



HAWKES BAY
REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

Meeting of the Regional Transport Committee

Date: 24 May 2024
Time: 10.00am
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 May 2024	
Decision Items		
4.	Regional Land Transport Plan 2024-2034 deliberations	3

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

Subject: Regional Land Transport Plan 2024-2034 deliberations

Reason for report

1. This item provides the means for the Regional Transport Committee (RTC) to deliberate on the decisions required to finalise the Regional Land Transport Plan 2024-2034 (RLTP) and recommend its adoption to Hawke's Bay Regional Council.

Officers' recommendations

2. Council staff recommend that the RTC considers and makes decisions on amendments to the RLTP in response to submissions and as recommended by the Transport Technical Advisory Group (TAG).

Executive Summary

3. The draft RLTP (2024-2034) was released for public consultation on 18 March 2024 for four weeks.
4. The RLTP contains the region's proposed transport activities to be funded from the National Land Transport Fund (NLTF) by the NZ Transport Agency (Waka Kotahi) for the three years in line with the NLTF funding cycles. As a strategic document the RLTP takes a 10-year view. Proposed investments cover both Local Road and State Highways. The draft RLTP sets out a strong focus on resilience, rebuild, and maintenance across the transport system.
5. The RLTP is a statutory document that must be prepared by the Regional Transport Committee (RTC) as required by the Land Transport Management Act 2003 (LTMA). The current RLTP was adopted in 2021.
6. Fifty-seven written submissions were received on the draft RLTP and 14 submitters' verbal submissions were heard by the RTC on 3 May 2024. There was one late submission tabled, and accepted by the Committee, at the 3 May RTC meeting, which the submitter also spoke to.
7. The officers' assessment of the submissions and recommendations for amendments to the draft plan as a consequence are detailed for the Committee's consideration.

Background

8. RLTPs are ten-year strategic plans that set out the regional visions, priorities, and objectives for the transport system. It also sets out the policies that will be used to deliver on these.
9. Typically, RLTPs are reviewed on three-year cycles with a re-write commencing at year six of the overall ten-year plan, however, following Cyclone Gabrielle a full review of the current RLTP was undertaken. Given the scale of damage sustained in Hawke's Bay, a full review and re-write of the RLTP was necessary to reflect the current and future reality of Hawke's Bay.

Overview of key themes of submissions

10. The following presents a high-level overview of the key themes of the 57 written submissions received against each of the consultation questions. Respondents were asked to rate their level of support using a Likert scale (1 – 5, strongly against to strongly support) and were given the opportunity to provide further feedback using a free text field. The free text field was themed by staff.

Regional transport strategic vision

11. Over 60% of respondents supported the draft 30-year strategic vision, with 27% indicating a neutral stance, and 11% indicating minimal support. Overall, responses indicate support for the proposed strategic vision. Emerging themes from respondent's centre around support for enhanced resilience and public transport, along with transport system efficiency and emissions reduction.

Draft strategic objectives

12. Fifty-nine percent of respondents indicated support for the draft strategic objectives, with 30% being neutral, and only 9% of respondents disagreeing with the proposed strategic objectives. Themes emerging from respondents were enhanced resilience, increased safety, and a focus on emissions reduction.

10 year transport priorities

13. When asked if the RTC had got the 10-year transport priorities in the right order, 42% of respondents supported the order, 38% were neutral, and a further 18% did not support the order. The primary theme emerging included an overall focus on resilience – some respondents supported the measures set out in the draft RLTP while others wanted to see more. While the secondary emerging theme was an increased focus on both public transport and multi modal integration, particularly as a means of decreasing travel times, providing choice, and decongesting key corridors.

Support for overall proposed investment programme

14. When asked if respondents supported the overall investment programme, 77% of respondents indicated they supported the proposal and 20% did not support it. The themes of those respondents who did not support the programme include an enhanced focus on rail, a desire for a wider system solution (e.g. including water way management), and encouragement to simply focus on community connection. There was broad support for the focus placed on local / rural roads with a number of respondents highlighting this as a key area of investment need.

Proposed State Highway works

15. When asked whether respondents felt the proposed works on the vital State Highway links would provide increased resilience, reliability, and efficiency for our region, an overwhelming 79.5% of respondents agreed. Themes from the 20% who did not agree focused on the need for enhanced public transport as a primary investment outcome, and the need to focus more investment on local / rural roads.

Prioritised programme of capital projects

16. When asked if the draft prioritisation of Capital works was right, 43% of respondents supported the current prioritisation, with a further 43% having a neutral response. Of the 13% of respondents who did not support the prioritised programme of work, the themes focused on increased public transport funding and a reallocation of the expressway four-laning funding to local roads.
17. Based on the above analysis of consultation feedback, staff recommend that the strategic vision, objectives, and transport priorities remain as drafted. It is clear from submissions that these are supported by the community.

