

Meeting of the Regional Transport Committee

Date: 15 March 2024
Time: 1.00pm
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

Item	Title	Page
1.	Welcome /Karakia /Housekeeping /Apologies	
2.	Conflict of Interest declarations	
3.	Confirmation of Minutes of the Regional Transport Committee held on 3 November 2023	
4.	Follow-ups from previous Regional Transport Committee meetings	3
Decision Items		
5.	Regional Land Transport Plan adoption for consultation	7
Information or Performance Monitoring		
6.	MyWay Trial Evaluation	11
7.	Regional Transport Programme March 2024 update	13
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Glossary of Transport terms

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

15 March 2024

Subject: Follow-ups from previous Regional Transport Committee meetings

Introduction

1. Attached is a list of items raised at previous Regional Transport Committee meetings that require follow-up. Each follow-up item indicates who is responsible, 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 list.

Decision-making process

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

Recommendation

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

Authored by:

Peter Martin
Senior Governance Advisor

Approved by:

Bryce Cullen
Transport Strategy & Policy Analyst

Attachment/s

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

Follow-ups from previous Regional Transport Committee meetings

3 November 2023

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Prioritisation of the draft programme for RLTP	TAG to carry out prioritisation ranking for Future form and function review and Programme Business Case (PBC) and the SIP SH2 Paki Paki to Napier – Median Barrier projects	B Cullen	

4 August 2023 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Regional Transport programme	Information provided to HBRC regarding the trial of a CHB public transport service is to be provided to CHBDC	M Allen K Brunton	Work in progress. Initial modelling completed.

Subject: Regional Land Transport Plan adoption for consultation

Reason for report

1. This item presents the draft Regional Land Transport Plan (RLTP) 2024 – 2034 to approve for public consultation.

Officers' recommendations

2. Staff recommend that the draft Regional Land Transport Plan 2024 – 2034 and supporting consultation document are adopted by the Committee for public consultation as proposed, with consultation planned to commence on Monday 18 March 2024.

Executive summary

3. This report seeks the Committee's approval of the draft 2021-31 RLTP and consultation document for public consultation.
4. The draft Regional Land Transport Plan is provided as **attachment 1**.

Background /Discussion

5. The RLTP is a statutory document that must be prepared by the Regional Transport Committee (the Committee) every six years and reviewed every three years as required by the Land Transport Management Act 2003 (LTMA). The Regional Council developed the current RLTP in 2021.
6. The RLTP comprises three key parts:
 - 6.1. The strategic framework section which has the desired future state with a 30-year vision, objectives, headline targets, policies, implementation measures and long-term results.
 - 6.2. The transport investment programme, which responds to the three main transport priorities over the next decade, helping our region to realise the 30-year vision. The detailed 10-year transport priorities set out sub-priorities that set out the challenges, evidence, and proposed investment to overcome the barrier or challenge.
 - 6.3. Regional Programmes which set out the land transport activities for the next 3-6 years and provides a 10-year expenditure and revenue forecast.
7. The RLTP (Attachment 1) must be prepared by the Committee and adopted by the Regional Council and submitted to Waka Kotahi NZ Transport Agency by 14 June 2024. This timeline enables Waka Kotahi to adopt the National Land Transport Programme by end August 2024, setting out the activities to be funded/anticipated to be funded from the National Land Transport Fund for the next 3 years (as per LTMA s19C requirements).
8. The 2024 RLTP review used a template developed by the Transport Special Interest Group alongside the NZ Transport Agency. The purpose of the template was to bring about greater consistency of RLTPs across all regions and ensure that all legislative requirements are met. In using this template, Hawke's Bay has closely incorporated impacts of Cyclone Gabrielle and formed the investment narrative around what our transport system now needs, which may deviate in some ways from the template. These are limited to the narrative, not statutory requirements.

9. The 2024 RLTP process has included workshops and ongoing discussions with Committee members, key stakeholders, the Technical Advisory Group, and the Regional Recovery Agency to define issues and opportunities, develop the 10-year transport priorities and accompanying investment programme, and set the strategic direction of the next RLTP.
10. The Committee agreed and adopted the 30-year strategic vision, objectives, policies, and 10-year transport priorities at the 4 August 2023 Committee meeting.
11. The Committee agreed the prioritisation of the Capital works programme and the Significance Policy at the 3 November 2023 Committee meeting.
12. At the time of writing, the draft RLTP is complete, including monitoring frameworks and headline targets. However, due to the incoming government's review of the Government Position Statement (GPS) and the announcement of the draft GPS being made on 4 March, there may need to be changes made to the RLTP in response and to any submission points following the consultation process. Any changes will need to be considered at the time of hearing submissions and deliberations by the RTC.

Draft Government Policy Statement (GPS) on Land Transport 2024

13. The draft GPS on Land Transport 2024 was due to be released in August 2023. With the change of Government, the draft GPS was released on 4 March 2024. The draft GPS will undergo a month-long consultation process, finishing on 1 April.
14. Staff have worked within a limited timeframe to ensure there is alignment between the draft GPS and the draft RLTP. Strategic direction alignment is clear. However, the limited time did not allow for a fulsome review within the context of the draft GPS. Changes can be made as part of the RLTP consultation period.
15. The four strategic priorities for the draft GPS 2024 are:
 - 15.1. Economic Growth and Productivity
 - 15.2. Increased Maintenance and Resilience
 - 15.3. Safety
 - 15.4. Value for Money.
16. These strategic priorities strongly align with the draft RLTP, particularly the strategic priorities around Increased Maintenance and Resilience and Economic Growth and Productivity.
17. Following the release of the draft GPS, the State Highway Improvement Programme (SHIP) is likely to change. This could materially alter the Capital Works programme in the draft RLTP once the consultation process has closed. Any such changes will be dealt with through the RLTP variation process.

Options assessment

18. The preparation and review of the Regional Land Transport Plan is a statutory requirement to complete the Regional Land Transport Plan
19. Other transport network management options were included in the consideration of relevant issues and options during the development of the draft RLTP.

Strategic fit

20. The preparation and review of the Regional Land Transport Plan is a statutory requirement to complete the Regional Land Transport Plan

Significance and Engagement Policy assessment

21. In terms of the Council's Significance and Engagement Policy, the matter of proceeding with

consultation on the draft Regional Land Transport Plan 2024-2034 is not significant.

Climate Change considerations

22. The regional transport system contributes to climate change and our regional emissions footprint. Transport emissions and the mitigation effects on the transport system were major considerations in the development of the draft RLTP. This is reflected in strategic priority 2 – Drive a low emissions transport system.
23. The draft RLTP addresses transport emissions through a range of different proposed investments, including a step-change in public transport services and investigating the Green Hydrogen opportunity for Hawke’s Bay.

