

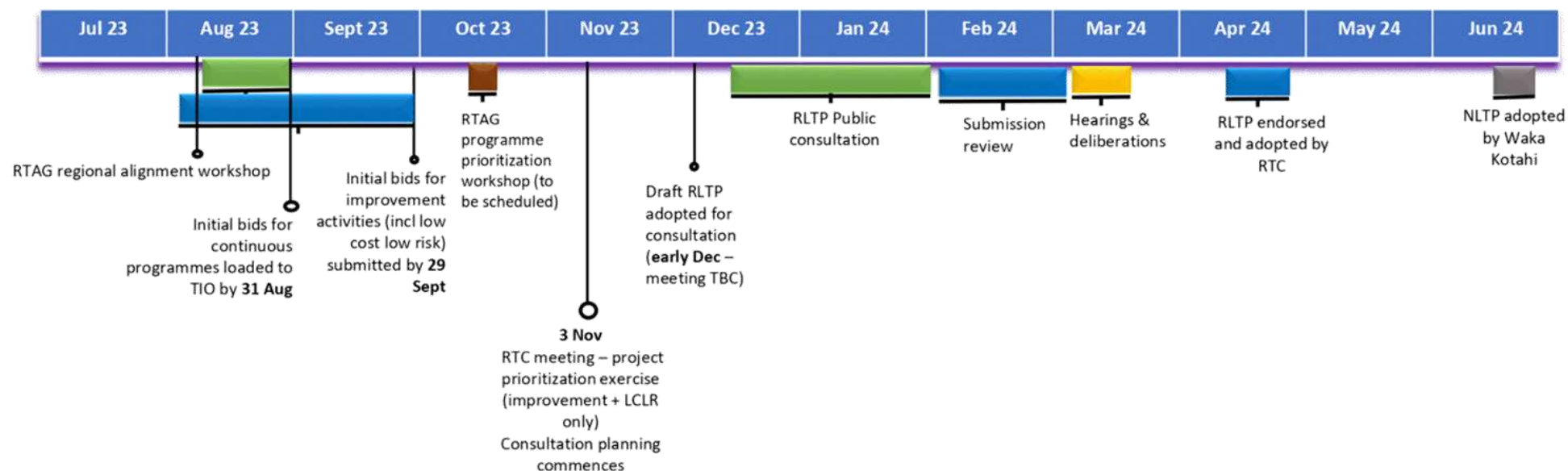
## Meeting of the Regional Transport Committee

**Date:** 4 August 2023  
**Time:** 1.30pm  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Attachments excluded from Agenda

| Item      | Title  | Page |
|-----------|--|------|
| <b>5.</b> | <b>2024-2027 Regional Land Transport Plan</b>                      |      |
|           | Attachment 1: RLTP development timeline                            | 2    |
|           | Attachment 2: Investment Logic and Benefits maps                   | 3    |
| <b>7.</b> | <b>Waka Kotahi / NZTA Regional Relationships Director's update</b> |      |
|           | Attachment 1: Waka Kotahi August 2023 update                       | 6    |
|           | Attachment 2: Waka Kotahi 4 August 2023 Presentation               | 20   |
| <b>8.</b> | <b>Regional Transport Programme August 2023 update</b>             |      |
|           | Attachment 1: Regional Transport Programme tracker 4 August 2023   | 31   |
| <b>9.</b> | <b>Regional Road Safety update</b>                                 |      |
|           | Attachment 1: RoadSafe HB Rebrand update                           | 33   |
|           | Attachment 2: RoadSafe HB BAU update                               | 41   |

## RLTP HIGH LEVEL TIMELINE



## NOTES –

- Continuous programmes (to be submitted by 31 Aug) are largely maintenance & operations programmes + public transport
- Improvement activities are new projects / enhancement projects to be incorporated into the RLTP. These activities will typically have a Waka Kotahi investment portion accompanied by a local share
- Low Cost Low Risk (LCLR) are initiatives that are \$2m or under
- RTAG prioritization workshop not yet scheduled
- RTAG regional alignment workshop not yet scheduled

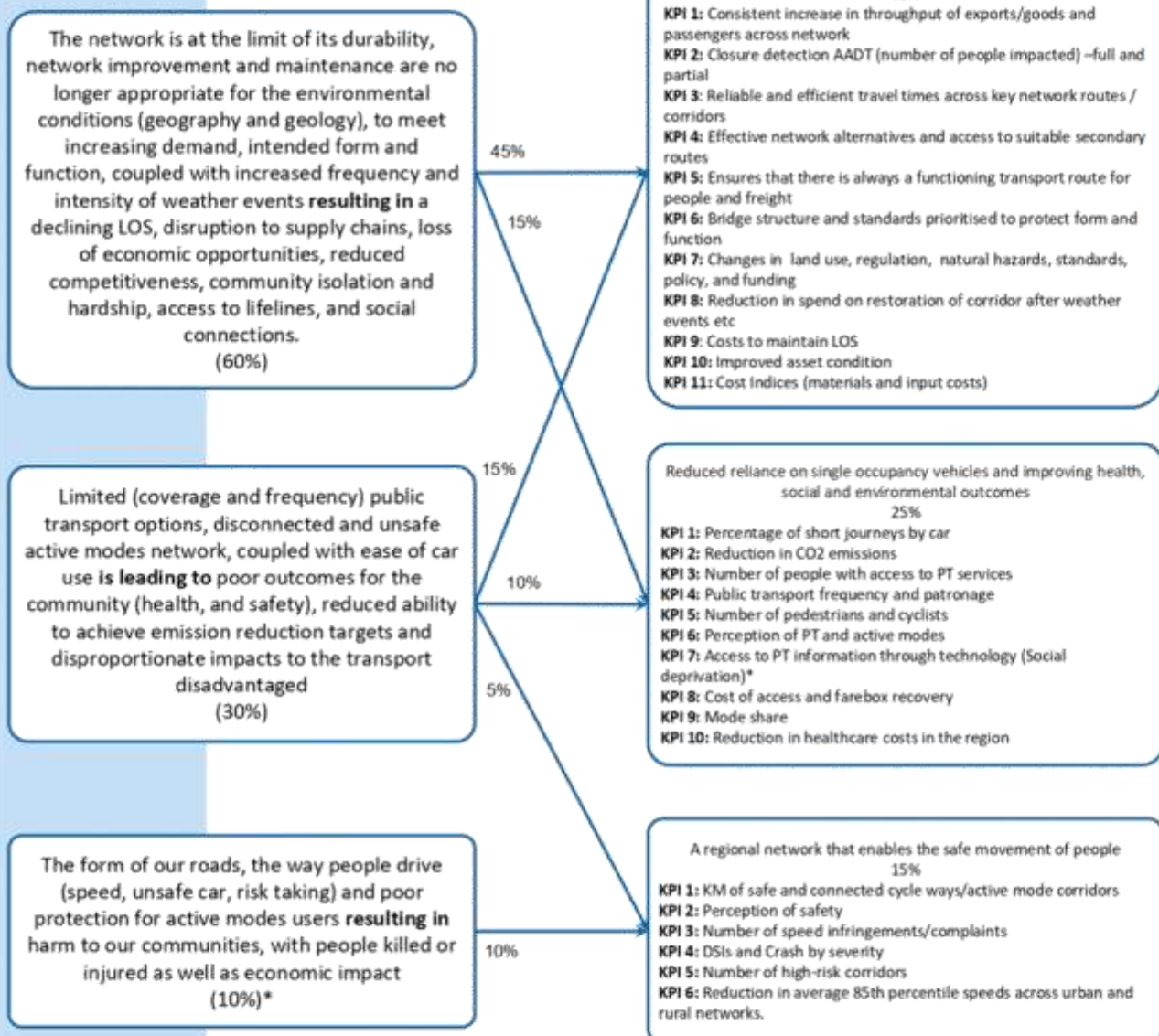
## Hawkes Bay's Regional Land Transport Plan

