



Meeting of the Regional Transport Committee

Date: Friday 13 December 2019
Time: 10.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Notices/Apologies	
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3.	Call for Minor Items of Business Not on the Agenda	3
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Information or Performance Monitoring		
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**HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE**

Friday 13 December 2019

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

Item 4

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 12:

Topic	Raised by

**Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT**

**James Palmer
CHIEF EXECUTIVE**

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 13 December 2019

**Subject: APPOINTMENTS AND TERMS OF REFERENCE FOR THE REGIONAL
TRANSPORT COMMITTEE**

Item 4

Reason for Report

1. This report receives appointments to the Committee for confirmation by the Regional Council

Terms of Reference

2. Terms of reference (ToR) for the committees of the Regional Council are reviewed by the Council at the commencement of each three-year term.
3. The most recent ToR for the Regional Transport Committee (RTC) are attached and were submitted to the council for review and adoption in November. The Regional Council adopted the Terms of Reference without alteration.

Appointments to the Regional Transport Committee

4. Appointments to the Committee for the 2019-2022 triennium have been received from all councils and the NZ Transport Agency.
5. These are:

Hawke's Bay Regional Council	Cr Martin Williams (Chair), Cr Charles Lambert (Deputy Chair)
Napier City Council	Cr Keith Price, alternate Mayor Kirsten Wise
Hastings District Council	Mayor Sandra Hazlehurst, alternate not confirmed
Wairoa District Council	Mayor Craig Little, alternate Cr Jeremy Harker
Central Hawke's Bay District Council	Mayor Alex Walker, alternate Cr Kate Taylor
NZ Transport Agency	Ms Emma Speight, alternate Mr Oliver Postings

Retiring Members or Advisors of the Regional Transport Committee

6. A number of previous members have retired from the Committee. These are
 - 6.1. Councillor Alan Dick, Hawke's Bay Regional Council (Chair)
 - 6.2. Councillor Fenton Wilson, Hawke's Bay Regional Council (Deputy Chair)
 - 6.3. Councillor David Tennent, Central Hawke's Bay District Council (alternate)
 - 6.4. Mayor Bill Dalton, Napier City Council (alternate)
 - 6.5. Deputy Mayor Tania Kerr, Hastings District Council
 - 6.6. Councillor Ann Redstone, Hastings District Council (alternate)
7. Members of the RTC and staff convey their thanks to retiring members for their contribution to the work of the Committee.

Financial and Resource Implications

8. There are no significant financial implications for Hawke's Bay Regional Council, only those relating to Committee administration and catering costs.

Decision Making Process

9. Council is required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:

- 9.1. The decision does not significantly alter the service provision or affect a strategic asset.
- 9.2. The use of the special consultative procedure is not prescribed by legislation.
- 9.3. The decision does not fall within the definition of Council's policy on significance.
- 9.4. The persons affected by this decision are transport stakeholder groups in the region.
- 9.5. Options that have been considered include having no advisors to the RTC or other advisory representation.
- 9.6. The decision is not inconsistent with an existing policy or plan.
- 9.7. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Receives and notes the *"Appointments and Terms of Reference for the Regional Transport Committee"* report.
2. Receives the Elected Representative appointments by the region's Territorial Local Authorities, and appointments by the NZ Transport Agency, being:
 - 2.1 Councillor Keith Price – Napier City Council, and Mayor Kirsten Wise as alternate
 - 2.2 Mayor Sandra Hazlehurst – Hastings District Council, alternate to be confirmed
 - 2.3 Mayor Craig Little – Wairoa District Council, and Councillor Jeremy Harker as alternate
 - 2.4 Mayor Alex Walker – Central Hawke's Bay District Council, and Councillor Kate Taylor as alternate
 - 2.5 Ms Emma Speight – NZ Transport Agency, and Mr Oliver Postings as alternate
3. Thanks retiring members of the Committee for their contribution and wishes them well for future endeavours

The Regional Transport Committee recommends that Council:

4. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision.
5. Confirms the Elected Representative appointments by the region's Territorial Local Authorities and appointments by the NZ Transport Agency to the Regional Transport Committee, being:
 - 5.1 Councillor Keith Price – Napier City Council, and Mayor Kirsten Wise as alternate
 - 5.2 Mayor Sandra Hazlehurst – Hastings District Council, alternate to be confirmed
 - 5.3 Mayor Craig Little – Wairoa District Council, and Councillor Jeremy Harker as alternate
 - 5.4 Mayor Alex Walker – Central Hawke's Bay District Council, and Councillor Kate Taylor as alternate
 - 5.5 Ms Emma Speight – NZ Transport Agency, and Mr Oliver Postings as alternate

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[!\[\]\(8d0f0e0fe25b320c33272c52aec1fbca_img.jpg\)1](#) 2019 RTC Terms of Reference

