilson confirmed as Te Whatu Ora HB representative HB Airport advisory member appointment on May RTC agenda
3	Johanna Birrell deputation - Te Whatu Ora HB safe cycling report	Distribute Te Whatu Ora report and presentation to RTC members	Governance Team	Emailed 13 March 2023.
4	Regional Transport Plan investment and delivery update Transport Emissions Reduction Plan update Regional Road Safety update	Workshops requested on these topics, when plans are being formulated so that Governance level input is enabled.	B Cullen	Workshop 5 May 2023 is <i>building better, more resilient transport networks for HB</i> and will cover <ol style="list-style-type: none"> ILM review & comparison Presentation of freight development strategy Introduction to regional prioritisation tool Resilient transportation infrastructure through recovery and rebuild. Future workshops will be facilitated by the Transport TAG to include governance level input to plans and strategies early in the development phase where required and/or possible, e.g. TA road safety strategies and intervention / action plans.
5	Active transport update	Next Active Transport update to include membership of the Active Transport TAG	B Cullen	Update on 5 May agenda as part of the <i>Regional Transport Programme May 2023 update</i> .
6	General	Approach KiwiRail to make a deputation to RTC	B Cullen	Angus Hodgson and Daniel Headifen to present <i>KiwiRail Cyclone Gabrielle recovery update</i> on 5 May.

Subject: Regional Transport Committee Terms of Reference and member appointments

Reason for Report

1. This agenda item provides the means for the Regional Transport Committee to confirm its Terms of Reference and updated membership.

Discussion

2. At its February meeting, the Regional Transport Committee sought clarity in relation to amendments made to the Terms of Reference, including membership. To provide visibility of amendments and changes to membership, a tracked changes version of the Terms of Reference which was adopted by the Hawke's Bay Regional Council on 29 March 2023 is attached. Specific changes include:
 - 2.1. March 2022 as an outcome of the s17a review of the Road Safety programme; the Terms of Reference was amended to reflect the RTC's more active role in relation to road safety (refer clause 10).
 - 2.2. Advisory member to represent Te Whatu Ora specifically, versus the health sector.
 - 2.3. Advisory member on the RTC representing HB Airport (Rob Stratford is in attendance today online).
 - 2.4. There is one further change that wasn't known on 29 March 2023, as it is the result of a resignation, that being the AA advisory representative David Murray replacing Paul Michaelson.

Decision Making Process

3. Councils and their committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 3.1. Councils are required to (LGA sch.7 cl.19(1)) hold the meetings that are necessary for the good governance of their district or region.
 - 3.2. Councils may appoint (LGA sch.7 cl. 30(1)(a)) the committees, subcommittees, and other subordinate decision-making bodies that they consider appropriate, including joint committees.
 - 3.3. The establishment of a Regional Transport Committee, including its membership, is prescribed by the Land Transport Management Act 2003 Part 4, sub-part 2, sections 105-107 inclusive.
 - 3.4. Given the provisions above, the Regional Transport Committee can exercise its discretion and make these decisions without consulting with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Regional Transport Committee Terms of Reference* staff report.

2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring with the community or persons likely to have an interest in the decision.
3. Confirms the Terms of Reference for the committee as adopted by Hawke's Bay Regional Council on 29 March 2023.
4. Agrees to the membership of the Regional Transport Committee including:
 - 4.1. Advisory member Rob Stratford, representing Hawke's Bay Airport
 - 4.2. Advisory member David Murray representing Automobile Association (representing access and mobility, including private motorists, pedestrians, cyclists and public transport users), replacing Paul Michaelsen.


Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

- 1  amended 2022-25 Regional Transport Committee Terms of Reference for confirmation

Regional Transport Committee

Terms of Reference



Adopted by Hawke's Bay Regional Council resolution 29 March 2023

The purpose of the Regional Transport Committee is to:

1. Prepare the Regional Land Transport Plan (RLTP) and any significant variation to the RLTP for adoption by the Regional Council, in accordance with the Land Transport Management Act 2003.
2. In accordance with the Land Transport Management Act 2003, adopt a policy that determines significance in respect of:
 - 2.1. variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003, and
 - 2.2. the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
3. Prepare the Regional Public Transport Plan (RPTP) for adoption by the Regional Council, in accordance with the Land Transport Management Act 2003.
4. Monitor the implementation of the Regional Land Transport Plan and the Regional Public Transport Plan.
5. Plan and provide for emissions reductions through multi modal activities.
6. Plan and provide for active transport in the region.
7. Advocate on strategic regional and inter-regional transport matters to Central Government and other key stakeholders as appropriate.
8. Make recommendations in support of land transport activities that are eligible for national funding and align with the regional land transport plan.
9. Approve submissions to Central Government, local authorities and other agencies on Regional Transport Committee matters.
10. Monitor and provide advocacy on regional road safety matters.
11. Monitor passenger transport objectives and make recommendations to the Regional Council on public transport policies.
12. Provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities.

Members Voting Members

Two elected members of the Regional Council, being:

- Councillors Martin Williams and Jerf van Beek

One representative and one alternate, appointed by each of the following organisations, being:

- Wairoa District Council: Mayor Craig Little and Cr Chaans Tumataroa-Clarke as alternate
- Hastings District Council: Cr Tania Kerr and Mayor Sandra Hazlehurst as alternate
- Napier City Council: Cr Keith Price and Mayor Kirsten Wise alternate
- Central Hawke's Bay District Council: Cr Kate Taylor and Mayor Alex Walker as alternate
- New Zealand Transport Agency, being Linda Stewart and Sarah Downs as alternate

Advisory Members (non- voting)

- New Zealand Police (representing road safety), being Matthew Broderick
- Automobile Association (representing access and mobility, including private motorists, pedestrians, cyclists and public transport users), being ~~David Murray~~Paul Michaelson
- Port of Napier – representing the Port and coastal shipping- Nick Ganivet
- KiwiRail (representing rail issues) - Angus Hodgson
- Road Transport Association NZ (representing the road transport industry) being Ian Emmerson
- HBRC Māori Committee (representing cultural and environmental interests) – Api Robin
- ~~Te Whatu Ora HB Health sector~~ representative - Dr Bridget Wilson
- HB Regional Active Transport Committee (name to be confirmed) representing active transport, to be confirmed
- ~~Hawke's Bay Airport - to be confirmed~~Rob Stanton

Chair One Regional Council elected member, being Cr Martin Williams

Deputy Chair One Regional Council elected member, being Cr Jerf van Beek

Quorum Majority of voting members (4)

Voting In accordance with section 105(7) of the Land Transport Management Act, at any meeting of the RTC, the Chairperson, or any other legislated person presiding at the meeting:

- (a) has a deliberative vote and
- (b) in the case of an equality of votes, does **not** have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Regional Council, Territorial Authority and NZ Transport Agency representative members have full speaking and voting rights on all matters

Advisory Members The role of advisory members is to:

- Provide advice to the Regional Transport Committee on matters pertaining to their advisory portfolios, when requested by the Chair
- Report on relevant activities or events pertaining to their advisory portfolios.

Advisory members have full speaking rights on all matters, but no voting rights.

Meeting Frequency Quarterly, or as required

Staff Executive Group Manager Policy & Regulation and Transport Manager

Technical Advisory Group (TAG) The Transport Committee considers advice relating to strategic transport issues from a Technical Advisory Group (TAG), generally comprising roading and infrastructural planning officers from NZTA and the Territorial Authorities; and chaired by the HBRC Transport Manager. TAG members may attend RTC meetings and may provide advice at meetings when invited to do so by the Chair, but do not vote.

Hawke's Bay Regional Council
Regional Transport Committee
5 May 2023

Item 7

Subject: NZTA Regional Relationships Director's update

Reason for Report

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

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Relationships Director's update*.