## INVESTMENT LOGIC MAP

Activity

## PROBLEM

## BENEFIT



**Resilience** is the transport system's ability to enable communities to withstand and absorb impacts of unplanned disruptive events, perform effectively during disruptions, and respond and recover functionality quickly. It requires minimising and managing the likelihood and consequences of small-scale and large-scale, frequent and infrequent, sudden and slow-onset disruptive events, caused by natural or manmade hazards.

Waka Kotahi 2018 Resilience Framework. Sourced from <https://www.nzta.govt.nz/assets/Highways-Information-Portal/Technical-disciplines/Resilience/Resilience-response-framework/transport-resilience-framework.pdf>

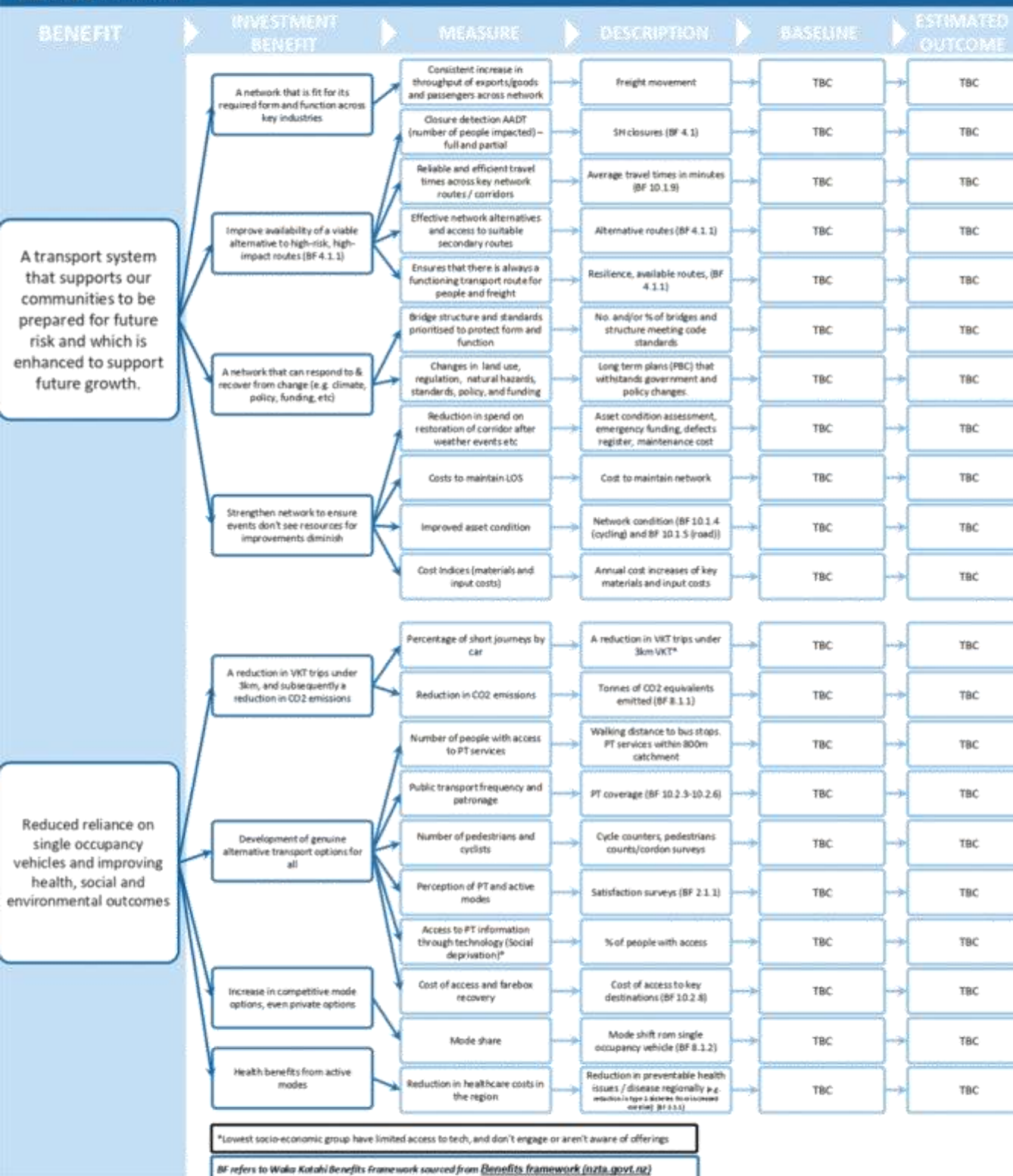
\* This % is lower as it considers that the Road to Zero Programme is being delivered separate to this work – This % should be discussed and confirmed with the RLTP

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

Version no: 1.0  
 Initial Workshop: 12/12/2022  
 Last modified by: 18/07/2023  
 Template version: 1.0

## Hawkes Bay's Regional Land Transport Plan

## BENEFIT MAP



## RESPONSIBILITY FOR DELIVERING THE BENEFITS

Name: Katie Nimon

Position: Transport Manager

23/12/2022

Business Problem Owner: Katie Nimon, Transport Manager, Hawke's Bay Regional Council

