

Meeting of the Regional Transport Committee

Date: 6 September 2024
Time: 10.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Attachments excluded from Agenda

Item	Title	Page
5.	Regional Transport Programme September 2024 update	
	Attachment 1: Transport Programme tracker <i>online only</i>	3
8.	Waka Kotahi/NZTA Central Region Regional Relationships Director's update	
	Attachment 1: NZTA detailed update <i>online only</i>	5
	Attachment 2: NTZA presentation for RTC <i>online only</i>	14
9.	Transport Rebuild East Coast (TREC) update	
	Attachment 1: 6 September TREC Presentation <i>online only</i>	25

Regional Transport programme tracker		GPS Alignment		Road Blocks		Next steps		Commentary		Milestones		
N.N Workstream	N.N.N Sub-project	Climate Change	Water Cycle Outputs	Progress	Overall Status	Road Blocks	Next Step	Comment	HBRC resource	RCA resource	External resource	Planned Date
1.1 Regional Land Transport Plan												
1.1.1	ILM	✓	✓	100%	●			Completed and built in to RLTP	20	20	75	
1.1.2	PBC	✓	✓	100%	●	Sub standard via peer review		Future form and function to replace	20	0	80	
1.1.3	Freight network distribution strategy	✓	✓	100%	●			Finalised, endorsed, adopted by Matariki	5	5	90	
1.1.4	RLTP planning	✓	✓	100%	●			Completed	50	50	25	
1.1.5	RLTP consultation	✓	✓	100%	●			Completed	70	80	10	
1.1.6	Develop programmes of work to reduce long term emergency spend in RLTP	✓	✓	100%	●			Programmes developed and submitted	30	70	0	
1.1.7	Develop regional strategy of network resilience within RLTP	✓	✓	100%	●			Largely built in to continuous programmes & LCLR	40	60	0	
1.1.8	Develop 'on the horizon' RLTP programme for inclusion	✓	✓	100%	●			Completed	50	50	0	
1.1.9	Adopt RLTP 2024 - 2034	✓	✓	100%	●			Adopted by Council at 24 July meeting	50	50		NLTP to be adopted by 30 Aug
1.2 Speed Management Planning												
1.2.1	Principles & priorities	✓	✓	100%	●			RTC endorsed with changes at 14 Feb meeting	75	75	10	10-Feb-23
1.2.2	Draft regional speed management plan - front end	✓	✓	45%	●			Works ceased by minister - front end still in draft	50	20	0	
1.2.3	RCA speed management plans	✓	✓	10%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	20	80	0	No further advice - waiting on next steps
1.2.4	Draft regional speed management plan	✓	✓	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	75	40	0	No further advice - waiting on next steps
1.2.5	Regional speed management plan consultation	✓	✓	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	75	50	0	No further advice - waiting on next steps
1.2.6	Certification by Waka Kotahi	✓	✓	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	10	10	75	No further advice - waiting on next steps
1.3 RoadSafe Hawke's Bay												
1.3.1	Strategic direction and framework	✓	✓	100%	●			RTC endorsed at 14 Feb 2023 meeting	100	10	0	
1.3.2	Rebrand	✓	✓	100%	●			Rebrand completed	25	0	75	
1.3.3	HDC strategy development	✓	✓	10%	●		Continue strategy development throughout year	Strategy development to re-commence	50	50	25	Ongoing
1.3.4	WDC strategy development	✓	✓	5%	●		Continue strategy development throughout year	Strategy development to re-commence	50	50	25	Ongoing
1.3.5	NCC strategy development	✓	✓	5%	●		Continue strategy development throughout year	Strategy development to re-commence	50	50	25	Ongoing
1.3.6	CHBDC strategy development	✓	✓	85%	●		Continue strategy development	Development going very well. Engaged SME group	50	50	25	Ongoing
1.3.7	RoadSafe HB BAU activities	✓	✓	100%	●		Continue shift to community centric delivery	BAU activities continue with great success	60	40	50	Activity list revised for 24 - 27
1.3.8	RTC road safety strategy workshop	✓	✓	0%	●			No actions yet				
1.4 Emissions reduction Plan												
1.4.1	Emissions reduction prep work	✓	✓	95%	●				50	50		
1.4.2	SME workshop	✓	✓	0%	●			Did not happen	50	50		
1.4.3	Draft transport emissions reduction chapter	✓	✓	100%	●			Regional ERP not presented to CAJC. Transport actions to be owned by RTC	80	20		
1.4.4	Ongoing amendments / development	✓	✓	100%	●			Actions built in to RLTP and other plans				Action & workstream closed out
1.5 Active Transport												
1.5.1	Review of draft regional cycling plan	✓	✓	100%	●			Review completed	50	25	15	
1.5.2	Develop whole of network view	✓	✓	40%	●		Whole of network view being developed with TAs and GIS	Work to be continued across 2024 with other pieces of work	50	50	0	
1.5.3	Gap analysis	✓	✓	0%	●		To commence following review	Will be conducted in RTAG workstream	50	50	0	
1.5.4	Develop active transport strategy	✓	✓	0%	●			To commence in 2024				
1.6 PT Implementation												
1.6.1	MyWay Hastings review	✓	✓	100%	●		Review service against Benefits Map	Review presented at 15 March RTC meeting	100		0	Complete
1.6.2	MyWay Napier trial implementation	✓	✓	0%	●			Napier trial on hold due to funding constraints	50		50	
1.6.3	Develop transport procurement strategy	✓	✓	100%	●			Procurement strategy complete and endorsed by Waka Kotahi	20		80	Complete
1.6.4	Review current PT contract	✓	✓	100%	●		Finalise review	Review complete	80		20	Ongoing
1.6.5	Develop new PT contract	✓	✓	70%	●		EOI completed. Initial planning underway for RFP	Development of Business Case and draft contract	50		50	Business Case in development
1.6.6	Request for Proposal (RTP)	✓	✓	0%	●			Tender documents being prepared for interested parties	100			Ongoing
1.6.7	Rate reset	✓	✓	100%	●			Completed late December 23	50		50	
1.6.8	Short term RPTP change implementation	✓	✓	20%	●	Focus remains on core service reliability		Changes to take place with new network, pending funding	50		50	
1.6.9	CHB express trial	✓	✓	30%	●			Trial progress subject to NLTF funding	33	33	33	NLTP adoption & confirmation of funding
1.6.10	2025 contract implementation	✓	✓	15%	●		RFP developed with parties engaged	All next steps subject to funding & Business case	33	33	33	1-Aug-25

Hawke's Bay Regional Transport Committee

Detailed update – September 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.