Considerations of tangata whenua

24. The development of the RLTP has included consideration of tangata whenua and their transport needs. Tangata whenua are identified as vulnerable to transport network connectivity, especially those in rural areas and in relation to objectives for road safety.
25. The RLTP includes policies and initiatives that will enable targeting of at-risk communities and behaviours as well as ongoing maintenance and improvements of rural roads.
26. The RLTP consultation process and timeline, along with the intent of the draft RLTP were shared at the 6 March Māori Committee meeting. Staff sought insight and advice on how to best engage with tangata whenua during the consultation period.

Financial and resource implications

27. The financial and resource implications of the RLTP 2021-2031 have been accounted for in Long Term Plan budgets by each Council in the region.

Consultation

28. The draft RLTP is being considered by the Committee prior to release for public consultation, scheduled for Monday 18 March – 14 April 2024, noting that some minor changes and amendments may be made to it ahead of release.
29. The draft consultation document is presented in **attachment 2**, noting that no further changes to it can be made due to time constraints.
30. As noted previously, staff have worked at pace to ensure there is alignment with the draft GPS on Land Transport and, given both the RLTP and the GPS are in draft form for consultation, changes may be required through the consultation process.

Other considerations

31. The RLTP contains the direction for management and improvement of the transport networks and associated transport services including public transport and road safety programmes. The co-funding for these is provided for through the authorising organisation’s Long Term Plan.
32. The final content of all the activity tables in section 11 of the RLTP – including activities approved but not completed and regionally significant expenditure from other funding sources – are as complete as possible at the time of writing. This is largely due to the dynamic environment the RLTP is currently operating in.

Decision-making process

33. Council and its committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 33.1. The decision does not significantly alter the service provision or affect a strategic asset,

nor is it inconsistent with an existing policy or plan.

- 33.2. The consultation procedure for the Regional Land Transport Plan is prescribed by section 18 of the Land Transport Management Act 2003 and section 82 and 83 of the Local Government Act 2002. Public consultation will be held between 18 March and 14 April 2024.
- 33.3. The persons affected by this decision are ratepayers and others with an interest in the region's transportation networks.
- 33.4. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, the Committee can exercise its discretion and make the required decisions without consulting directly with the community.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Regional Land Transport Plan adoption for consultation* 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 the Committee can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Releases the draft Regional Land Transport Plan and consultation document for consultation from 18 March 2024 for a period of 4 weeks ending on 14 April 2024, following minor amendments and formatting changes.
4. Appoints a Hearing Panel to hear and make decisions on submissions on the draft Regional Land Transport Plan in May 2024, comprising:
 - 4.1. ...
 - 4.2. ...
 - 4.3. ...
 - 4.4. ...
 - 4.5. ...
5. Agrees that a submission on the draft Government Policy Statement on Land Transport 2024 is to be made, and delegates staff and two members of the Regional Transport Committee, being _____ and _____, to develop that submission.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Mark Allan
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- | | | |
|---|------------------------------------|----------------------|
| 1 | draft Regional Land Transport Plan | Under separate cover |
| 2 | RLTP consultation document | Under separate cover |

Hawke's Bay Regional Council
Regional Transport Committee

15 March 2024

Item 6

Subject: MyWay Trial Evaluation

Reason for report

1. This report presents the MyWay Trial Evaluation report to the Regional Transport Committee for consideration.

Executive summary

2. The MyWay on-demand trial commenced in the Hastings urban area in June 2022 as an app-based on-demand public transport service. The trial replaced three under-performing fixed route services that consistently had low patronage and poor fare revenue. The review report is **attachment 1** to this paper.

Background

3. The intent of the trial, launched in June 2022, was to offer an on-demand public transport service for the Hastings urban area to test whether it would increase patronage, create greater access, and provide genuine transport choice.
4. Overall, throughout the course of the trial the service experienced a noticeable uplift in patronage when compared with the fixed-route services. At \$2 per ride the service provided an accessible means of transport for a range of people. However, the trial did experience a range of challenges, such as technological inequity, limited access, anti-social behavior issues and increased cost of delivery.

Discussion

5. MyWay is primarily an app-based service, operating in a similar way to the Uber taxi service. The service operates in the main urban area of Hastings, (not including Havelock or Flaxmere) with a pickup point within 200m of the booking origin.
6. If a user does not have an app-enabled cell phone, it is possible to book a MyWay ride via phone. This call would come through to the Hawke's Bay Regional Council call centre where a team member would book the ride.
7. For customers without a mobile device, several sites were identified during the trial development process as either key spots to order a MyWay, such as the Hastings Library or key drop off locations, such as McDonalds or Kmart.
8. The introduction of the service was preceded by a soft launch with 'user champions'. These champions trialed the service for a number of weeks, providing feedback on the planned service and what improvements might be required.
9. Although phone call bookings were made possible, the service was more difficult to use for those users and took up a significant amount of time for the Hawke's Bay Regional Council Customer Experience Team.
10. The table below sets out the overall performance of the trial against the objectives. The three fixed-route services that the MyWay trial was replacing carried approximately 25,000 passengers per annum. The actual numbers have been converted to a percentage as some figures are commercially sensitive.

Metric	Target percentage change	Actual percentage change
Patronage	+ 70% on fixed route historic performance	+50% on fixed route historic performance
Annual gross operating costs	+104% compared with fixed route operating costs	+159% compared with fixed route operating costs
Fare revenue	+298% versus fixed route service	+140% against fixed route service
Subsidy per trip	+10% versus fixed route subsidy rate	+73% against fixed route subsidy rate

11. While the trial created greater transport access, there were a range of users in the Hastings urban area who relied heavily on the consistency and reliability of the fixed-route services. These people did not have access to mobile devices and, in most cases, also didn't have a land line, so were unable to use the service. With no other transport choice, this presented a potential isolation challenge.
12. The HBRC customer experience (CX) team fielded a significant volume of MyWay calls on a daily basis, taking up a significant amount of staff time. The CX team also experienced a range of abuse from the public.
13. Overall, the service experienced significant cost inflation, meaning that any further extension of the service past the contracted date may become prohibitively expensive.

Next steps

14. MyWay will continue to run until the end of the contracted period, expiring at the end of July 2025.
15. Staff will continue to evaluate the place of on-demand public transport in any future public transport network.