Facilitator: Tim Eldridge

Accredited Facilitator: No; Accredited business case practitioner

Version no: 1.0

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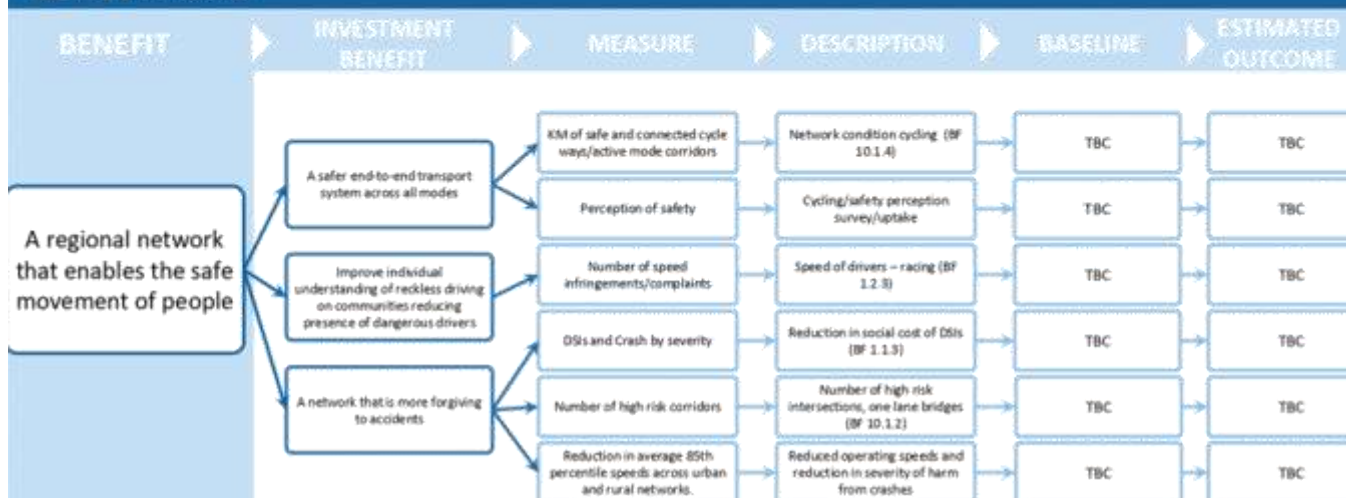
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## Hawkes Bay's Regional Land Transport Plan

## BENEFIT MAP



BF refers to Waka Kotahi Benefits Framework sourced from [Benefits framework \(nzta.govt.nz\)](https://www.nzta.govt.nz/benefits-framework)

## RESPONSIBILITY FOR DELIVERING THE BENEFITS

Name: Katie Nimon Position: Transport Manager 23/12/2022

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

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# Regional Transport Committee

Hawke's Bay  
4 August 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



# SH51 Napier to Hastings SIP

- Funded by the Speed and Infrastructure Programme (SIP) - \$20M
- Planned safety improvements include:
  - Median barrier (4.5k)
  - Wide centerline (1.2k)
  - New roundabout at the SH51/Awatoto Rd intersection (offline)
  - Intersection improvements at SH51/Waitangi Rd (entry only)
  - Intersection improvements at Awatoto Rd/Waitangi Rd (traffic priority change, signage upgrades, minor realignment)
  - Edge barrier protection (1.1k)
  - Shoulder widening (2.1k)
  - ATPs - 'rumble strips' (5.3k)
- Phase 1: May – September 2023 – in construction
  - Awatoto Rd to Waitangi Bridge (flexible side and median barrier, line marking, intersection upgrades)
- Phase 2: Sep 2023 – April 2024 – ready to start construction
  - Awatoto Rd to Ellison Street (flexible side and median barrier, line marking, offline roundabout earthworks and drainage)
- Phase 3: September 2024 – January 2025 – finalising detailed design
  - Offline roundabout construction and tie-in to existing alignment



## Hawke's Bay Project Updates

| Activity  | Est Value                                    | Key date(s)                               | Progress | Commentary   |
|---|--|---|----------|--|
| <b>SH50 Prebensen Hyderabad Intersection Upgrades</b> | \$3.95m                                      | 2023 - 2025                               |          | <ul style="list-style-type: none"> <li>Shared path and lane changes (SP1) - complete</li> <li>Level crossing and shared path connection at Prebensen Dr Roundabout (SP3) and SP2 planned to get underway early 2023, complete by end of Q4</li> <li>Contractor removed from SP2 and SP3 and replaced</li> <li>Significant delays experienced due Kiwirail resource issues and Cyclone Gabrielle</li> <li>Construction to recommence from September 2023</li> </ul> |
| <b>SH38 Tall Oil Pitch Application (Stage 2)</b>      | \$8m   | Ongoing                                   |          | <ul style="list-style-type: none"> <li>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)</li> <li>Includes safety improvements and resilience work</li> <li>Delivered in partnership with Ngāi Tūhoe</li> </ul>  |
| <b>SH2 Mohaka SVB</b>                                 | part of \$35m SH2/ SH35 Passing Opps Project | November 2023 – completion (revised date) |          | <ul style="list-style-type: none"> <li>Location: 2km south of Raupunga just after southbound traffic pass under the Mohaka Rail Viaduct</li> <li>Location was not too badly affected by cyclone, but works have been delayed</li> </ul>  |
| <b>SH2 Kakariki SVB</b>                               | part of \$35m SH2/ SH35 Passing Opps Project | Design underway                           |          | <ul style="list-style-type: none"> <li>Location: section of SH2 includes Kotemaori School</li> <li>Kotemaori School included in ISMP (project design allows for variable speed signs)</li> <li>The project will start in November 2023</li> </ul>  |



## Hawke's Bay Project Updates – Low Cost Low Risk

| Activity                                       | 2021 – 24 NLTP Funding Allocation | Status   | Commentary  |
|--|-----------------------------------|--|---|
| SH2 Waipawa Zebra Crossing Improvements        | \$380,000                         | Currently still in design and pre-implementation stage | <ul style="list-style-type: none"> <li>Road to Zero</li> <li>In conjunction with CHB District Council as part of their "Streets for People" programme</li> <li>Safety improvement of the existing pedestrian crossing (two raised Pedestrian Crossings)</li> <li>Concept design complete</li> <li>Implementation scheduled for Sep School Holidays</li> </ul> |
| SH51 Clive Pedestrian Crossing Improvements    | \$397,000                         |  | <ul style="list-style-type: none"> <li>Road to Zero</li> <li>Safety improvement of the existing pedestrian crossing (one raised median)</li> <li>Community Engagement underway (Clive)</li> <li>Detailed Design Complete</li> </ul>   |
| SH2 Latham St Roundabout Improvements          | \$150,000                         |  | <ul style="list-style-type: none"> <li>Road to Zero</li> <li>Minor safety improvements of existing roundabout</li> <li>Detailed Design Complete</li> </ul>  |
| SH2 Havelock North - Waipawa Alternative route | \$300,980                         |  | <ul style="list-style-type: none"> <li>New Zealand Cycle Trail</li> <li>Based around cyclist safety (Middle road is used as an alternate route when SH2 is closed but is also a high-use cycle route)</li> <li>In conjunction with HDC</li> </ul>   |

## 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 accepted and we are under a S92 (responding to council questions)
- Preliminary design has been complete and is ready to advance
- Programme Business case under independent peer review due 4 August
- Building block of the Tairāwhiti-Wairoa Strategic Response Plan
- Implementation funding to be sought at Waka Kotahi Board meeting on 28 September



Top: The preferred arch bridge solution over the Waikari river  
Right: The preferred 'white' option / alignment.