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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 September 2023	<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 Reassessed design completed June 2024; to be scheduled for construction in 2024/25 with Council's public work contractor
SH50 Ongaonga Bridge St to SH2 Takapau	\$350,000	Complete June 2024	<ul style="list-style-type: none"> Road to Zero Corridor consistency treatments (ATP) Additional barrier installation and shoulder widening installed on high-risk curve.



SH51 Napier to Hastings safety improvements

Shared crossing connecting Awatoto Rd to beach domain was completed on 22 August



Landscaping was completed on 30 August.

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Hawke’s Bay Project Updates

Activity	Est Value	Key date(s)	Progress	Commentary
SH50 Prebensen Hyderabad Intersection Upgrades	\$3.95m	2023 - 2024		<ul style="list-style-type: none"> Shared path and lane changes; split into three separate portions to facilitate delivery. We have successfully delivered one of these sections, which is performing well as designed. This project is likely to be removed from delivery following an increase in costs from KiwiRail, which does not align with the GPS of our new government.
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 All safety improvements are complete, and two of the three Tall Oil Pitch sites are now complete. Target completion date is December 2024.



Hawke’s Bay Project Updates - 2

Activity	Est Value	Key date(s)	Progress	Commentary
SH2 Mohaka slow vehicle bay	Part of \$35m SH2/SH35 Passing Opportunities Project	Completed March 2024. Pavement remediation will happen in October 2024.		<ul style="list-style-type: none"> A slow vehicle bay stretches 650 metres after the Mohaka viaduct, about 2 kilometres from Raupunga. The slow vehicle bay was opened in March 2024. The pavement did not hold up well in the wet winter and contractors will return in warmer weather to remediate.
SH2 Kakariki slow vehicle bay	Part of \$35m SH2/SH35 Passing Opportunities Project	Waiting on warmer weather to complete, likely September/October.		<ul style="list-style-type: none"> Located on a section of SH2, which includes Kotemaori School. 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. Waiting on warmer weather to complete, likely September/October.



SH38 Nature's Road Tall Oil Pitch Application

- Ngāi Tūhoe Iwi and NZ Transport Agency Waka Kotahi are working together to treat 20km across 3 sites on SH38/ Special Purpose Road 38, (Nature's Road) between Wairoa and Murupara with Tall oil Pitch (ToP), an alternative to bitumen derived from pine resin. The project also includes safety improvements.
- Sites 1 Mangapae to Mimiha and 2 Te Tii to Te Waiiti are complete with work focused now on site 3 Tuai to Mangapapa Bridge.
- After the winter shut down period work will now recommence on Site 3 in September.
- Work will be undertaken with a stop/go traffic management setup.
- The newly treated sites will be monitored for technical performance with a view to extending the treatment to other gravel pavement locations. Other gravel locations are subject to successful future funding application.



Map of sites being treated with Tall Oil Pitch

SH5 Napier to Taupō safety improvements

\$15M funded by the National Land Transport Fund

4 sites completed August 2024

Centreline and road shoulder widening, and installation of new roadside safety barriers and rumble strips to make the road safer at:

- Tarawera curves
- Marshall’s Bridge between Eskdale and Glengarry
- Te Pōhue: At a section of SH5 between the school and Ohurakura Rd.

Also complete are minor safety improvements to the Tarawera slow vehicle bay by widening the centreline and road shoulder, and painting new structured linemarkings and rumble strips.

Work continues at 4 remaining sites

Centreline and road shoulder widening are complete. Work on the final stages, sealing, linemarking and installation of new roadside safety barriers, continues at:

- South of Dillon’s Hill between Eskdale and Glengarry
- South of Te Pōhue: Passing lane near Te Pōhue Golf Club, and the intersection at SH5 and Ohurakura Road
- Between Te Pōhue and Te Hāroto: At, and south of, the passing lane near Mohaka Rafting.

Target completion is late 2024.



Bridge Repairs

SH50 Waipawa River Bridge

- Completed August 2023.

SH51 Waitangi Bridge

- TREC design team are still working on the proposed repairs for the bridge as part of the recovery works.

SH2 Esk River Bridge

- Completed January 2024.

SH50 Ngaruroro Bridge - Fernhill

- Bridge still under restrictions for speed and loading. Final designs are underway.

SH38 Frasertown Bridge - Wairoa

- Completed.



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



Hei konā mai

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Hawke's Bay Regional Transport Committee