Decision-making process

16. 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 *MyWay trial evaluation report*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Mark Allan
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 On-Demand Trial Evaluation Report Under Separate Cover

Hawke's Bay Regional Council
Regional Transport Committee

15 March 2024

Item 7

Subject: Regional Transport Programme March 2024 update

Reason for report

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

Background

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

Regional Land Transport Plan (RLTP)

3. The RLTP has been drafted and is presented at the 15 March Committee meeting to be endorsed for public consultation, scheduled to start on 18 March.
4. The draft RLTP focuses on resilience, maintenance, connecting our communities, and our local / rural roading network. The draft also outlines the new public transport network, scheduled for mid-2025, setting out the step-change this will provide, giving our community enhanced transport choice.
5. A draft Government Position Statement (GPS) 2024 was released for consultation in August 2023, pre-election. The new Government has undertaken a re-write of the GPS as part of its 100-day plan and the GPS was released on 4 March 2024.
6. Staff have endeavoured to ensure there is alignment between the draft GPS and the draft RLTP within the limited time available. Strategic direction alignment is clear, however, a fulsome review was not possible and changes may need to be made during the RLTP consultation period.

Regional Speed Management Planning

7. This work has been ceased by the Transport Minister. Existing plans for speed management around schools and marae may proceed, but any further work must stop.

RoadSafe Hawke's Bay

8. The Road Safety Strategy development continues in collaboration with district and city councils as staff resourcing and time allows.
9. Detailed planning is underway for the Youth Road Safety Expo. This year it will be open to students from years 11 – 13 from across the region, along with the general public. This is a significant event on the RoadSafe Hawke's Bay calendar and runs for a week in early May.
10. Business as usual activities continue across the region. Two subject matter expert contractors have been engaged to assist with community initiatives, capitalising on the rebrand, new messaging, and momentum that has been created.

Transport Emissions Reduction Plan

11. The draft Transport Emissions Reduction chapter was endorsed by the Committee at the 3 November meeting. This has subsequently been built into the overall Regional Emissions Reduction Plan, tabled with the Climate Action Joint Committee. Several actions from the

Transport chapter are in progress, for example, a Green Hydrogen working group has been established with industry and key stakeholders examining options for heavy freight decarbonisation.

Active Transport

12. Planned *Transport Choices* projects will not proceed as planned. Funding for these initiatives is no longer available.
13. Progress on the Regional Active Transport Strategy has been slower than anticipated. Work will continue throughout 2024.

Regional Public Transport Plan (RPTP) implementation

14. The RPTP was adopted in September 2022 and will provide a step-change for public transport services in the region.
15. Initial planning continues for the new network with high level costing being developed along with some initial engagement planning. An EOI process was completed in January 2024 with a total of 5 suppliers expressing an interest. This will form the basis of the next step, a formalized Request for Tender process.
16. The development of a detailed business case is required.
17. Desktop research and modelling has taken place on the CHB commuter express trial. Engagement and detailed planning is ongoing with CHBDC officers.

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Transport Programme March 2024 update*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Mark Allan
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [↓](#) Transport TAG Programme tracker 15 March

Regional Transport programme tracker		GPS Alignment			Road Blocks	Next steps	Commentary	Milestones
N.N Workstream	N.N.N Sub-project	Climate change	Better travel options	Improving freight connectivity	Road Blocks	Next Step	Comment	Planned Date
		Progress	Overall Status				HDC resource RCA resource External resource Milestone	
1.1 Regional Land Transport Plan								
1.1.1	ILM	✓✓✓✓	100%	●			20 20 75	
1.1.2	PBC	✓✓✓✓	100%	●	Sub standard via peer review		20 0 80	Future form and function review
1.1.3	Freight network distribution strategy	✓✓✓✓	95%	●		Governance sign off	5 5 90	Final sign off
1.1.4	RLTP planning	✓✓✓✓	95%	●	No draft GPS or updated SHIP	Endorsement for consultation	50 50 25	15 March endorse
1.1.5	RLTP consultation	✓✓✓✓	20%	●	No draft GPS or updated SHIP	Carry out consultation	70 30 10	
1.1.6	Develop programmes of work to reduce long term emerg.	✓✓✓✓	100%	●		RLTP draft finalised focusing on MOR	30 70 0	
1.1.7	Develop regional strategy of network resilience within RL	✓✓✓✓	100%	●		MOR and resilience focused RLTP drafted	40 60 0	
1.1.8	Develop 'on the horizon' RLTP programme for inclusion	✓✓✓✓	80%	●		Develop with TAG	50 50 0	
1.3 Speed Management Planning								
1.3.1	Principles & priorities	✓✓	100%	●			75 75 10	10-Feb-23
1.3.2	Draft regional speed management plan - front end	✓✓	45%	●			50 20 0	
1.3.3	RCA speed management plans	✓✓	10%	●	Work ceased by Minister		20 80 0	
1.3.4	Draft regional speed management plan		0%	●	Work ceased by Minister		75 40 0	
1.3.5	Regional speed management plan consultation		0%	●	Work ceased by Minister		75 50 0	
1.3.6	Certification by Waka Kotahi		0%	●	Work ceased by Minister		10 10 75	
1.4 RoadSafe Hawke's Bay								
1.4.1	Strategic direction and framework	✓✓	100%	●			100 10 0	RTC endorse 10-Feb
1.4.2	Rebrand	✓✓	100%	●		Ongoing planning for new community initiatives	25 0 75	
1.4.3	HDC strategy development	✓✓	10%	●		Continue strategy development throughout year	50 50 25	Ongoing
1.4.4	WDC strategy development	✓✓	5%	●		Continue strategy development throughout year	50 50 25	Ongoing
1.4.5	NCC strategy development	✓✓	5%	●		Continue strategy development throughout year	50 50 25	Ongoing
1.4.6	CHBDC strategy development	✓✓	85%	●		Continue strategy development	50 50 25	Ongoing
1.4.7	RoadSafe HB BAU activities	✓✓✓	80%	●		Continue shift to community centric delivery	60 40 50	Ongoing
1.4.8	RTC road safety strategy workshop	✓✓	0%	●				TBC
1.5 Emissions reduction Plan								
1.5.1	Emissions reduction prep work	✓✓✓	95%	●			50 50	
1.5.2	SME workshop	✓✓✓	0%	●			50 50	
1.5.3	Draft transport emissions reduction chapter	✓✓✓	100%	●			80 20	Draft developed 4-Aug-23
1.5.4	Ongoing amendments / development	✓✓✓	60%	●				Actions built in to RLTP and other plans
1.6 Active Transport								
1.6.1	Review of draft regional cycling plan	✓✓✓	100%	●			50 25 15	Ongoing
1.6.2	Develop whole of network view	✓✓✓	60%	●		Whole of network view being developed with TAs and GIS	50 50 0	
1.6.3	Gap analysis	✓✓✓	0%	●		To commence following review	50 50 0	
1.6.4	Develop active transport strategy	✓✓✓	0%	●				To commence in 2024
1.7 PT Implementation								
1.7.1	MyWay Hastings review	✓✓	100%	●		Review service against Benefits Map	100 0	Review presented
1.7.2	MyWay Napier trial implementation	✓✓	0%	●			50 50	
1.7.3	Develop transport procurement strategy	✓✓	100%	●			20 80	
1.7.4	Review current PT contract	✓✓	90%	●		Finalise review	80 20	Ongoing
1.7.5	Develop new PT contract	✓✓	40%	●		EOI completed. Initial planning underway	50 50	Business Case developed
1.7.6	Request for Tender (RTF)	✓✓	0%	●		Develop in line with contract & business case	100	Ongoing
1.7.7	Rate reset	✓✓	100%	●			50 50	Ongoing
1.7.8	Short term RPTP change implementation	✓✓	20%	●		Have just got back to full services, focus on service reliability	50 50	
1.7.9	CHB express trial	✓✓	30%	●		Budget in current NLTF	33 33	RLTP consult & community engaged 1-Jul-24
1.7.10	2025 contract implementation	✓✓	15%	●		RFT process & contract developed + business case	33 33	1-Aug-25

15 March 2024

Subject: NZTA Waka Kotahi Regional Relationships Director's update

Reason for report

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

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *NZTA Waka Kotahi Regional Relationships Director's update* and presentation.