Regional Transport Committee Terms of Reference

(adopted 6 November 2019)

1. Prepare the Regional Land Transport Plan (RLTP) for approval by the Regional Council, in accordance with the Land Transport Management Act 2003.
2. Prepare the Regional Public Transport Plan (RPTP) for approval by the Regional Council, in accordance with the Land Transport Management Act 2003.
3. Monitor the implementation of the Regional Land Transport Plan and the Regional Public Transport Plan.
4. Advocate to Government on transport issues of concern to the region.
5. Undertake governance of RoadSafe Hawke's Bay.
6. Monitor passenger transport objectives and make recommendations to the Regional Council on public transport policies.
7. Provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities.

Members

a. Voting Members

Two elected members of the Regional Council

One representative, as appointed by Council, from each of the following organisations (which are able to propose to the Committee short term replacements if they are unable to attend any meeting).

- Wairoa District Council
- Hastings District Council
- Napier City Council
- Central Hawke's Bay District Council
- New Zealand Transport Agency

b. Advisory Members (non- voting)

- New Zealand Police – representing road safety
- Automobile Association (AA) – representing access and mobility, including private motorists, pedestrians, cyclists and public transport users
- Port of Napier – representing the Port and coastal shipping-
- KiwiRail – representing rail issues
- Road Transport Association NZ – representing the road transport industry
- Cultural interests representative, also representing environmental issues –
- HB District Health Board interests representative –

Chairman

One Regional Council elected member, being Councillor ____

Deputy Chairman

One Regional Council elected member, being Councillor ____

Quorum

A quorum of the Regional Transport Committee shall be four voting members

Voting	<p>In accordance with section 105(7) of the Land Transport Management Act 2003, at any meeting of the RTC, the Chairman, or any other legislated person presiding at the meeting:</p> <ul style="list-style-type: none"> (a) has a deliberative vote; and (b) in the case of an equality of votes, does not have a casting vote (and therefore the act or question is defeated and the status quo is preserved). <p><i>Regional Council, Territorial Authority and NZ Transport Agency representative members have full speaking and voting rights on all matters</i></p>
Advisory Members	<p>Advisory members are non-voting.</p> <p>The role of advisory members is to:</p> <ul style="list-style-type: none"> – Provide advice to the Regional Transport Committee on matters pertaining to their advisory portfolios, when requested by the Chair – Report on relevant activities or events pertaining to their advisory portfolios.
Meeting Frequency	Quarterly, or as required
Staff Executive	Group Manager Strategic Planning and Transport Manager
Technical Advisory Group (TAG)	<p>The Transport Committee considers advice relating to strategic transport issues from a Technical Advisory Group (TAG), generally comprising roading and infrastructural planning officers from NZTA and the Territorial Authorities, and is chaired by the HBRC Transport Manager. TAG members attend but do not vote at the Transport Committee meetings. TAG members may provide advice at meetings when invited to do so by the Chair</p>

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

Friday 13 December 2019

Subject: INTRODUCTION TO THE REGIONAL TRANSPORT COMMITTEE

Item 6

Reason for Report

1. To introduce the role of the Regional Transport Committee.

Background

2. As this is the first meeting of the new triennium, it is appropriate to introduce new members and refresh returning members on the role of the Committee, as well as review the work programme for the next three years.
3. The Transport Manager will give a presentation on the Committee's mandate and role under the Regional Land Transport Management Act (2003).
4. The presentation will cover:
 - 4.1. the statutory context for the Committee
 - 4.2. Committee membership and Terms of Reference
 - 4.3. regional land transport plans (RLTPs)
 - 4.4. the Hawke's Bay region's current RLTP
 - 4.5. work for the committee over the next three years
5. All members will receive an orientation pack of key documents.

Decision Making Process

6. 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 *"Introduction to the Regional Transport Committee"* 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 13 December 2019

**SUBJECT: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS
DIRECTOR'S REPORT DECEMBER 2019**

Item 7

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 December 2019*".

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[1](#) NZTA Central Region Regional Relationships Director's report

Regional Transport Committee

Hawkes Bay, 13 December 2019



Working together

Regional Relationship Teams

- How we work together will determine our success in delivering the best outcomes for New Zealand and your communities
- We're developing 10 regional relationship teams – to work with you in your region
- Each team will be operational from early 2020 to deliver an individualised approach aligned to each region's needs.