# SH5 'Quick wins' - Safety Improvements (SIP)

Do minimum programme includes projects on SH5 Napier to Taupō corridor that have implementation funding committed through the National Land Transport Funding.

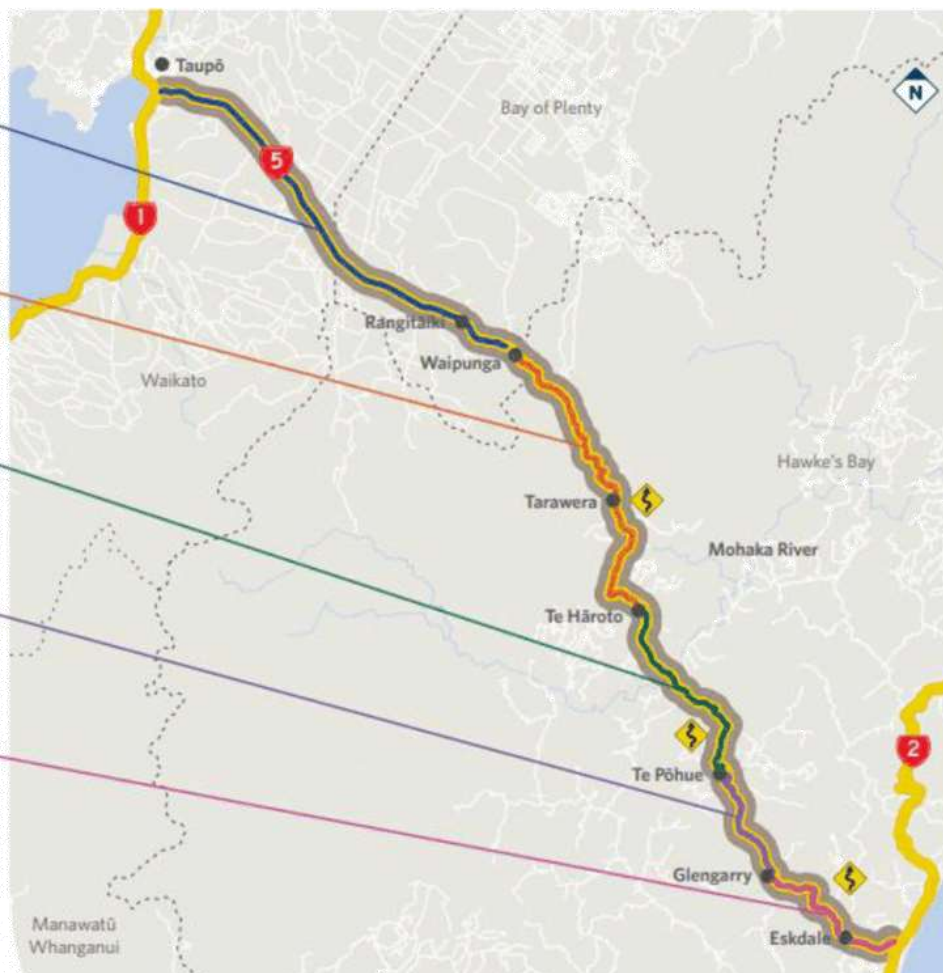
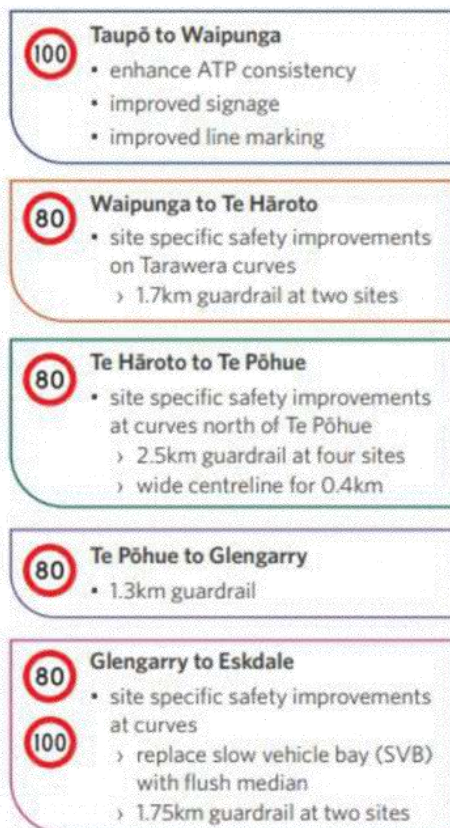
This includes a review of road signs and markings along the full length of the Napier to Taupō corridor and targeted site specific online road safety improvements.

Corridor wide improvements will include roadside signage, lining improvements and audio tactile profile (ATP) linemarking where appropriate.

The do minimum programme also assumes:

- SH5 Napier to Taupō will be re-instated back to prior cyclone condition.
- current posted speed limit remains along full length of the corridor.

These safety improvements will happen in programmes 1 – 7 as a minimum. The purpose of programmes 1 – 7 is to enhance opportunities for safety improvements further to the do minimum programme.



# East Coast Strategic Response Plans

Substantial investment to respond to cyclone damage, strategic land use changes and to address future resilience risks by building back to modern standards

- Following the immediate response to Cyclone Gabrielle, we started working on strategic response projects to identify and prioritise potential programme of works and next steps for
  1. State highways 2, 35 and 38 in Tairāwhiti, Wairoa and northern Hawke's Bay (to SH2/SH5 intersection) - this plan (including the recommended programme has been endorsed by the Waka Kotahi Board in July
  2. State highways 5 (Glengarry to SH2 Intersection), SH2 (to CHB), SH50 and SH51 – this plan will go to the Waka Kotahi Board for endorsement in September
- Purpose:
  - provide direction on recovery and resilience approaches for each state highway to both existing programmes and the Transport Recovery East Coast (Alliance).
  - identify funding ranges for different programmes of potential investment pathways for the short, medium and long term programmes for consideration by decision-makers.
  - identify potential funding sources and recommendations to existing investment mechanisms such as the NLTP.



