



Meeting of the Regional Transport Committee

Date: Friday 6 September 2019
Time: 10.15am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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2.	Conflict of Interest Declarations	
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HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 06 September 2019

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 6 SEPTEMBER 2019
REGIONAL TRANSPORT COMMITTEE MEETING**

Item 3

Reason for Report

1. Council has made allowance in the Terms of Reference for the Committee for the short term replacement of alternates to be appointed to the Committee where the usual member/s cannot attend.

Committee Membership

Committee Members (Voting)		
Councillor Alan Dick	Member and Chairman	HBRC
Councillor Fenton Wilson	Member and Deputy Chairman	HBRC
Councillor Keith Price Alternate Mayor Bill Dalton	Member	NCC
Mayor Alex Walker Alternate Cr David Tennent	Member	CHBDC
Mayor Craig Little Alternate not appointed	Member	WDC
Councillor Ann Redstone Alternate Tania Kerr	Member	HDC
Ms Emma Speight	Member	NZ Transport Agency
Advisory Members (Non-voting)		
Brian Gregory	Cultural Interests and Environment	HBRC Maori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Steve Young	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Anthony Mills	Rail	KiwiRail
Lisa Malde	Health	HB District Health Board
Technical Advisory Group (TAG)		
Anne Redgrave	Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Libby Young	Transport Asset Manager	WDC
Mark Clews	Strategic Planning Manager	HDC
Jag Pannu	Transportation Manager	HDC
Paul Murphy	Senior Investment Adviser	NZ Transport Agency
Simon Barnett	Principal Transport Planner	NZ Transport Agency
Oliver Postings	Journey Manager	NZ Transport Agency
Wayne Wallace	Principal Investment Adviser	NZ Transport Agency

Recommendation

That _____ be appointed as member/s of the Regional Transport Committee of the Hawke's Bay Regional Council for the meeting of Friday, 06 September 2019 as short term replacement(s) on the Committee for _____.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 06 September 2019

**SUBJECT: FOLLOW-UPS FROM PREVIOUS REGIONAL TRANSPORT
COMMITTEE MEETINGS**

Item 5

Introduction

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

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives the "*Follow-ups from Previous Regional Transport Committee Meetings*".

Authored by:

**Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT**

Approved by:

**James Palmer
CHIEF EXECUTIVE**

Attachment/s

[1](#) Follow ups for September 2019 RTC Meeting

Follow-ups from Previous Regional Transport Committee Meetings

From 7 June 2019 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	June 2019 HBRC Transport Manager's Report	HBRC to have a workshop on 12 June to discuss the future direction of public transport in the region. Agenda to be distributed to RTC Committee members for information purposes.	A Redgrave	Completed.
2.	June 2019 HBRC Transport Manager's Report	Napier City Council (Robin Malley) to report to next meeting on 30km/h variable speed limit approval for outside schools – still awaiting response from the Minister of Transport.	R Malley, Napier City Council	A verbal update will be provided at the meeting.
3.	Discussions of Items not on the Agenda	Driver Licencing: No funding through NZTA programme or the local share. To have discussions with local Councils in possibly investing to fund this programme. To report back at next meeting.	A Redgrave	Progress on this issue is outlined in the Transport Manager's Report, elsewhere in this agenda.

Ongoing

Item	Action	Responsible	Status Comment
Implications on the transport network of water bottling plants at Awatoto and Tomoana.	For regular update	Napier City Council /Hastings District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Business case for route between Wairoa District and Bay of Plenty via State Highway 38.	For regular update	NZTA/ Wairoa District Council	A verbal update will be provided at the meeting. Item to remain for regular follow up.
Napier to Wairoa Rail Log Proposal	For regular update	Tom Skerman/Andrew Palairet	A verbal update will be provided at the meeting.
Business case: Cycle commuter route between Napier and Hastings	For regular update	TAG	This investigation will be progressed through the Hawke's Bay Transport Study

**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 06 September 2019

Subject: CALL FOR MINOR ITEMS OF BUSINESS NOT ON THE AGENDA

Item 6

Reason for Report

1. Hawke's Bay Regional Council Standing order 9.13 allows

"A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion."

Please note that nothing in this standing order removes the requirement to meet the provisions of Part 6, LGA 2002 with regard to consultation and decision making."

Recommendations

That the Regional Transport Committee accepts the following "Minor Items of Business Not on the Agenda" for discussion as Item 13:

Topic	Raised by

Annelie Roets
GOVERNANCE ADMINISTRATIVE
ASSISTANT

James Palmer
CHIEF EXECUTIVE

**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 06 September 2019

Subject: MONITORING REPORT ON THE HAWKE'S BAY TRANSPORT SYSTEM

Item 7

Reason for Report

1. To present a monitoring report on the Hawke's Bay transport system.

Background

2. Since the adoption of the Regional Land Transport Plan 2015, a range of transport monitoring indicators has been reported to the Committee annually, to provide a broad picture of how well the transport system is performing and to identify trends which may affect its performance in the future.
3. Attachment 1 therefore sets out a range of transport system indicators in Hawke's Bay, updated where possible to 2018 (the latest data available in most cases), drawing on some of the indicators developed by the Ministry of Transport to monitor the transport system at a national level.
4. Key trends this year are:
 - 4.1 The region's population is continuing to grow and the population is continuing to age.
 - 4.2 Regional VKT and the size of the vehicle fleet has continued to increase, with vehicle ownership per capita also growing.
 - 4.3 Freight through the port has continued to increase but at lower rates than recent years.
 - 4.4 Crash rates in Napier and Central Hawke's Bay improved in 2017 while those in Hastings and Wairoa declined.
 - 4.5 Although overall public transport patronage has declined, the number of SuperGold and Total Mobility passengers continues to increase.
 - 4.6 While Hawke's Bay has comparatively high levels of single occupancy vehicles, cycling is a relatively popular mode of transport.

Decision Making Process

5. 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 the "*Monitoring Report on the Hawke's Bay Transport System*" report.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

- [1](#) Report on Transport System Monitoring Indicators



Transport System Monitoring Indicators for Hawke's Bay

August 2019

Item 7

Attachment 1

1 Understanding Hawke's Bay's Transport System

This report is intended to provide a picture of state of the transport system, as measured by a number of key monitoring indicators. Measurement of these indicators will continue through the life of the Regional Land Transport Plan 2015-25 and subsequent revisions, in order to provide a clear picture of trends and changes over time. Other indicators will be added as data becomes available.

The list of indicators is by no means exhaustive and there are many others, such as those relating to economic activity in the region, which have influence on the transport system but are well-reported by other means. This report is limited to measurement of factors which have a direct effect on or result from the use of the transport system and largely comprises a subset of the transport indicators used by the Ministry of Transport.

For this report, some indicators have not been updated for the following reasons.

- The Ministry of Transport's latest Household Survey did not have a high enough number of respondents from Hawke's Bay to provide reliable data.
- Issues with the 2018 Census have meant that updated Census information is not yet available. 2018 Census information is due to be released from late September 2019.

2 Key Monitoring Indicators of the Transport System

The indicators to be monitored are listed below.

Regional Indicators

1. Population by district
2. Vehicle Kilometres Travelled – Local Roads and State Highways
3. Annual Average Daily Traffic Counts – key state highway and local road locations
4. Port of Napier – cargo tonnages
5. Number of Licensed Vehicles
6. Light Vehicle Ownership per capita
7. Fatal and Serious Injury Crashes
8. Passenger Transport Patronage
9. Total Mobility Uptake
10. Mode Share of All Journeys
11. Mode Share of Journeys to School
12. Mode Share of Journeys to Work
13. Distance per capita travelled in single occupancy vehicle
14. Urban cycle counts.

2.1 Population ¹

Population - Actual count 2013, estimates 2014-2018											
	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% change 2013- 2018
Wairoa District	8,520	8,570	8,530	8,350	8,300	8,200	8,180	8,160	8,220	8,230	-0.84%
Hastings District	74,700	75,600	76,200	76,400	76,700	77,400	77,900	78,600	79,900	80,600	5.08%
Napier City	57,900	58,600	59,000	59,400	59,600	60,000	60,400	61,100	62,000	62,800	5.37%
Central Hawke's Bay District	13,350	13,450	13,450	13,350	13,250	13,250	13,450	13,600	13,850	14,150	6.79%
Total	154,470	156,220	157,180	157,500	157,850	158,850	159,930	161,460	163,970	165,780	5.02%

The region's population was estimated to be 165, 780 as at June 2018 and is expected to increase by about 5,000 by 2043 (medium growth projection).

Over the 2017-2018 period, the Hawke's Bay population grew by about 2,000 people and close to 85% of the region's total growth occurred in Napier and Hastings. Approximately 68% of the region's population growth was due to national and international migration.

While the largest sector of the population is presently of working age (15 – 64), this will decline by about 9% by 2043 and the population over 65 will increase by 64% by 2043. The population under 14 will decrease by 12%.

This will have some significant implications on the transport needs of the region's population, with Total Mobility and demand for off-peak bus services likely to increase while peak bus users and car drivers will decline.

In the smaller centres, Statistic NZ still projects declines in population over the longer-term which could lead to further withdrawal of essential services, necessitating increased travel to larger centres. However, Central Hawke's Bay is expected to see high growth in the next ten years and Wairoa's population is estimated to continue growing in the medium-term.

¹ Statistics NZ Census Data and Population Projections. Due to issues with the 2018 Census, updated regional population predictions have not yet been released.

2.2 Vehicle Kilometres Travelled (VKT)²

National Vehicle Kilometres Travelled (billions) to 30 June

2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
40.4	40.4	39.9	40.0	40.7	41.6	43.5	43.1	45.2	47

The number of vehicle kilometres travelled nationally each year is estimated from changes in Warrant of Fitness/Certificate of Fitness odometer readings. After a relatively static period following the Global Financial Crisis, National VKT has increased by 18% since 2011.