6 September 2024



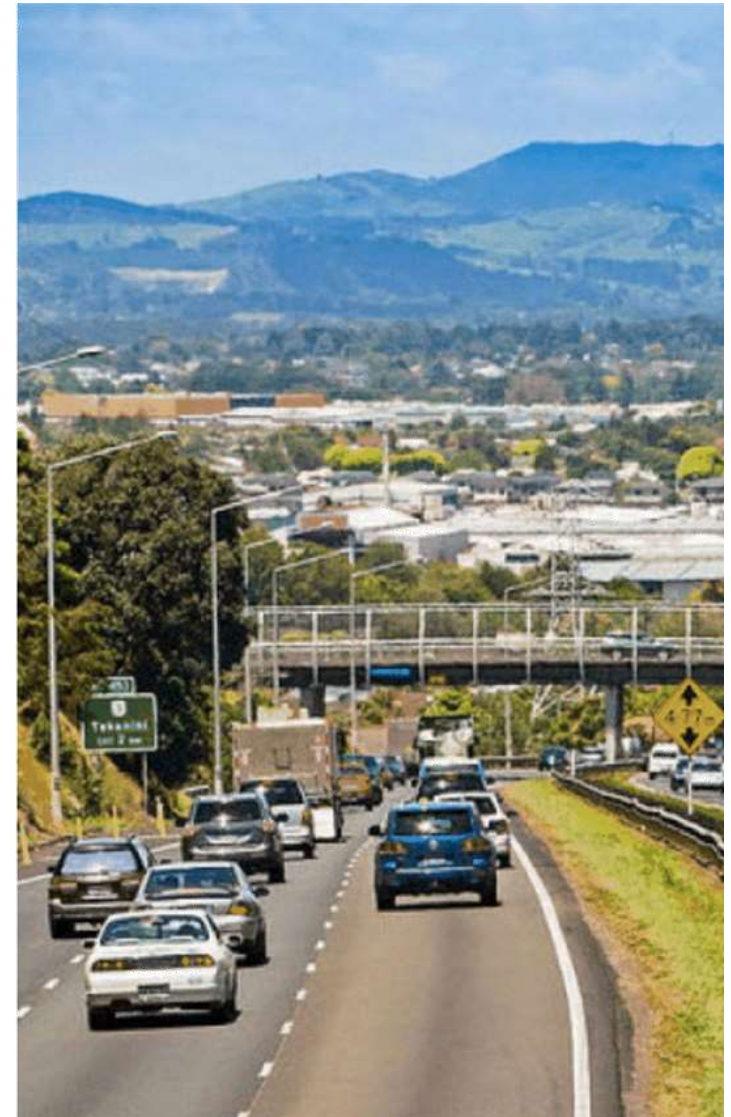
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Time of use charging

- The Government is drafting legislation that will allow for time of use charging.
- This is a form of road pricing used to improve traffic flow, relieve congestion, and make better use of our transport network. It does this by charging road users at different times or locations.
- This charge will prompt some road users to change their time, route, or method of travel - or not travel at all.
- Overall, this will result in faster and more reliable journeys.
- The purpose is to manage demand - in some cases net revenue may be generated to invest in other transport initiatives.
- Time of use charging is different to tolling. Tolling is used to generate revenue; to recover the costs of the road.
- It is also different to congestion charging which is a variable charge that aims to improve journeys across an entire network. Congestion charging targets congestion at peak times.
- Travel times per kilometre in our major cities are higher than in comparable cities in Australia.

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Consultation on setting speed limits

Draft Land Transport Rule: Setting of Speed Limits 2024

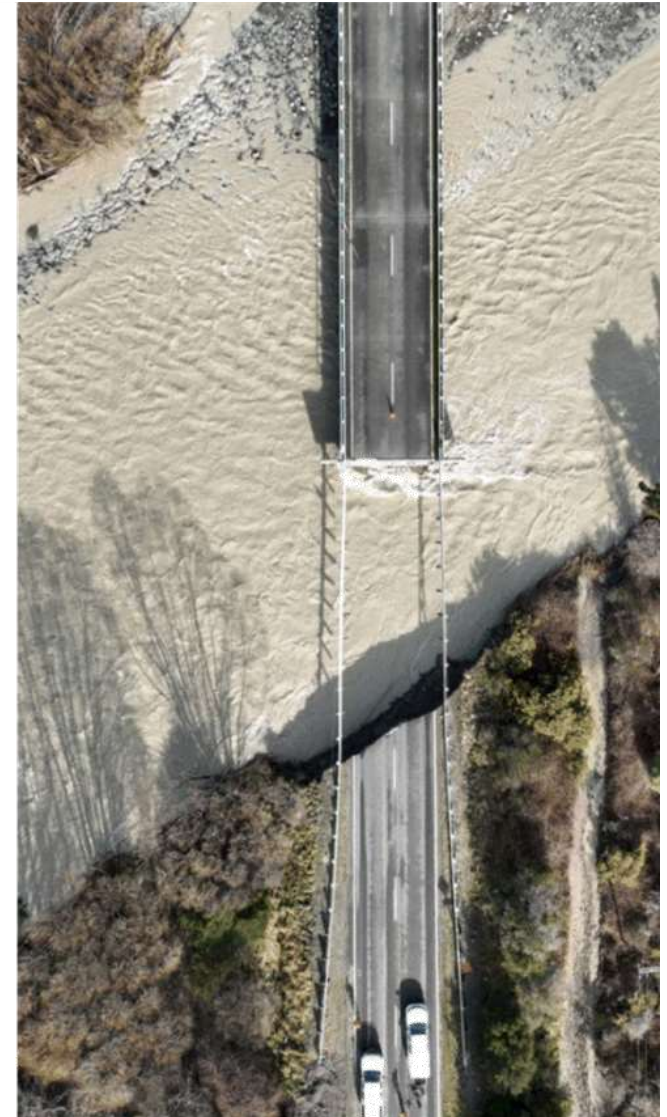
- Public consultation closed 11 July 2024. Ministry of Transport is working through the feedback and should have an outcome in the following months.
- The draft rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their jurisdictions.
- It proposes an approach to setting speed limits that seeks to ensure economic impacts – including travel times – and the views of local road users and communities are considered, alongside safety, when setting speed limits.
- The proposed rule and the consultation document are available on the Ministry of Transport website.
- Feedback and questions can be sent to speedrule@transport.govt.nz.



Emergency works policies review

- More frequent and intense weather-related events are putting increasing pressure on the funding available for emergency works response and recovery.
- In recent years, emergency works funding has significantly exceeded its National Land Transport Fund (NLTF) allocation.
- We've had to rely on substantial Crown funding for severe nationally significant weather events.
- We've reviewed our current emergency works policies and Funding Assistance Rates (FAR) to make sure the policies are fit for purpose and the NLTF can sustainably fund emergency works in 2024-27.
- Following public consultation, policy and process changes have been published - these can be found on our website.
- Decisions on FAR will be made by the end of 2024. If approved, these would take effect on 1 July 2025.