Authored by:

Linda Stewart
Waka Kotahi Director Regional Relationships –
Central North Island

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [↓](#) NZTA Waka Kotahi detailed March 2024 update
- 2 [↓](#) NZTA Waka Kotahi March 2024 presentation

Hawke's Bay Regional Transport Committee

Detailed update - March 2024

These slides are detailed updates, and to be taken as read. The Committee are welcome to ask questions relating to the information as required.



Te Kāwanatanga o Aotearoa
New Zealand Government



Hawke’s Bay Project Updates – Low Cost Low Risk

Activity	2021 – 24 NLTP Funding Allocation	Status	Commentary
SH2 Waipawa Zebra Crossing Improvements	\$380,000	Complete October 2023	<ul style="list-style-type: none"> Road to Zero work Construction of two raised safety crossings on the main street of Waipawa is complete Was scheduled in conjunction with CHB District Council as part of their “Streets for People” programme
SH51 Clive Pedestrian Crossing Improvements	\$397,000	Complete October 2023	<ul style="list-style-type: none"> Road to Zero project Safety improvement of the existing pedestrian crossing (one raised median) Minor change was made to the design in response to community feedback. The centre island was shortened to provide improved access to local businesses
SH2 Latham St Roundabout Improvements	\$150,000	Complete	<ul style="list-style-type: none"> Road to Zero Minor safety improvements of existing roundabout Construction of lip around roundabout to encourage safe use is complete
SH2 Havelock North - Waipawa Alternative route	\$300,980	Design completed	<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 HDC Design completed October; to be scheduled for construction with Council's public work contractor



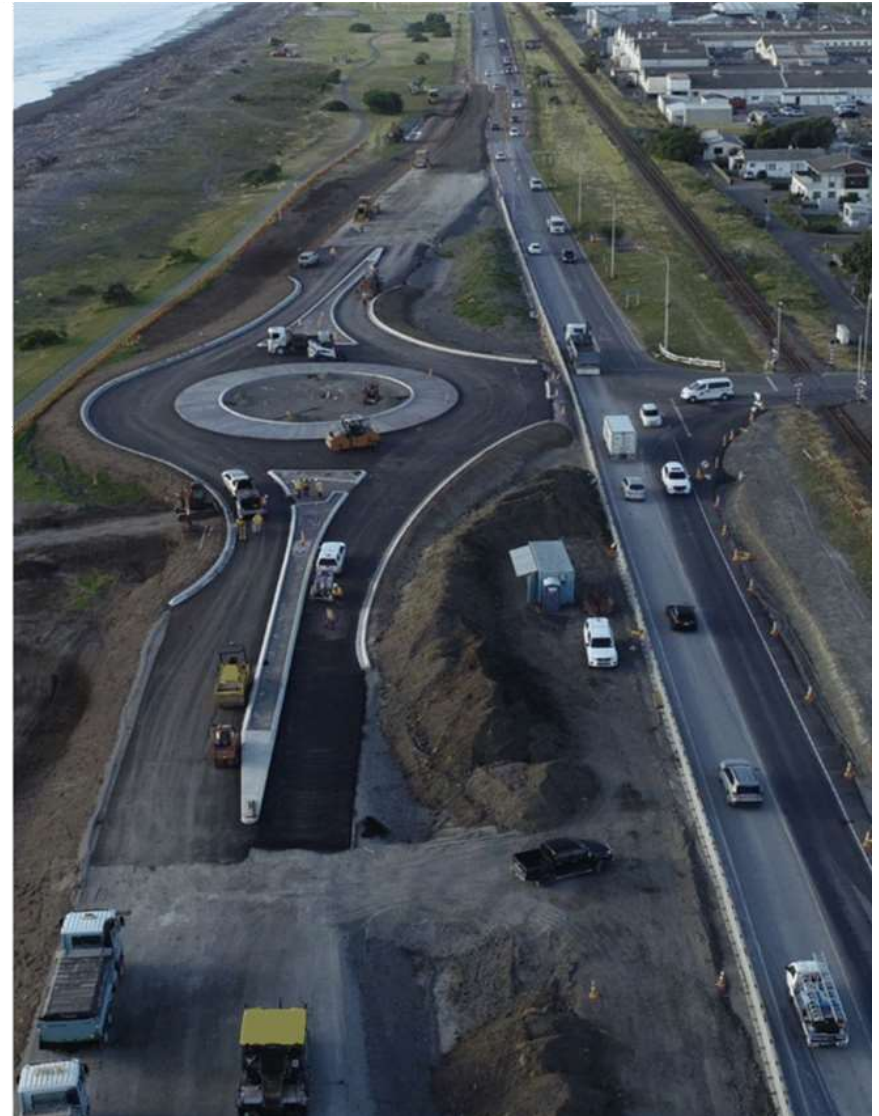
SH51 Napier to Hastings safety improvements

The two stages of this project are on track to be complete by June 2024. Work includes:

- Building a roundabout and realigning SH51 to create more space between the intersection at Awatoto Road and the train tracks
 - A shared-use cycle and pedestrian crossing connecting Awatoto Road to the beach domain
 - Roadside safety and flexible median barriers, and road widening, on SH51 between Awatoto Road and Ellison Street.
- The roundabout will be open by Easter 2024
 - The area is significant to mana whenua, and design workshops are well underway for pou whenua and storyboards to be installed nearby.
 - The existing road area will be converted into reserve space, with native species to be planted between the highway and the existing rail-line.