Regional Vehicle Kilometres Travelled (millions)

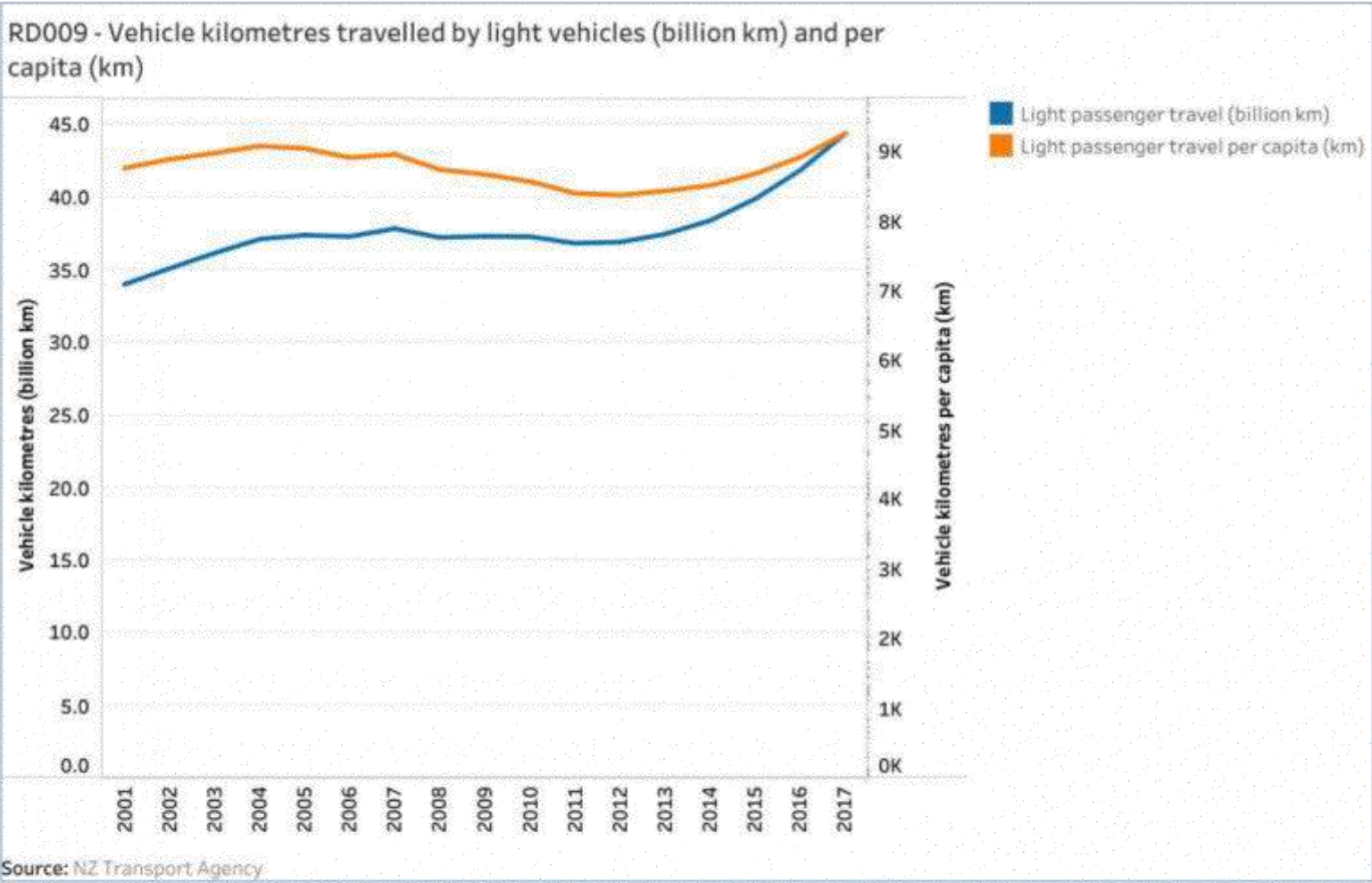
	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017-18
Local Road VKT	829	819	814	829	814	831	835	873	868
State Highway VKT	670	661	652	645	636	657	681	721	752
Total Regional VKT	1499	1480	1466	1474	1450	1488	1516	1594	1620

Regional Vehicle Kilometres Travelled (VKT) is a measure of use of the region’s roading network that is collected through Territorial Local Authority and NZTA Road Assessment and Maintenance Systems (RAMM). The Ministry of Transport notes that regional VKT data is not as accurate as the national estimate.

After a period of decline after 2008, Hawke’s Bay VKT has increased by 12% since 2014 and heavy vehicles make up approximately 11% of the VKT on the region’s State highways. Hawke’s Bay’s increasing population will be a major contributor to the increased VKT, along with growth in freight movements. However, it will be interesting to see how the region’s ageing population, the reinstatement of rail to Wairoa and central government emphasis on alternative modes will affect VKT and the proportion of light and heavy vehicles.

As raw VKT figures are affected by population growth, the Ministry of Transport also calculates VKT per capita, which gives a better measure of whether people are travelling more than previously. This data is currently only available on a national basis.

² NZ Transport Agency, Transport data and tools, ‘Vehicle use (VKT)’, NZTA website. Note that Ministry of Transport will be updating VKT in September 2019 with an improved model.



Although the total vehicle kilometres travelled in light vehicles has increased with population growth, travel per capita fell from its peak in 2004 and has only recently recovered. The decline might have been due to the rising cost of transport (for example, oil prices that hit their peak in 2008), the impacts of the global financial crisis of the late 2000's, more and denser urban living encouraging walking and cycling, fewer young people getting their driver licence, improved public transport, cheaper air travel, and more activities conducted online.

2.3 Annual Average Daily Traffic on State Highways – Key Regional Locations³

State Highway		2010	2014	2015	2016	2017	2018	% change 2010-2018	Heavy Vehicles %			
									2010	2016	2017	2018
2	Wairoa River Bridge	8,088	7,553	7,837	8,114	7,894	8479	4.8%	4.2	10	9.2	0
2	300m south of Wairoa District Boundary	1,910	1,889	2,000	2,066	2,066	2179	14.1%	13.4	17.8	13	0
2	50 m north of Thorpes Bridge	1,604	1,649	1,684	1,759	1,615	1823	13.7%	13.7	18	16.8	13.7
2	Tangoio	2,068	2,053	2,133	2,170	2,367	2418	16.9%	18.2	16.8	17.6	18.7
2	Esk River Bridge	4,320	4,396	4,669	4,828	4,895	5205	20.5%	16.8	20.8	30.1	30.1
2	Westshore Bridge	9,001	7,831	8,141	9,150	9,468	10472	16.3%	7.2	4.5	4	4.4
2	Hyderabad Road: Taradale Road to Georges Drive	19,775	19,595	19,711	21,017	21,934	22681	14.7%	3.9	21.8	17.6	18.6
2	Waitangi Washout Bridge	12,661	12,110	12,670	13,530	14,644	16611	31.2%	6.0	3.8	3.5	3.5
2	SH2 Junction with Farndon Road	12,031	11,370	11,688	12,938	13,074	14977	24.5%	10.7	5	3.5	3.4
2	200m south of Ellwood Road	12,500	11,578	11,617	12,485	12,720	13770	10.2%	4.1	6.7	6.7	8.2
2	150 metres north of Waipawa Post Office	8,585	8,787	8,900	9,629	10,021	9794	14.1%	9.1	10	10	8.3
2	Takapau Straights	3,936	3,947	4,759	4,941	5,141	5162	31.1%	15.0	15.4		16.5
2B	Ahuriri Estuary	9,389	9,601	10,115	11,259	11,594	11,066	17.9%	9.6	13.1	12.2	9.2
2B	South of Prebensen Drive	9,372	10,281	10,628	11,564	12,602	12,219	30.4%	11.1	15.5	15.5	15
5	Te Pohue	2,804	2,840	2,912	2,942	3,118	3140	12.0%	18.2	15.5	15.3	15.5
5	Eskdale	3,438	3,758	3,841	3,965	4,273	4334	26.1%	16.7	15.5	15.5	16.5
50	Taradale - Telemetry Site 58	21,781	22,854	23,859	25,382	26,717	22876	5.0%	6.5	6.7	6.9	7.8
50	Port of Napier - between Port entrance and Battery Road	4,926	5,203	5,284	5,389	6,250	6549	32.9%	11.3	20.2	20.2	12.9
50	Taradale Road to Kennedy Road	11,871	13,151	13,351	14,588	15,632	14,983	26.2%	12.8	12.3	6.9	14.4
50	Guardrail between Kennedy and Meeanee Roads	16,621	17,842	16,422	20,134	19,992	15,301	-7.9%	9.9	6.4	7	9.2
50A	South of Links Road	13,987	15,873	17,410	17,951	19,016	17,469	24.9%	7.5	11.2	5.8	5.8
50A	North of Omaha Rd - between Evenden and Omaha	11,034	12,746	13,302	13,831	13,737	13,127	19.0%	10.5	7.4		0
50A	Maraekakaho Road South of Longlands Road	4,655	5,316	5,313	5,586	5,925	6345	36.3%	14.2	10.2	13.5	13.3

³ NZ Transport Agency, 'State Highway Traffic Volumes 2010-2018', NZTA website

State Highway 2 has had continued growth or maintained traffic flows since 2010. This probably reflects the growing population of the region, increasing forestry freighting and related increase in VKT.

After half a decade of consistent growth, many other State highway locations have maintained or reduced traffic volumes in 2018 from 2016 or 2017 peaks. Most noticeably, SH50 between Kennedy and Meeanee Roads has reduced by 24% from 2016, SH50 at the Taradale telemetry site has reduced by 14%, and SH50A south of Links Road has returned to 2015 traffic volumes of around 17,400 after peaking around 19,000 in 2018. Much of this is probably due to the almost year-long construction of the Pakowhai-Links Road intersection upgrade, which saw significant traffic re-routing away from the HB Expressway. However, as a result of the upgrade, NZTA reports some ongoing rerouting of Taradale traffic via Links Rd onto the Expressway, thereby reducing pressure on the section between the Meeanee interchange and Links Rd. It will be interesting to see whether this is reflected in 2019 AADT at the Taradale telemetry site.

2.4 Napier Port – Cargo Tonnage⁴

Port of Napier - Exports and Imports by Gross Weight - Tonnes per Year (June year)

	2007/08	2008/09	2009/10	2010/2011	2011/2012	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18
Exports	1,989,147	2,004,555	2,339,945	2,612,905	2,546,546	2,633,629	3,101,318	2,726,967	3,048,000	3,609,906	4,025,986
Imports	364,370	308,643	478,038	454,922	453,428	533,057	474,707	515,989	868,000	1,144,923	1,056,455
TOTAL	2,353,517	2,313,198	2,817,983	3,067,827	2,999,974	3,166,686	3,576,025	3,242,956	3,916,000	4,754,829	5,082,441

The tonnage of freight through Napier Port has continued to grow over the last year and is projected to continue growing due to ongoing growth in the rural sector. This will result in significant increases in heavy vehicle movements to and from the Port.

2.5 Number of Licensed Vehicles in Hawke’s Bay⁵

Vehicle fleet composition by region													
	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	% fleet in 2007	% fleet in 2017
Light passenger vehicle	95,803	95,575	94,552	94,093	92,804	93,270	94,250	95,408	97,763	101,504	103,188	77.2	74.4
Light commercial vehicle	18,744	18,878	19,030	18,996	18,970	19,151	19,795	20,562	21,364	22,830	24,029	15.1	17.3
Motorcycle	4,195	4,678	4,790	4,781	4,785	4,831	4,894	5,022	5,198	5,303	5,572	3.4	4.0
Heavy goods vehicle	5,172	5,203	5,296	5,268	5,218	5,145	5,190	5,256	5,334	5,446	5,567	4.2	4.0
Bus	219	258	313	303	308	319	340	353	354	359	370	0.2	0.3

⁴ Napier Port, Annual Report to June 2018
⁵ Ministry of Transport, ‘Transport Dashboard’, MoT website

The number of registered vehicles in Hawke’s Bay increased significantly in 2016 and showed a further increase in 2017, which correlated with improved economic conditions.

Over a ten year period, the composition of the fleet has remained relatively stable with the most notable change being a proportional decrease of light passenger vehicles and a substantial increase of light commercial vehicles in 2017. This increase in light commercial vehicles may be related to improved economic conditions and population growth driving higher demand for services.

While population and economic growth will account for much of the growth in registered vehicles, light vehicle ownership per capita also continues to increase, confirming that Hawke’s Bay residents now own more vehicles per person than ever.

2.6 Regional light vehicle ownership per capita⁶

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
Per capita ownership	0.74	0.75	0.75	0.74	0.72	0.71	0.71	0.72	0.73	0.74	0.77	0.78

2.7 Fatal and Serious Injury Crashes/Social Cost of Crashes⁷

Fatal and Serious Injury Crashes/Social Cost of Crashes

Napier City

	2011	2012	2013	2014	2015	2016	2017
Population (000)	57.8	57.8	57.8	60.0	60.4	61.1	62
Minor Injury Crashes	155	112	103	75	92	137	104
Serious Injury Crashes	20	19	18	16	19	29	12
Total Injury Crashes	175	131	121	91	111	166	116
Fatal Crashes	4	1	1	4	2	3	4
Crashes per 10 000 population	23	18	18	14	15	22	16

Despite an increase in fatal crashes from 2016, Napier has had significantly fewer injury crashes in 2017 with 58% fewer serious injury crashes.