Authored by:

Linda Stewart
Waka Kotahi Regional Relationships Manager

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

- 1 [↓](#) Waka Kotahi 5 May 23 update

Regional Transport Committee

Hawke's Bay
5 May 2023

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



New Zealand Government

SH2 College Road to Silverstream

- Status: complete (including median wire barriers)
- Project benefit: increase regional development, safety, resilience, and accessibility
- Project included:

Realignment of 1.7km of the SH2 within green field site

- Connecting into the existing SH in the North and South locations
 - A new southbound passing lane
 - Upgrading culverts under the road and downstream KiwiRail tracks
 - New centre wire rope barrier
 - Catering for access for local property owners
- Budget: \$11.638m



SH2 Waikare Gorge

- Project includes: 4k road realignment and a new 160m bridge across the Waikare Gorge at Putorino
- Outcome: increase safety, resilience, and access for communities in the north of the region
- Resource consent has been submitted & preliminary design work completed; preliminary bridge design to be completed by the end of June
- Once complete:
Apply for construction funding



Top: The preferred arch bridge solution over the Waikare river
Left: The washed out Waikare Bridge (Feb 2023).
Right: The preferred 'white' option / alignment.

Hawke's Bay Project Updates

Activity	Est Value	Key date(s)	Progress	Commentary
SH50 Prebensen Hyderabad Intersection Upgrades	\$3.95m	2023 - complete		<ul style="list-style-type: none"> Shared path and lane changes (SP1) - complete Level crossing at Pandora Roundabout (SP2) – one year delay due to lengthy KiwiRail engineering approval process Level crossing and shared path connection at Prebensen Dr Roundabout (SP3) and SP2 planned to get underway early 2023, complete by end of Q4 Contractor removed from SP2 and SP3 and replaced Procurement of long-lead items (e.g. engineered retaining wall blocks) underway
SH38 Tall Oil Pitch Application (Stage 2)	\$8m	Ongoing		<ul style="list-style-type: none"> Approx 20km of unsealed road across three sites on State SH/Special Purpose Road 38 from Wairoa through Te Urewera to Murupara) will be sealed using Tall Oil Pitch (a by-product of paper manufacturing) Includes safety improvements and resilience work Delivered in partnership with Ngāi Tūhoe
SH2 Mohaka SVB	part of \$35m SH2/ SH35 Passing Opps Project	spring 2023 – completion (revised date due to cyclone)		<ul style="list-style-type: none"> Location: 2km south of Raupunga just after southbound traffic pass under the Mohaka Rail Viaduct Location was not too badly affected by cyclone, but there is restricted access
SH2 Kakariki SVB	part of \$35m SH2/ SH35 Passing Opps Project	Design underway		<ul style="list-style-type: none"> Location: section of SH2 includes Kotemaori School Kotemaori School included in ISMP (project design allows for variable speed signs) The project was planned to start in spring 2023. Works are now pending strategic recovery approach for the SH2 corridor

Hawke's Bay Project Updates – Low Cost Low Risk

Activity	2021 – 24 NLTP Funding Allocation	Status	Commentary
SH2 Waipawa Zebra Crossing Improvements	\$250,000	Currently still in design and pre-implementation stage	<ul style="list-style-type: none"> Road to Zero In conjunction with CHB District Council as part of their "Streets for People" programme Safety improvement of the existing pedestrian crossing (two raised medians) Concept design complete
SH51 Clive Pedestrian Crossing Improvements	\$397,000		<ul style="list-style-type: none"> Road to Zero Safety improvement of the existing pedestrian crossing (one raised median) Community Engagement underway (Clive) Concept design complete
SH2 Latham St Roundabout Improvements	\$150,000		<ul style="list-style-type: none"> Road to Zero Minor safety improvements of existing roundabout Detailed design complete
SH2 Havelock North - Waipawa Alternative route	\$300,980		<ul style="list-style-type: none"> New Zealand Cycle Trail Based around cyclist safety (Middle road is used as an alternate route when SH2 is closed but is also a high-use cycle route) In conjunction with HBRC

Emergency Works Slip Sites (pre-cyclone)

- **SH5 Dropout** – new/bigger culvert still to be installed
- **SH2 Slip at Waikoau Hill** – still to be completed
- **SH2 Raupunga Subsidence** – still a priority; design resumed (work impacted by cyclone)
- **SH2 Slip at Tangoio** (South of White Pine Bush) – design underway (*repaired under the Alliance*)
- **SH38 Waikaretaheke River Underslip** – design completed (*repaired under the Alliance*)
- **SH38 Waiau River Underslip** – design underway (*repaired under the Alliance*)



Main Emergency Works Sites (Cyclone Gabrielle related)

- **SH5 Glengarry Underslip:** Repairs underway to reconstruct the road (expected completion end of June).
- **SH5 Mangapikopiko Stream:** 3 sites where stream has scoured up to edge of road, temporary work started in mid-April to protect the road until a permanent design is completed.
- **SH5 Eland underslip:** Design underway with construction expected to start in the first week of May to reconstruct the road to two lanes.
- **SH5 Te Haroto:** Large scour; road is reduced to one lane. Design underway with construction expected to start in the second week of May to reconstruct the road and improve the box culvert inlet.



Main Emergency Works Sites (Cyclone Gabrielle related)

- **SH2 Waikare Temporary Bailey Bridge**
- **SH2 Tangoio Corner:** Large scour, made trafficable and safe to 1 lane. Design will start under Alliance
- **SH2 Devil's Elbow:** large scour; large retaining structure destroyed. Made trafficable and safe to 1 lane. Design will start under the Alliance
- **SH2 Tangoio to White Pine Bush** – several large underslips into the stream where the road is reduced to 1 lane; substantial design required – will start under the Alliance



Bridge repairs

SH51 Waitangi Bridge:

- Guard rail repairs completed
- Sensors installed for remote monitoring

SH2 Esk River Bridge:

- Strengthening works started 30 April (duration: 3 weeks)

SH50 Ngaruroro Bridge – Fernhill:

- Bridge restricted for loading and speed; design underway; repair works may start in the next financial year, depending on costs

SH38 Frasertown Bridge - Wairoa:

- Bridge down to one lane and restricted for speed; design underway; repair works may start in the next financial year



Waitangi Bridge (top)
Esk River Bridge (bottom)



SH2 Passing Opportunities

- Part of the \$35m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roding Package and has received funding from the PGF.
- Four slow vehicle bays have been constructed at Matahorua, Kotemaori, Wharerata and Waikoau Hill
- Underway:
 - Mohaka Ascent (*expected completion date spring 2023*) and Kakariki (*work pending East Coast Strategic Response Plan*)



Progress at Mohaka Ascent Slow Vehicle Bay (top)
Works at the Waikoau Hill construction site (bottom)