# Transport Recovery East Coast (Alliance)

- The Transport Recovery East Coast (Alliance) is a collaboration between Waka Kotahi, KiwiRail, Fulton Hogan, and the existing maintenance contractors for Tairāwhiti and Hawke's Bay, Downer and Higgins.
- The Alliance will lead the design and delivery of physical works on the state highway and rail networks over the coming years.
- Agreement was signed on 11 July and is expected to be in place for several years.
- One key aspect is the 'East Coast first' philosophy: Locally owned and operated contractors will be prioritised for the delivery of the physical works.
- Where possible, local suppliers will also be used to support the regional supply chain recovery, while also reducing potential carbon emissions.
- The Alliance will also undertake the ongoing maintenance and operations requirements of the state highway network in both regions, continuing the recovery efforts that have been ongoing since February 2023.

## Emergency Works Slip Sites (pre-cyclone)

- **SH2 Slip at Waikoau Hill** – completed
- **SH2 Raupunga Subsidence** – design completed, works expected to be completed by end of year
- **SH2 Slip at Tangoio** (South of White Pine Bush) – design underway (*to be repaired under TREC Alliance*)
- **SH38 Waikaretaheke River Underslip 1** – completed
- **SH38 Waikaretaheke River Underslip 2** – repair works underway
- **SH38 Waiau River Underslip** – design completed (*to be repaired under TREC Alliance*)





## Main Emergency Works Sites (Cyclone Gabrielle related)

- **SH5 Esk Underslip:** Expected completion of repair, pavement and drainage work: end of August.
- **SH5 Mangakōpikopiko Stream:** 3 sites where stream has scoured up to edge of road have been temporarily repaired (until a permanent design is completed).
- **SH5 Eland underslip:** Construction underway and expected to be completed at the end of August.
- **SH5 Te Hāroto:** Large scour; road is reduced to one lane. Construction to reconstruct the road and improve the box culvert inlet expected to begin at the end of July.



## 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 the TREK Alliance
- **SH2 Devil's Elbow:** large scour; large retaining structure destroyed. Made trafficable and safe to 1 lane. Design will start under the TREC 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 TREC Alliance





# Bridge repairs

## SH50 Waipawa River Bridge:

- River diversion completed; repair works underway; expected to be completed by the end of August (SH50 re-opening)

## SH51 Waitangi Bridge:

- Investigation underway to determine whether to repair or replace (bridge is structurally sound and remote monitored via sensors on bridge)

## SH2 Esk River Bridge:

- Strengthening works on the bridge complete, crack filling under the bridge postponed due to cold weather

## SH50 Ngaruroro Bridge – Fernhill:

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

## SH38 Frasertown Bridge - Wairoa:

- design underway; repair works may start in the next financial year



Waitangi Bridge (top)

Waipawa River Bridge repairs – 20 July (bottom)



## SH2 Passing Opportunities

- Part of the \$35m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roothing Package and has received funding from the PGF.
- Four slow vehicle bays have been constructed at Matahorua, Kotemaori, Wharerata and Waikoau Hill (*damaged during cyclone, work underway to open*)
- Underway:
  - Mohaka Ascent (*expected completion date Nov 2023; delayed by cyclone*) and Kakariki (*in detailed design; expected construction start Nov 2023*)



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





# Hei konā mai



New Zealand Government

# Regional Transport Committee

Hawke's Bay  
4 August 2023



New Zealand Government



# 2021-24 NLTP delivery

- Now is the time to review your current funding forecasts
- It's critical you indicate the activities you're not going to be able to complete this financial year
- We need to release these funds to help manage available funding and minimise carry forward into the 2024-27 NLTP
- This will enable us more headroom for new activities.



# 2024-27 NLTP Update

- We're awaiting the release of the draft Government Policy Statement on land transport 2024
- We're continuing to develop the 2024-27 National Land Transport Programme to our published timeline – this may change
- We're making good progress developing the State Highway Investment Proposal (SHIP)
- You're encouraged to continue to develop your RLTPs based on the Transport Outcomes Framework and strategic priorities released earlier this year.



# Reshaping Streets

- This new package of rule changes provides the tools to modify existing streets - making it easier, safer and more attractive for people to use a variety of transport options including, walking, cycling and public transport.
- Reshaping Streets changes give councils options to:
  - **Pilot street changes** to inform future permanent street changes
  - Enable family-orientated street events (known as **Community Streets** or Play Streets)
  - Better manage traffic in their communities and around schools, including creating **School Streets**
- Waka Kotahi is developing a suite of guidance to support councils to take advantage of these opportunities.

**Rule changes come into effect mid- August 2023.**

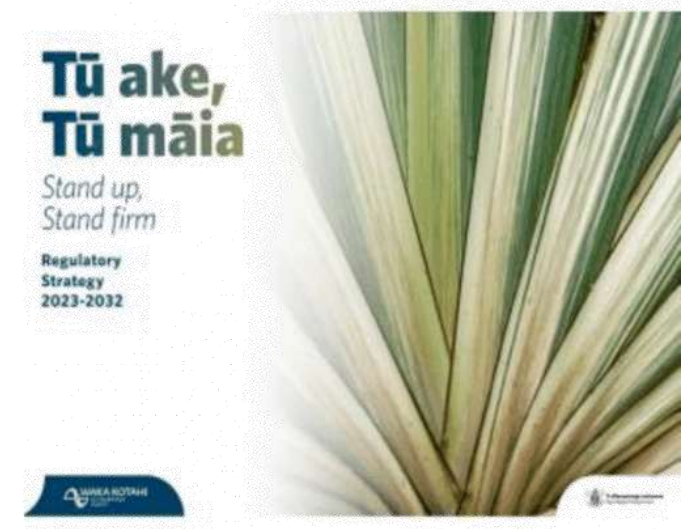
**[nzta.govt.nz/reshaping-streets](https://nzta.govt.nz/reshaping-streets)**





## Tū ake, Tū māia, our regulatory strategy

- We have recently released our refreshed regulatory strategy for 2023-2032
- Tū ake, Tū māia sets out how we and our partners regulate the land transport system to keep Aotearoa safe
- The refreshed Tū ake, Tū māia builds on its strong foundation and achievements and reflects recent changes in legislation, funding and broader government strategy and outcomes, ensuring we continue to improve as a firm and fair regulator
- Underpinned by good practice, it's grounded in te ao Māori principles, introduces a longer-term view of the land transport system, and shows the harm reduction programmes, focus areas and key risks we will work on.