⁶ Ministry of Transport, ‘Transport Dashboard’, MoT website
⁷ NZTA Road Safety Statistics, NZTA website

Hastings District

	2011	2012	2013	2014	2015	2016	2017
Population (000)	75.5	75.5	75.7	77.4	77.9	78.6	80.6
Minor Injury Crashes	198	168	163	140	199	184	205
Serious Injury Crashes	40	33	44	42	49	48	67
Total Injury Crashes	238	201	207	182	248	232	272
Fatal Crashes	7	10	2	10	8	5	8
Crashes per 10 000 population	26	22	22	19	25	24	26

The Hastings District has seen substantial increases in all crash categories, which exceed population growth.

Wairoa District

	2011	2012	2013	2014	2015	2016	2017
Population (000)	8.4	8.1	8.1	8.2	8.2	8.2	8.2
Minor Injury Crashes	15	27	21	45	40	46	36
Serious Injury Crashes	2	19	8	18	8	12	20
Total Injury Crashes	17	46	29	63	48	58	56
Fatal Crashes	1	7	1	1	4	1	4
Crashes per 10 000 population	19	42	32	51	40	49	54

Despite fewer total injury crashes, serious injury crashes in Wairoa increased significantly in 2017.

Central Hawke's Bay

	2011	2012	2013	2014	2015	2016	2017
Population (000)	13.5	13.4	13.3	13.3	13.5	13.6	13.9
Minor Injury Crashes	32	27	24	24	24	28	28
Serious Injury Crashes	5	6	10	9	8	18	5
Total Injury Crashes	37	33	34	33	32	46	33
Fatal Crashes	4	3	2	1	0	3	2
Crashes per 10 000 population	20	23	20	17	20	21	18

Central Hawke’s Bay experienced a 72% reduction in serious injury crashes and one less fatal crash despite significant population growth in 2017.

Social Cost of Road Crashes in Hawke’s Bay (June 2018 prices)⁸

This measure includes the estimated cost of loss of life and life quality, loss of output, medical cost, property damage costs and legal and court costs. All on-going costs are incorporated in the social cost estimates. In other words, the social cost estimates is a measure of the true costs of road crashes and injuries.

	Fatal	Serious	Minor
Million \$	4.88	1.17	0.11

2.8 Passenger Transport Patronage⁹

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Boardings (#)	471,856	480,113	554,647	681,566	761,392	799,845	744,381	694,557	688,151	666,127	645,297
Fares – excluding SuperGold Card (\$)	838,786	691,304	822,592	979,472	1,127,073	1,266,096	1,189,593	1,109,845	1,085,169	1,026,323	1,009,103
SuperGold Fare Substitute (\$)	43,244	147,180	173,089	210,796	245,205	259,930	239,458	245,840	242,904	246,357	248,796

Public transport patronage in Hawke’s Bay has continued to decline from a peak in 2014 which was attributed to increased investment, improved services and historically high fuel prices. This trend has now reversed, despite some service improvements. This is consistent with most non-metropolitan regions in New Zealand, and is also consistent with the growth in vehicle ownership and kilometres travelled in the region.

Despite an overall decline, SuperGold users continue to increase which reflects the region’s aging population. This trend is expected to continue.

Public transport patronage around New Zealand has varied, with substantial increases in Auckland (5.53%), Manawatu-Wanganui (6.84%), and Otago (22.12%), while most non-metropolitan regions in New Zealand declined. Otago’s increase is likely related to incentive changes in Queenstown, such as increased parking costs, restrictions on parking availability and the provision of cheaper bus services. Most areas with significant patronage growth have had substantial investment in their services.

⁸ Ministry of Transport, ‘Social cost of road crashes and injuries 2018 update’, MoT website

⁹ Hawke’s Bay Regional Council records

2.9 Total Mobility Uptake¹⁰

	2008/09	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Boardings (#)	49,826	52,029	69,070	75,026	80,000	86,847	86,457	92,805	96,155	96,770	96,921
Fares (\$)	337,317	384,162	447,097	508,911	522,000	573,629	609,160	595,914	622,052	671,669	696,116
Persons registered (#)	1,914	2,150	2,390	2,640	3,045	3,261	3,460	3,290	3,408	3,598	3,433
Wheelchair hoists in operation (#)	10	15	15	15	16	18	19	22	24	25	24

Total Mobility services in Hawke's Bay are well subscribed; although numbers registered declined in 2018-19, usage is continuing to increase.

2.10 Mode Share of All Journeys¹¹

	Mode share of trip legs ¹²			
	All NZ	MUA or SUA ¹³	Rural	Hawke's Bay
Car/ van driver	57%	61%	64%	65%
Car/van passenger	25%	24%	24%	21%
Pedestrian	13%	11%	8%	9%
Cyclist	1%	2%	1%	2%
Public Transport (bus/train/ferry)	3%	1%	2%	1%
Motorcyclist	Less than 1%	Less than 1%	Less than 1%	Less than 1%
Other household travel	1%	1%	1%	1%

Unsurprisingly, rural areas rely more heavily on car/van drivers as a predominant transport mode, while people are able to walk more in urban areas. The New Zealand average reflects higher pedestrian levels and public transport patronage of Auckland, Wellington and Christchurch.

Hawke's Bay has higher car/van drivers and lower car/van passengers than other averages displayed. This indicates that there is higher single-occupancy vehicle use in Hawke's Bay compared to other parts of the country. Hawke's Bay also experiences relatively high levels of cycling which may be attributed to the provision of cycling infrastructure across the region.

¹⁰ Hawke's Bay Regional Council records.

¹¹ Ministry of Transport, 'Household Travel Survey', MoT website, derived from Household Travel Survey 2015-2017

¹² A 'trip leg' is a non-stop leg of travel by a single mode. For example, driving to a friend's place with a stop at the shops on the way counts as two trip legs. Similarly, walking to the bus stop, catching a bus to town and walking from the bus stop to work is three trip legs.

¹³ Main Urban Areas and Secondary Urban Areas - excludes Auckland, Wellington and Christchurch.

2.11 Regional Mode Share of Journeys to School

The following sections are based on the Ministry of Transport's 'Household Travel Survey' 2010-2014. Although the Ministry of Transport has continued surveying, later regional level results are not yet available as there has not been a large enough sample and changes have been made to the methodology.

Ages 5 – 12

	Walk (only)	Passenger	Car passenger + walk	Bicycle	Public transport	Walk + PT	Car passenger + PT
Northland	25%	36%	2%	4%	16%	15%	2%
Auckland	38%	54%	1%	0%	1%	2%	2%
Waikato/ Bay of Plenty	14%	60%	2%	5%	2%	10%	6%
Gisborne/Hawkes Bay	19%	48%	5%	2%	17%	4%	3%
Taranaki/ Manawatu-Wanganui	26%	59%	0%	3%	4%	5%	2%
Wellington	33%	56%	3%	2%	1%	3%	1%
West Coast/Nelson/ Marlborough/Tasman	24%	52%	4%	3%	6%	2%	3%
Canterbury	29%	60%	2%	2%	3%	4%	1%
Otago/ Southland	26%	48%	0%	4%	8%	8%	4%

Ages 13 – 17

	Walk (only)	Passenger	Car passenger + walk	Bicycle	Public transport	Walk + PT	Car passenger + PT	Driver
Northland	20%	23%	2%	0%	24%	23%	4%	3%
Auckland	29%	32%	2%	2%	4%	22%	2%	4%
Waikato/ Bay of Plenty	25%	30%	2%	3%	9%	16%	8%	8%
Gisborne/Hawkes Bay	22%	25%	3%	9%	16%	19%	1%	5%
Taranaki/Manawatu-Wanganui	16%	40%	3%	6%	2%	15%	13%	4%
Wellington	32%	34%	2%	4%	5%	13%	4%	2%
West Coast/Nelson/ Marlborough/Tasman	28%	17%	2%	8%	10%	15%	3%	10%
Canterbury	33%	26%	1%	2%	6%	23%	1%	2%
Otago/ Southland	34%	25%	5%	3%	9%	11%	6%	7%

The above data from the Household Travel Survey 2010-14 provides some interesting comparisons with other regions in New Zealand. Of particular note is that Gisborne/Hawke’s Bay has

- one of the highest uses of public transport for journeys to school in both age groups
- the highest cycling rate for 12-17 year olds.

While the public transport use may be a reflection of the rural nature of the Gisborne and Hawke’s Bay regions (with a large number of children travelling on school buses) the cycling rate is very encouraging and should continue to grow with increased provision of cycling infrastructure in the regions.

	Drive	Drive/walk	Passenger	Passenger/ walk	Walk	Cycle	PT and/or walk	Walk/car/ PT	Other
Northland	83%	7%	7%	0%	2%	0%	1%	0%	0%
Auckland	75%	2%	8%	1%	3%	1%	7%	2%	0%
Waikato	81%	3%	7%	1%	5%	3%	0%	0%	0%
Bay of Plenty	84%	1%	10%	0%	3%	1%	1%	0%	0%
Gisborne	64%	12%	8%	0%	11%	6%	0%	0%	0%
Hawke's Bay	86%	0%	3%	0%	4%	4%	1%	0%	0%
Taranaki	79%	3%	12%	0%	3%	3%	1%	0%	1%
Manawatu-Wanganui	84%	1%	7%	0%	3%	5%	0%	0%	0%
Wellington	53%	7%	6%	2%	6%	3%	14%	6%	1%
Nelson/ Marlborough/Tasman	81%	3%	5%	0%	8%	3%	0%	0%	1%
West Coast	84%	1%	9%	1%	3%	1%	1%	0%	0%
Canterbury	75%	4%	7%	0%	3%	7%	3%	0%	1%
Otago	74%	6%	4%	1%	9%	5%	2%	0%	0%
Southland	85%	1%	7%	0%	4%	1%	2%	0%	0%

2.12 Mode Share of Journeys to Work¹⁴

	Drive	Drive/walk	Passenger	Passenger/ walk	Walk	Cycle	PT and/or walk	Walk/car/ PT	Other
Northland	83%	7%	7%	0%	2%	0%	1%	0%	0%
Auckland	75%	2%	8%	1%	3%	1%	7%	2%	0%
Waikato	81%	3%	7%	1%	5%	3%	0%	0%	0%
Bay of Plenty	84%	1%	10%	0%	3%	1%	1%	0%	0%
Gisborne	64%	12%	8%	0%	11%	6%	0%	0%	0%
Hawke's Bay	86%	0%	3%	0%	4%	4%	1%	0%	0%
Taranaki	79%	3%	12%	0%	3%	3%	1%	0%	1%
Manawatu-Wanganui	84%	1%	7%	0%	3%	5%	0%	0%	0%
Wellington	53%	7%	6%	2%	6%	3%	14%	6%	1%
Nelson/ Marlborough/Tasman	81%	3%	5%	0%	8%	3%	0%	0%	1%
West Coast	84%	1%	9%	1%	3%	1%	1%	0%	0%
Canterbury	75%	4%	7%	0%	3%	7%	3%	0%	1%
Otago	74%	6%	4%	1%	9%	5%	2%	0%	0%
Southland	85%	1%	7%	0%	4%	1%	2%	0%	0%

Data from the Household Travel Survey 2010-2014 shows a low level of public transport use for journeys to work, which is consistent with most of the non-metropolitan areas of New Zealand. Hawke’s Bay has the highest percentage of people who drive to work and the lowest percentage of passengers, indicating a very high use of single occupancy vehicles.