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Regional Update – RLTP Significant Related Activities

Activity	Activity description	Status	On track
1 SH5 Napier to Taupō 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 NZTA Board. SH5 Improvements from the PBC were included in the State Highway Investment Programme 2024-2034. SIP work, funded to \$15m, is in progress.	
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	Design, business case and property is completed. While the project is listed as an investment in the Regional Land Transport Programme (RLTP) 2024-2034, Hasting District Council has deferred construction until potentially 2027/30 due to the need to reprioritise funding for Cyclone Gabrielle recovery work.	
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 in 2017 and since then over 75% of the bridge strengthening programme has been completed. However, work has now re-prioritised due to Cyclone Gabrielle, and will not continue in the 2024-27 period.	
4 SH51 Napier to Hastings (Safety Improvements)	Implementing safety improvements on SH51 between Ellison St and Waitangi Road (Road to Zero / SIP)	Roundabout construction, road realignment, road widening, and the installation of flexible median and roadside safety barrier on SH51 between Awatoto St and Ellison St are complete.	
5 Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection	Wairoa District Council have entered the Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection in the RLTP 2024-2034.	
6 SH38 Wairoa to Aniwanuiwa	NZTA are working with Tūhoe, Wairoa, Whakātane District Council and Ministry of Business Innovation and Employment to rollout Tall Oil Pitch pavement improvement over three sites (approximately 20km) on SH38 including safety and resilience work .	The project is progressing well with all safety improvements complete, and two of the three Tall oil Pitch sites now complete. Target completion date is December 2024.	
7 SH2 Ōpōtiki to Napier Corridor Resilience	Single Stage Business Case addressing cyclone rebuild and long-term resilience	TREC has completed a Corridor Business Case identifying a range of possible interventions including underslip and overslip work, flood protection, structural improvements and drainage. This was endorsed by the NZTA Board in April. No funding has been confirmed at this time. It is included in the State Highway Investment Proposal for prioritisation as part of BAU NLTP funding processes. This work built on the Resilience Strategic Response plans endorsed by the NZTA Board in 2023.	

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*	*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)
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	Status
SH51 Napier to Hastings	Median barrier/ Awatoto roundabout	FY 22 - 24	\$21M	Project complete
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	\$15M	4 sites have now been completed. The remaining 4 worksites between Napier and Tarawera are 80% completed. Final work is weather dependant, and the target completion date is late 2024.
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			



Maintenance and Operations Programme

- Works are currently being planned for the Spring / Summer construction season and design is well underway for the 24/25 Renewals Programme
- Budgets and designs are being finalised but work this season will include resealing and rehabs

NZ Transport Agency

M&O work on SH5



Maintenance & Operations update

Pothole response

Government expectation:

- 95% of potholes on high classification roads to be repaired within 24 hrs of identification
- 85% of potholes on lower classification roads to be repaired within 24 hrs of identification

Pothole response Hawke’s Bay July 2024

	Completed	Total	% Completed	% Target
High classification roads (95%)	853	985	87%	95%
Low classification roads (85%)	100	106	94%	85%





Hawke's Bay Expressway

Hawke's Bay Expressway has been identified as one of the government's Roads of National Significance (RoNS) projects.

Our aim is to begin construction in the 2024/2027 National Land Transport Programme period.

RoNS will:

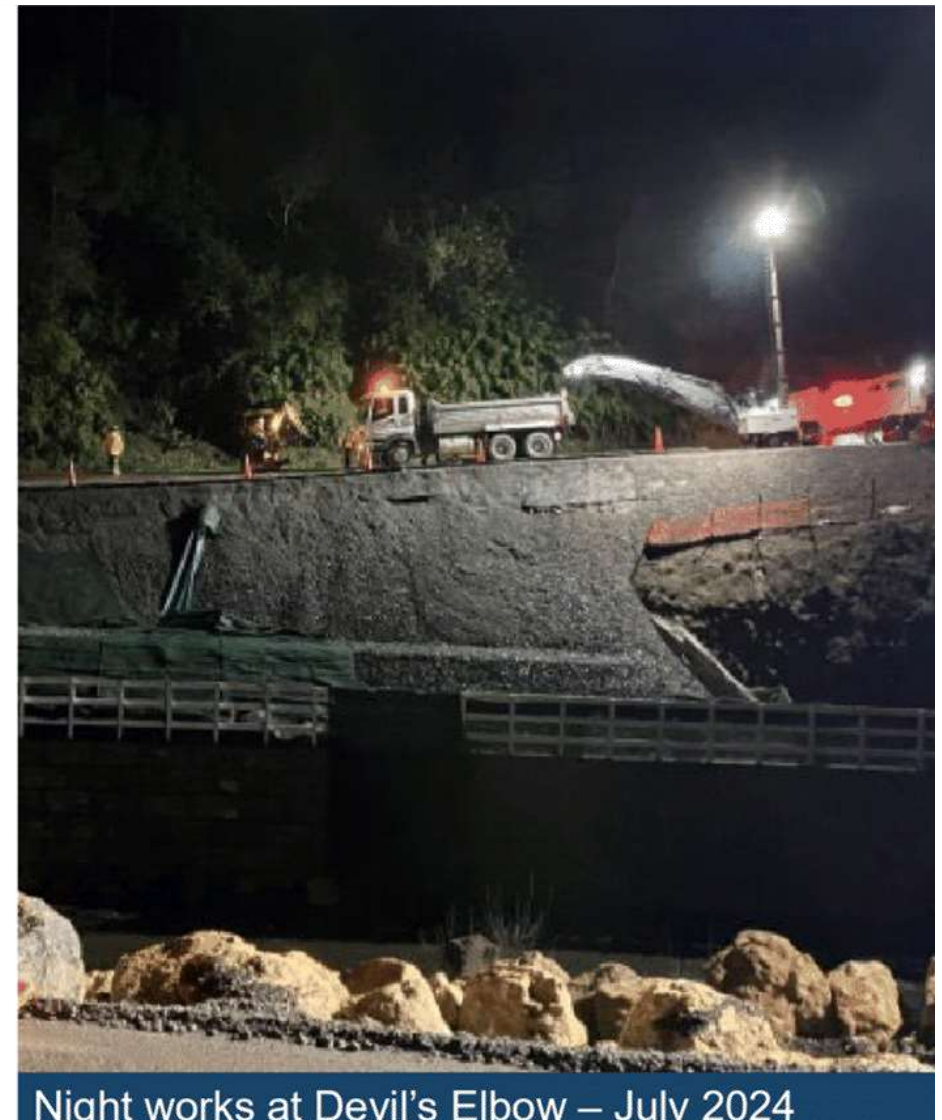
- Support economic growth and productivity.
- Be 4-laned highways with grade-separated interchanges.
- Remain subject to investment decisions and funding.