Other themes and matters

18. Several other themes emerged from the public consultation, including:
 - 18.1. A range of respondents outlined the vital importance of the local and rural roading network, urging that this is elevated in importance over all other investments.
 - 18.2. The four-laning of the expressway proved divisive, with some respondents firmly for it, while others questioned the capital investment and need for enhanced capacity in

Hawke's Bay, outlining that the capital may be better invested in local roads or public transport.

- 18.2.1. This feedback highlights the opportunity for wider optioneering around what the overall investment looks like once complete. The interdependencies with the local roading network will need to be considered, along with the optimal form and function now and into the future.
- 18.2.2. Despite some submissions to the contrary, the RTC is aware that there is a high level of support for the four-laning of the expressway.
- 18.3. Many respondents expressed strong support for enhanced resilience across the transport system, particularly maintenance, operations, and renewals investment and for our local and rural roading networks. It was noted there is value in ensuring staff clearly articulate how resilience is being planned for in the future.
- 18.4. Many respondents welcomed the proposed programmes of work on the state highways, particularly investments in the State Highway 2 and 5 corridors to secure reliable and resilient journeys for people and freight.
- 18.5. There was support for improved and enhanced public transport services in the urban areas, particularly as a tool to reduce congestion, free up key corridors for freight, and to get people to their destination efficiently.
 - 18.5.1. Staff note that there are serious funding constraints emerging in the public transport space. These constraints have the potential to materially impact the future service delivery of public transport across the urban areas. The RTC are encouraged to undertake urgent conversations to understand the potential impacts and options of any funding constraints.

Recommendations

19. Based on the themes above, staff recommend the RTC encourages NZTA to undertake a robust optioneering and investigation process in relation to the expressway four-laning, encompassing the local roading network as key feeders, to ensure the future form and function is suitable.
20. Staff recommend that clear and concise commentary on how the Future Form and Function Review, as well as the East Coast Connectivity Business Case, will help the region plan for transport system resilience both now and into the future is included in both the Executive Summary and the relevant section of the final RLTP.

Written submissions

21. During the consultation period a number of written submissions were received that either supported or were in place of the online consultation questionnaire. The following analysis and recommendations relate specifically to those submissions.

Hawke's Bay Airport Ltd (HBAL)

22. The HBAL submission outlined the overall support for direction, vision, and content of the draft RLTP. The submission noted the airport is not only a key link connecting businesses, tourism, and industry, but also has a statutory obligation to ensure operational resilience as a lifeline link under the Civil Defence and Emergency Management Act 2002.
23. HBAL considers greater emphasis should be placed on the multi modal interdependencies that exist in the regional transport system to ensure it is efficient, resilient, and places community wellbeing at the centre. HBAL has a project included in the RLTP's 'projects for future consideration' section focusing on a second access roundabout for the airport. The submission offered several tweaks to certain sections of the draft RLTP to highlight the need for the second entranceway.
24. HBAL has usefully included all of their suggested additions for each appropriate section in the

body of their submission.

Recommendation

25. Staff recommend that all appropriate and applicable additions set out in the HBAL submission are included in the RLTP prior to presentation to HBRC for adoption.

Horizons Regional Council

26. Horizons Regional Council submission expresses broad support for the draft RLTP and the strategic vision, noting similarities with the vision Horizons RTC has developed. Further, Horizons expresses their support for Objective 1 – Resilience and Security and notes the importance of strategic inter-regional road and rail corridors that provide vital access to ports. Removing constraints and creating resilient access is key for both regions.
27. Horizons strongly supports investment in connections to Napier Port, particularly as these relate to and (to an extent) depend on the Horizons region. Given the importance of Te Utanganui to Palmerston North and the wider region, the support for securing resilient and reliable access to Napier Port and beyond is welcome.
28. The submission supports the maintenance, operations, renewals, and resilience of both the State Highway 2 link, a key lifeline between the regions and further south, as well as investment in the Palmerston North-Gisborne rail line as a means of ensuring multi-modal access and movement.
29. Horizons considers public transport access and connection between our regions is an important enabler of future growth. The Council seeks an increasingly closer working relationship to enhance the coordination and subsequent benefits of cross border initiatives and collaboration.

Recommendation

30. Staff recommend that there are no changes made to the draft RLTP as the result of this submission. Staff will continue to work closely with Horizons Regional Council on regional connectivity and collaboration.

Kinetic

31. Kinetic is the parent company of GoBus, the current service provider for the Napier and Hastings urban services. Kinetic is broadly supportive of the proposed new network, particularly the increased frequency and bi-directional routes. It also notes that this shift needs to be supported by improved roadside infrastructure, good signage, fully marked bus stops, bus shelters, and bus stop information (e.g. timetables, etc). These elements will help to ensure good visibility of the network and stops for users, making it a more attractive alternative to driving.
32. Kinetic supports the role public transport plays in travel demand management and is encouraged that the RLTP outlines this as an outcome of public transport services. Further, Kinetic outlines a range of emissions reduction opportunities that public transport provides, from efficient modern diesel to zero emissions buses. A shift in fleet will make a material impact on the regional emissions profile, and Kinetic recommends this is outlined in the emissions reduction section (3.3.1).