¹⁴ Ministry of Transport, 'Transport Dashboard', MoT website, derived from Household Travel Survey 2010-2014.

2.13 Regional distance per capita travelled in single occupancy vehicles in major urban areas on weekdays¹⁵

	2003-07	2004-08	2005-09	2006-10	2007-11	2008-12	2009-13	2010-14
Auckland Area	2400	2440	2560	2550	2590	2570	2510	2500
Hamilton Zone	2540	2380	2800	2760	2570	2880	2710	2960
Tauranga	1900	1860	1950	1980	2190	2180	2650	2600
Napier/Hastings	2380	2200	2400	2360	2200	2270	2410	2480
Wellington (incl. Kapiti)	2980	3000	2910	2890	2770	2650	2820	2810
Christchurch	2160	1980	1980	2020	1980	2010	2030	2130
Dunedin	1560	2150	2150	2140	2290	1950	2060	2060
Other	2040	1990	2100	2140	2130	1960	2020	2060
All Main Urban Areas	2350	2350	2440	2440	2430	2400	2420	2450

This indicator measures the level of single occupancy commuting/weekday travel. The overall increase in Hawke’s Bay may reflect increased levels of commuting between towns for work in Hawke’s Bay. As noted in 2.9, Hawke’s Bay has higher single occupancy rates than the national average

¹⁵ Ministry of Transport, ‘Transport Dashboard’, MoT website, derived from Household Travel Survey 2010-2014.

2.14 Cycle counts – urban areas¹⁶

	Pedestrian Avg Daily						Cyclist Avg Daily				
	2013	2014	2015	2016	2017	2018	2013	2014	2015	2016	2017
Havelock Bridge Nth East End Cyclists	120	73	59	91	103	137	113	97	77	98	102
Clive Pathway Kenilworth Cyclists	156	70	59	67	61	63	76	70	68	64	65
Wilson Road Pathway Cyclists	45	43	211	42	28	27	77	73	61	47	42
Maraekakaho Road Pathway Cyclists	36	34	24	25	31	135	73	72	62	59	62
Clive Pathway Essex Cr Cyclists	49	25	25	19	19	23	60	39	41	49	50
Gascoigne Road Pathway Cyclists	0	279	319	273	335	164	0	134	50	68	61
Crosses Rd Pathway Cyclists	0	66	31	35	32	31	0	215	71	81	80
Windsor Avenue Pathway Cyclists	72	75	63	52	63	70	37	32	26	25	23
Havelock Bridge Nth West End Cyclists	0	0	108	87	69	69	0	0	182	157	144

As further data is collected, four- year rolling averages for the above selected sites will be reported.

Baseline data for Napier sites was first collected in 2016 and is being monitored annually.

Napier daily counts – both directions.

Site	2016	2017
#1 Guppy/Gloucester	n/a	78
#2 Breakwater	20	32
#3 Marine Parade	37	43
#4 McGrath	24	26
#5 Nelson	11	9
#6 Kennedy	96	113
#7 Prebensen	38	33
Napier Boy's High School bike racks	138	162
EIT Bike Racks	28	26

¹⁶ Hastings District Council cycle count data

3 Summary

Key changes of note over the last year:

- The region's population is continuing to grow and the population is ageing.
- Regional VKT and the size of the vehicle fleet has continued to increase, with vehicle ownership per capita also growing.
- Freight through the port has continued to increase but at lower rates than recent years.
- Crash rates in Napier and Central Hawke's Bay have improved while those in Hastings and Wairoa have continued to decline.
- Although overall public transport patronage has declined, the number of SuperGold and Total Mobility passengers continues to increase.
- While Hawke's Bay has comparatively high levels of single occupancy vehicles, cycling is a relatively popular mode of transport.

**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 06 September 2019

**SUBJECT: NZTA CENTRAL REGION – REGIONAL RELATIONSHIPS
DIRECTOR'S REPORT SEPTEMBER 2019**

Item 8

Reason for Report

1. To introduce the NZTA Central Region Regional Relationships Director's report (Attached).

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives the "*NZTA Central Region – Regional Relationships Director's Report for September 2019*".

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

- [!\[\]\(6b2ce2ef0aa0acafe24dd5ed94556dce_img.jpg\) 1](#) NZTA Central Region - Regional Relationships Director's Report for September 2019

Regional Transport Committee Update

September 2019



New Zealand Government

Item 8

Attachment 1

TRANSPORT AGENCY CHANGES

Our success will be determined by how well we work together to deliver the best outcomes for your region and your communities.

- Last month we announced changes to our organisation's structure - at the core of which will be 16 regional teams to work with you.
- I will continue to play a key role in your region, working with other members of our regional team on the day-to-day work we need to do.
- We will have an Executive Leadership Team member who will be a sponsor for relationships in your region – providing a voice around our top table.
- In the next few weeks, the team for your region will be formed – and you will be advised of the key people who will work with you to develop your region's transport system priorities.

2018-21 NLTP



- It is important to remember available funding for the remaining two years of this National Land Transport Programme (NLTP) remains limited.
- We will continue to regularly review our funding and identify where there are opportunities to provide additional funding in your region for projects.
- It is also important to acknowledge that without additional funding sources the same constraints we have now will remain for the 2021-24 NLTP.

2021–24 NLTP PREPARATION

We have already begun to prepare for the 2021-24 NLTP

- Some of you would have been involved in our recent Investment-Decision Making Framework (IDMF) regional workshops – the investigation phase of this project.
- We have now entered the design phase and you'll be hearing more from us soon as we work on the draft ready to be available at the end of this year.
- You'll also start hearing about Arataki – this is our plan for the land transport system.
- This 2021-30 plan will help us focus our efforts on the most important areas of investment to improve the performance of the land transport system.
- In the next couple of months you'll also be hearing from us with some early investment signals for the next NLTP.

SPEED MANAGEMENT

- Safety remains our top priority and through the Safe Network Programme we're investing in speed management.
- A reduction in speed on our roads is the most cost-effective way to help reduce deaths and serious injuries.
- A small change in speed makes a big difference. Most crashes are caused by a number of contributing factors, but even when speed doesn't cause the crash, it is most likely to determine whether anyone is killed, injured, or walks away unharmed.
- When reviewing speeds in your region, we need to work together and have your support to achieve the best results for your communities.
- We're not looking at blanket reductions. We know that one size doesn't fit all when it comes to safe speed limits.



SPEED REVIEWS DECISIONS



- Our focus is on treating the top 10 percent of the network where speed management can have the biggest impact, and will result in the greatest reduction in deaths and serious injuries.
- Our initial programme of reviews is a prioritised and evidence-based within the top 10 percent and where communities are calling for change.
- We'll also engage with stakeholders and communities to better understand how people use the road and what other factors might ultimately influence the speed limits.

We'll update you as soon as we can about next steps for speed reviews in your region.

More information is available here www.nzta.govt.nz/speed-review

DRUG DRIVING CAMPAIGN

Drug driving is more commonplace than people think. Last year, 71 people were killed in crashes where a driver was found to have drugs or medication in their system which may have impaired their driving.

- In July, we launched our new advertising campaign called The Unsaid.
- This campaign shares people's real stories of loss and will facilitate people to share their drug driving related stories, ultimately showing New Zealanders that drug driving is both harmful and prevalent.



HAWKE'S BAY ACTIVITIES

September 2019



PROVINCIAL GROWTH FUND

Two Year Programme

HPMV

- The route between Napier and Gisborne is now enabled for full HPMV

Five Year Programme

SH2 Waikare Gorge & SH2 Passing Opportunities Napier to Gisborne Detailed Business Cases

- The detailed business cases for these two projects are underway
- Engagement with Iwi and key stakeholders has begun

SH2 Waikare Gorge

- Adjoining landowners have been engaged and we are about to undertake geotechnical and survey investigation work
- Wider economic benefits work is being undertaken

HAWKES BAY TRANSPORTATION STUDY

Network Operation Plan (NOP) and Programme Business Case (PBC)

- This is a key strategic initiative for the region and its future transport system investment
- The Hawkes Bay Regional Council is leading on the PBC
- All councils and NZTA are participating
- Over the previous period we have been developing up the scope for a NOP and a new baseline for our traffic model
- The NOP is a key input into the PBC and the intention is for NZTA to procure and deliver it collaboratively with our partners
- The PBC will feed into the development of Long Term Plans and the Regional Land Transport Plan

STATE HIGHWAY 2

SH2 Clive to Awatoto

- Preliminary design is underway. Stakeholder engagement is continuing

SH2 Wairoa to Bay View

- 75% of project complete, due for completion by the end of 2019. Work has started on the Bayview to SH5 intersection section

SH2 Bay View to Airport

- Under construction (75% complete)
- Pavement works have been put on hold over winter, and we are now expected to have this section completed by the end of October

SH2 Waipukerau to Pakipaki

- Works to install the median barrier between Waipawa and Waipukurau is underway and due for completion before the end of 2019
- College Road to Silverstream section – safety improvements instead of new alignment programmed for early 2020
- Land purchase for the cycleway between Waipawa and Waipukurau is underway

KEY CONNECTIONS

SH2 Hawke's Bay Expressway

- Work involves installation of median and side barriers, with widening in some locations
- Construction well underway – 50% complete
- All median barrier work should be complete by February 2020
- Work between Longlands and Paki Paki is programmed for 2020. Further community engagement will be undertaken in early October

SH 50 Prebensen Hyderabad

- A re-evaluation of the project scope and benefits is underway and is expected to be completed by the end of October

State Highway Re-numbering

- The state highway numbering has now changed as of 1 August. The feedback has been largely positive. Contractors have systematically changing the numbers over the past few weeks

ACKNOWLEDGEMENT

- The Transport Agency would like to acknowledge the contribution that Alan Dick has made to the Regional Transport Committee
- His leadership and passion for the transport system has created a network within Hawkes Bay that the region can be proud of
- We wish him all the best in his retirement

HAWKE'S BAY REGIONAL COUNCIL

REGIONAL TRANSPORT COMMITTEE

Friday 06 September 2019

Subject: CLIMATE CHANGE MITIGATION THROUGH PUBLIC TRANSPORT

Item 9

Reason for Report

1. To present the annual public transport results.
2. To discuss a number of ideas for the mitigation of climate change through public transport.

Performance of the bus service 2018-19

3. This section of the report outlines the performance of the bus and Total Mobility systems for the 2018-19 year, and compares these with previous years.
4. Diagram 1 shows the monthly passenger trips and the monthly average for 2012-13 to 2018-19.
5. Bus patronage has decreased by 3% in 2018-19, continuing a trend since 2014. Patronage has decreased most on several of the suburban routes, while the decline is less significant on services between Napier and Hastings.

Diagram 1:

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	Mthly Av
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	76,924	62,792	761,392	63,449
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	74,988	65,297	799,845	66,654
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	67,101	62,113	744,692	62,058
2015-16	59,690	67,216	62,415	56,656	58,647	44,452	35,487	62,448	67,847	53,679	66,700	59,647	694,884	57,907
2016-17	52,226	68,062	58,821	53,911	60,933	43,168	38,223	60,423	75,358	47,103	69,700	61,080	689,008	57,417
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	68,404	56,556	666,127	55,511
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	63,865	51,977	645,297	53,775

Bus Service Costs

6. Diagram 2 shows the annual net cost (after fares and GST) of operating the goBay bus service from 2012-13 to 2018-19.
7. The cost of the bus service has increased significantly this year due to
 - 7.1 substantial rises in the NZTA bus index, by which all bus contracts must be adjusted for inflation
 - 7.2 lower fare revenue due to lower patronage.
 - 7.3 the cost of paid breaks added to driver hours, as required by the Employment Relations Amendment Act, and of floating buses added at peak times to try to keep Route 12 services running to time.