## Regional Update – RLTP Significant Related Activities

| Activity                                      | Activity description  | Status   | On track |
|---|---|--|----------|
| SH5 Napier to Taupō Corridor Improvements     | Programme Business Case (PBC) addressing safety, efficiency and resilience, delivered alongside shorter-term Low Cost/Low Risk safety improvements (SIP).         | PBC underway; will seek endorsement from the Waka Kotahi Board in Sep 2023; SIP Project has been defined as the "do minimum" for the PBC (expected construction start Sep 2023).   |          |
| Maraekakaho Road/York Road Roundabout         | Identified as a high risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme                              | Went out for tender in June 2023, tender price received was more than expected and is not affordable, HDC is now needing to rescope the project; timeframe has not yet been defined.   |          |
| Hastings bridges strengthening                | Programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDAM (2016) class 1 limits on local roads                     | Funding was approved and construction underway (no change although Cyclone Gabrielle may have an affect on delivery timing).   |          |
| SH51 Napier to Hastings (Safety Improvements) | Implementing safety improvements on SH51 between Ellison Str and Waitangi Road (Road to Zero / SIP)   | Phase 1 – June 2023 - construction started Awatoto Rd to Waitangi Bridge (changes to lane marking, flexible median barrier, temporary roundabout); Next phase Awatoto Rd to Ellison Street & permanent roundabout – expected start Sep 2024. |          |
| Mahia connectivity                            | Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection.   | Council project – awaiting KiwiRail contact decisions  |          |
| SH38 Wairoa to Aniwanui                       | We are working with Tūhoe and Whakātane DC to identify and programme the rollout of Tall Oil Pitch over approx 20km on SH38 including safety and resilience work. | The project is underway and being delivered in partnership with Tūhoe (pre-construction testing completed; guardrail design underway).   |          |
| SH2 Napier to Wairoa                          | Develop a strategic case to investigate alternative road network options  | This strategic case has been superseded by the Tairāwhiti/Wairoa Strategic Response work.  |          |

# Renewals Programme

## Forecast / Status of programme delivery

|                                 | 2022/23 |          |            | 2023/2024 |
|---------------------------------|---------|----------|------------|-----------|
| Renewal Type                    | Planned | Complete | % Complete | Planned   |
| Reseal (lane km)                | 147     | 55       | 38%        | 111       |
| Rehab (lane km)                 | 9.2     | 6.4      | 69%        | 11.5      |
| Thin asphalt (lane km)          | 2.3     | 2.2      | 95%        | 3.3       |
| ATP - 'rumble strips' (lane km) | 18.4    | -        | 0%         | 34.1      |
| Drainage (sites)                | 9       | 3        | 33%        | 7         |



# Regional Update – Speed and Infrastructure 2021-2024

## Speed

| SH No. | Area                                   | Length of speed review | Infrastructure interface | Timeframe     | Status  |
|--------|--|------------------------|--------------------------|---------------|---|
| SH51   | Napier to Hastings (excl. Clive urban) | 13.8km                 | Y                        |               | Completed   |
| SH5    | Taupō SH1/SH5 RAB to Bay View          | 120km                  | Y                        | February 2022 | Completed   |
| SH2    | Hastings to Norsewood                  | 72km                   |                          | 2024 – 2027*  | *These corridors are currently being assessed to see if they will progress in the 24-27 NLTP State Highway Speed Management Plan (SH SMP) |
| SH2    | Matawhero to Bay View                  | 197.8km                |                          | 2024 – 2027*  |   |
| SH50   | Napier to SH2 Takapau                  | 82.8km                 |                          | 2024 – 2027*  |   |

## Infrastructure

| Project name                      | Primary treatment Type             | Timeframe        | 21-24 NLTF contribution | Potential total funding (subject to approval) | Status   |
|-----------------------------------|------------------------------------|------------------|-------------------------|---|--|
| SH51 Napier to Hastings           | Median barrier/ Awatoto roundabout | FY 22/23 – 25/26 | \$9.1M                  | \$28.7M                                       | Construction of Stage 1 started: June 2023.          |
| SH5 HB Regional Boundary to SH2   | Barriers and wide centre line      | FY 22/23 – 28/29 | \$24M                   | \$100M (SH2 to HB regional boundary)          | Construction expected to commence in September 2023. |
| SH5 HB Regional Boundary to Taupō | Barriers and wide centre line      |                  |                         | \$2M (regional boundary to Taupō)             |  |

# SH5 Napier - Taupō

## Large programme of work underway

- Programme Business Case (underway, will seek endorsement from Waka Kotahi Board in Sep 2023)
- SIP - short-term safety interventions (in detailed design, construction start Sep 2023)
- SH5 forms part of the Hawke's Bay Strategic Response work (will seek endorsement from Waka Kotahi Board in Sep 2023)
- SH5 Evaluation of the impact of the 80km/h speed limit
- Cyclone recovery repair works
- Maintenance & Operations programme





# Hei konā mai



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Regional Transport programme tracker