Recommendation

33. Staff recommend that commentary is added, into the emissions reduction section (3.3.1) of the RLTP, on the role that modern, efficient buses play in reducing emissions, prior to presentation to HBRC for adoption.

Henare Mita

34. Henare Mita is a member of the Hawke's Bay Regional Council's Māori Committee, however, he made the submission as a private citizen in support of the draft RLTP.
35. Mr Mita outlined his broad support for the draft RLTP, particularly as it relates to resilience,

connection, and ensuring the transport system is protected against future risk. A focus of his submission was about ensuring the RLTP is sufficiently supported to enable Hawke's Bay to secure safe and reliable journeys, particularly on State Highway 2 north to Wairoa.

3 May 2024 Regional Land Transport Plan Submissions Hearing

36. Fourteen speakers presented their submissions to the Regional Transport Committee at the 3 May Hearing.
37. One late submission, from Alastair Hailburton, was tabled at the start of the Hearings. The submission primarily focused on the Devil's Elbow section of State Highway 2, encouraging exploration of alternative alignments. The Committee agreed to accept the late submission and allow Mr Hailburton to speak to his submission at the Hearing.
38. The Hearing analysis follows the order of proceedings and includes recommendations for the Committee's consideration.

Lisa Malde for New Zealand Transport Agency Waka Kotahi

39. The NZTA submission and presentation focused on the recently re-released State Highway Investment Proposal (SHIP), noting that this was initially developed in August 2023 prior to central government elections. Following the release of a new Government Policy Statement on Land Transport (2024) the SHIP has been updated to better reflect the outcomes of the new GPS. There is a need to ensure that ample opportunity is given to enable the fulsome and complete updates of the SHIP to be made within the RLTP up until it is adopted by the Regional Council.
40. Importantly for Hawke's Bay, funding for maintenance, operations, and renewals (MOR) will not be fully confirmed until the 30 May budget. Over the coming years MOR investment will be vitally important to Hawke's Bay as a means of enabling greater resilience of the state highway links. It is essential and any updates or changes to MOR investment are accurately reflected in the final RLTP.
41. It was noted that the walking / cycling connection capital improvements for both Waipawa and Wairoa have been removed from the SHIP due to limited alignment with the draft GPS. Further, Transport Recovery East Coast activities are currently in the planning stages, but these activities involve a lot of maintenance, operations, and renewals along with capital works.
42. NZTA has discussed the need for resilience at a system-wide level. It is vital that the state highway network is resilient in its own right, particularly as it functions as a critical lifeline link into, out of, and around the region. Local roads play a key part in the wider transport system and have key interdependencies with the state highways, making a significant contribution to overall resilience, system redundancy, and the enabling of alternative routes. To fully recognise this interdependency, it is necessary to have clear planning around network alternatives and redundancy across routes and modes. If there is an expectation that local roads are to be a key system component alongside the state highway network, there needs to be an equitable funding arrangement in place to bring the alternative routes up to a suitable standard.

Recommendations

43. Staff will ensure enhanced resilience across the transport system is highlighted in the final RLTP – including the local road and state highway investments and the need for clearly planned-for and adequately funded network alternatives and redundancy.
44. Staff recommend that the RTC urges NZTA to ensure that any plans or business case processes, either underway or planned, include clear and explicit planning around network alternatives for alternative routes and network redundancy (more than likely on local roads) within those. This must include a transparent and equitable funding arrangement to ensure the alternative route is suitable to sustain high levels of traffic, both commercial and private vehicles.
45. Working with NZTA and TREC, staff will ensure there is a clear view across both activities and

prioritization, of how proposed investments align with the GPS and deliver on the desired outcomes.

46. Staff will include commentary around the potential of alternative funding sources for transport system investments across Hawke's Bay, such as tolling and Public Private Partnerships, within the investment programme in chapter 7 of the RLTP.
47. Staff will ensure both the Waipawa and Wairoa walking and cycling connection projects are retained in the RLTP, but re-prioritised in line with the draft GPS.
48. Working with NZTA, staff will ensure that all relevant updates are made to the RLTP ahead of adoption by the Regional Council. This includes capital works programmes via the SHIP along with MOR and other investment programmes.

Jim Galloway for Federated Farmers

49. Jim Galloway spoke in support of the submission by Federated Farmers Hawke's Bay. Federated Farmers strongly support the increased focus on the rural roading network, along with the enhanced focus on resilience. It was noted that the rural roading network provides vital connection for businesses and communities and disruptions to the network result in both economic and animal welfare challenges.
50. Federated Farmers support the draft RLTP and would like to note there should be a focus on ensuring roads are built back well, are done so in a timely and productive manner with a focus on value for money.

Recommendation

51. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.

Guy Wellwood

52. Mr Wellwood's submission focused on the limited affordability of what has been proposed, and the extensive roading investments required. Reservations were expressed around the four laning of the expressways as to whether this was good value for money or even necessary. The submission largely focused on the rail line and encouraged further investment both outside the golden triangle and along the Palmerston North line to Nuhaka.
53. Ultimately, Mr Wellwood would like to see the ownership and management of tracks undertaken by another entity as a means to encourage greater use of the asset. It is noted the region should be looking at 'mood change' as much as 'mode change'.