Diagram 2:

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
2012-13	\$224,406	\$224,406	\$224,406	\$224,406	\$224,406	\$224,406	\$242,115	\$237,799	\$202,020	\$231,333	\$202,252	\$237,765	\$2,699,719
2013-14	\$186,170	\$278,969	\$182,220	\$187,613	\$302,615	\$207,605	\$192,259	\$162,473	\$135,329	\$189,097	\$280,422	\$160,101	\$2,464,873
2014-15	\$168,720	\$157,262	\$264,227	\$174,153	\$141,819	\$255,647	\$159,785	\$141,269	\$253,717	\$160,004	\$139,482	\$247,509	\$2,263,593
2015-16	\$142,779	\$189,698	\$213,309	\$157,298	\$158,061	\$249,914	\$222,128	\$140,246	\$216,502	\$160,619	\$131,916	\$251,027	\$2,233,497
2016-17	\$154,602	\$138,772	\$157,040	\$176,475	\$163,647	\$197,234	\$294,664	\$156,458	\$141,638	\$188,828	\$177,752	\$175,458	\$2,122,569
2017-18	\$184,246	\$175,294	\$166,673	\$182,945	\$183,161	\$200,188	\$194,928	\$157,733	\$160,064	\$186,174	\$241,633	\$178,672	\$2,211,713
2018-19	\$176,123	\$210,652	\$180,434	\$180,547	\$173,080	\$200,526	\$197,190	\$236,736	\$254,751	\$192,463	\$171,170	\$302,287	\$2,474,912

(51% of this cost is met by the New Zealand Transport Agency)

Total Mobility Trips

8. Diagram 3 shows the number of Total Mobility trips made from 2012 -2013 to 2018 - 2019.

Diagram 3:

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	6,850	7,106	6,382	79,985
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	7,745	7,707	7,188	86,847
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	7,328	7,737	7,852	92,280
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	7,806	8,190	8,044	92,805
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	7,185	8,393	6,915	94,024
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	7,293	7,294	8,741	7,582	9,121	8,525	96,770
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	7,953	9,012	8,061	96,921

Total Mobility Service Costs

9. Diagram 4 shows the cost of the Total Mobility Scheme (excl GST) for 2012-13 to 2018-2019

Diagram 4:

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 37,347	\$ 40,682	\$ 44,382	\$ 43,927	\$ 47,612	\$ 43,394	\$ 521,394
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 39,581	\$ 46,567	\$ 52,047	\$ 50,715	\$ 51,078	\$ 49,349	\$ 573,630
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 38,990	\$ 45,943	\$ 52,581	\$ 46,747	\$ 50,971	\$ 51,422	\$ 605,202
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 40,488	\$ 46,215	\$ 52,418	\$ 50,688	\$ 53,458	\$ 51,945	\$ 595,914
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$ 58,273	\$ 49,239	\$ 41,584	\$ 53,728	\$ 57,907	\$ 48,716	\$ 57,319	\$ 48,205	\$ 623,197
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$ 59,020	\$ 51,360	\$ 47,887	\$ 52,009	\$ 61,500	\$ 51,955	\$ 67,062	\$ 56,764	\$ 671,668
2018-19	\$ 60,536	\$ 60,282	\$ 57,320	\$ 55,541	\$ 64,113	\$ 52,387	\$ 47,238	\$ 57,358	\$ 58,154	\$ 56,876	\$ 66,126	\$ 59,317	\$ 695,248

(60% of this cost is met by the New Zealand Transport Agency)

Background to Discussion of the Role of Public Transport in Climate Change Mitigation

- The HB Regional Council recently declared a climate emergency, and intends that this declaration should not be an empty statement, but will spearhead strong action against climate change in Hawke's Bay.
- At about the same time, the HBRC Transport team held a workshop with a group of councillors to outline the current state of our public transport system, discuss issues and understand where the council would like to take PT in the future. This workshop was followed by hearings of submissions and deliberations on the Regional Public Transport Plan.
- Councillors were enthusiastic about the role that public transport could play in reducing carbon emissions, if it were much better used in Hawke's Bay. They tasked the team with presenting some ideas for substantially increasing its uptake.
- Some broad proposals are presented here for discussion and feedback by this committee.

Carbon Mitigation on Current Bus Services

- The carbon mitigation effect of the existing bus service has been calculated, using the following assumptions:
 - That all bus passenger trips replace a single-occupancy petrol car journey
 - An average CO₂ emissions per km figure has been used – some cars will emit more or less than this. In 2018, the average CO₂ emission of a petrol car in the NZ fleet was 181.5g per kilometre, a considerable reduction since 2006 when the average was well over 200g per km (This is due to improvements in the fleet).
- In 2017-18, 7,047,232 passenger-kilometres were travelled on the HB network. Using the above assumptions, this equates to a reduction of 1,279 tonnes of CO₂ annually. However, the buses themselves emit approximately 1,100 tonnes of CO₂ in a year, equating to a net saving of 179 tonnes of CO₂ per year.

16. Increasing passenger numbers and improving the occupancy of our buses would improve this figure, as would further improvements to the bus fleet, or the replacement of some low patronage routes with on-demand services.

Possible issues preventing greater use of the bus service

17. As may be seen from the annual public transport results presented at the start of this report, patronage on HB bus services has been declining for five years.
18. There is a range of factors which may be currently preventing greater public transport use in HB
 - 18.1. Growth in car ownership per capita and low unemployment in Hawke's Bay
 - 18.2. Cost of fares compared with the cost of driving
 - 18.3. Ease, availability and low cost of parking
 - 18.4. The spatial layout of the Heretaunga Plains with dispersed population centres
 - 18.5. Limited service hours at present
 - 18.6. Geographical coverage of the bus service
 - 18.7. Persistent late running issues on Route 12 between cities, mainly due to traffic congestion.
19. In addition to the contribution that increased patronage could make to transport emissions reduction, there are also some emerging issues on the road network that public transport could help to mitigate. In particular, increased use of buses could help to reduce growth in traffic numbers on the HB Expressway, particularly at peak times, thereby possibly postponing the need for four-laning on some sections. There has been substantial growth in traffic on the Expressway, with some sections showing an increase in average daily traffic of 25% – 35% since 2010.

Ideas to Improve Bus Patronage

20. We have taken the discussion from the council workshop, as well as ideas and issues raised through the Regional Public Transport Plan consultation process, and developed the following broad concept ideas.

These are:

Proposal 1: Increase service levels across the board

21. Extend hours of operation and frequencies, providing all bus routes with weekend services and improving geographical coverage where needed. Some examples:
 - 21.1. Route 12 (Napier – Hastings via Taradale/EIT) might operate every 15 minutes in both directions, instead of the current 20 minutes
 - 21.2. A greater frequency and capacity on direct Napier – Hastings services (Routes 10 (via Expressway and HB Hospital) and 11 (via Clive))
 - 21.3. Operating hours extended from 6.00pm to 7.30pm in the evening
 - 21.4. All services to have a Sunday bus service – currently only Route 12, Route 20 (Flaxmere) and Route 21 (Havelock North) have Sunday services
 - 21.5. Greater frequency of Saturday services, introduce Saturday services to Routes 16A, 16B, 17(Hastings)
22. In order to improve geographical coverage of the bus service, it may be necessary to split or reorganise some bus routes.

Rationale:

23. Providing more frequent services at peak times on commuter services gives potential passengers more choice and encourages growth in patronage.
24. Elasticity of demand is a concept used to model the likely effects of a range of variables on public transport demand. Standard short-run elasticity values for changes in

frequency on NZ bus services state that for every 10% increase in frequency, a 3.5% increase in patronage may result. (<https://www.nzta.govt.nz/assets/resources/research/reports/248/248-Review-of-passenger-transport-demand-elasticities.pdf>, Booz Allen Hamilton, 2004).

25. Growth areas in HB that are not currently well serviced (eg. Parklands, Taradale East) would gain a bus service, thereby improving accessibility, one of Government's key aims.
26. Longer daily operating hours would provide passengers with more service choice, and may enable some commuters with non-standard work hours to use the bus.

Potential Issues:

27. The extension of operating hours, while providing greater choice and flexibility of service, would be out of peak operating hours and therefore unlikely to reach a level of patronage which could make a serious inroad into emissions reduction, although it would certainly improve accessibility.
28. There is relatively modest use of current weekend services on suburban routes – extending weekend services to all suburban services may increase patronage somewhat and would certainly benefit accessibility, but not to the extent that it would make a significant difference to emissions mitigation. In 2016, we introduced Sunday services on both the Flaxmere and Havelock North routes and increased one or two other services, but patronage has continued to decline on these routes overall.
29. Some likely new service areas may have lower PT demand than suburbs already serviced, due to their demographic and socio-economic character. Existing suburban services are already seeing lower patronage than ever before, so traditional scheduled bus services may not be the best way to provide service to new areas.
30. Extending routes or adding new ones is the most complex of modifications to make, due to the need to get bus stops allocated and approved by the road controlling authorities and to install other infrastructure such as shelters and timetable holders. If trials are unsuccessful, this infrastructure then needs to be removed at a later date.

Rough cost and carbon benefit:

31. The rough cost of this proposal is not possible to estimate without a more detailed plan, but it is likely to be significantly more expensive than some of the other options.
32. Similarly, more detailed investigation would be required to determine the likely carbon benefit; this would very much depend on whether significantly more resource was put into improving peak frequencies than into off-peak or extending coverage and weekend services etc.

Proposal 2: Maintain current service levels, introduce some or all electric buses to the fleet

Rationale:

33. If all buses were converted to electric, this would remove the 1,100 tonnes of carbon emissions currently produced by the diesel bus fleet and thereby increase the mitigation of emissions, taking the carbon savings to around 1,279 tonnes of CO₂ annually (2017-18 figures)
34. Would enhance HBRC's image as an environmental protector.
35. May encourage patronage by making PT seem more environmentally friendly and upmarket.

Potential Issues:

36. The increase in patronage on the buses is unlikely to be very significant, in the absence of other improvements.
37. The cost of an electric bus is around \$800,000, approximately twice that of a new diesel, although operating costs are around 40% lower. However, the capital price differential between diesel and electric is expected to have disappeared by 2030.

38. The logistics of an electric fleet would need to be carefully explored given the length of bus routes between Napier and Hastings, current tight schedules, the likely need for recharging during the day and the draw on power supplies if all vehicles in the fleet needed to be recharged at night at the same time. There are 25 vehicles in the fleet at present.

39. This proposal would not improve accessibility for HB residents, nor is it likely to significantly reduce single-occupancy vehicles at peak times on congested routes.

Rough cost and carbon benefit:

40. The rough order cost of this proposal is difficult to estimate at this point without detailed discussion with the operator, understanding of the residual value of the current fleet etc.
41. The carbon benefit of this proposal is in the region of 1,100 tonnes annually, if all buses were converted to electric and assuming no significant increase in patronage.

Proposal 3: Free 2-zone peak services

42. All 2-zone trips departing between 6am – 9am and 3pm – 6pm free of charge to all passengers, smartcard only. Some additional Route 10, 11 and 12 peak services added to manage expected demand.
43. EIT and Clive form the zone boundaries, so any trip which crosses these is a 2-zone trip i.e. Napier, Bay View, Taradale (before EIT) to Hastings, Havelock North or Flaxmere is a 2-zone trip. Hastings, Havelock North, Flaxmere to Taradale (after EIT), Tamatea, Bay View or Napier is also a 2-zone trip.