| N.N Workstream<br>N.N.N Sub-project |   | GPS Alignment                                     |                           | Road Blocks |                | Next steps  |   | Commentary   |              | Milestones   |                   |  |              |
|-------------------------------------|---|---|---------------------------|-------------|----------------|-------------|---|--|--------------|--------------|-------------------|--|--------------|
|                                     |   | Climate Change<br>Better Travel Options<br>Safety | Improving Freight Connect | Progress    | Overall Status | Road Blocks | Next Step   | Comment  | HBC resource | RCA resource | External resource | Milestone  | Planned Date |
| 1.1 Regional Land Transport Plan    |   |   |                           |             |                |             |   |  |              |              |                   |  |              |
| 1.1.1                               | ILM   | ✓   | ✓                         | ✓           | 95%            | ●           | TAG and GHD to review benefits map                      | ILM problem statements confirmed at 5 May RTC meeting              | 20           | 20           | 75                | Review benefits map, confirm                     | 5-Aug-23     |
| 1.1.2                               | PBC   | ✓   | ✓                         | ✓           | 90%            | ●           | Develop next steps                                      | Peer review complete   | 20           | 0            | 80                | TBC  |              |
| 1.1.3                               | Freight network distribution study                                    | ✓   | ✓                         | ✓           | 30%            | ●           |   | Full first draft under development                                 | 5            | 5            | 90                | Initial draft complete                           |              |
| 1.1.4                               | RLTP planning   | ✓   | ✓                         | ✓           | 15%            | ●           | Constrained timing. No GPS.                             | Initial planning underway  | 50           | 50           | 0                 | Ongoing  |              |
| 1.1.5                               | RLTP consultation   | ✓   | ✓                         | ✓           | 0%             | ●           |   | No actions yet   | 70           | 30           | 0                 |  | Dec-23       |
| 1.1.6                               | Deveop programmes of work to reduce long term emergency spend in RLTP | ✓   | ✓                         | ✓           | 0%             | ●           | Work into RLTP draft                                    |  | 30           | 70           | 0                 | Dec 23 draft for adoption                        |              |
| 1.1.7                               | Develop regional strategy of network resilience within RLTP           | ✓   | ✓                         | ✓           | 0%             | ●           | Work into RLTP draft and enhancement programme          | To be developed by end of Sept 23                                  | 40           | 60           | 0                 | 1/12/2023 draft for adoption                     |              |
| 1.1.8                               | Develop 'on the horizon' RLTP programme for inclusion                 | ✓   | ✓                         | ✓           | 0%             | ●           | Develop with TAG  | Include list of all projects agnostic of funding                   | 50           | 50           | 0                 | Full programme draft Oct 23                      |              |
| 1.3 Speed Management Planning       |   |   |                           |             |                |             |   |  |              |              |                   |  |              |
| 1.3.1                               | Principles & priorities   | ✓   | ✓                         | ✓           | 100%           | ●           |   | 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 under development                                    | 50           | 20           | 0                 | Ongoing  |              |
| 1.3.3                               | RCA speed management plans  | ✓   | ✓                         | ✓           | 10%            | ●           | Resourcing following Cyclone Gabrielle                  | extension sought   | 20           | 80           | 0                 | TBC  |              |
| 1.3.4                               | Draft regional speed management plan                                  | ✓   | ✓                         | ✓           | 0%             | ●           |   | TBC  | 75           | 40           | 0                 |  |              |
| 1.3.5                               | Regional speed management plan consultation                           | ✓   | ✓                         | ✓           | 0%             | ●           |   | TBC  | 75           | 50           | 0                 |  |              |
| 1.3.6                               | Certification by Waka Kotahi  | ✓   | ✓                         | ✓           | 0%             | ●           |   | TBC  | 10           | 10           | 75                |  |              |
| 1.4 RoadSafe Hawke's Bay            |   |   |                           |             |                |             |   |  |              |              |                   |  |              |
| 1.4.1                               | Strategic direction and framework                                     | ✓   | ✓                         | ✓           | 100%           | ●           |   | RTC endorsed at 14 Feb meeting                                     | 100          | 30           | 0                 | RTC endorse                                      | 10-Feb       |
| 1.4.2                               | Rebrand   | ✓   | ✓                         | ✓           | 65%            | ●           | Detailed relaunch planning & collateral development     | Visual identity and creative approach refined and agreed           | 25           | 0            | 75                | Development complete. Detailed planning underway |              |
| 1.4.3                               | HDC strategy development  | ✓   | ✓                         | ✓           | 10%            | ●           | Constraints following cyclone                           | Continue strategy development                                      | 50           | 50           | 25                | Ongoing  |              |
| 1.4.4                               | WDC strategy development  | ✓   | ✓                         | ✓           | 5%             | ●           | Constraints following cyclone                           | Continue strategy development                                      | 50           | 50           | 25                | Ongoing  |              |
| 1.4.5                               | NCC strategy development  | ✓   | ✓                         | ✓           | 5%             | ●           | Constraints following cyclone                           | Development commencing   | 50           | 50           | 25                | Ongoing  |              |
| 1.4.6                               | CHBDC strategy development  | ✓   | ✓                         | ✓           | 60%            | ●           |   | Development going very well. Engaged SME group                     | 50           | 50           | 25                | Ongoing  |              |
| 1.4.7                               | RoadSafe HB BAU activities  | ✓   | ✓                         | ✓           | 80%            | ●           |   | Bau activities continue with great success                         | 60           | 40           | 50                | Ongoing  |              |
| 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   | ✓   | ✓                         | ✓           | 95%            | ●           |   | Reasonable prep work done ahead of chapter. Regional data collated | 50           | 50           |                   |  |              |
| 1.5.2                               | SME workshop  | ✓   | ✓                         | ✓           | 0%             | ●           | Workshops cancelled due to cyclone                      | Did not happen   | 50           | 50           |                   |  |              |
| 1.5.3                               | Draft transport emisions reduction plan                               | ✓   | ✓                         | ✓           | 95%            | ●           |   | Draft chapter developed in current context within reduced scope    | 80           | 20           |                   | Draft developed                                  | 4-Aug-23     |
| 1.5.4                               | Ongoing ammendements / development                                    | ✓   | ✓                         | ✓           | 0%             | ●           |   | No actions yet   |              |              |                   |  |              |
| 1.6 Active Transport                |   |   |                           |             |                |             |   |  |              |              |                   |  |              |
| 1.6.1                               | Review of draft regional cycling plan                                 | ✓   | ✓                         | ✓           | 100%           | ●           |   | Review completed   | 50           | 25           | 15                | Ongoing  |              |
| 1.6.2                               | Develop whole of network view   | ✓   | ✓                         | ✓           | 60%            | ●           | Whole of network view being developed with TA's and GIS | 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                     | Review delayed due to cyclone impacts and resource constraints.    | 100          |              | 0                 | Finalise review                                  | 15-Dec-23    |
| 1.7.2                               | MyWay Napier trial implementation                                     | ✓   | ✓                         | ✓           | 0%             | ●           |   | RTC agreed no Napier trial at 5 May meeting                        | 50           |              | 50                |  |              |
| 1.7.3                               | Develop transport procurement strategy                                | ✓   | ✓                         | ✓           | 80%            | ●           | Review draft & finalise                                 | Draft complete   | 20           |              | 80                |  |              |
| 1.7.4                               | Review current PT contract  | ✓   | ✓                         | ✓           | 20%            | ●           | Procurement Strategy req.                               | Begin formal review / lessons learned                              | 80           |              | 20                | Ongoing  |              |
| 1.7.5                               | Develop new PT contract   | ✓   | ✓                         | ✓           | 0%             | ●           | Contract review req.                                    | Develop initial tender document                                    | 50           |              | 50                | Ongoing  |              |
| 1.7.6                               | Request for Tender (RTF)  | ✓   | ✓                         | ✓           | 0%             | ●           | Once new contract developed                             | Initial planning underway  | 100          |              |                   | Ongoing  |              |
| 1.7.7                               | Rate reset  | ✓   | ✓                         | ✓           | 60%            | ●           | Continue discussion with service provider               |  | 50           |              | 50                | Ongoing  |              |
| 1.7.8                               | Short term RPTP change implementation                                 | ✓   | ✓                         | ✓           | 20%            | ●           | Budget  | This will likely take place after rate reset, or after next NLTF   | 50           |              | 50                | Review options08/23                              | 31-Aug-23    |
| 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     |





# VISUAL IDENTITY EXAMPLES










# CAMPAIGN FAMILIES - EXAMPLES





## PATHS CROSSING

A photograph of two cyclists riding away from the camera on a paved road. The cyclist in the foreground is wearing a bright yellow-green high-visibility vest over a red shirt and black shorts. The cyclist behind them is wearing an orange high-visibility vest. The background is a soft-focus sunset scene with warm orange and yellow light reflecting off the road and surrounding trees. A blurred car is visible in the distance.