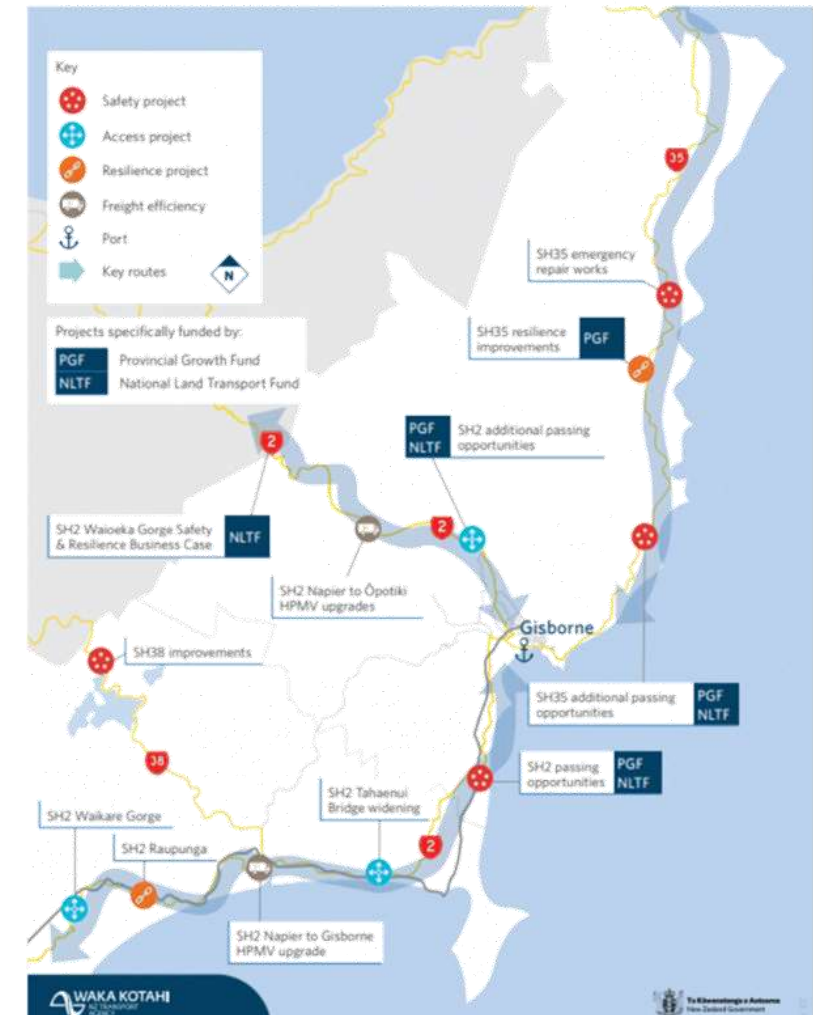
Connecting Tairāwhiti

NOTE: We are currently investigating how this work fits into the East Coast Strategic Response Plan.

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

WAKA KOTAHI

Connecting Tairāwhiti key projects 2021-24



Hei konā mai



New Zealand Government

Hawke's Bay Regional Council
Regional Transport Committee

5 May 2023

Item 8

Subject: Regional Transport Programme May 2023 update

Reason for Report

1. This agenda item introduces the Regional Transport Programme Tracker for May, a standing item providing an update of progress on Transport workstreams.

Background

2. The Regional Transport Programme Tracker was introduced to the Committee at the 10 February 2023 Committee meeting. The tracker provides a snapshot of the workstreams delivered by the Regional Transport Advisory Group (RTAG) with commentary provided by workstream and / or key deliverable.

Regional Land Transport Plan

3. The Investment Logic Map (ILM) workshoping process was completed in December 2022, prior to Cyclone Gabrielle. Four regional problem statements were developed, with resilience being the most heavily weighted. RTAG has reviewed the ILM problem statements in the wake of Cyclone Gabrielle, seeking to combine the resilience with maintenance and operations / level of service problem statements.
4. The Regional Transport Committee (RTC) workshop, scheduled for 5 May, will provide clarity and direction for the Regional Land Transport Plan (RLTP) and regional recovery works that relate to our transport network. This will then allow the RTAG to commence detailed planning, costing, and activity management plans.
5. This workstream will primarily focus on the content and development of the RLTP.

Network Resilience and Rebuild

6. This is a new RTAG workstream established to focus on the network rebuild and resilience in the wake of Cyclone Gabrielle. Strategic direction will be a key outcome of the 5 May RTC workshop. This will then serve as a foundation for the RTAG to develop a suitable programme of work for the recovery and rebuild effort.
7. Detailed tasks, milestones, and deliverables will be further developed following the 5 May RTC workshop and brought back to this Committee at a later date.

Speed Management Planning

8. The regional speed management principles and priorities were signed off at the 10 February RTC meeting. Waka Kotahi has set 5 October 2023 as the final date for notification of consultation on full 10-year speed management plans, with certification to occur in March 2024. These 10-year plans will be developed by the Road Controlling Authorities (RCAs) and once completed, will form the regional speed management plan.
9. In the wake of Cyclone Gabrielle, most of the RCAs have expressed a strong appetite to seek an extension to the 5 October deadline. This is supported at the RTAG level, and advice is being sought from Waka Kotahi around options and opportunities to extend the deadline for full consultation on RCA 10-year plans and the subsequent regional speed management plan.

Road Safety

10. The road safety strategy development continues. All key highlights and next steps are set out in the RoadSafe Hawke's Bay agenda item.
11. Business as usual activities continue across the region with recent highlights including the ongoing work with Police, partnership development and education opportunities with Iron Sister motorcycle club, and youth aid delivery with Police.

Transport Emissions Reduction Plan

12. The transport emissions reduction plan will form a chapter of the regional emissions reduction plan. Following Cyclone Gabrielle, the scope of the regional emissions reduction plan was reduced, with transport still forming a chapter. Planned SME workshops have been cancelled due to resource and time constraints.
13. The first draft of the transport chapter will be developed by Heather Bosselmann, Senior Policy Analyst – Climate Resilience at Napier City Council, and Bryce Cullen, Transport Strategy and Policy Analyst, Hawke's Bay Regional Council. The draft will focus on emissions reduction opportunities in the context of the network rebuild and on resilience and encompass elements, such as active transport and mode shift.

Active Transport

14. Planned Transport Choices and Streets for People projects are moving ahead as planned. RTAG has been working to develop a network gap analysis with a focus on the current environment and future opportunities.
15. Vehicle Kilometres Travelled (VKT) reductions will be a central focus on the Active Transport strategy along with safety, connectedness, and access.

PT Implementation

16. The Regional Public Transport Plan, adopted in September 2021, is planned to be implemented across the next two years. This involves the development of a contract, a request for tender, and infrastructure improvements. A workstream has been put in place to implement the details of the network plan, including the development of new bus stops, improved bus stops, and network efficiency interventions.
17. This work will be ongoing until the date of the next contract begins.

MyWay

18. MyWay Hastings is officially in trial until July 2023. The trial will be reviewed in May 2023. The service may be extended, varied, or ended based on an evaluation of the success of the trial. This is explained in further detail in the Public Transport Update report.
19. MyWay Napier is planned for delivery in 2023, subject to the success of the Hastings trial. Due to the increased cost of service delivery since the long-term plan was adopted, the Napier trial would need to be rescope, or further funding requested.

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Transport Programme May 2023 Update* staff report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