The Government Policy Statement on land transport requires consideration of alternative funding sources for RoNS. This includes assessing these projects for tolling. Following the assessment, if tolling is proposed for Hawke's Bay Expressway, we would publicly consult on this prior to a decision being made.

Recovery work

- Recovery work is progressing well as TREC continues to work towards reopening to two lanes across the Hawke's Bay state highway network.
- The remaining programme of work includes activity such as slip repairs, retaining walls, ground anchoring, culvert repairs and scour repairs.
- A number of new projects will be getting underway as the construction season approaches.
- Hawke's Bay work expected to be completed in Winter 2025.

NZ Transport Agency



Night works at Devil's Elbow – July 2024

Hei konā mai

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TREC Hawke's Bay update for RTC

6 September 2024

Scott Elwarth / Jacob Laird

NZTA Owner Interface Managers

Transport Rebuild East Coast



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Recovery Work – progress update

- In June and July TREC had 28 active sites on the Hawke's Bay network
- 15 sites from previous months have been completed and handed back to NZTA
- As new Recovery sites start, we expect to have approximately 20-30 sites running at any one time through August-September



Transport Rebuild East Coast



SH5 recovery

Completed

- ✓ Pokopoko Gully
- ✓ Stoney Creek

Underway

- Captain's Culvert (nearing completion)
- Dillon's Hill Sheetpile Wall

Starting this month

- Dillon's Hill culvert repairs
- North of Hill Road culvert repairs



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SH38 recovery

Completed

- ✓ Waikaretakehe slip #3 repair
- ✓ Waikaretakehe slip #4 repair
- ✓ Waiau slip repair

Underway

- Piripaua scour repair

Starting this month

- South of Kaitawa underslips
- Mangakino Bridge scour repair



Waikaretakehe Slip #4

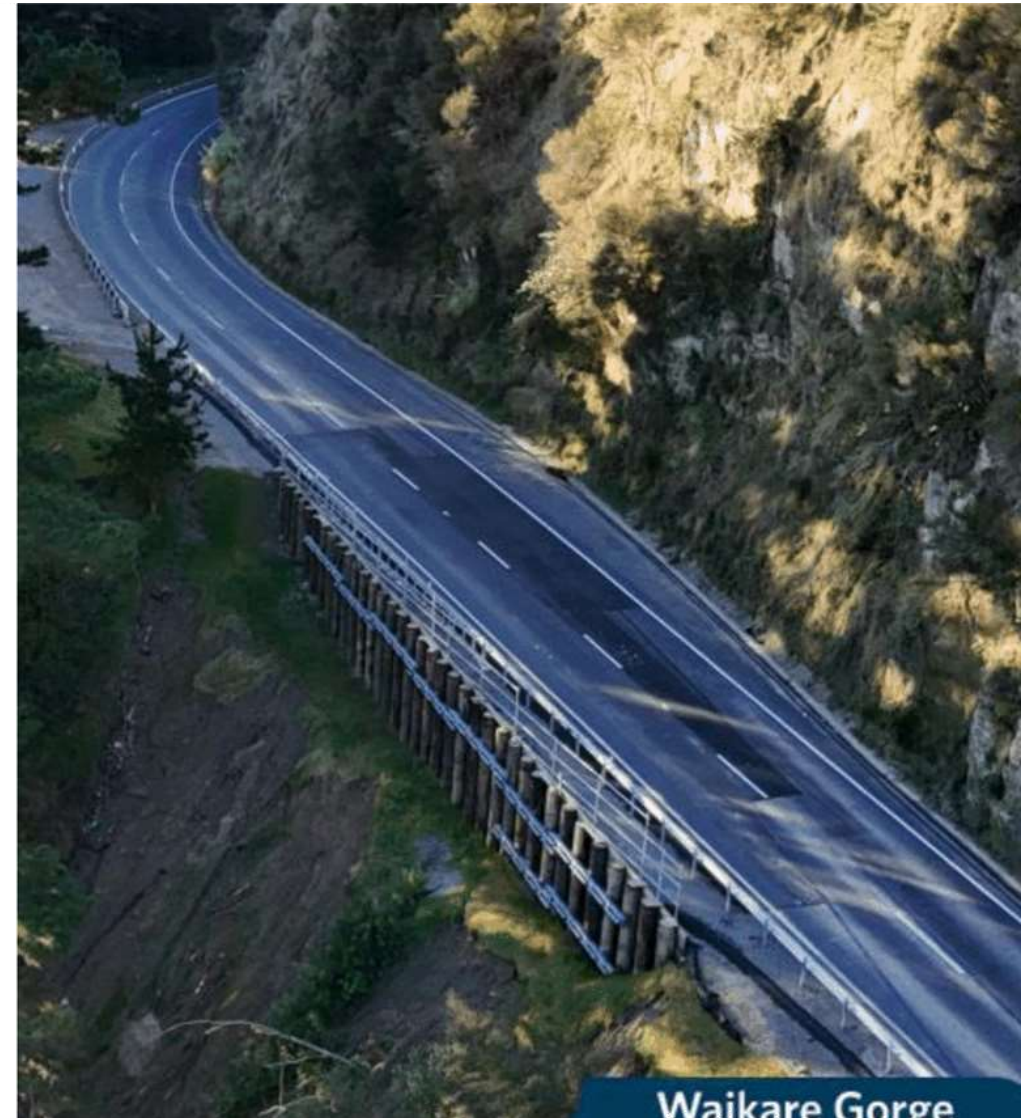
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SH2 HB recovery