NZ Transport Agency

Asphalt is laid on the new roundabout



Hawke’s Bay Project Updates

Activity	Est Value	Key date(s)	Progress	Commentary
SH50 Prebensen Hyderabad Intersection Upgrades	\$3.95m	2023 - 2025		<ul style="list-style-type: none"> Shared path and lane changes; split into three separate portions to facilitate delivery. The first two of these are practically complete (pending defect remediation period) The third separable portion is being redesigned following an increase in costs from Kiwirail, and uncertainty over resource availability. We are now looking at a safer crossing point within the state highway designation, aiming for delivery pending contractor availability after completion of SH51 works
SH38 Tall Oil Pitch Application (Stage 2)	\$8m	Ongoing		<ul style="list-style-type: none"> Project Includes safety improvements and resilience work as well as treatment of the road with Tall Oil Pitch Delivered in partnership with Ngāi Tūhoe Roadside safety barriers have been installed across all 3 sites The Tall oil Pitch is expected to be installed on sties 1,2, and 3 by the end of 2024 (a total of approx. 20km)



Hawke’s Bay Project Updates - 2

Activity	Est Value	Key date(s)	Progress	Commentary
SH2 Mohaka SVB	Part of \$35m SH2/SH35 Passing Opportunities Project	Completion now expected March 2024, weather depending (revised from December 2023)		<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 damaged by Cyclone Gabrielle, works got back underway in November A slow vehicle bay will stretch 650metres after the viaduct, about 2 kilometres from Raupunga Sealing work taking place through February with TM including a stop/go
SH2 Kakariki SVB	Part of \$35m SH2/SH35 Passing Opportunities Project	Procurement		<ul style="list-style-type: none"> Location: section of SH2 includes Kotemaori School Kotemaori School included in Interim Speed Management Plan (project design allows for variable speed signs) Work got underway November 2023 following engagement with the neighbouring Kotemaori School and Ngāti Pāhauwera. A slow vehicle bay will stretch 260 metres near the Kakariki Farm Road Intersection Safety improvements will also be made to Kotemaori School's access on SH2, including a safe right-turn bay to access the school

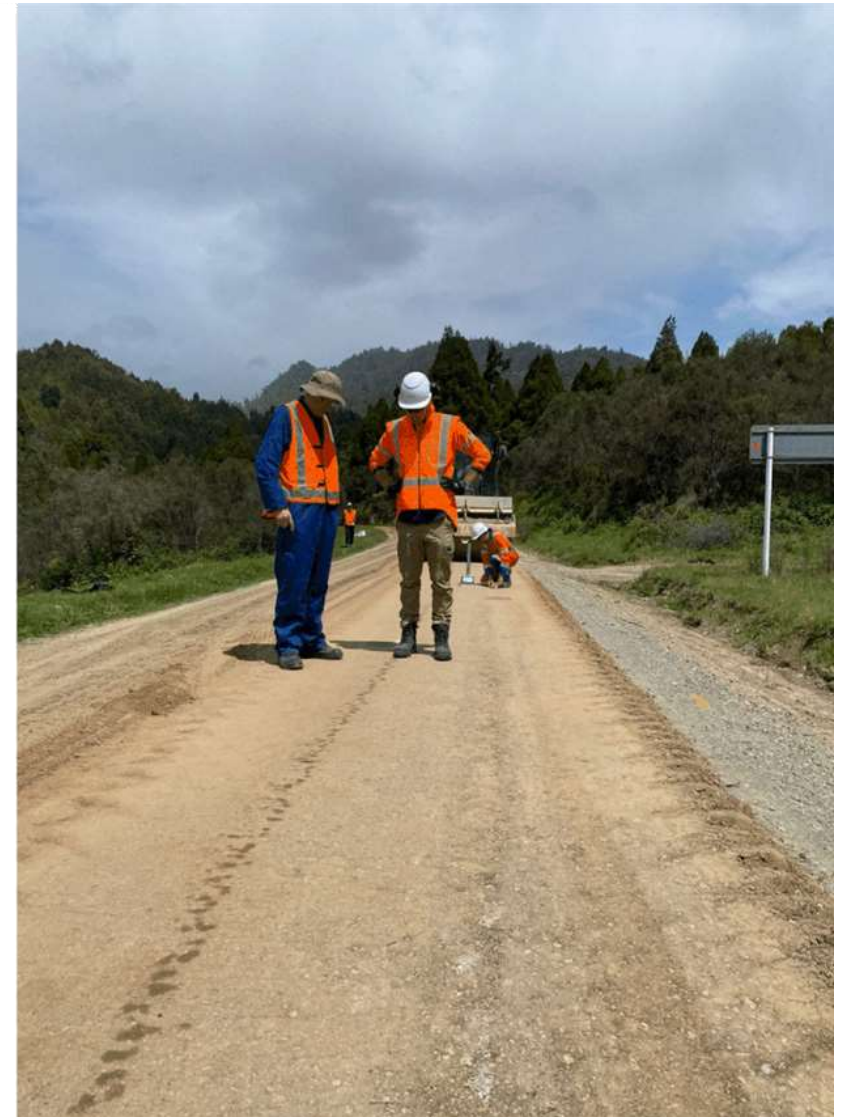


SH38 Nature's Road Tall Oil Pitch Application

- The project will see SH38/Special Purpose Road between Wairoa and Murupara treated with an environmentally sustainable material. Safety improvements will also be made to the route.
- All 2,616m of safety barriers were installed prior to Christmas. Barrier works are now subject to final inspections and sign off.
- The next 60 tonne of ToP was installed on site 2 between 13 – 16 Feb 2024.
- To date 4.2km of road has been treated with ToP. An additional 15.8km will be applied as part of the project, with the goal of completing that by end of calendar 2024.

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Inspection of tall oil pitch application



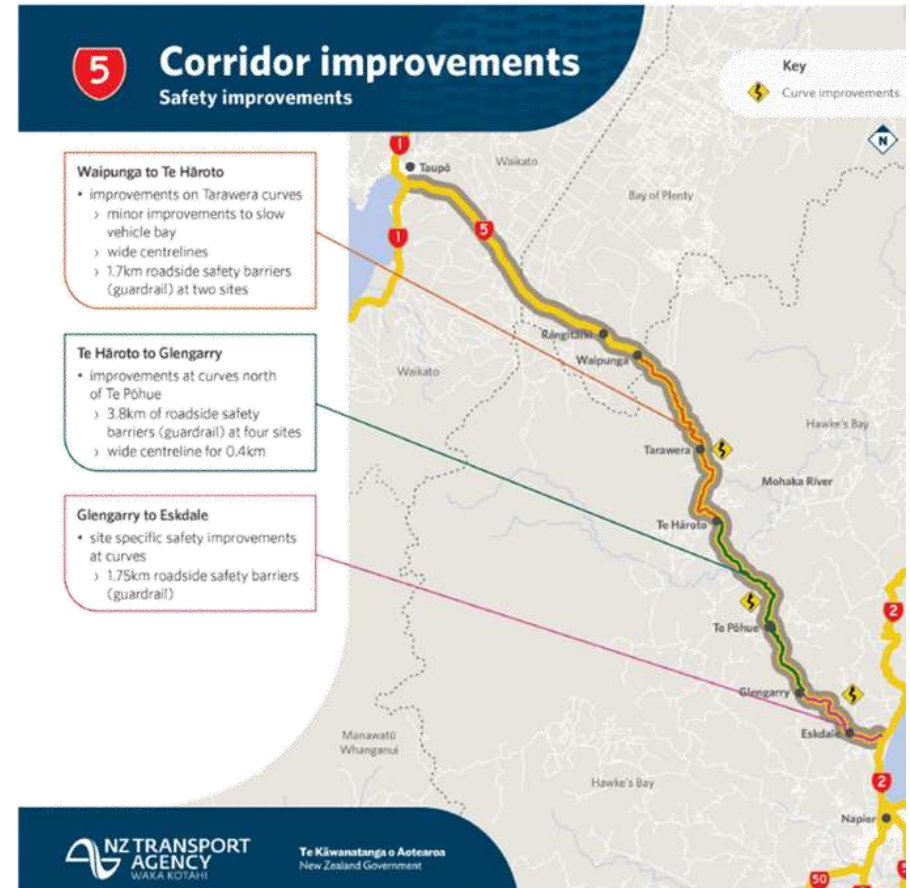
SH5 'Quick wins' - Safety Improvements (SIP)