**If our paths cross,  
let's make sure  
they cross safely**

[roadsafehb.org.nz](https://roadsafehb.org.nz)

*Just to be on the safe side,  
give cyclists 1.5 metres space!*

**ROADSAFE**  
HAWKE'S BAY

EACH OF  
US



Each of us,  
looking out  
for each other

[roadsafehb.org.nz](https://roadsafehb.org.nz)

*Kids are unpredictable.  
As a driver, try to predict that!*

**ROADSAFE**  
HAWKE'S BAY



**SPEED  
OF LIFE**



*At 30kph there's a 90% chance of survival.  
At 50kph it's only 10%.*

**ROADSAFE**  
HAWKE'S BAY

**DISTRACTION**

**Even a small  
distraction  
slows your  
reaction**



[roadsafehb.org.nz](https://roadsafehb.org.nz)

*If you're looking at your phone,  
you won't see a distracted driver.*

**ROADSAFE**  
HAWKE'S BAY

# ROADSAFE HAWKE'S BAY BUSINESS AS USUAL UPDATE

OVERVIEW OF NEW INNOVATIVE INITIATIVES FOR  
OUR REGION





# MOTORCYCLE CRASH CARD

An innovative joint initiative between RoadSafe  
Hawke's Bay and ACC



- An innovative approach nearing completion in collaboration with ACC
- First responder education session underway
- Launch scheduled to happen at the Hawke's Bay 'bikers ball'
- Promotion and advertising will take place across multiple channels



# DRIVER LICENSING VIDEO – EDUCATIONAL RESOURCE

A Hawke's Bay specific driver education and support resource including videos and helpful tip sheets.

Resources developed by Chrissie Leppien, qualified driving instructor and NZ Police Education officer



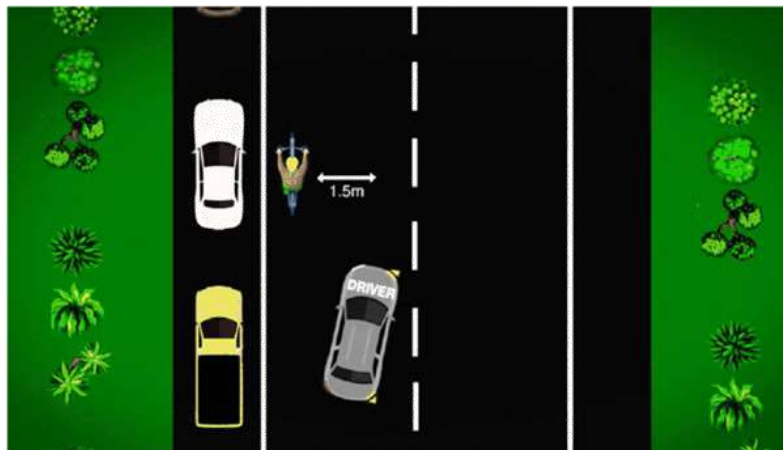


# Driver education video – snapshot



## CHECK LIST

- KEEP AS FAR LEFT AS PRACTICAL
- KEEP 1.2M FROM PARKED CARS
- KEEP 1.5M FROM CYCLISTS
- LOOKING AHEAD 12 SECONDS
- MIRROR CHECKS EVERY 5-10 SECONDS



# Driver education tip sheets – snapshot

1

## VEHICLE POSITIONING TIP SHEET

1/1

BY CHRIS LEPPEN, QUALIFIED DRIVING INSTRUCTOR

### Vehicle positioning is critical.

You should always drive as far to the left as practical. This creates distance between you and oncoming vehicles.

Distance gives you time, time allows you to respond to incidents of potential harm such as driver error, yours or other road users.

The easiest way to get your vehicle into the correct road position is to place you as the driver in the middle of your lane. This then puts your vehicle to the left side of your lane.



Middle of lane

A good way to check your vehicle positioning is by looking into your left-wing mirror to see the left-hand side of your vehicle close to the cycle lane, fog line or side of the road.



Cycle Lane



Fog Line



Side of the road

On an unlined road where there are no road markings you need to imagine that there is a centre line to keep left of.

Use what road markings are available to assist you with this, blue cat's eyes and yellow painted triangles are often placed in the middle of the road. You can use these as a guide to stay left of.



There are times that we must adjust our vehicle positioning because of our surroundings.

Going past a parked car you must be 1.2 metres away from the car. This is to avoid opening car doors.

Going past a cyclist you must be 1.5 metres away from the cyclist. Don't hit Bob on his bike!

Looking ahead to where you want to go helps you maintain a good driving line.



Parked car



Cyclist

Always maintain a good scanning pattern.

Looking 12 seconds ahead and mirror checking every 5 - 10 seconds.



2

## MIRROR CHECKS TIP SHEET

1/1

BY CHRIS LEPPEN, QUALIFIED DRIVING INSTRUCTOR

### Why do we do mirror checks?

We do mirror checks so we are aware of what other vehicles are doing around us at all times. When we look in our mirrors we are not just checking if there is a vehicle, we are looking to see what that vehicle is trying to tell us.

Others do not wind down their windows and say "let me pass", we can not hear them.

They tell us what they want to do by the way they are driving. This is particularly important on the open road.



Interior Rear View Mirror



Left Side Mirror



Right Side Mirror

- 1 If a vehicle is a safe following distance behind us and close to the left side of the road, they are telling us they are happy to stay behind us.
- 2 If a vehicle is too close they are either a bad driver or they are telling you they want to pass.
- 3 If a vehicle is close to the centre line they are either a bad driver or they are telling you they want to pass.



Always adjust your driving to what is happening around you.

If you recognise that someone wants to pass...

1 slow down and make sure you are as far to the left as is safe to allow them good vision to pass.

2 If necessary pull over and stop to let them pass.

You can not control what others do.

The more aware you are of what others are doing the more time you have to react and adjust your driving accordingly.



Always maintain a good scanning pattern.

Looking 12 seconds ahead and mirror checking every 5 - 10 seconds.