Recently completed

- ✓ Waikoau Hill slip repairs
- ✓ King's Creek crib wall
- ✓ Waikare Gorge retaining wall
- ✓ Kotemaori culvert 48 repair
- ✓ Mohaka Coach Road slip repair
- ✓ Tangoio Falls Steep underslip



Waikare Gorge

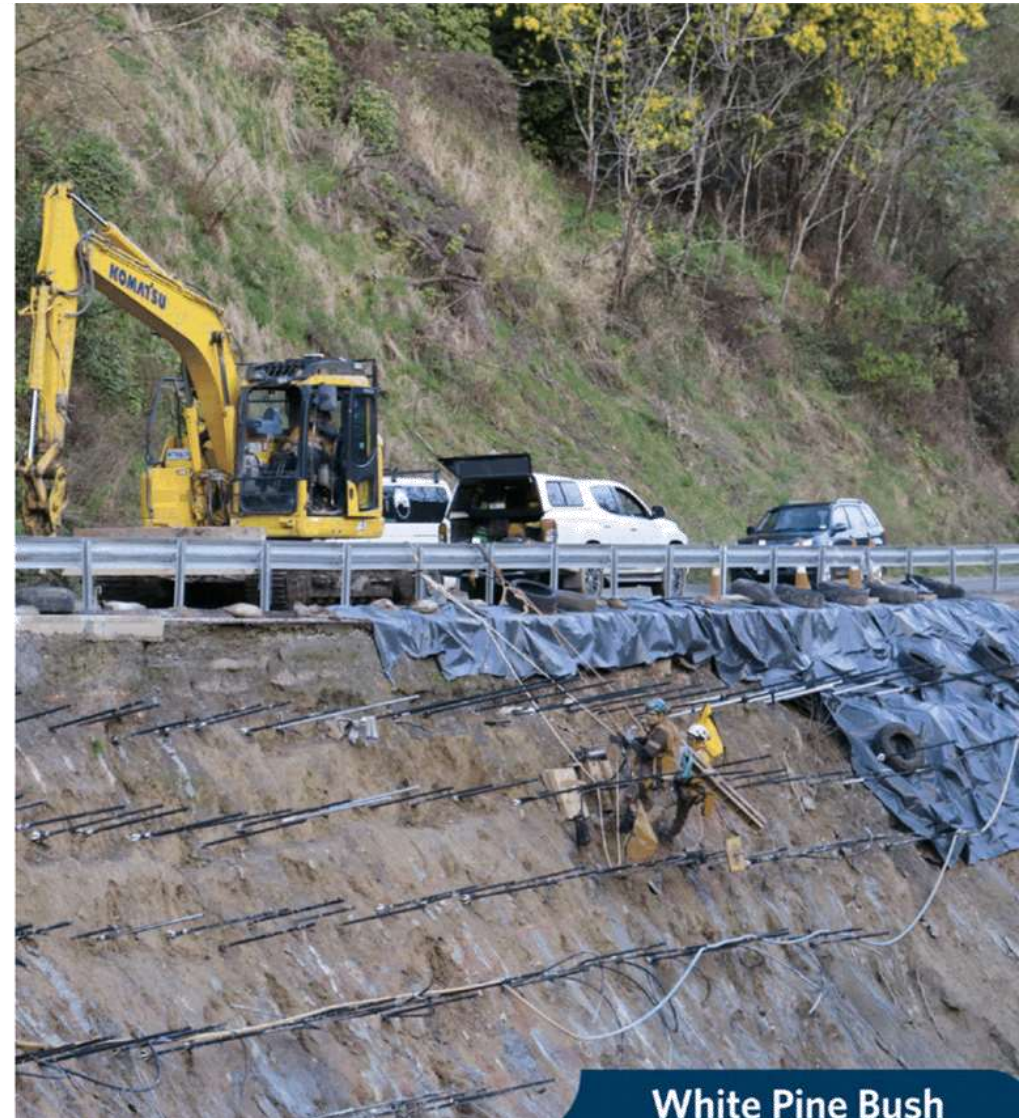
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Finishing soon

Next 1-2 months

- Ground anchoring at White Pine Bush
- Retaining wall at Sandy Creek
- Devil's Elbow recovery projects (4 of +11)



Transport Rebuild East Coast



White Pine Bush

Coming soon

Starting in the next 0-3 months

- Whirinaki culvert repair
- White Pine Bush North slip repair
- Tangoio Falls reserve
- Mohaka slip repairs x 2
- Mohaka rail viaduct repair
- Devil's Elbow slip repairs x 2