\$13M funded by the National Land Transport Fund

Contractors started work in January on earthworks for safety improvements on SH5 at:

- **Glengarry to Eskdale:** widening the road shoulder, and installing roadside safety barriers and rumble strips (audio tactile profiles) to improve safety at high-risk curves at the intersection of SH5 and Marshall's Bridge, and south of Dylan's Hill
- **Waipunga to Te Hāroto:** widening the centreline, road shoulder and installing roadside safety barriers and rumble strips to improve safety at the Tarawera slow vehicle bay: mid-January to April 2024
- **Te Hāroto to Glengarry:** widening the centreline and road shoulder and installing roadside safety barriers and rumble strips to improve safety at high-risk curves on SH5 near Te Pōhue, south of the passing lane.

Work is expected to be complete by mid-2024, but is weather dependant



SH2 Passing Opportunities

- Part of the \$35m SH2/SH35 passing opportunities project.
- The project is included in the Tairāwhiti Roading 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 – Sealing work planned for February, with stop/go
 - Kakariki - work began mid-November after engagement with school and iwi



The slow vehicle bay on the Mohaka Ascent is prepared for sealing (top)

Work in progress at Kakariki (bottom)



SH2 Waikare Gorge

- Project includes: 4km road realignment and a new 160m bridge across the Waikare Gorge at Putorino
- Building block of the Tairāwhiti-Wairoa Resilience Strategic Response
- Outcome: increase safety, resilience, and access for communities in the north of the region
- Endorsed by NZTA Waka Kotahi Board, along with broad work programmes, for delivery by TREC
- Resource consent: the S92 phase is over and public notification has been completed (applications have been publicly notified jointly and were open for submissions from 27/1 – end of Feb.)
- Meetings with all five landowners are ongoing and positive
- Remnants of washed-out bridge have been removed.



Bridge Repairs

SH50 Waipawa River Bridge

- Waipawa bridge connection restored

SH51 Waitangi Bridge

- TREC has completed the Problem Statement; recommendation to proceed to business case for bridge replacement

SH2 Esk River Bridge

- Strengthening works on the bridge complete
- Pavement crack filling completed late December 23
- Hanging scaffolding removed with final repairs and stop / go

SH50 Ngaruroro Bridge - Fernhill

- Bridge restricted for loading and speed; design underway; aiming to deliver this financial year pending final cost estimates

SH38 Frasertown Bridge - Wairoa

- Awarded to Contractor, site works to begin and be completed this financial year (working with other Cyclone Gabrielle works)

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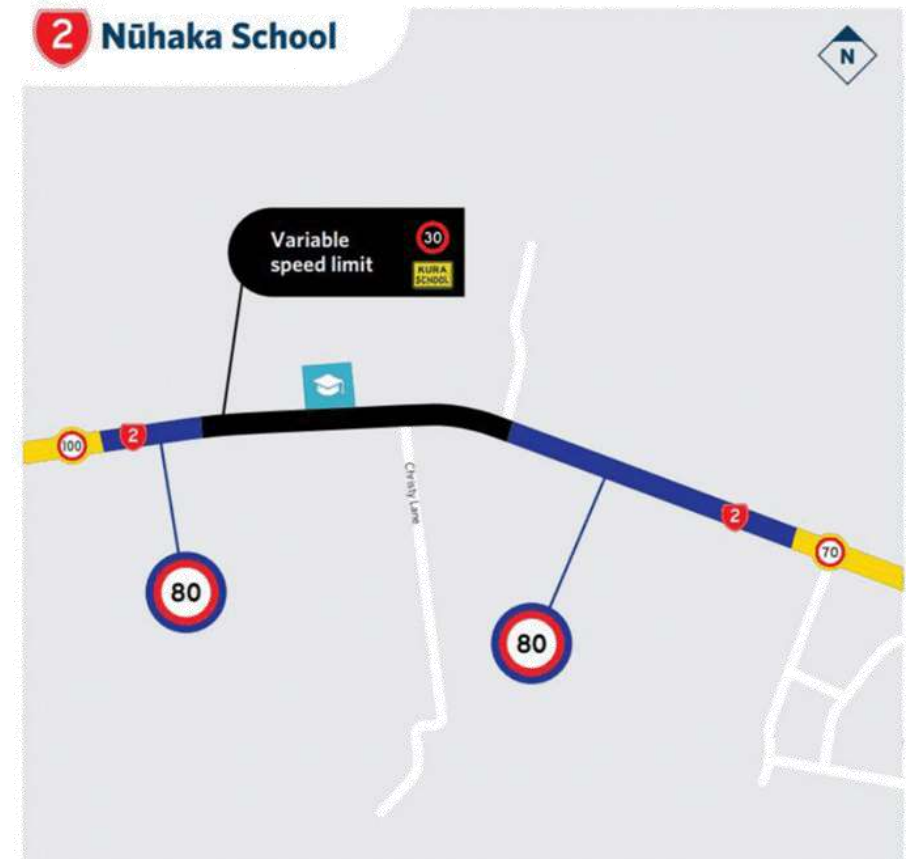


Waitangi Bridge (top)
Waipawa River Bridge repairs – 20 July (bottom)



SH2 Nūhaka School emergency speed limits

- New emergency speed limits have been approved for SH2 where Nūhaka School is temporarily located at the Church of Latter-Day Saints after being damaged in Cyclone Gabrielle.
- An emergency 80km/h speed limit will be implemented from the threshold of Nūhaka to west of the school. A 30km Variable Speed Limit (VSL) will also be introduced near the school.
- We are making these changes in response to feedback from that community and NZ Police that the existing 100km/h speed limit made it dangerous to access the temporary school site.
- Funded through the emergency response fund, the new speed limits are expected to be implemented by early March and will remain in place until the school relocates to its original site, which is expected to be early 2025.