Recommendation

54. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.

Mhairi Rademaker for Genesis Energy

55. The submission from Genesis Energy was in support of the draft RLTP, particularly relating to proposed investments to increase the resilience of and reliable access to the Waikaremoana power scheme at Tuai via State Highway 38. The submitters noted the power scheme is vitally important infrastructure to the region and the wider East Coast.
56. Genesis has a range of large maintenance and renewal works planned at the Tuai power scheme site to ensure operational resilience for the future. Reliable access is a critical enabler of this ongoing investment.

Recommendation

57. Staff recommend that specific reference to the Genesis site at Tuai and its importance to the region as a lifeline infrastructure is added into the RLTP. Highlighting the importance of the State Highway 38 corridor and the need to ensure investments are made to enhance the

resilience of the corridor.

Karl Goodchild

58. Mr Goodchild's submission and presentation focused on the urban public transport services in Napier and Hastings and the need for increased bus driver wages to ensure sufficient drivers are available, as well as enhanced frequency and reliability of services to ensure that public transport provides a viable alternative to private transport.

Recommendation

59. Staff have assessed the submission and confirm all elements raised are covered in the Regional Public Transport Plan, due to be implemented in late 2025, subject to affordability. Driver wages have been increased in the last financial year and will continue to be reviewed through the contract terms and as affordability allows. Staff recommend there are no changes made to the draft RLTP as the result of this submission.

Graeme Mueller

60. Mr Mueller's presentation questioned the need for a four-lane expressway, outlining it may not be the most optimal use of public money. Instead, increased and more frequent public transport complemented by other modes was presented as a favourable alternative.

Recommendation

61. Staff recommend that there are no changes to the draft RLTP as the result of this submission.

James Smith for National Road Carriers Association (NRC)

62. The NRC submission supported the draft RLTP, particularly the focus on resilience and securing reliable journeys on the lifeline state highways. NRC noted that as the industry moves to decarbonise via the uptake of new and / or emerging technologies there will be a need to ensure this investment is as productive as possible to justify the investment. Ultimately, this means having a resilient transport network that enables the efficient movement of freight. NRC noted this can be achieved by ensuring:
- 62.1. Structures are suitably designed and built to carry increased mass (and thereby increasing productivity)
 - 62.2. Shortening the length of key corridors where possible, effectively reducing travel times.
63. NRC also expressed full support for proposed road safety interventions, including the proposed Commercial Vehicle Safety Centre in Esk.

Recommendation

64. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.

Carol-Anne Guard

65. Carol-Anne's submission focused on the public transport network and the need to ensure disabled people have equitable access. It was highlighted that the MyWay service has been fantastic for the disabled community and has provided enhanced independence for a range of users. Carol-Anne also raised the possibility of public transport concessions for disabled support workers to enable greater access and overall support.

Recommendation

66. Staff have reviewed and assessed the content and themes of the submission and note that a range of policies were included in the Regional Public Transport Plan (2022) focusing on enhancements for and engagement with the disabled community. Staff note that the RPTP is the natural home for these policies and inclusions and recommend that there are no changes made to the draft RLTP as the result of this submission.

Walter Breustedt

67. Mr Breustedt's submission questioned the necessity and cost of a four-lane expressway and suggested the investment would be better placed in public and active transport, as well as emissions reduction activities. Mr Breustedt also noted a range of emissions reduction opportunities across the region and the role rail could potentially play in public transport services, efficient freight movements, and emissions reduction.

Recommendation

68. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.

Allan Newton

69. A long-time Wairoa resident and local farmer, Mr Newton's submission was focused on the need for an investigation and/or feasibility study on alternative routes along State Highway 2, connecting Wairoa to Hawke's Bay and beyond. Mr Newton noted that the resilience of the road has been challenging for a number of decades and results in ongoing economic and social hardship for Wairoa. It was noted that some preliminary investigations around a coastal route have been undertaken and suggested this should be investigated further as part of the works on State Highway 2 and Devil's Elbow.

Recommendation

70. Staff recommend that Mr Newton contacts the Transport Recovery East Coast (TREC) team to encourage TREC to make the planning and optioneering that has been undertaken publicly transparent and to have input into the TREC processes. There are no changes to be made to the draft RLTP as the result of this submission.

Andrea Manley and Todd Dawson for Napier Port

71. Napier Port's submission and presentation focused on the areas of concern as set out in the written submission. In summary, Napier Port expressed concern that there is a misalignment between the strategic direction of the draft RLTP and the draft Government Policy Statement on Land Transport, potentially putting funding at risk. The presenters encouraged a review of some of the strategic direction / priority to better align with Government direction.

Recommendations

72. Staff have reviewed the submission and Hearing presentation and make the following observations:
 - 72.1. The primary purpose of the RLTP is to tell the story of our region, its priority investment areas, and set out an investment plan to deliver on that over time. While alignment to the GPS is necessary, The RLTP ensures the long term needs of the region are represented.
 - 72.2. That staff obtain from Napier Port an accurate description of port volumes and operations.
 - 72.3. There are no other changes made to the draft RLTP as the result of this submission.