- 1 April 2023 Regional Transport Advisory Group Programme tracker

Regional Transport programme tracker

N.N Workstream N.N.N Sub-project	GPS Alignment				Overall Status	Road Blocks		Next steps	Commentary	Milestones				Planned Date
	Climate Change	Better travel options	Safety	Improving freight connectivity		Road Blocks	Next Step			HBRC resource	RCA resource	External resource	Milestone	
1.1 Regional Land Transport Plan														
1.1.1 ILM	✓	✓	✓	✓	85%	Post cyclone environment	Post cyclone ILM review and alignment required	RTC workshop in flight		20	20	75	Review underway	
1.1.2 PBC	✓	✓	✓	✓	15%		Review existing PBC	Next steps developed following review		20	0	80	TBC	
1.1.3 Freight network distribution study	✓	✓	✓	✓	10%		Review of draft high level strategy	Engagement with industry complete - looking at 30yr		5	5	100	Initial draft complete	
1.1.4 RLTP planning					0%			Dependent on RLTP make up and direction					TBC	
1.1.5 RLTP consultation					0%			No actions yet					TBC	
1.2 Network Resilience and Rebuild (New)														
1.2.1 Develop standardised regional approach to resilience (TBC)	✓		✓		0%	Clarity on recovery plans required	Changed to network resilience and rebuild	Next steps & tasks to be developed & refined		50	50	25	TBC	
1.2.2 Develop regionally aligned view of best practice for resilience (TBC)	✓		✓		0%			Next steps to be developed		0	0	0	TBC	
1.2.3 Develop programmes of work to reduce long term emergency spend (TBC)	✓		✓		0%			Next steps to be developed		0	0	0	TBC	
1.2.4 Develop regional strategy of network resilience (TBC)	✓		✓		0%			Next steps to be developed		0	0	0	TBC	
1.3 Speed Management Planning														
1.3.1 Principles & priorities	✓	✓			85%			RTC endorsed with changes at 14 Feb meeting		75	75	10	RTC sign off	10-Feb-23
1.3.2 Draft regional speed management plan - front end	✓	✓			45%			Working draft developed		50	20	0	Ongoing	
1.3.3 RCA speed management plans	✓	✓			10%	Resourcing following Cyclone Gabrielle	Seeking possible extension to deadlines	Seeking advice from Waka Kotahi on next steps		20	80	0	TBC	
1.3.4 Draft regional speed management plan					0%			TBC based on Waka Kotahi advice		75	40	0		
1.3.5 Regional speed management plan consultation					0%			No actions yet		75	50	0		
1.3.6 Certification by Waka Kotahi					0%			No actions yet		10	10	75		30-Jun-24
1.4 Road Safety														
1.4.1 Strategic direction and framework	✓	✓			100%			RTC endorsed at 14 Feb meeting		100	10	0	RTC endorse	10-Feb
1.4.2 Rebrand					15%		Refine creative approach	Initial tone of voice / creative approach presented		25	0	75	Visual identity developed	
1.4.3 HDC strategy development	✓	✓			5%			Development commencing		50	50	25	Ongoing	
1.4.4 WDC strategy development	✓	✓			5%		Continue strategy development			50	50	25	Ongoing	
1.4.5 NCC strategy development	✓	✓			5%			Development commencing		50	50	25	Ongoing	
1.4.6 CHBDC strategy development	✓	✓			20%		Continue strategy development			50	50	25	Ongoing	
1.4.7 RoadSafe HB BAU activities	✓	✓	✓		80%		RoadSafe week coming 15 - 19 May	Bau activities continue with great success						
1.4.8 RTC road safety strategy workshop					0%			No actions yet					TBC	
1.5 Emissions reduction Plan														
1.5.1 Emissions reduction prep work	✓	✓	✓		5%			Scope of Emissions Reduction plan changed		50	50		Complete workshop	21-Mar-23
1.5.2 SME workshop	✓	✓	✓		0%	Workshops cancelled due to cyclone				50	50		Workshops completed	3-Apr-23
1.5.3 Draft transport emissions reduction plan					0%		Develop transport chapter within context of reduced scope			50	50		Draft developed	30-Jun-23
1.5.4 Ongoing amendments / development					0%			No actions yet						
1.6 Active Transport														
1.6.1 Review of draft regional cycling plan	✓	✓	✓		10%			Review completed		50	25	15	Ongoing	
1.6.2 Develop whole of network view	✓	✓	✓		0%		Whole of network view being developed	Examine blue sky opportunities in the network		50	50	0	Develop timeline	
1.6.3 Gap analysis	✓	✓	✓		0%		To commence following review	Will be conducted in RTAG workstream		50	50	0	Develop timeline	
1.6.4 Develop active transport strategy					0%			Next steps TBC						
1.7 PT Implementation														
1.7.1 MyWay Hastings review	✓	✓			80%		Review service against Benefits Map			100	0	0		20-May-23
1.7.2 MyWay Napier trial implementation	✓	✓			5%	Waiting for Go Bus to provide costings		Costings still being developed		50		50		15-Dec-23
1.7.3 Develop transport procurement strategy	✓	✓			5%			In progress with Resolve Consultants		20		80		1-Jun-23
1.7.4 Review current PT contract	✓	✓			0%	Procurement Strategy req.				80		20		30-Mar-23
1.7.5 Develop new PT contract	✓	✓			0%	Contract review req.				50		50		30-Jun-23
1.7.6 Request for Tender (RTF)	✓	✓			0%	Once new contract developed				100				31-Jul-23
1.7.7 Rate reset					5%		Rate reset analysis in progress			50		50		17-May-23
1.7.8 Short term RPTP change implementation	✓	✓			0%	Budget		This will likely take place after rate reset, or after next NLTF		50		50	Review options 07/23	1-Jul-24
1.7.9 CHB express trial	✓	✓			0%	Budget		Likely to take place after LTP and RLTP		33	33	33	RLTP consult	1-Jul-24
1.7.10 2025 contract implementation	✓	✓			0%	Tenders received and accepted				33	33	33	Award 1/7/24	1-Aug-25

Hawke's Bay Regional Council
Regional Transport Committee

5 May 2023

Item 9

Subject: Regional Land Transport Plan investment and delivery update

Reason for Report

1. This agenda item updates the Committee on Regional Land Transport Plan investment and delivery.

Background

2. Regional land transport plans (RLTPs) are six-year plans that document the region's land transport objectives, policies, and measures as well as providing a statement of transport priorities for the region. The plans incorporate programmes of regional land transport activities, including those activities proposed for inclusion in the National Land Transport Programme, which are reviewed after three years.

Discussion

RLTP 2024 timeline

3. In most cases Waka Kotahi aims to adopt the National Land Transport Programme (NLTP) by 30 June of the year immediately preceding the start of the NLTP.
4. This means that the final RLTPs are required to be submitted to Waka Kotahi by 30 April of that year (2024) so that they might inform the NLTP and associated funding.
5. The date by which the final RLTP must be published is usually set at 31 July of the start year of the RLTP.
6. Where development of the NLTP is delayed, e.g., due to late release of the Government Policy Statement (GPS), Waka Kotahi has until 31 August of the first year of the NLTP to adopt the NLTP.
7. As a consequence of such a delay, Waka Kotahi may adjust the deadlines for RLTP submission and publishing.
8. Hawke's Bay Regional Council aims to consult on the draft RLTP by November or December 2023, pending any timeline changes brought about by Cyclone Gabrielle.
9. The Regional Transport Advisory Group (RTAG) will begin reviewing and developing the RLTP no later than 30 June 2023 and may seek to include some or all of the projects and programmes developed and defined in the network rebuild and resilience RTAG workstream.
10. The Investment Logic Mapping (ILM) is a necessary precursor to the review of the RLTP, setting the regional strategic direction. An updated Regional Programme Business Case (PBC), with direction from the ILM, informs the review of the RLTP.
 - 10.1. The ILM was in final draft as of January 2023 but requires review and potential refresh post cyclone.
 - 10.2. The PBC is due to be peer reviewed and updated between March and May 2023. This timeline may be extended as a result of post-cyclone activities and the ILM finalisation.
 - 10.3. Given the impacts of Cyclone Gabrielle it is likely officers will undertake a fulsome review of the RLTP that will take into account the impacts of Cyclone Gabrielle on the region's transport network.

RLTP Investment Logic Mapping (ILM)

11. The RTAG met twice in December 2022 to workshop and develop the regional ILM and benefits map in advance of requesting funding through the National Land Transport Fund (NLTF).
12. Following Cyclone Gabrielle, the RTAG came together and reviewed the draft ILM through the lens of network rebuild and resilience. RTAG identified an opportunity to combine two draft problem statements and rework them to better reflect the impacts of Gabrielle and any rebuild, or future resilience opportunities presented, applying a higher weighting of importance.
13. A proposed combined problem statement has been developed by RTAG for discussion and further refinement. RTAG recommend the RTC seek to endorse the proposed changes to the ILM problem statements to reflect the post-cyclone reality.
14. The ILM drafted in December 2022 and proposed changes developed by RTAG following Cyclone Gabrielle are attached.

Regional Programme Business Case (PBC)

15. The Regional Transport Committee (RTC) did not have an approved PBC ahead of the 2021 RLTP. The document was completed as a Transport Study and had not been endorsed as a PBC by Waka Kotahi. The document needs to be reviewed and finalised based on Investment Quality Assurance (IQA) feedback from Waka Kotahi.
16. Hawke's Bay Regional Council and Waka Kotahi have reviewed the scope of work outlined from the current draft programme business case, to determine if there is any work outstanding with the current contractor. Stantec is now undertaking a review of the work delivered in 2021 in accordance with the feedback from the IQA.
17. Due to the work Stantec are undertaking post-cyclone, there may be a delay in delivering the PBC in response to the IQA feedback. Stantec are currently working on the economic aspects of the PBC.
18. It is possible the scope of the PBC may change as a result of Cyclone Gabrielle. Any scope changes will largely depend on the scale of recovery and rebuild works.
19. The PBC needs to be completed in the next six months to ensure the region is best placed to begin reviewing the RLTP which will be ready for consultation in November-December 2023.