Rationale:

44. The HB Expressway is showing ongoing growth in daily traffic, with most vehicles at peak time occupied by one person. There are calls for four-laning of the Expressway, which would be hugely expensive. Increasing road capacity generally induces demand, which is not supported by current government policy. Substantially improving commuter use of the buses between Napier and Hastings would remove peak vehicles from the Expressway, possibly postponing the need for four-laning.
45. 2-zone trips on the Napier–Hastings bus service are all more than 10kms long. Growing 2-zone patronage would provide the biggest “bang for buck” in terms of emissions reduction per trip.
46. “Free” services are a powerful incentive and many people will accept lesser convenience in order to save money, even though they have a vehicle and could drive. This effect has been demonstrated by the introduction of Supergold free off-peak travel, the Massy free student service and a number of other examples around the country.
47. Making this free fare available by smartcard only would incentivise greater uptake of the cards (currently sitting at about 75% of trips). This would mean less cash on buses and faster boarding times for peak services. While a fare would not be deducted, the card would still be required as a means of counting passengers (via its tag-on, tag-off system) and recording their boarding and alighting points, to ensure that the 2-zone trip has been taken. The new ticketing system will have the ability to correctly deduct a zero fare from passengers boarding at the right time and alighting after a 2-zone trip.

Potential Issues:

48. Inequity for those passengers only travelling 1 zone, or during off-peak (although SuperGold passengers already travel free during this time). Feedback during the Regional Public Transport Plan consultation showed that the cost of 1-zone fares for adults is a significant disincentive to using the bus, particularly with the amount of free parking that is available in both Hastings and Napier. This proposal would therefore not encourage greater use by commuters within Napier–Taradale or within Hastings–Havelock North–Flaxmere.
49. The proposal would benefit commuters travelling for work or study at peak times, and 2-zone trips are currently only 20% of total patronage. While this may achieve a

reasonable benefit in terms of carbon mitigation, it will not benefit many of those existing or potential passengers who may be most in need of cheaper fares.

Rough cost and carbon benefit:

50. Making all current **peak 2-zone** trips free would result in a loss of approximately \$182,000 in revenue each year. There would also be a cost to add further peak buses to the fleet to cater for an expected increase in demand. This requires more detailed investigation to quantify, but is likely to add at least \$100,000 to the annual cost.
51. Using the elasticity rules, an 80% increase in 2-zone peak patronage is likely over time. *(This is consistent with fares-free schemes in other parts of the country where a near doubling of patronage has resulted).* If this were the case, a further saving of 293 tonnes of carbon per year would result (using the calculation method outlined in paragraphs 14-16 above).

Proposal 4: Cheaper fares for all passengers, all the time

52. All 2-zone trips to cost \$2, irrespective of passenger type (child, student, adult etc.), smartcard only.
53. All 1-zone trips to cost \$1, irrespective of passenger type, smartcard only.
54. Additional Route 10, 11, 12 and 20 peak services to manage expected demand. It is expected that most other services would be able to absorb up to a doubling of patronage.

Rationale:

55. This proposal would provide a fare reduction for all passengers, with adult passengers benefitting the most and school children the least.

Smartcard Fares

	Adult			Tertiary Student/Community Services Card			Child/High School Student/Senior		
	Current	Proposed	Decrease	Current	Proposed	Decrease	Current	Proposed	Decrease
1 zone	\$2.88	\$1.00	65%	\$1.90	\$1.00	47%	\$1.43	\$1.00	30%
2 zone	\$3.65	\$2.00	45%	\$2.86	\$2.00	30%	\$2.14	\$2.00	7%

56. The cheaper fares would encourage new passengers across all services, including off-peak when occupancy is generally quite low.
57. Elasticity of demand is a concept used to model the likely effects of a range of variables on public transport demand. Standard short-run elasticity values for changes in fares on NZ bus services state that for every 10% decrease in fare levels, a 4% increase in patronage may result in the short-term, with this percentage likely to double over time. (<https://www.nzta.govt.nz/assets/resources/research/reports/248/248-Review-of-passenger-transport-demand-elasticities.pdf>, Booz Allen Hamilton, 2004).
58. As may be seen in the table above, the proposed fare reductions are quite significant and while other factors will also play a part, we could reasonably expect patronage growth of at least 30% over time. For example, commuters between Napier and Hastings would see that \$20 to commute all week on the bus would be less than half the cost of driving a petrol vehicle, especially when parking costs are taken into consideration. Very cheap fares are a substantial motivator, as evidenced by the uptake of subsidised staff bus schemes at HBDHB and HBRC.
59. All passenger groups would benefit, and this would contribute to government aims of improving accessibility, as well as reducing carbon emissions.
60. Making the cheaper fares available by smartcard only would incentivise greater uptake of the cards (currently sitting at about 75% of trips). This would mean less cash on buses and faster boarding times.

Issues:

61. As this option removes concession fares for certain passenger groups when using smartcards, we would need to decide whether to retain them for cash fares, or remove them and set cash fares at consistent but higher rates for all passengers.

Rough cost and carbon benefit:

62. As this proposal is not for free fares, but significantly cheaper ones, extra patronage (assuming 30% over time) would largely offset lower fares.
63. There would be a cost to add further peak buses to the fleet to cater for an expected increase in demand. This requires more detailed investigation to quantify, but is likely to cost upwards of \$150,000 annually.
64. Assuming a 30% increase in patronage over time (in the same ratio of 1-zone/2-zone patronage as we currently carry) a further annual saving of 384 tonnes of carbon annually would be made.

Proposal 5: Remove zonal fares.

65. Under this proposal, the differentiation between 1 and 2 zone fares would be removed and all fares would be set at the 1-zone rate. Some increase in 2-zone services would be necessary to cater for an increase in demand.

Rationale:

66. The current cost for a 2-zone trip may be discouraging bus passengers from taking the longer trips between Napier and Hastings. Removing this could encourage greater bus commuting.

Potential Issues:

67. The proposal would benefit commuters travelling between cities for work or study. While this may achieve benefits in terms of carbon mitigation, it will not benefit many of those existing or potential passengers who may be most in need of cheaper fares.
68. If fares were set at the current 1-zone levels, there would not be as great a reduction of fares for 2-zone passengers as for Proposal 4 (27% on average). We could therefore reasonably expect the increase in patronage to be less.
69. 2-zone passengers are currently only around 20% of total patronage and this option does not propose free trips, so the carbon mitigation effects would be less significant than Proposals 3,4, and 5 .

Rough cost and carbon benefit:

70. Lost revenue from reducing 2-zone fares would be in the region of \$65,000; however, this would likely be at least partially recouped from expected higher 2-zone patronage.
71. There would also be a cost to add further peak buses to the fleet to cater for an expected increase in demand, although less than for either Proposals 3 or 4. This requires more detailed investigation to quantify, but is likely to cost at least \$80,000 annually.
72. An average 27% fare reduction for 2-zone passengers only, could result in an increase in carbon mitigation through increased patronage, of around 108.6 tonnes per year.

Discussion

73. All the proposed options are likely to be costly and HBRC needs to explore the likelihood of NZTA funding for any of these proposals. We are seeking the committee's feedback on the concepts, rationale and potential issues of the proposals, prior to consideration by HBRC and then possible development of detailed business cases.
74. Any significant changes to the bus service would need to be introduced on a trial basis, probably for at least two years, to determine the effects on patronage.
75. There are of course a number of possible permutations and combinations of these proposals that could provide benefits for climate change and improve accessibility and transport choice for Hawke's Bay residents. For example, it may be beneficial to extend

service operating hours as well as increase frequencies on some services and introduce lower flat fares.

76. There is a range of other modifications that HBRC would like to make to the bus service, no matter whether any of these proposals is advanced. These include modifying Route 12 to run via the Expressway and Evenden Road, providing an airport service, introducing on-demand services in areas of current low patronage and new residential areas. These proposals are under development and will be presented to the council in due course.

Next Steps

77. After further development, the Hawke's Bay Regional Council will determine which of the proposals, if any, should be developed into a business case.

Decision Making Process

78. 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 the "*Climate Change Mitigation through Public Transport*" report.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 06 September 2019

Subject: SEPTEMBER 2019 HBRC TRANSPORT MANAGER'S REPORT

Item 10

Reason for Report

1. This regular report provides the Committee with a snapshot of relevant transport matters, provides updates from the Transport Advisory Group (TAG) on issues raised at their regular meetings and outlines what is coming up within the transport sector.

Transport Advisory Group meetings

2. The TAG group has met to
 - 2.1. commence the development of documentation for the HB Transport Study
 - 2.2. discuss emerging issues such as regional coordination of speed limit setting processes, the development of Regional Land Transport Plans.
 - 2.3. provide content for a regional submission on Road to Zero

Regional Land Transport Plans / Government Policy Statement

3. Although it seems a short while since the Regional Transport Committee adopted the 2018 review of the Regional Land Transport Plan, most councils are now gearing up for the preparation of the next RLTP ready for June 2021.
4. The HB Transport Study will provide the background for us to conduct a full review of the strategic direction and future transport programmes for the region.
5. The RTC must also ensure that the RLTP is consistent with the Government Policy Statement on Land Transport. The Ministry of Transport is therefore working with the government to get this guiding document prepared. The draft for consultation should be available December–January and the Ministry of Transport is keen to present this at February RTC meetings.
6. The Transport Sector Interest Group is working on developing a template for regional land transport plans. This is intended to provide a common structure for all councils to use, which will
 - 6.1. help RTCs ensure that they are meeting the statutory requirements for RLTPS; and
 - 6.2. assist NZTA in the evaluation of regions' strategic aims and objectives
 - 6.3. ensure a common approach to the prioritisation of programmes.

HB Transport Study

7. The purpose of the proposed HB Transport Study is to:
 - 7.1. assess the current state of the Hawke's Bay transport network in light of recent major roading improvements which were identified in the Heretaunga Plains Transport Study 2012 and the Wider Region Transport Study
 - 7.2. understand the effects of recent and future demographic, economic, technological and land use changes on current and future transport demand, capacity and safety issues.
 - 7.3. develop a programme business case for programmed and prioritised investment at activity level over the short-, medium- and long-term.
8. The TAG group and associated external advisers have met several times to progress the study. A review item has been submitted to NZTA to release the funding; this is expected shortly.

9. A procurement strategy has been developed and once signed off, we will proceed to procure three aspects of the study separately. These are:
 - 9.1. an update of the strategic Cube model for the Heretaunga Plains
 - 9.2. developing a Network Operating Plan
 - 9.3. developing a programme business case for the whole of HB.

Road to Zero draft road safety strategy and tackling unsafe speeds

10. Consultation on the draft road safety strategy has now closed. The Ministry of Transport reports that there has been a significant response to the draft, with many submissions. The Hawke's Bay RTC's submission is Attachment 1.
11. The Ministry is also working on a project titled Tackling Unsafe Speeds, which will address one of the main priority actions identified in Road to Zero. This will concentrate on three main aspects:
 - 11.1. A new approach to safety cameras
 - 11.2. Streamlining the speed limit setting process
 - 11.3. Focusing on areas where there is a high number of active transport users, such as around schools.
12. Of particular interest is the suggested approach to streamline the speed limit setting process, with regional collaboration to undertake speed limit reviews and joint regional consultation. This is consistent with the approach that the RTC supported at its June meeting.
13. The TAG has already discussed how to progress speed limit reviews at a regional level. Most councils have put speed limit reviews on hold due to the pending council elections, so this task will recommence in early 2020. There may also be further Ministry of Transport guidance on the proposed regional collaborative approach by then.