Glenn Marshall

73. Mr Marshall's submission focused on safe cycling and active transport in the urban area, Napier in particular. It was noted that NZTA provides advice about 'taking the lane' to enable and encourage safe cycling in urban areas. Generally, this is around owning the lane, to ensure a safe distance from both parked and moving cars.
74. Mr Marshall would like increased signage and / or education / lane marking to educate and encourage both cyclists and motorists to take the lane. It was noted that 'taking the lane' is a legal right and ongoing education is required to reinforce this.

Recommendation

75. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.
76. Staff recommend the Territorial Local Authorities provide regular updates to the RTC on improvements to walking and cycling lanes in Hastings, Napier, Central Hawke's Bay and Wairoa.

Ross McLeod for the Regional Recovery Agency (RRA)

77. The RRA supports the importance accorded within the RLTP to recovery works for both local roads and state highways, along with enhanced maintenance, rebuild, and resilience works. The RRA outlined the detailed work completed to date with local Road Controlling Authorities through their detailed recovery programmes and the associated funding short fall. The work presents a detailed and costed programme of works required. Through this work, the RRA has identified approximately \$700M of unfunded works are still required across Wairoa District, Hastings District, and Central Hawke's Bay District over the next 4 - 7 years.
78. The RRA has quantified the funding shortfall for each council and the uplift in the Funding Assistance Rates (FAR) required to enable the works. This is supplemented by additional bespoke funding arrangements. Overall, the work sets out the need for a +20% enhanced emergency FAR along with additional bespoke funding packages. The detailed information setting this out, along with enhanced FARs for each council was provided in the RRA's submission.
79. Critically, the RRA notes that these works are on the local and rural roading networks. It is vital for both the economic and community wellbeing of the region that these works are carried out with urgency and priority. The reality for councils is that budgets are under extreme stress and enhanced support is required. The key test for resilience will be whether our transport system performs better if we have another sizable weather event. To enable this, adequate funding must be available.
80. The RRA noted that state highway resilience is critical for the region's people and product. Given the scope and scale of works required across the network there is a need to consider the best solutions and alignments for the next 100 years and look at transformational alignments for key regional links where applicable and appropriate.

Recommendation

81. Staff have assessed the submission and see significant benefit in including the RRA's submission in the final RLTP and recommend:
 - 81.1. That an overview of the works and funding required across the region is included in chapter 7 of the RLTP. This would identify the need for enhanced FARs by councils as well as the bespoke funding requirements.
 - 81.2. That a sub section of the RLTP investment programme (chapter 7) is created, which includes the full list of councils' costed recovery and rebuild projects (as at 30 April 2024), FARs required, the overall funding short fall, bespoke funding needs and contextual commentary.
 - 81.3. That the above points are built into the final RLTP Executive Summary to outline and highlight its importance.

Alastair Haliburton

82. Mr Haliburton leads a collective of businesses and interested parties who have interests that rely heavily on the State Highway 2 corridor. The group is made up of local businesses that have production, process, and/or transport requirements across the East Coast. They are encouraging the investigation and quantification of alternative alignments for State Highway 2 north, with particular focus on using the existing rail corridor.

Recommendations

83. Staff recommend that the RTC urges NZTA and TREC to be publicly transparent with design and economic evaluation information used to consider alternative and/or transformative alternate routes for SH2.
84. Staff recommend that there are no changes made to the draft RLTP as the result of this submission.

Proposed updated Capital works programme

85. The first iteration of the State Highway Improvement Proposal (SHIP) was released in September 2023, pre-election. Following the release of the draft GPS (2024) on Land Transport a SHIP was released mid RLTP consultation with projects that better reflect the direction of the new GPS and the desired outcomes. This has resulted in some changes to the capital programme of works for Hawke's Bay. The key difference is that specific projects have now been identified within broader programmes.
86. The main changes are:
 - 86.1. Both the Waipawa and Wairoa walking / cycling connections have been removed
 - 86.1.1. Staff note that the Wairoa walking / cycling connection was not included in the original RLTP capital works programme as it was scheduled to commence after the 2024 – 2027 NLTP. Staff recommend including it.
 - 86.1.2. Staff recommend these two projects are retained in the RLTP capital works programme but are no longer scored or prioritised.
 - 86.2. The SH38 Wairoa to Murupara Stage 2 project was not included in the initial capital works programme as it was scheduled for the next NLTP cycle (2027 – 2030). Staff recommend including this as part of the wider Tairāwhiti Wairoa resilience programme, clearing noting it is an improvement activity.
 - 86.3. The SH38 Frasertown Bridge End of Life Replacement is a new initiative. Staff recommend including this as part of the overall Tairāwhiti Wairoa resilience programme, clearing noting it is an improvement activity.
 - 86.4. The Waipukurau Revocation was not originally included in the capital programme as it was scheduled for the 2027 – 2030 NLTP period and was under the CAPEX threshold to be included in the programme.
 - 86.4.1. Staff recommend including the project in the Capital works programme to retain visibility, but do not prioritise.
 - 86.5. The 'Hawke's Bay resilience rebuild' and the 'Tairāwhiti - Wairoa resilience rebuild' have been broken out into specific projects / work packages, such as Devil's Elbow.
 - 86.5.1. Staff recommend that these projects are built into an overall programme of capital works with the scoring and prioritisation remaining the same as the draft RLTP.
 - 86.6. Overall, staff recommend the RTC adopts the revised Capital Works programme and associated prioritisation as drafted following.
87. Below is the Capital Works programme, as consulted on with comments and recommendations following the SHIP updates.