Regional Technical Advisory Group (RTAG)

20. The RTAG now meets quarterly with a full-day agenda, made up of workstreams for each area of transport, focussed on modes and outcomes. The workstreams meet more regularly, ranging from monthly to bi-monthly depending on the subject matter and work programme.

RLTP investment and delivery issues

21. The RTAG RLTP workstream has met several times following Cyclone Gabrielle, primarily to review and discuss the draft ILM and to understand emergency works underway across the region.
22. The development of an RLTP is necessary as it is a key statutory plan and the primary funding vehicle for the Hawke's Bay transport network. In the context of a post-cyclone environment, it is likely the region will require significant investment, work, and focus for the network recovery and rebuild over the long term.
23. Further clarity is still required on which elements of the network rebuild and resilience will be covered in the Regional Recovery Plan, and which will be built in to the RLTP. This will ultimately dictate the format, scope, and scale of the upcoming RLTP.

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Land Transport Plan investment and delivery update* staff report, and endorses the proposed changes to the Investment Logic Mapping to reflect the post-cyclone environment.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Katie Nimon
Transport Contractor

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

- 1 [Investment Logic Map compare and contrast](#)

DRAFT FOR COMMENT

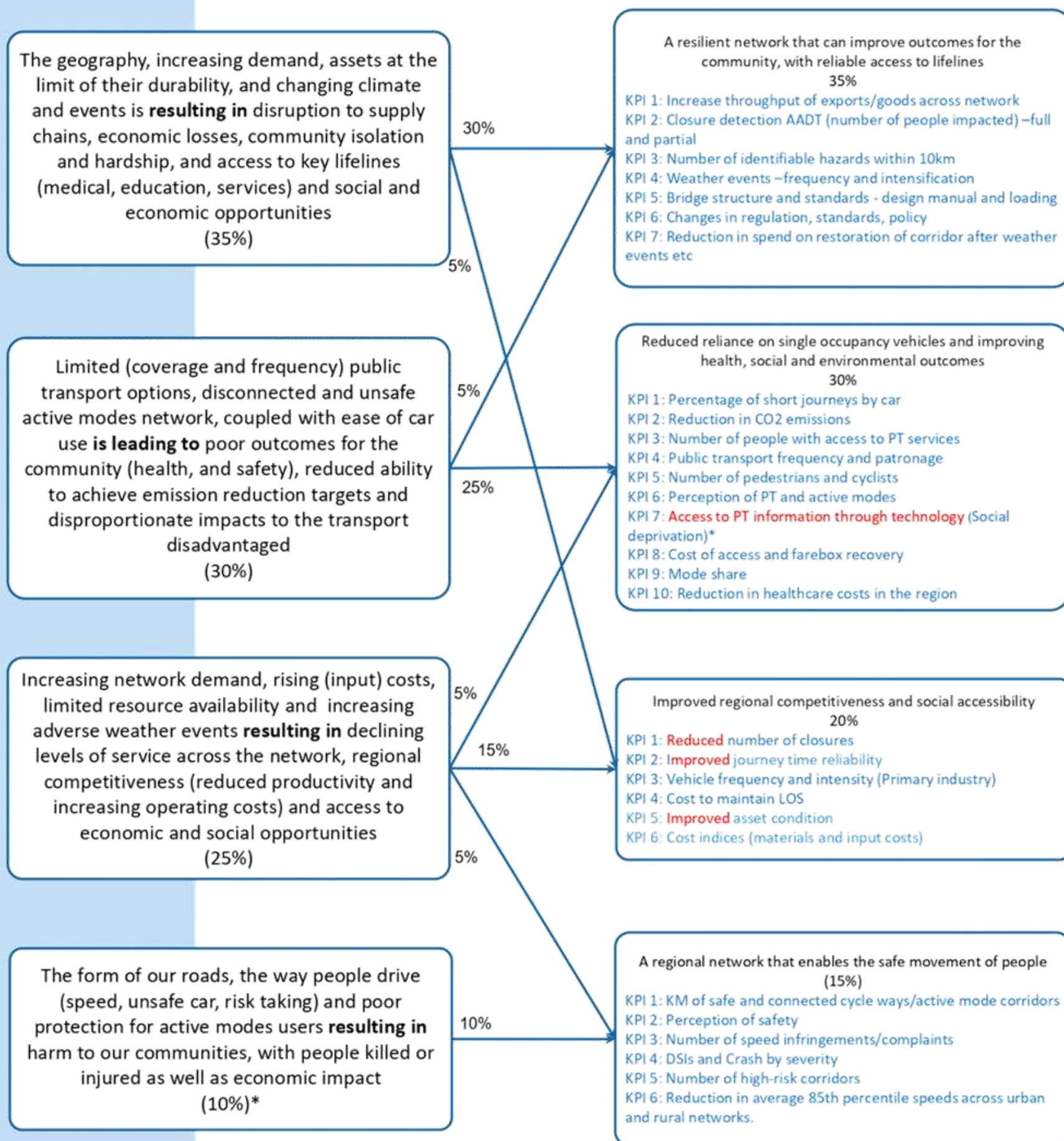
Hawkes Bay's Regional Land Transport Plan draft ILM Jan 2023

INVESTMENT LOGIC MAP

Activity

PROBLEM

BENEFIT



* This % is lower as it considers that the Road to Zero Programme is being delivered separate to this work – This % should be discussed and confirmed with the RLTP

Business Problem Owner: Katie Nimon, Transport Manager, Hawke's Bay Regional Council
Facilitator: Tim Eldridge
Accredited Facilitator: No; Accredited business case practitioner

Version no: 0.3
Initial Workshop: 12/12/2022
Last modified by: XX/OX/2023
Template version: 1.0

DRAFT FOR COMMENT

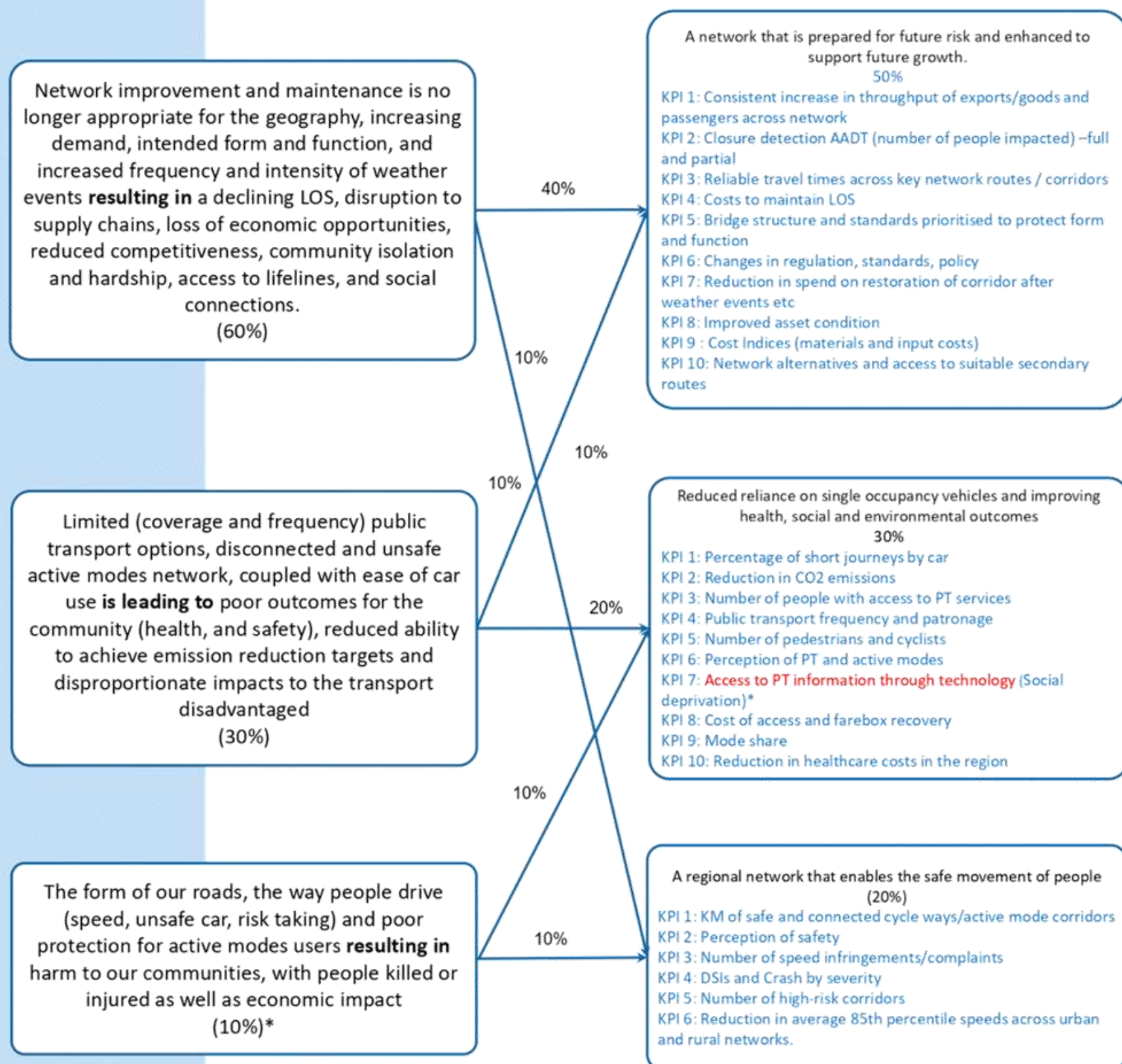
Hawkes Bay's Regional Land Transport Plan draft ILM post cyclone