Driver Licensing Programmes

14. The governance group for the HBRC driver licensing fund met recently to make a decision on whether to continue with its fund. The decision was to continue, subject to obtaining sufficient funding from NZTA and local stakeholders, which is being sought at present. All current providers have been notified; however, in accordance with NZTA rules, a procurement process will need to be undertaken for the further two-year contract.

Regional Public Transport Plan review

15. The Regional Public Transport Plan is now operative and HBRC has commenced developing the specific actions set out in the plan. The first of these is to investigate transport needs in CHB and Wairoa, and to resolve late running issues on services between Napier and Hastings.

Other Significant issues or Works

NZTA Highway Network and Operations

16. An update on work by NZTA Highway Network and Operations Group forms part of the Regional Director's report.

Wairoa District Council

17. Wairoa District Council was successful in applying to the Provincial Growth Fund for its programme of bridge strengthening on local roads to ensure HPMV capability. WDC is now progressing this programme of works.

Hawke's Bay Regional Council

18. Reports on the public transport operations and road safety education outputs managed by Hawke's Bay Regional Council are the subjects of separate items in this agenda.

Decision Making Process

19. 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 *“September 2019 HBRC Transport Manager’s report”*.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

[↓](#) 1 Submission Road to Zero Strategy

Hawke's Bay Regional Transport Committee Submission to Road to Zero – draft 2020-2030 Road Safety Strategy

Hawke's Bay RTC general comment:

1. Thank you for the opportunity to comment on the draft strategy. The Hawke's Bay Regional Transport Committee comprises representatives from Hawke's Bay Regional Council, Wairoa District Council, Napier City Council, Hastings District Council, Central Hawke's Bay District Council and the NZ Transport Agency. Non-voting representatives from a number of transport stakeholder groups also attend meetings and provide advice to the Committee.
2. The region has been greatly concerned by the recent increases in crash rates and deaths and serious injuries, and we welcome the strong stance taken in this draft strategy, particularly for a Vision Zero approach. We are generally very supportive of its vision, principles and focus areas.
3. We believe that in order to be successful, this strategy will require a very significant increase in resourcing and in the capability and capacity of most areas of the transport sector, particularly in regional and rural areas. Most importantly however, the New Zealand public needs to be taken along on the journey, and this will require ongoing communication about the issues, reasons for interventions and the successes achieved. Only then will we begin to convince Kiwis that road safety is everyone's responsibility.
4. We understand that Road to Zero will be followed by a set of action plans; the detail of these will be crucial to achieving the strategy's aims.

Consultation on the 2020-2030 Road Safety Strategy

We want to know what you think

Road to Zero is a new plan to make roads and footpaths safer for everyone in New Zealand.

Road safety is a really important issue; too many people are being killed and injured on our roads every day.

We want to hear what you think about our plan to improve safety for everyone who uses our roads and footpaths.

Why are we doing this?

Most of us travel on roads and footpaths every day, to get to work, to the shops, and to visit friends and family.

We should be able to get places safely, and feel safe too.

We all need to follow the rules when we use the roads, but we know that anybody can make a mistake. So we need to make a safe road **system** to protect people when mistakes happen.

A safe system

A safe road system looks at all the things we can do to keep people safe, so that if they crash, they don't get badly hurt.

- Safe roads and footpaths
- Safe travel speeds
- Safe vehicles
- Safe road users

Our Vision

We want to make our roads safer so that no one gets hurt on the roads.

We want to aim for zero deaths and zero serious injuries on our roads

To what extent do you support this proposed vision?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

What was the reason for your rating? Do you have any other comments?

Hawke's Bay RTC comment:

1. We strongly support the Vision Zero approach. It is a radical statement and while the goal may be aspirational, it will help to inspire and achieve support from the community.
2. The road safety actions which sit behind the Vision Zero philosophy are what's really important, and we are heartened by the success that has been achieved in other countries, especially ones such as Sweden which have many similarities with NZ.
3. The strategy will be very expensive to implement and significant resources must be committed to it. The capacity of the sector to deliver this ambitious strategy is currently lacking and must be significantly strengthened, otherwise Road to Zero will be ineffective.

Our Target

We know it will take time to make the changes we need.

Last year, 377 people died in crashes on the roads. We think we need to lower the number of people being really hurt on our roads by 40% in the next 10 years.

That would mean that 150 fewer people would die in crashes in 2030 than they did last year.

What do you think of this target?

- ☐ That target is too high
- ☒ It sounds about right
- ☐ That target is not high enough

If you want to write some notes about this target, you can do it here:

We will aim to reduce the deaths and serious injuries on our roads by 40% in 10 years

Our principles

Principles help us to make decisions and outline our values.

We have proposed seven guiding principles for road safety.

(1) We plan for people's mistakes

We can plan for people's mistakes on the roads so that they don't hurt themselves or others when they happen.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. We support this principle wherever possible, but recognise that planning for mistakes alone will not be enough. It will simply not be possible to retrofit or otherwise manage or improve roads and roadsides in all locations, especially rural areas ; driver behaviour and decision-making must continue to be a major focus in these areas, and sufficient resource must be put into this. While we support this principle, we think the strategy should focus equally on crash prevention - driver education and better enforcement.

2. We design our roads for human bodies

Our bodies are strong, but they can only survive certain forces before they're injured. We will design our road system to protect people from high-speed crash forces.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. While much can be done to engineer roads to support existing speeds, or speeds can be lowered to reflect the road's character, this must be done in conjunction with education and enforcement, particularly where speeds are lowered.

2. Road controlling authorities need to be proactive in communicating the reasons for and benefits of speed limit changes so that road users support and adhere to new limits.

(3) We strengthen all parts of the road transport system

We need to improve the safety of all parts of the road system – safe roads, safe speeds, safe vehicles, and safe road users – so that if one part fails, other parts will protect people.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. It is not a question of one part failing and another part protecting, but more that the focus needs to be right for the area concerned. There will be a variety of solutions, some more appropriate than others for different parts of the network.

(4) We have a shared responsibility for improving road safety

We all have a part to play in making our roads safe.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. While we strongly support this principle, we believe the wording should be stronger, along the lines of "We are all accountable for making our roads safer." We also foresee challenges in how this is sold to the NZ public, particularly where recidivist risky behaviour is involved, such as drink- or drugged-driving. Many tactics have been tried to reach these groups, often with limited success. A new approach is needed.

2. There is another group of road users that considers themselves to be good drivers, able to exceed the speed limit or take some risks because they believe they know how to handle the vehicle and the roads. Many of these people consider road safety to be another's problem and that they will not cause crashes. Changing this mind-set will also be challenging.

(5) We do the things that will make a difference

We'll base our decisions on research and we review everything we do to make sure we are doing the things that will make the biggest improvements to safety.

To what extent do you support this principle?

Do you

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. We agree that continual review and modification is necessary if we are to achieve the goals set out in Road to Zero.
2. We have seen little published evidence of the efficacy or otherwise of interventions from the Safer Journeys strategy, other than the overall outcomes as represented in the crash statistics. This is not to say that elements of the strategy were not successful, but rather that public information on what was achieved was lacking.
3. To achieve buy-in to the strategy, the public needs to regularly hear about the improved statistics that have resulted from interventions. This encourages acceptance of what otherwise might be unpopular actions such as reduced speed limits or wire rope barriers.

(6) Our actions improve people's health, wellbeing and our places

Our roads are places where people meet, shop, and play. When we make decisions about road safety, we will also think about how to support healthier people and make towns and spaces that are nicer to live in.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. We agree with this principle but it should not be an over-riding consideration. Sometimes safety will need to take precedence over liveability and health. However, wherever possible, both outcomes should be supported.

(7) We make safety a critical decision-making priority

We will treat safety as a high priority when we make decisions. Helping people to get places on time is important, but it should not be achieved at the expense of safety.

To what extent do you support this principle?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this principle?

Hawke's Bay RTC comment:

1. In order for Road to Zero to succeed, safety must continue to be a very high priority in the Government Policy Statement, with this priority reflected in funding ranges and in NZTA decision-making processes.
2. In order for this priority to flow through to regional decision-making through RLTPs, there must be clear direction and financial incentive through the GPS and the National Land Transport Fund.

Do you have any other comments about any of our principles?

Focus areas

Our five focus areas

- Safer roads and safer speeds
- Vehicle safety
- Work-related road safety
- Road user choices
- System management

There are five things we want to focus on

1. Safer roads and footpaths, and safer speeds

We can make our roads and footpaths safer by separating fast moving cars from each other, and keep cars and trucks separated from pedestrians and bikes.

Safer speeds on the most risky roads will save lives, and make it less stressful for other

people who are walking and biking or travelling with children.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this focus area?

Hawke's Bay RTC comment:

1. We strongly support this focus area as a key element of a Vision Zero approach that has been successful in other countries.
2. We note that significant investment will be required to achieve the necessary improvements to roads and footpaths.
3. There are many areas where it will not be possible to build improved safety into the network, such as rural roads. It is important that the focus in these areas is on safer speeds and road user choices. This means
 - setting appropriate speed limits for the road and communicating well with drivers about the reasons for speed limit changes. Unfortunately many drivers view the speed limit as a target, and for those unfamiliar with often narrow and windy roads, a high limit can give a false sense of security to travel at that speed. This is particularly important for overseas visitors.
 - maintaining a strong focus on improving driver behaviour and choices on these routes, with the necessary enforcement for those who continue to make poor choices behind the wheel.

2. Vehicle safety

Safer cars, buses and motorbikes not only help drivers avoid crashes, but also protect people when crashes do happen.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Hawke's Bay RTC comment:

1. We strongly support the need to raise the safety standard of vehicles in New Zealand, particularly the large number of second-hand vehicles with low ratings coming into the country. However, improving standards on new and second-hand vehicles will take a long time for the benefits to trickle through the entire fleet and reach the sector that generally purchases older vehicles.

2. While greater scrapping of unsafe vehicles would be positive for road safety, the social consequences of this must be mitigated. These vehicle owners will need support to ensure there is no loss of mobility and therefore consequences on employment, education etc.

3 We support the review of warrant and certificate of fitness systems to ensure that these are as rigorous as they should be.

4 . We support the investigation into retrofitting proven safety technologies into the existing fleet.

5. While the RTC is supportive of public education on vehicle safety ratings to enable purchasers to make safer choices, we again note that many people have very limited ability to choose what type of vehicle they drive. Unless there is some other type of intervention, low safety-rated vehicles will continue to be over-represented in deaths and serious injuries, until higher standards trickle through as outlined in 1. above.

6. The RTC supports the introduction of mandatory ABS brakes on new motorcycles.

7. The consultation document is silent on the issue of the many unwarranted cars travelling on our roads. This is prevalent in the Hawke's Bay, with 24% of cars involved in fatal or serious crashes in Hawke's Bay between March 2016 and March 2019 having no current WOF. The statistics provided by NZTA do not clarify to what extent the car being unwarranted contributed to the crash or to injuries and deaths, but the fact that these vehicles feature so prominently is cause for concern and merits consideration in the strategy.

3. Work-related road safety

Every day, thousands of people travel on our roads while at work. All of them have the right to come home from work healthy and safe.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this focus area?

Hawke's Bay RTC comment:

1. We strongly support this focus area. The consultation document cites 25% of all deaths involving a person driving for work. This is alarming; given the significant strengthening of

health and safety legislation in 2015, it seems that this is one aspect needing further scrutiny.