Capital works programme as set out in the draft RLTP

Rank	Project	Comments	Recommendation
1	Waikare Gorge Implementation	Capital project still in SHIP – classified as Cyclone Rebuild activity	Retain in current position
2	Future Form & Function review & PBC	Retained in SHIP. Funding could prove challenging	Retain prioritisation as it is important to Hawke’s Bay, particularly to highlight and plan for future resilience across the transport system
3	SH2 4 laning	Retained in the SHIP. Now classified as a RONS project.	
4	Tairāwhiti Wairoa Resilience - Rebuild (implementation)	Split out into specific projects	Include specific projects (set out below in ‘new’ section) and prioritise
5	Hawke’s Bay Resilience rebuild	Split out into specific projects	Include specific projects (set out below in ‘new’ section) and prioritise
6	Mahia Connectivity	Limited funding available from local share	Retain the project in the RLTP with a lower priority
7	SH2 Waipawa Bridge shared path	Removed from SHIP due to limited alignment with draft GPS	RTC retain the project in the RLTP with a lower prioritisation
8	SH5 (incl. safety) programme of work	Retained in the SHIP – classified as improvement activities	Retain in current position
9	Te Mata – Waimarama roundabout	Retained as a local road capital project	Retain in current position
10	North Eastern Connector – Hastings	Retained as a local road capital project	Retain in current position
11	SIP SH2 Paki Paki to Napier – Median Barrier	Removed from Safety Improvement Programme (SIP)	Remove from Capital Works programme
1	SH2 Eskdale commercial vehicle rolling safety centre	Retained in SHIP – classified as improvement project	
New or updated projects in the revised SHIP			
	Project	Comments	Recommendation
	SH38 Frasertown Bridge EOL replacement	Proposed improvement activity scheduled for next NLTP	Build into Tairāwhiti Wairoa resilience programme to retain visibility. Retain current prioritisation
	SH38 Wairoa to Murupara stage 2	Proposed improvement activity scheduled for next NLTP	Build into Tairāwhiti Wairoa resilience programme to retain visibility. Retain current prioritisation
	SH5 Taupo to Napier – highest resilience risk sites	Pulled out of HB resilience rebuild as a specific project	Build out HB resilience as a programme with key projects identified. Retain current prioritisation
	SH5 Taupo to Napier priority 2	Pulled out of HB resilience rebuild as a specific project	Build out HB resilience as a programme with key projects identified. Retain current prioritisation
	SH2 Opotiki to Napier – Highest Resilience risk sites	Pulled out of Tairāwhiti Wairoa Resilience - Rebuild as a specific project	Build out Tairāwhiti Wairoa resilience as a programme with key projects identified. Retain current prioritisation
	SH2 Devil’s Elbow	Pulled out of Tairāwhiti Wairoa Resilience - Rebuild as a specific project	Build out Tairāwhiti Wairoa resilience as a programme with key projects identified. Retain current prioritisation
	SH5 Lucky Hill Bridge to SH5 / SH2 and Eskdale flood management	Pulled out of HB resilience rebuild as a specific project	Build out HB resilience as a programme with key projects identified. Retain current prioritisation

New or updated projects in the revised SHIP		
Project	Comments	Recommendation
SH38 Tuai sub – station to Wairoa and Frasertown bridge	Pulled out of Tairāwhiti Wairoa Resilience - Rebuild as a specific project	Build out Tairāwhiti Wairoa resilience as a programme with key projects identified. Retain current prioritisation
SH5 Mohaka bridge upgrade	Pulled out of HB resilience rebuild as a specific project	Build out HB resilience as a programme with key projects identified. Retain current prioritisation
SH2 Napier to Takapau	Pulled out of HB resilience rebuild as a specific project	Build out HB resilience as a programme with key projects identified. Retain current prioritisation