INVESTMENT LOGIC MAP

Activity

PROBLEM

BENEFIT



* This % is lower as it considers that the Road to Zero Programme is being delivered separate to this work – This % should be discussed and confirmed with the RLTP

Business Problem Owner: Katie Nimon, Transport Manager, Hawke's Bay Regional Council
Facilitator: Tim Eldridge
Accredited Facilitator: No; Accredited business case practitioner

Version no: 0.3
Initial Workshop: 12/12/2022
Last modified by: XX/0X/2023
Template version: 1.0

Hawke's Bay Regional Council
Regional Transport Committee

Friday 5 May 2023

Item 10

Subject: Regional Road Safety update

Reason for Report

1. This report provides an update on the RoadSafe Hawke's Bay rebrand process and ongoing activities.

Executive Summary

2. RoadSafe Hawke's Bay (RSHB) has developed a new strategic direction and framework to facilitate and enable greater community integration, intervention development, and educational opportunities. This was presented to the Regional Transport Committee (RTC) at the 10 February meeting.
3. A key part of the new direction to give effect to the new strategy is a rebrand process, focusing on visual identity, tone of voice, and how RSHB sits within the market. The report provides a brief contextual snapshot of where RSHB has come from and discusses the work underway by external agencies, Unlimited Ltd and Little Red Robot Design, to bring the new strategy to life.
4. The report provides a brief overview of some of the recent business as usual achievements that RSHB staff have enabled, facilitated and supported.

Strategic Fit

5. The RoadSafe Hawke's Bay strategy contributes to the strategic goal of having sustainable and climate-resilient services and infrastructure. Road safety forms a critical portion of this strategic goal. Safe roads closely support and enable greater sustainability and resilience.

Background

6. RoadSafe Hawke's Bay (RSHB) is a business unit of the Hawke's Bay Regional Council (HBRC) responsible for delivering road safety education and messaging across the region. RSHB is funded through a mixed model that sees each territorial authority contribute some funding, as well as Waka Kotahi via a funding assistant rate (FAR).
7. RSHB education and messaging are intended to support Waka Kotahi's Road to Zero strategy and is targeted to risk across the region.
8. In 2022 a section 17 (a) review of RSHB was conducted. The review found that it is impractical for the sole ownership and delivery of region-wide road safety education to sit solely within HBRC and be delivered by a single member of staff.
9. Following the section 17 (a) review, a new strategic direction and framework was developed. This was presented to the Regional Transport Committee (RTC) at the 10 February 2023 meeting.

Discussion

10. RSHB's new strategic direction and framework takes a 'by the community, for the community, within the community' approach to delivering road safety education and interventions.
11. As part of the new strategic direction, staff identified the opportunity for a full rebrand of RSHB to support and enable the new strategic direction. The rebrand will encompass a new visual identity and, importantly, a new brand message, tone of voice, and creative approach.

12. Staff have commissioned Unlimited Ltd to develop a new market positioning, tone of voice, and overall creative approach for RSHB. Outputs will focus campaign development and delivery. This will include a new tag line to reflect the strategic direction.
13. Little Red Robot Design have been commissioned to develop the new RSHB visual identity. This will include a new logo and suite of new materials and collateral.
14. Together, the new creative approach / tone of voice and visual identity will enable RSHB to be embedded within communities and be a trusted source of knowledge, advice, and best practice. Importantly, it will be delivered by the community, within the community, for the community.
15. A refreshed website will form a key foundational element of the rebrand. This will function as a resource and information hub to enable education and interventions to be carried out within communities and districts. The website redevelopment is underway conjointly with the rebrand.

Strategy development – progress update

16. Cyclone Gabrielle significantly impacted business as usual activities across the region with officers across all councils immediately pivoting to response and recovery mode. Two months on, officers are beginning to slowly transition back to business as usual.
17. Strategy development across the region continues with progress being made at a variable pace. Staff intend to have a reasonably developed strategy by year end 2023. This will enable the refinement of the draft activity list for the 2024 - 2027 NLTP.

Rebrand next steps

18. RSHB staff and key stakeholders are to provide holistic feedback and detailed direction to Unlimited Ltd to refine the initial high-level approach. This will be done through engagement with key stakeholders to ensure views are captured and distilled to fully articulate RSHB's new strategic direction. We anticipate the creative approach will be completed by July 2023, pending any further changes in timelines.
19. Visual identity development and refinement to continue along with website refresh and development. As with the overall creative approach, we anticipate the visual identity will be completed by July 2023, pending further changes in timelines.
20. Following finalisation of the creative approach and visual identity, resources will be developed for the website and other channels to support education, messaging, and other road safety interventions. We expect this will be completed by year end 2023.
21. The creative approach and script for a video outlining what road safety means in Hawke's Bay will be developed as part of the rebrand process. The timeline for the production of this video is fluid.
22. Unlimited Ltd will also develop a range of RSHB campaign options that bring the 'I, We, All Of Us' approach to life. These campaigns, along with the rebrand, will provide the foundation of the RoadSafe Hawke's Bay relaunch, scheduled for late November 2023. The rebrand and campaigns will be presented to the RTC before the relaunch.

Business as usual activity update

23. In conjunction with the new strategy development process, business as usual activities continue to be delivered by RoadSafe Hawke's Bay staff across the region, where possible and practical. Key highlights and achievements include:
 - 23.1. 'Ignite' youth employment community driver licensing pilot programme. Road Safe Hawke's Bay was given the opportunity to support a pilot driver-licensing project leveraging the community driver mentor model. 'Ignite' provides holistic wrap-around life skills and employment services for at-risk youth. The pilot programme sits as part of a wider holistic approach to breaking down barriers and creating employment

opportunities. Outcomes will be assessed on a range of metrics and presented to the RTC upon the pilot's completion in 2024.