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Hawke's Bay Regional Transport Committee

March 2024



Te Kāwanatanga o Aotearoa
New Zealand Government



2024-27 NLTP development update

- The government has the development of the GPS as part of its 100-day plan.
- The Ministry of Transport is supporting the Minister in development of the 2024 Government Policy Statement (GPS).
- Once the GPS has been approved and released, we'll revise the draft Investment Prioritisation Method (IPM) and State Highway Investment Proposal (SHIP) as needed to align with the GPS.
- In the meantime, keep developing your RLTPs.
- We'll share updates as soon as we can.

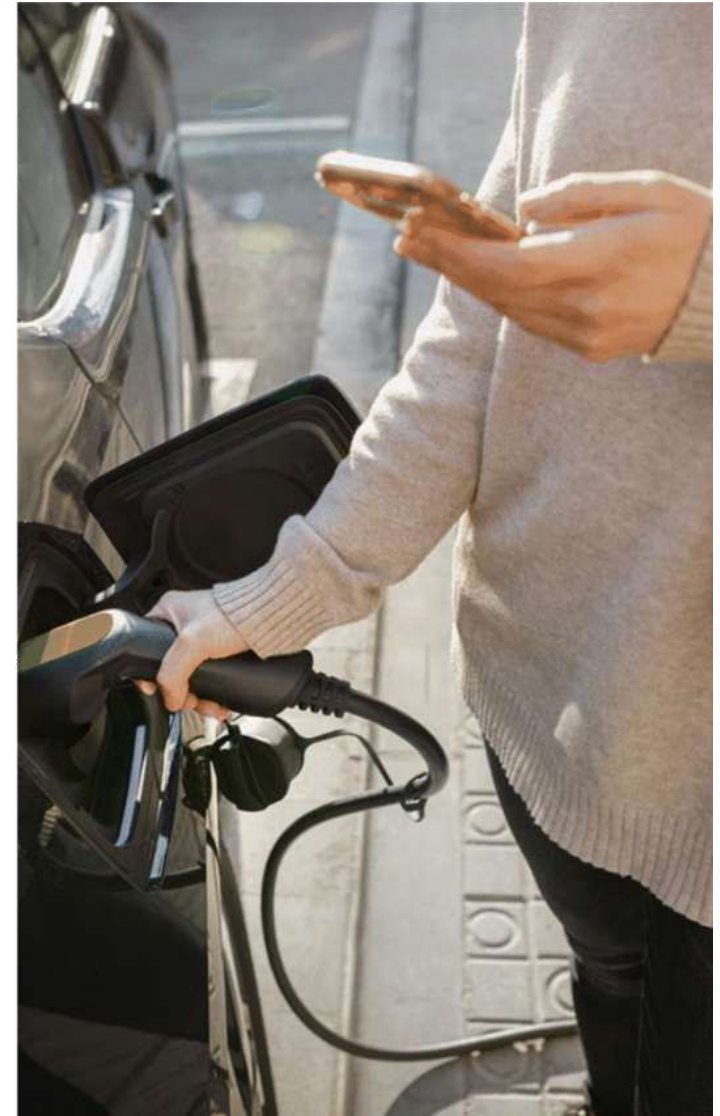
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EVs subject to RUC from 1 April

- Electric vehicles (EVs) including plug-in hybrid vehicles (PHEVs) will be subject to road user charges (RUC) from 1 April 2024.
- The RUC rate for light EVs will be \$76 per 1000km and for PHEVs it will be \$53 per 1000km (recognising that they also pay tax in the price of their petrol).
- EV owners will have until 31 May to buy their licence without risk of penalty.
- NZTA is contacting EV owners in January to give them a heads-up about the change. We'll contact them again in March with information about how they can buy their RUC licence and when they need to do it.

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State highway speed management activity

- The Minister of Transport announced changes to the Setting of Speed Limits Rule in December 2023, and confirmed that work is underway to develop a new Rule.
- We are working through what this means for state highway speed management activity.
- We will continue to set speed limits to maintain the state highway network. For example, where there is a specific operational need, such as for infrastructure projects, temporary speed limits expiring or new roads opening.

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Regional Update – RLTP Significant Related Activities

	Activity	Activity description	Status	On track
1	SH5 Napier to Taupo Corridor Improvements	Programme Business Case (PBC) addressing safety, efficiency and resilience, to be delivered alongside shorter-term Low Cost/Low Risk safety improvements (SIP)	PBC completed and endorsed by Waka Kotahi Board. Funding for investment for the next phases of this will be sought through the approval process for the 2024-2027 National Land Transport Programme. SIP work, funded to \$13m, is in progress	On track
2	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; no further implementation this NLTP. Design being revisited to fit within funding bracket and to position this project for implementation early in 2024-27.	Not on track
3	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; work has now re-prioritised due to Cyclone Gabrielle, and will not continue in the 2024-27 period	On track
4	SH51 Napier to Hastings (Safety Improvements)	Implementing safety improvements on SH51 between Ellison Str and Waitangi Road (Road to Zero / SIP)	Roundabout construction, road realignment, and safety improvements on SH51 between Awatoto St and Ellison St are ahead of schedule and under budget. The new roundabout should be operational by Easter	On track
5	Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection	Discussions regarding rail realignment to allow for two-laning continue between Wairoa DC and Kiwirail. Kiwirail are handling this and other work through their cyclone recovery team	On track
6	SH38 Wairoa to Aniwanuiwa	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 progressing well with 3.6km of tall oil pitch installed late last year, another batch installed in Feb 24, and all remaining 15.8km on track to be installed by the end of 2024. Also prior to Christmas, 2.6km of safety barriers were installed	On track
7	SH2 Napier to Wairoa	Develop a strategic case to investigate alternative road network options	This work has been superseded by the Resilience Strategic Response plans which were endorsed by the NZTA Waka Kotahi Board in 2022. Building on this work, TREC is undertaking the SH2 Ōpōtiki to Napier corridor Business Case (among other business cases). No funding has been confirmed for the rebuild.	Not on track



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*	<p>*SH2 and SH50 corridors were being assessed to see if they would progress in the 24-27 NLTP State Highway Speed Management Plan (SH SMP)</p> <p>However, work on the SH SMP is now paused while we await direction from the Government.</p>
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 Phase 1 completed; Phases 2 and 3 combined in progress, target completion by June 2024
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	\$24M	\$100M (SH2 to HB regional boundary)	<p>\$13M of implementation funding approved. Earthworks started in January on three sections of road – Waipunga to Te Hāroto; Te Haroto to Glengarry and Glengarry to Eskdale</p>
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			\$2M (regional boundary to Taupō)	

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Summer Maintenance and Operations Programme

With work deferred from last year due to Cyclone Gabrielle, nearly 190 maintenance and renewal sites will be active in Hawke's Bay this season.