Proposed revised Capital Works Programme following SHIP updates

88. An updated prioritised programme of capital works is presented below.

	Rank	Project	Score	Comments
	1	Waikare Gorge Implementation	92.5	Scoring and rank retained
	2	Future Form & Function review & PBC	91.3	Scoring and rank retained
	3	SH2 4 laning	85.0	Scoring and rank retained
Tairāwhiti Wairoa Resilience – Rebuild programme	4	SH2 Devil’s Elbow	82.5	Recommend building into programme of work, retain scoring and priority rank
		SH2 Opotiki to Napier – Highest Resilience risk sites		
		SH38 Tuai sub – station to Wairoa and Frasertown bridge		Included in wider programme. Classified as Improvement activity
		SH38 Wairoa to Murupara stage 2		
		SH38 Frasertown bridge EOL replacement		
Hawke’s Bay Resilience rebuild programme	5	SH5 Taupo to Napier – highest resilience risk sites	82.5	Recommend building into programme of work, retain scoring and priority rank
		SH5 Lucky Hill Bridge to SH5 / SH2 and Eskdale flood management		
		SH5 Mohaka bridge upgrade		
		SH5 Taupo to Napier priority 2		
		SH2 Napier to Takapau		
	6	Mahia Connectivity	78.8	Scoring and rank retained
	7	SH5 (incl. safety) programme of work	73.8	Scoring and rank retained
	8	Te Mata – Waimarama roundabout	65.0	Scoring and rank retained
	9	North Eastern Connector – Hastings	61.3	Scoring and rank retained
	10	SIP SH2 Paki Paki to Napier – Median Barrier	48.8	Retain pending further assessments by NZTA
	11	SH2 Eskdale commercial vehicle rolling safety centre	40.0	Scoring and rank retained
Capital projects for future consideration / future years				
	Project	Comments		
	SH2 Waipukurau revocation	Scheduled for 27 – 30 NLTP. Retained for visibility and future programmes		
	SH2 Waipawa bridge shared path	Important to CHB residents and forms a key missing link in their transport system. Retain in the programme for future years		
	Wairoa bridge walking / cycling connection	Important to Wairoa residents and forms a key missing link in their transport system. Retain in the programme for future years		

Other Considerations

Alignment to the draft Government Policy Statement on Land Transport (2024)

89. The draft GPS 2024 was released for consultation two weeks prior to the draft RLTP being released for public consultation. Consultation has closed and it is likely that the GPS will not be confirmed until June. An adopted GPS is important as it not only signals the strategic direction and outcomes desired by the Government, but it also sets out the activities / investments that will be funded and the associated funding levels. It is possible the programmes and investments may change following the formal adoption of the GPS.
90. A number of submissions outlined a level of concern that the draft RLTP was not fully aligned to the draft GPS, potentially presenting a funding risk for the region. The purpose of an RLTP is to create and set a strategic environment that is suitable for the region long term, enables it to thrive, and delivers what the region needs. The RLTP sets the strategic direction and provides a means to incrementally invest in our transport system to deliver on the region.
91. While the Government Policy Statement is an important document for the sector, it is driven by the government of the day and is the primary lever the Minister of Transport has to deliver desired outcomes. Investment will be prioritised against the desired outcomes set out in the current GPS, and as such the RLTP should align closely with the outcomes sought in the GPS. However, The RLTP sets a 30-year strategic vision and plan for more than that which is set out in the GPS.
92. The Hawke's Bay draft RLTP has a vision that encompasses our entire transport system. It firmly delivers on the outcomes set out in the draft GPS (2024) and seeks investment in other element of our transport system that are important. Our community needs to stay connected and safe, be resilient, provide choice, and drive economic growth – a well-considered and integrated transport system does all of this and is achieved over time.

Funding environment

93. Both continuous programmes and some capital investment projects may be subject to differing funding sources. The scoping and phasing of these will be somewhat dependent on the release of the Government's budget, due to be released at the end of June. Some programmes won't be able to be confirmed until post budget announcement.
94. It is likely there will be a remaining level of uncertainty around NLTF funding and allocations until mid-year, potentially hampering progress on some initiatives.
95. Significant funding constraints are likely for public transport and walking and cycling initiatives.

Financial and resource implications

96. All costs associated with the development, consultation, hearings, and deliberations of the RLTP have been budgeted for. Therefore, there are no adverse impacts on transport or organisational budgets.

Decision-making process

97. 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:
 - 97.1. The decisions do not significantly alter the service provision or affect a strategic asset, nor are they inconsistent with an existing policy or plan.
 - 97.2. The consultation process for the Regional Land Transport Plan was undertaken as prescribed by section 18 of the Land Transport Management Act 2003 and section 82 and 83 of the Local Government Act 2002.
 - 97.3. The decisions required are significant under the criteria contained in Hawke's Bay

Regional Council's adopted Significance and Engagement Policy and have been the subject of public consultation between 18 March and 14 April 2024.