- 23.2. Iron Sisters Motorcycle Club – Iron Sisters is a Hawke's Bay-based motorcycle club focused on safety, camaraderie, and the enjoyment of the ride. RoadSafe Hawke's Bay, in conjunction with ACC and their Ride Forever Programme, had the opportunity to deliver four motorcycle safety education evenings to Iron Sisters Hawke's Bay and affiliated clubs. To date, two evenings have been delivered with a further two planned. As part of this, RSHB subsidised a portion of the Ride Forever cost, enabling 20 riders to complete the course to date; funding is available to enable another 40 riders to participate. Riders who have completed a Ride Forever course are 45% less likely to be involved in a crash.
- 23.3. Business as usual police activities. RSHB is committed to long term road safety activities in conjunction with NZ Police. RSHB is working with police on routine checkpoints, focusing primarily on identifying distraction and providing education and messaging around distraction, fatigue, restraints, speed, and safe driving behaviours.
- 23.4. Rangatahi initiatives / Youth aid. Working closely with Police, RSHB has been delivering targeted and intensive interventions through the youth aid scheme. This seeks to address driving-related behaviours which have come to attention of youth officers. This model is a true intervention model seeking to provide intensive intervention and behaviour change education to assist attendees to stay outside of the justice system. This is an ongoing initiative.
- 23.5. Building futures. This is an ongoing initiative in conjunction with Tumu Timbers and is focused on creating education and employment pathways for youth. RoadSafe Hawke's Bay provides road safety education and messaging to attendees, ensuring they have the tools and knowledge to get to and from work safely, and play their part in making our roads safer.

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Roadsafe Hawke's Bay* staff report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

There are no attachments for this report.

Hawke's Bay Regional Council
Regional Transport Committee
5 May 2023

Item 11

Subject: Public Transport update

Reason for Report

1. This agenda item provides an update on Public Transport operations in the region.

Background

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

Discussion

goBay operations

4. Cyclone Gabrielle has disrupted the goBay service. From 14 February to 28 February 2023, the service did not operate due to road closures, power outages, and driver displacement. From 1 March, goBay resumed suburban services, including MyWay, but did not operate intercity services due to ongoing road closures and extreme congestion. As of 21 April 2023, goBay is operating all suburban services, including an express service between Taradale and Napier, and an intercity service between Napier and Hastings via Clive, which operates hourly. Two services are not operating in full: route 15 has not extended to Bay View due to cyclone impacts, and route 11 is not currently extending to Havelock North due to the need for the service to operate between Napier and Hastings more frequently. Two services are not operating at all: route 12 is not operating due to the road closure at Waiohiki, and route 10 is not operating due to the extreme congestion on the Expressway preventing a service to operate on a reliable timetable.
5. While the current varied service is in place due to cyclone impacts, there have been no cancelled trips due to the reduction in operating trips. Due to the ongoing driver shortage, restoring additional routes would result in cancellations of trips on the currently operated services. Hawke's Bay Regional Council and Go Bus continue to monitor the impacted corridors, and continue to discuss options to restore services, as well as the ability to deliver them.

Public Transport Patronage

Month	Total Patronage	Peak Patronage	Total Pax KMs	Total Fare Revenue
Jul-22	32,964	17,714	359,852	\$ 19,620.00
Aug-22	44,621	27,172	460,202	\$ 26,241.00
Sep-22	47,562	28,442	471,112	\$ 30,501.00
Oct-22	38,157	20,566	383,367	\$ 24,404.00
Nov-22	41,168	23,876	412,889	\$ 26,852.00
Dec-22	31,332	14,755	317,811	\$ 20,238.00
Jan-23	29,376	13,317	294,802	\$ 20,114.00
Feb-23	16,361	9,960	173,553	\$ 10,801.00
Mar-23	27,660	16,141	248,507	\$ 15,458.00

Figure 1: Public Transport patronage (July 22 – March 23) incl. MyWay

Half Price Fares

- The Government-funded Half Price Fares scheme has been in operation since 1 April 2022, to mitigate the impact of rising fuel prices and encourage the use of public transport. During the scheme, we have not seen a noticeable increase in patronage as a result. The scheme is due to end on 30 June 2023. From 1 July 2023, the Half Price Fares will stay in place for Total Mobility users, as well as Public Transport users with Community Services Cards (CSC). This will be known as Community Connect.
- Community Connect will go live on 1 July 2023 and will have a medium impact on the organisation. This is due to the likelihood of an increase in Bee Card sales, and the requirement to set up the concessions required for CSC holders to access the concession. The Bee Card technical team are working with technology partners to automatically integrate the data with the Ministry of Social Development, this will mean staff aren't required to manually authorise each individual request. Council staff will simply enter the CSC number and the validation will occur in the back end. Waka Kotahi is making funding available to cover the increased administration costs that may be involved.

On Demand Public Transport (ODPT)

- MyWay has been operating as a separately-funded improvement activity under Public Transport Programme since June 2022, with the intention to trial a new mode of transport to increase patronage.
- MyWay performs well comparative to similar services around Australasia. The Hastings Trial has met its successful ridership targets; however, we can see that the service is vulnerable to driver shortages and struggles to meet demand during peak time due to the size of the zone and number of vehicles. Figure 2 shows the trends across the last quarter in relation to meeting demand and ride requests. MyWay did not operate from 14 February to 28 February due to power outages, driver displacement, and pressure on support services. From 18 January to 10 February, MyWay only had two of three vans operating, which resulted in a reduction in met demand.



Figure 2: MyWay Service Operation (January 23 – March 23)

10. MyWay has undergone several service-parameter changes to increase service levels in response to feedback and pressure points in delivery. These changes have included:
 - 10.1. Increased detour rates (the time the rider spends in the vehicle can increase to allow additional riders to be collected that might be further out of range), which allows MyWay to offer more rides to users at peak times. This has now been reduced from high to medium, as all three vans are now operational.
 - 10.2. Increased booking window (increased from 30 minutes to 45 minutes), which improves the likelihood of being offered a ride. Although this results in a longer wait time, the rider can secure a ride and doesn't need to make ongoing attempts to book.
 - 10.3. Reduced virtual stops (eliminating several possible stops that are within a close walkable distance to the same likely location, i.e., Kmart and Hastings Hospital) which results in a faster trip time for the passengers.
11. The Hastings MyWay service is still in its trial period. The service will be reviewed using a benefit map and an evaluation plan. The review will take place in May 2023, to determine whether the service becomes permanent, varies, ends, or continues as a trial until a later date.
12. The success of the trial is not only dependent on increased patronage, but also determined by customer satisfaction, mode shift, number of new trips, cost, revenue, capacity, and service sustainability; this is all in comparison to the previously operated fixed route service, and the proposed 2025 network routes. While there has been an increase in patronage compared to the previously operated routes, the capacity is considerably lower and the anecdotal customer experience is mixed due to its suitability for aged and disability groups but unsuitability to school students or those without access to technology and communication. The service also has

a significant demand on staff support, not only in the call centre, but also the operations, monitoring, and customer resolutions.

13. The Napier MyWay trial has not been progressed due to Cyclone Gabrielle, and the associated cost implications. Due to indexation, the cost to deliver a viable service is no longer what was estimated at the time of writing the long-term plan. To deliver the MyWay service that was presented in the long-term plan, increased funding would be required.

Total Mobility

14. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive taxi vouchers entitling them to a 50% fare discount (which is currently subsidised to 75% under the Half Price Fares scheme). The scheme is administered by the Regional Council and funded by both the Council and Waka Kotahi.
15. Figure 3 shows the trips compared to total fares. The concession amount is the amount of subsidy the scheme covers per month. Total Mobility trips have risen because of the increased subsidy; however, they have remained stable. There is a visible increase in trips in March, likely due to the reduction in intercity bus services, which would increase the need for those without private transport to access subsidised options.