Transport Rebuild East Coast



Waikare Bailey bridge deck maintenance

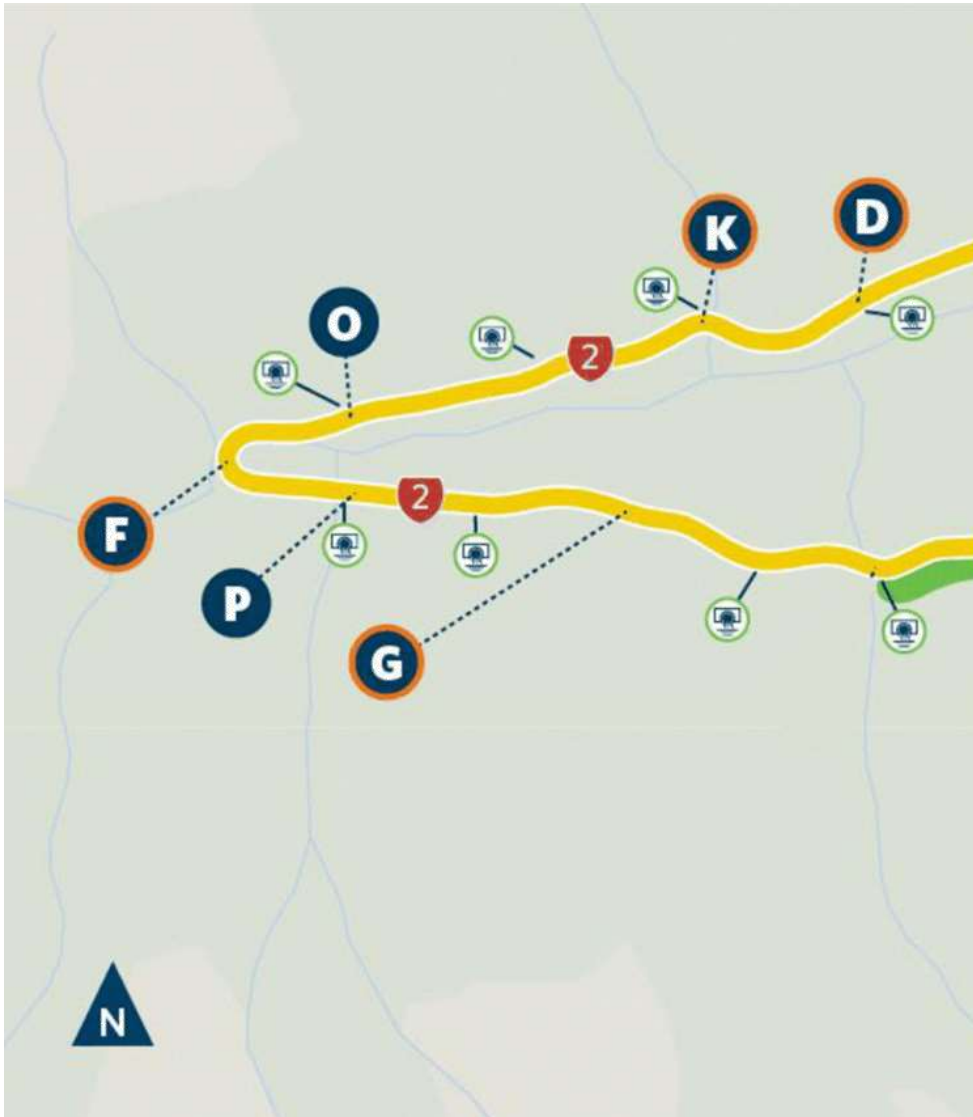
- Upcoming overnight closure to replace the deck with new panels and apply fresh grip.
- Timing: 30 September and 1 October
- Possible change to priority give way on Bailey bridge – TBC.



Transport Rebuild East Coast

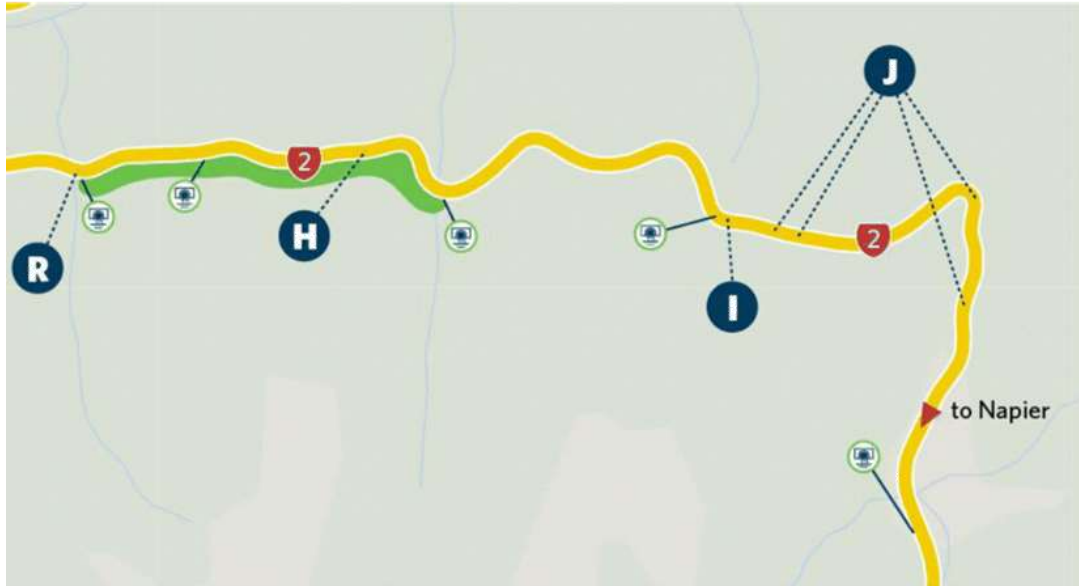






Stage 1 Devil's Elbow

- Active projects:
 - **G** South 1 underslip
 - **F** Devil's Elbow culvert
 - **K** North Approach underslip
 - **D** North 1 underslip
- Starting soon:
 - **O** North 3 underslip
 - **P** South 4 underslip