2. We are conscious that some businesses do not treat road safety as a critical health and safety risk. This manifests in a number of ways; businesses may require staff to drive long distances after a work day rather than paying for an overnight stay, or turn a blind eye to cellphone use in vehicles if it means customers' needs can be attended to immediately. Corners are often cut in pursuit of a few extra dollars on the bottom line.

2. Ensuring road safety is treated as a critical health and safety risk will require a change of mind-set on the part of businesses owners, contractors and managers. Kiwi drivers' often cavalier attitudes to road safety permeate the work place at all levels. The proposal to set clear standards through procurement processes is a good one, but will require strong leadership from the top. Again, changing attitudes to road safety will be crucial.

4. Road user choices

Although most road users try to follow the rules, many of us sometimes make bad choices or mistakes.

We need to help people follow the rules and make good choices, and take care of each other.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this focus area?

Hawke's Bay RTC comment:

1. The RTC is very pleased to see that there will be a continued strong focus on road user choices, as a significant number of deaths and serious injuries in Hawke's Bay are attributable to this factor.

2. A fresh approach is needed, particularly for the small cohort of high-risk drivers who repeatedly offend and take risks. As the consultation document notes "Many of these drivers do not respond well to traditional enforcement and deterrence-based initiatives". We support the notion that the new approach needs to address the underlying issues that lead to offending, rather than responding solely to the behaviour itself.

3. However, the document notes that this new approach will support locally-led programmes to reduce recidivist behaviours. There must be adequate resourcing and support for this, in particular training in best-practice methods that can be used at a local level. A considerable strengthening of support for locally-led programmes is needed, so that this is really effective.

4. We also strongly support a focus on enforcement targeted to high risk behaviours.

System management

We need to work together so we can make a difference.

To what extent do you support this focus area?

Strongly oppose	Mildly oppose	Mildly support	Strongly support	I don't know

Do you have further comments on this focus area?

Do you have any other comments about these focus areas?

Actions

Below are lots of different ways our roads could be made safer.

Please select three you think are the most important:

1. Invest more in road safety infrastructure
2. Introduce a new approach to help people drive at safe speeds
3. Improve the rules for how roads are made and looked after
4. Make footpaths, bike lanes and cycleways safer for users
5. Raise safety standards for vehicles coming in to New Zealand
6. Help people to understand the safety of different cars
7. Make all motorbikes have anti-lock braking systems
8. Make it safer for people who drive for work
9. Strengthen regulation of commercial transport services
10. Prioritise road policing
11. Enhance drug-driver testing
12. Support motorcycling safety
13. Review financial penalties and remedies
14. Stronger leadership, support and working together

Do you have any comments about these priority actions?

Additional actions

What else do you think we should do to make the roads safer?

Hawke's Bay RTC comment:

1. Road to Zero makes only one brief mention of the need to improve access to driver licensing. Hawke's Bay rural towns lack testing facilities. This, often combined with the lack of suitable driver mentors and licensed/warranted cars, as well as financial constraints, leads to unlicensed driving, often inter-generational. We would like to see more funding for schools to educate students on road safety and assist in gaining their driver's licence. This may need to be included in the curriculum.

2. Programmes operating in Hawke's Bay to assist youth, immigrants and jobseekers to obtain driver's licences report high demand; in many cases, these people have already been driving for some time. Receiving repeated police infringements may provide a pathway into the justice system and police would rather refer infringers to programmes which will assist them to obtain a licence. A recent Government announcement to fund driver licences for those on youth benefits is positive, but doesn't go far enough.

3. Improving the availability of testing facilities and increasing the availability of driver training for high risk groups is highly consistent with Principle 3: "We strengthen all parts of the road transport system." This aspect deserves greater attention in Road to Zero, and we would like to see improvements included in the first action plan.

Measuring success

The Road to Zero provides a list of key measures that can help us track progress and meet our targets. This framework will help us monitor how the road safety system is performing, drive action and hold agencies publicly accountable for delivering the strategy.

Do you have any comments about the way we intend to monitor our performance?

Hawke's Bay RTC comment:

1. We note that the list of monitoring indicators in Road to Zero is not exhaustive and that the full reporting framework will continue to be developed. Of what is currently listed, some of the key crash causes related to poor driver choices are missing. We assume that these will be monitored also?

2. We also make a plea for regional breakdowns of progress on these indicators and that regular analysis of crash statistics is provided at a regional level. This is extremely important for planning road safety interventions and has been seriously lacking in recent years. This will be very important if all stakeholders are to work together at a regional level to address crash causes.

A bit about you

Your name:

Your email (if you have one)

Organisation (if submitting on behalf of a group)

What region do you live in?

Do you live in a city, town or in the country?

- Ongoing partnership with Māori will be an important focus in our road safety efforts.

To help us build a better understanding of road safety issues for Māori, please check this box if this submission represents a Māori perspective.

[Use of information](#)

The Ministry of Transport will publish a summary of submissions, which may include quotes from individual submitters.

Do you want your submission to be anonymous and your name or organisation's name to be withheld from any information that the Ministry of Transport publishes?

- Yes
- No

Please check this box to acknowledge

- I understand that this submission will be classified as Official Information and may be subject to public release under the Official Information Act 1982 if requested.

[Thank you for helping us](#)

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 06 September 2019

Subject: ROADSAFE HAWKE'S BAY SEPTEMBER 2019 UPDATE

Item 11

Reason for Report

1. This regular report provides the Committee with a snapshot of road safety activities undertaken under the Road Safety Action Plans and, as necessary, will brief the Committee on any current or upcoming issues relevant to road safety.

Background

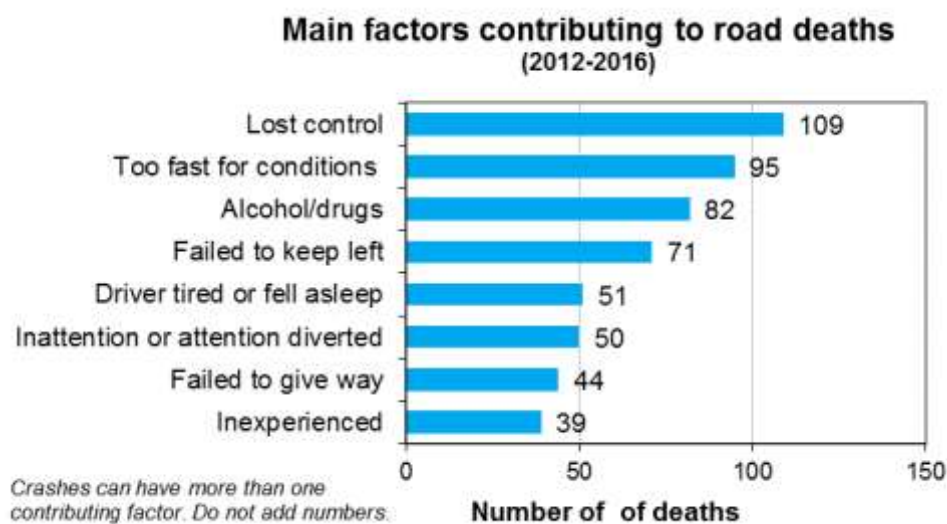
2. There are a number of strategic documents that provide the direction for the road safety activities, including:
 - 2.1. Government Policy Statement for Land Transport (GPS)
 - 2.2. Safer Journeys 2020
 - 2.3. Communities at Risk Register
3. Road safety incorporates a range of elements including network improvement, road policing, and education and awareness. RoadSafe Hawke's Bay and the road safety action plans focus on education and awareness programmes in collaboration with road policing activities and proposed network improvements.
4. Year to date road deaths by region

<i>Road deaths by region for 1 January to 22 August 2015-2019</i>					
<i>Region</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>2019</i>
<i>Northland</i>	13	22	23	23	19
<i>Auckland</i>	35	25	45	37	30
<i>Waikato</i>	39	49	39	45	54
<i>Bay of Plenty</i>	22	22	13	21	27
<i>Gisborne</i>	1	1	7	2	3
<i>Hawke's Bay</i>	7	9	12	12	9
<i>Taranaki</i>	7	9	1	10	14
<i>Manawatu/Wanganui</i>	23	11	22	27	14
<i>Wellington</i>	5	10	10	7	8
<i>Nelson/Marlborough</i>	1	7	11	7	2
<i>West Coast</i>	3	2	4	2	3
<i>Canterbury</i>	29	23	34	32	30
<i>Otago</i>	13	12	13	7	8
<i>Southland</i>	3	9	10	5	5
<i>Total</i>	<i>201</i>	<i>211</i>	<i>244</i>	<i>237</i>	<i>226</i>

5. Year to date road deaths by district in Hawke's Bay

Road deaths by district for 1 January to 22 August 2017-2019			
Territorial Authority	2017	2018	2019
Wairoa	2	3	1
Hastings	4	4	2
Napier	4	4	4
Central Hawke's Bay	2	1	2
Total	12	12	9

6. The graph below shows the factors contributing to road deaths in Hawke's Bay

**Funding**

7. The road safety programme is funded from three sources:

- 7.1. The NZ Transport Agency
- 7.2. Territorial Authorities contribution (Wairoa District Council, Hastings District Council, Napier City Council, Central Hawke's Bay District Council)
- 7.3. HBRC rates.

RoadSafe Hawke's Bay Recent Activities

8. Our regional work plans have been circulated to the Councils and Police, and we have requested any feedback or requests for specific activities by the 28th August. Also requested was a selection of dates to meet to discuss the plans and any further requests.
9. Debrief: We have continued the final part of the HB Youth Alcohol Expo debrief, this information will be used to be part of the planning for next year. Next steps are to include: re-naming the Expo, developing resources to enhance the stakeholder booths, a number of new exhibits and resources and a number of social media campaigns to support the event and extend the reach.
10. Planning is underway to enhance the reach of the Road Safe HB information on the current websites and Facebook. We will be undertaking this development with the HBRC communications team. Other avenues for information-sharing will be investigated.
11. Collaborative work will continue with key stakeholders including the NZ Police. This will include 'on road activities' focusing on R.I.D.S-Restrains- Impairment- Distraction-Speeds. These road safety issues will also be developed as social media campaigns.

12. Joint Project: Department of Corrections / Ministry of Justice / NZ Police. The road safety education days continue to be very successful with positive feedback from the attendees and also the Community Probations team. Continued work will include developing a take home pack for the offenders so they are able to discuss what they have learned and how to influence others to change their attitude and behaviour.
13. Hawkes Bay Regional Prison: Road Safe HB has re-established a relationship with the HB Regional Prison and will be providing road safety education to the inmates in the Youth Unit. Other activities will include creating road safety resources to be used in our campaigns. We will be enlisting the services of a graphic designer who will guide the inmates through this development. At the end of the 4 week program the inmates will receive a Certificate of Participation for their CVs on release. We will run this programme twice a year.

Decision Making Process

14. 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 the *“RoadSafe Hawke's Bay September 2019 Update”* report.

Authored by:

Linda Anderson
REGIONAL MANAGER ROADS SAFE
HAWKE'S BAY

Approved by:

Anne Redgrave
TRANSPORT MANAGER

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 06 September 2019

Subject: DISCUSSION OF MINOR ITEMS NOT ON THE AGENDA

Item 13

Reason for Report

1. This document has been prepared to assist Committee Members to note the Minor Items of Business Not on the Agenda to be discussed as determined earlier in Agenda Item 6.

Item	Topic	Raised by
1.		
2.		
3.		
4.		
5.		