Month	Total Trips	Total Fare	Concession Amount
Oct-22	8,348	\$ 164,278.81	\$ 115,913.21
Nov-22	9,247	\$ 187,423.20	\$ 132,424.56
Dec-22	8,850	\$ 174,783.10	\$ 123,713.01
Jan-23	8,118	\$ 163,098.23	\$ 116,112.84
Feb-23	6,564	\$ 128,926.85	\$ 92,567.42
Mar-23	10,293	\$ 219,658.92	\$ 155,686.33

Figure 3: Total Mobility Trips and Cost (including flat fee hoist charges)

Contract price reset

16. The Napier Hastings Bus Unit contract requires a gross price rate reset at the end of the sixth year of the contract. This was due in July 2022 and is currently underway in accordance with section 2.4 of the Contracting Manual for SD-16-000, which is advised by the Waka Kotahi Procurement Manual, Section 10.28:

Section 10.28 – Gross Price Resets for PT units

Rule

1. *Bus public transport unit contracts procured through an open supplier selection process will have a cost reset of the annual gross price informed by benchmarked price data (see appendix I Contract negotiation processes for bus public transport units) at six years of the nine-year term.*
2. *This section does not apply to contracts for commercial units.*
3. *Approved Organisations with small or medium-sized bus markets and where suitable price benchmark information is not or is unlikely to be available, can reconfirm the contract price at the current contract price when undertaking a gross cost reset.*

Guidelines

Bus public transport unit contracts longer than six years, will have the annual gross price reset at year six of the contract to ensure confidence in costs. This is a reset of the price only. It is not a review of the contract terms, or an opportunity to end the contract early.

The reset price will apply for the start of year seven of the contract, and if necessary, will be paid in arrears.

The price reset is intended to recognise that agreements need to ensure best value for money is being achieved in the longer term, and a reasonable balance is being maintained between operator profit and the expenditure of public funds.

Over time, indexation payments, changes in farebox recovery and financial incentive mechanisms may shift the balance between best value for money and sustainable revenue. The reset process is designed to restore the balance.

This reset may result in the annual gross price increasing or decreasing.

Climate Emergency Response Fund (CERF) Transport Choices Package

17. Hawke's Bay Regional Council has successfully secured funding of \$1.39 million from central government to spend on projects aimed at the Transport Choices package. The funding is part of a \$350 million Transport Choices package included in the Government's Climate Emergency Response Fund (CERF) led by Waka Kotahi.
18. The funding secured by the Regional Council will upgrade ten bus stops in the region, as well as creating two new stops. This package is fully funded by Waka Kotahi. Bus stops will be upgraded at key locations across the network, designed in accordance with expected patronage and use style i.e., main terminus, transfer point, high-volume stop. This also includes the development of two new bus stops at locations new to the network: Whakatu, and the Hawke's Bay Regional Sports Park. Upgrades to the stops will include real-time bus information, solar power for real-time travel information displays, charging for scooters, bikes, and phones, as well as WiFi capability, secure bike/scooter parking, 24-hour security lighting and cameras. The bus stops will be designed for all abilities and allow bus users to get a sense of the improved services that they can expect to the region's bus network from mid-2025.
19. The programme is currently in the development phase, with the communication and engagement plan, and the monitoring and evaluation plan, both underway. The programme is currently one month behind schedule due to Cyclone Gabrielle but is still due to be completed on time.
20. Hawke's Bay Regional Council is working with Waikato Regional Council and Horizons Regional Council to procure real time tracking software and hardware as a consortium, due to the similarities in the regions' projects.
21. This project is considered low risk, as there is little disruption to the user, and resourcing is available. The project will consider the ability to generate new interest in the use of public transport based on the improvements to both hard and soft infrastructure surrounding the network.

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Public Transport update* staff report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s There are no attachments for this report.

Hawke's Bay Regional Council
Regional Transport Committee
5 May 2023

Item 12

Subject: Cyclone Gabrielle Recovery update from KiwiRail

Reason for Report

1. This item introduces the update on Cyclone Gabrielle recovery provided by KiwiRail (attached).
2. Angus Hodgson and Daniel Headifen will be at the meeting to speak to the update.

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *Cyclone Gabrielle recovery update from KiwiRail*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Ceri Edmonds
Manager Policy & Planning

Attachment/s

- 1 [!\[\]\(a724a4a68298d6dff85fe378e838a60a_img.jpg\)](#) Hawke's Bay Cyclone Gabrielle Rail Recovery Newsletter - April 2023



April 2023

Hawke's Bay Cyclone Gabrielle Rail Recovery

Kia ora

This is the first of a series of updates we will be sending out to Hawke's Bay stakeholders, to keep you updated on our work to rebuild flood damaged rail lines in the region.

This week we celebrated a significant milestone, reopening the line from Woodville to Hastings. This is the result of a lot of hard work by KiwiRail's track and other teams. We have also been working closely with Napier Port, and have set up a temporary container terminal site in Hastings. It means we are able to rail freight to and from Hastings – reducing congestion on southern Hawke's Bay roads – and freight can then be moved by truck to Napier and the port. It was great to see the first freight train arrive in Hastings on Monday.

There is a lot of hard work ahead of us but we are committed to reinstating the rail line to Napier and to Wairoa. However, given the scale of the damage in these sections it will take some time.

We appreciate your patience as we reinstate this crucial Hawke's Bay infrastructure.

If you have any questions about the work we're doing, please email us at contactus@kiwirail.co.nz

Daniel Headifen

KiwiRail Programme Director

Hastings - Napier progress

There has been significant damage to the rail line between Hastings and Napier, particularly in the Awatoto area - including major track washouts and the loss of spans and a number of piers to the rail bridge (Bridge 217) next to the Waitangi road bridge.

We currently expect it will be at least six months before the line reopens.

Along the 20km section of line, damaged signals cables are currently being decommissioned and telecommunications fibre cables are being relocated, where necessary, to enable rail work. We are also currently removing large amounts of wood debris that has piled up a few metres deep behind Bridge 216 and 217,

and against tracks. After Easter we plan to begin removing large sections of damaged track in the Awatoto area.

Repairing Bridge 217 is a crucial step in reopening the line. In the short term we plan to undertake temporary repairs to the bridge, including installing temporary piers and replacing damaged spans with rail spans we hold in stock for emergencies.

Continued on next page



Wood debris being cleared from a rail bridge in Awatoto



Flood damaged tracks around Awatoto

KiwiRail



Steel pile casings being loaded onto a rail carriage in Christchurch for Napier bridge repair

Continued from previous page

Permanent repair to the bridge will take some time and we are focused on reopening the bridge and line to Napier Port in time for peak freight season towards the end of the year.

This week casings for temporary bridge piles are being railed from Christchurch to Hastings (see picture to the left). A bridge contractor has been appointed and we expect the temporary rebuild work to begin toward the end of April.

Napier – Wairoa progress

The rail line from Napier to Wairoa suffered some extensive damage in Cyclone Gabrielle. Given the terrain, inspecting some of the line has been difficult but we have made steady progress.

We have completed more than 80 per cent of our initial inspections along the length of the line, and are aiming to complete inspections in the next fortnight. There are major damage sites, particularly in the Esk Valley up to Tutira. The inspections so far have shown that the work done to reopen the line in 2019 has held up relatively well, but there is a huge amount of work needed to reopen the line after the cyclone.

Once inspections are complete we will develop a work schedule for repairs - with an initial focus on emergency works, for example clearing blocked waterways, to ensure line repairs can be undertaken safely and the line does not deteriorate further over the coming winter. At this stage we are unable to give a timeframe for reopening the line to Wairoa.

With SH2 to Wairoa closed, KiwiRail has been in discussions with Waka Kotahi about the potential use of the rail viaduct over the Waikari River, near



Example of a site that needs emergency works south of Waikau between Napier and Wairoa

Putorino, for vehicle use. Unfortunately, more than 4km of single-track railway, including the near 200m long viaduct itself, would need to be modified to accomplish this. It ranges from needing a substantial amount of aggregate to cover tracks and form a one-way road, changes to the viaduct itself, and some steep embankments that pose a safety risk to the public. So the decision has been made not to alter the railway for non-rail vehicle use and Waka Kotahi is now concentrating its efforts on using a replacement Bailey bridge to reconnect SH2.



Damage to a bridge in Esk Valley

If you have any questions please email us at: contactus@kiwirail.co.nz

KiwiRail 