- 97.4. The persons affected by this decision are all those who use or have an interest in Hawke's Bay's transport networks.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Regional Land Transport Plan 2024-2034 deliberations* staff report.
2. In response to submissions and as recommended by the Transport Technical Advisory Group, amends the *Regional Land Transport Plan (RLTP) 2024-2034 (RLTP24)* by:
 - 2.1. Including clear and concise commentary on how the Future Form and Function Review, as well as the East Coast Connectivity Business Case, will help the region plan for transport system resilience both now and into the future in both the Executive Summary and the relevant section of the final RLTP.
 - 2.2. Including all appropriate and applicable additions as set out in the Hawke's Bay Airport Ltd submission.
 - 2.3. Adding commentary in the emissions reduction section (3.3.1) of the RLTP, on the role that modern, efficient buses play in reducing emissions.
 - 2.4. Ensuring enhanced resilience across the transport system is highlighted in the final RLTP – including the local road and state highway investments and the need for clearly planned-for and adequately funded network alternatives and redundancy.
 - 2.5. Ensuring there is a clear view across both activities and prioritization, of how proposed investments align with the GPS and deliver on the desired outcomes.
 - 2.6. Including commentary about the potential of alternative funding sources for transport system investments across Hawke's Bay, such as tolling and Public-Private Partnerships, within the investment programme in chapter 7 of the RLTP.
 - 2.7. Retaining both the Waipawa and Wairoa walking and cycling connection projects in the RLTP, re-prioritised in line with the draft Government Policy Statement.
 - 2.8. Adding specific reference to the Genesis site at Tuai and its importance to the region as a lifeline piece of infrastructure, to highlight the importance of the State Highway 38 corridor and the need to ensure investments are made to enhance the resilience of the corridor.
 - 2.9. Ensuring that all relevant updates are made to the RLTP ahead of adoption by the Regional Council, including capital works programmes via the SHIP along with MOR and other investment programmes.
 - 2.10. Refining the content of the RLTP to accurately reflect Napier Port volumes and operations.
 - 2.11. Including the Regional Recovery Agency's submission in the final RLTP with:
 - 2.11.1. an overview of the works and funding required across the region is included in chapter 7 of the RLTP. This would identify the need for enhanced FARs by councils as well as the bespoke funding requirements.
 - 2.11.2. a sub section of the RLTP investment programme (chapter 7) is created, which includes the full list of councils' costed recovery and rebuild projects (as at 30 April 2024), FARs required, the overall funding short fall, bespoke funding needs and contextual commentary.
 - 2.11.3. the above points built into the Executive Summary to outline and highlight its importance.

2.12. Including the updated Capital Works Programme as follows.

	Rank	Project	Score
	1	Waikare Gorge Implementation	92.5
	2	Future Form & Function review & PBC	91.3
	3	SH2 4 laning	85.0
Tairāwhiti Wairoa Resilience – Rebuild programme	4	SH2 Devil’s Elbow	82.5
		SH2 Opotiki to Napier – Highest Resilience risk sites	
		SH38 Tuai sub – station to Wairoa and Frasertown bridge	
		SH38 Wairoa to Murupara stage 2	
		SH38 Frasertown bridge EOL replacement	
Hawke’s Bay Resilience rebuild programme	5	SH5 Taupo to Napier – highest resilience risk sites	82.5
		SH5 Lucky Hill Bridge to SH5 / SH2 and Eskdale flood management	
		SH5 Mohaka bridge upgrade	
		SH5 Taupo to Napier priority 2	
		SH2 Napier to Takapau	
6	Mahia Connectivity	78.8	
7	SH5 (incl. safety) programme of work	73.8	
8	Te Mata – Waimarama roundabout	65.0	
9	North Eastern Connector – Hastings	61.3	
10	SIP SH2 Paki Paki to Napier – Median Barrier	48.8	
11	SH2 Eskdale commercial vehicle rolling safety centre	40.0	

Capital projects for future consideration / future years		
	Project	Comments
	SH2 Waipukurau revocation	Scheduled for 27 – 30 NLTP. Retained for visibility and future programmes
	SH2 Waipawa bridge shared path	Important to CHB residents and forms a key missing link in their transport system. Retain in the programme for future years
	Wairoa bridge walking / cycling connection	Important to Wairoa residents and forms a key missing link in their transport system. Retain in the programme for future years

- Delegates the RTC Chair Cr Williams and one other RTC member, the approval of necessary updates and editorial changes to the RLTP and the final version for adoption by Hawke’s Bay Regional Council.
- Urges NZTA to ensure that any plans or business case processes, either underway or planned, include clear and explicit planning around network alternatives for alternative routes and network redundancy (more than likely on local roads) within those. This must include a transparent and equitable funding arrangement to ensure the alternative route is suitable to sustain high levels of traffic, both commercial and private vehicles.
- Encourages NZTA to undertake a robust optioneering and investigation process in relation to the expressway four-laning, encompassing the local roading network as key feeders, to ensure the future form and function is suitable.
- Encourages Mr Newton to contact the Transport Recovery East Coast (TREC) team to encourage

TREC to make the planning and optioneering that has been undertaken publicly transparent and to have input into the TREC processes.

7. Urges NZTA and TREC to be publicly transparent with design and economic evaluation information used to consider alternative and/or transformative alternate routes for State Highway 2.
8. Recommends that Hawke's Bay Regional Council adopts the *Regional Land Transport Plan 2024-2034*, which incorporates the decisions of the Regional Transport Committee meeting of 24 May 2024, and submits it to the New Zealand Transport Agency (Waka Kotahi).

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Attachment/s

There are no attachments for this report.