Forecast/status of programme delivery – 2023/2024		
Renewal Type	Planned	Complete
Reseal (lane km)	111	59
Rehab (lane km)	11.5	4.9
Thin asphalt (lane km)	3.3	1.056
ATP – 'rumble strips' (lane km)	34.1	Starts end March with completion expected end of June
Drainage (sites)	7	7



Recovery work

- Recovery work is happening now and progressing at pace. It's funded and focused on keeping the state highway network open and restoring sections of the network to two lanes until longer term resilience work can get underway.
- The work includes activity such as slip clearing, stabilisation and protection, river and road edge scour repairs, drainage works, road surface repairs and replacement and guardrail/barrier replacement.
- The following recovery sites have been identified in the Hawke's Bay region and are at various stages of delivery:

RECOVERY / CYCLONE DAMAGE	'Faults' identified (could include multiple sites)	In design	In construction/ construction planning	Completed/ handover
SH2 SOUTH - LAKE TŪTIRA TO ESK RIVER	65	48	15	2
SH2 NORTH - GIS/HB BOUNDARY TO LAKE TŪTIRA	30	18	9	4
SH5 – HAWKE'S BAY	16	7	3	1
SH38 – HAWKE'S BAY	38	11	4	0
SH50&51 – HAWKE'S BAY (incl SH2 SOUTH OF NAPIER)	7	5	1	3



Recovery work – progress update

State Highway 2:

- Devil's Elbow South: Ongoing rockfall scaling and recovery and soil nailing starting 20 February. This area will remain under a one lane closure while work is undertaken
- Devil's Elbow Culvert: Technical installations underway. Ongoing through to early March.
- White Pine Bush underslip: Enabling works are complete with temporary stream diversion in place.
- Kaiwaka disposal site: Construction expected to start from late February.
- Tangoio Falls Steep Underslip: Drilling anchor holes and installing anchors underway, expected to finish in late February
- Waiokau Hill North 1 and South 1 – enabling works started in February.
- Waikare Gorge retaining wall: construction is ongoing and expected to be completed by mid-March.
- Mautaua underslip: Buttress is nearing completion, expected completion end of February.
- Mangaturanga Bridge repairs: The bridge was closed for four nights from 26/2 – 1/3.



Building the retaining wall at Devil's Elbow



Works at Waikare Gorge retaining wall



Repairs at White Pine Bush underslip



Recovery work – progress update

State Highway 38

- Waikaretaheke underslip #4 and overslip #3: Repair works underway on underslip #4 and completed. Works have started on the overslip.
- Waiau River underslip – redesign underway.

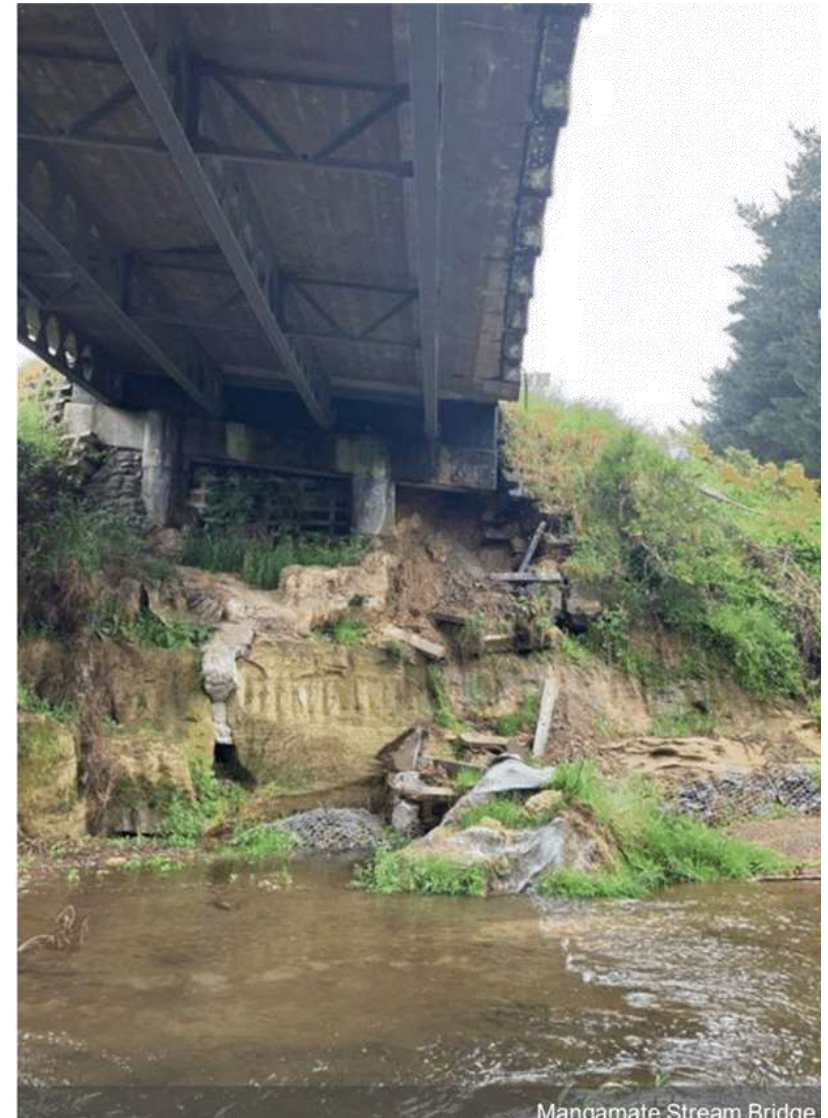
State Highway 50

- Tukipo Stream Bridge: Work is underway, completion expected in late March. Traffic management plan in place.
- Mangamate Stream: Embankment work started in late February. Works on the bridge will start in early March

State Highway 5

- Captain's Culvert inlet – stream has a temporary diversion in place; site is 10 days behind schedule due to the weather.

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Mangamate Stream Bridge

Rebuild work – business case programme

- Alongside its recovery work, TREC is developing proposed packages of rebuild work that build on the Resilience Strategic Response business cases, that were endorsed by the NZTA board in 2023.
- This work will be progressed through single stage business cases that develop and assess solutions/options to improve the long-term resilience of East Coast state highways.
- This stage of detailed business case work and consultation is critical to enable us to work with the Ministry of Transport and Treasury to apply for funding.
- Engagement with iwi and council partners and key stakeholders is underway.
- Community engagement and consultation on options for large project business cases (in Hawke's Bay: SH2/SH5 Eskdale and SH2 Devil's Elbow) will start soon.

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