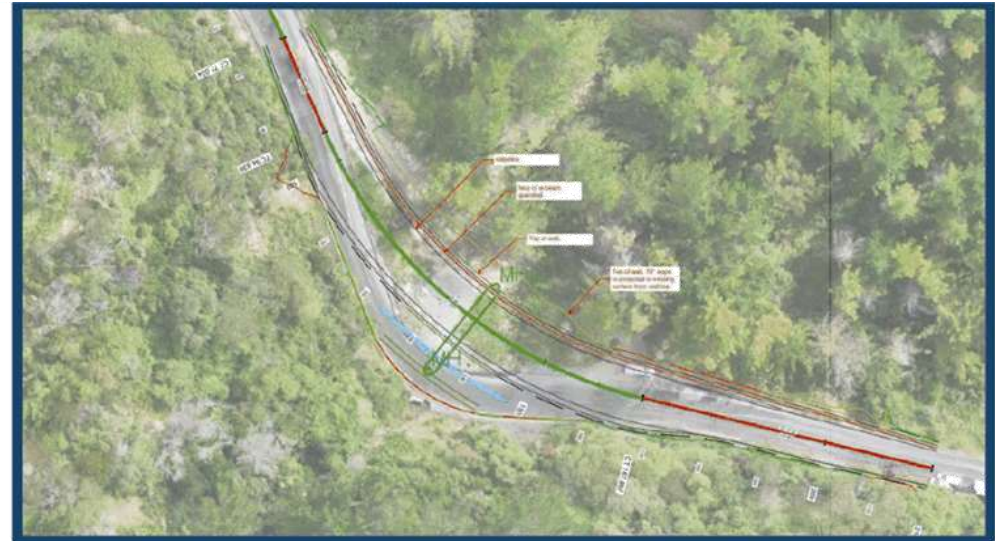
Stage 2 Devil's Elbow

- R South 5 underslip
- H South 2 underslip
- I Devil's Corner
- J South 3 underslips

Transport Rebuild East Coast



Complex Site I



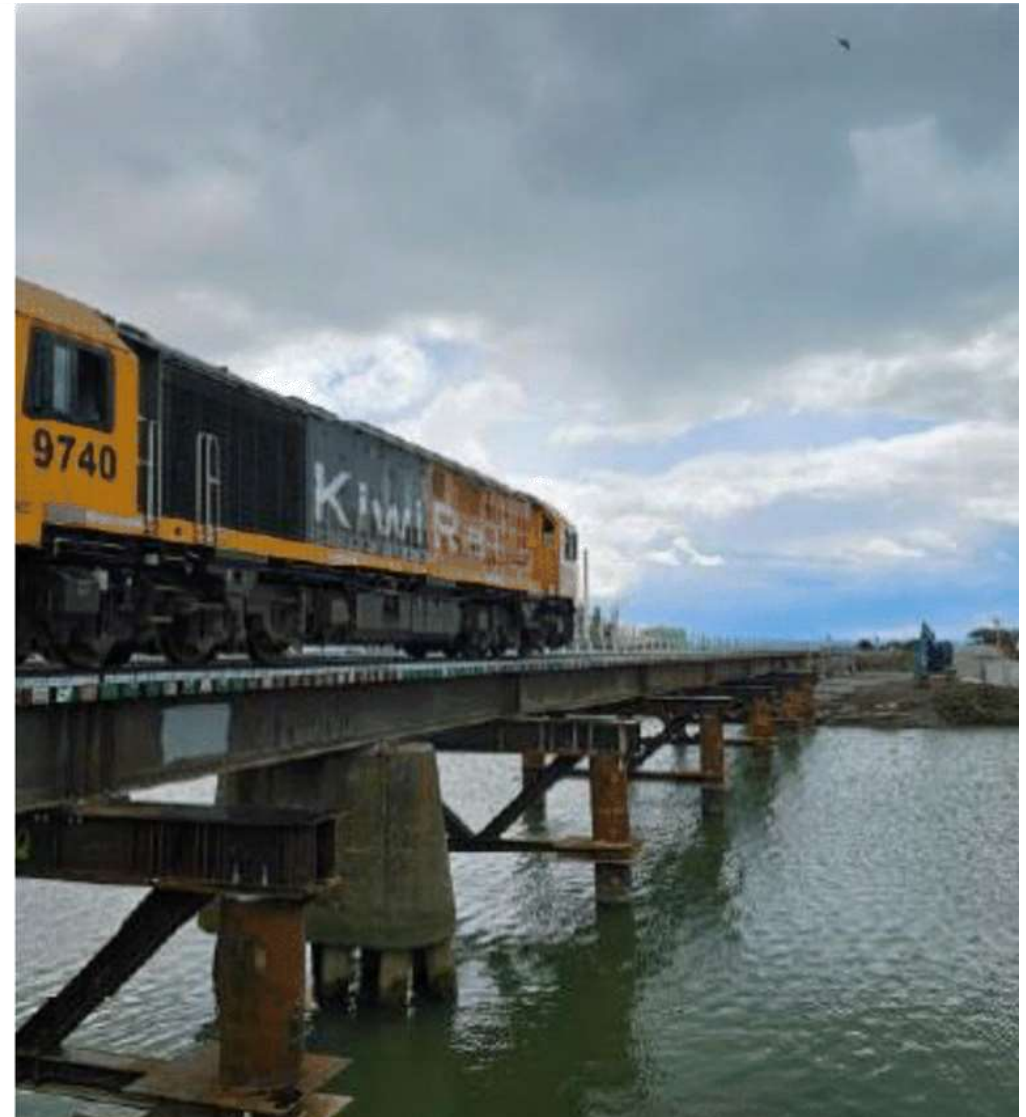
Transport Rebuild East Coast



Rail update

- Ashurst to Hastings (14.6km-161km)– recovery scope (fixing of Cyclone damage sites). Circa 23 recovery sites
- Hastings to Napier (161km - 180km) – repair or replacement of Br 217 over the Tutaekuri River/Waitangi Stream. Single recovery site
- Napier to Wairoa (180km – 296km) - Duty of Care works with a decision on future works TBC. TBC number of Duty of Care sites
- Wairoa to Gisborne (296km– 391km) - Duty of Care works. TBC number of Duty of Care sites

Transport Rebuild East Coast



Thank you

Transport Rebuild East Coast