Regional Land Transport Plan (RLTP) guidance

- We know that many of you are keen to learn what has changed and what you need to do for the 2021-24 NLTP.
- We're working with the Transport Special Interest Group (TSIG) to develop RLTP guidance
- We expect to send these out by Christmas containing the following:
 - Detail on what needs to be entered into Transport Investment Online (TIO) and how we'll use this information in our prioritisation process
 - Guidance on how we prioritise activities
 - How RLTP prioritisation fits with NLTP prioritisation
 - Key dates for RLTP development



Item 7

Attachment 1

New Zealand Government

Arataki

Our 10-year plan of what's needed to make sure the land transport system is fit for the future

From December, we propose to start engaging with local government on Arataki

Investment Decision-Making Framework (IDMF)

- The IDMF Review involves three stages - investigation, design, and implementation.
- Last month we released the investigation stage report – it details the findings from the investigation stage and highlights key areas we've been focusing on in the design stage.
- We expect to release a draft design report and consultation document in December.



[New Zealand Government](#)

Transport Agency Investment Proposal (TAIP)

We're developing the
TAIP in preparation for
the 2021-24 NLTP



This will include a State
Highway Activity
Management Plan
(SHAMP)



Sector engagement is
planned for January -
March 2020 to identify
priorities for investment



Speed management

- We're currently identifying roads where reviewing speed limits could make a big difference in preventing deaths and serious injuries, and where communities are calling for change.
- Speed is the single biggest factor that determines if you survive a crash, or walk away unharmed.
- The Government has asked Road Controlling Authorities to focus on reducing speeds on the top 10% of the high-risk parts of the network.
- When reviewing speeds in your region, we need to work together and have your support to achieve the best results for your communities.



Item 7

Attachment 1

New Zealand Government

Supporting road patrol

- Approximately 23,000 students take part in school traffic safety teams throughout New Zealand
- We worked with NZ Police to ensure training videos are up-to-date and accurately reflect current pedestrian crossing designs and new road patrol protocols
- The videos are available to all schools on our Education Portal - <https://education.nzta.govt.nz/>



Public transport fare policy changes

- We're undertaking a review of our public transport fare policy
- The underlying principles of the current policy still apply when developing regional fare policies:
 - fare policies should be consistent with the wider objectives in Regional Public Transport Plans and contribute to the government's transport priorities;
 - fares play an important role in helping cover the cost of public transport within available budgets; and
 - farebox recovery is one component to consider when planning fare revenue and reviewing fare levels, but should not be the only measure considered.



Item 7

Attachment 1

New Zealand Government

HAWKE'S BAY ACTIVITIES

December 2019



[New Zealand Government](#)

TAIRAWHITI/EAST COAST PGF-RELATED PROJECTS

✓ Complete

✓ Underway

Projects are in the design, community engagement and funding approval phases

Project	Invest/ BC	Consult	Design / Consent	Construct	Comment
HPMV bridges	✓	tbc	tbc	tbc	<ul style="list-style-type: none"> 5 projects proposed for NLTF funding Work to be tendered in March 2020
SH35 resilience	✓	✓	tbc	tbc	<ul style="list-style-type: none"> Prioritised list of sites identified BC due for completion March 2020 Physical works planning underway, including potential sites for fast-tracking
Makokomuka realignment	✓	✓	✓	tbc	<ul style="list-style-type: none"> Cultural Impact Assessment (CIA) will inform the final design
SH2/SH35 passing opps	✓	✓	tbc	tbc	<ul style="list-style-type: none"> Feedback on sites underway BC due for completion February 2020 8 sites selected for fast-tracking
SH2 Waikare Gorge	✓	✓	tbc	tbc	<ul style="list-style-type: none"> Survey & geotechnical work completed for BC Community engagement 13 November BC due for completion April 2020

Item 7

Attachment 1

HAWKES BAY TRANSPORTATION STUDY

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 with all councils and NZTA are participating. To support the delivery of the PBC:
 - Over the previous period we procured the baselining of our traffic model, and
 - We are working up the scope for the Network Operating Framework (NOF) with significant amount of support from HDC and our NZTA subject matter experts. The NOF will be procured early next year.
- The PBC will feed into the development of Long Term Plans and the Regional Land Transport Plan.
- Timeframes are tight and we will be working with the councils on this.

STATE HIGHWAY 2

SH2 Clive to Awatoto

- Safe cycle connectivity and road safety outcomes
- Design is close to completion. Construction due to commence in early 2020. (draft artist impression below)



SH2 Bay View to Airport

- Completed.

SH2 Waipukerau to Pakipaki

- Central barriers between Waipawa and Waipukerau will be completed in the new year.
- Land purchase for the cycleway between Waipawa and Waipukerau is complete.
- Discussions with Kiwirail underway.
- Cycleway construction to commence 2nd quarter of 2020.

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

KEY CONNECTIONS

SH2 Hawke's Bay Expressway

- Work involves installation of median and side barriers, with widening in some locations
- Construction 70% complete
- All median barrier work should be complete by February/March 2020
- Work between Longlands and Paki Paki is programmed for 2020. Further community engagement has been undertaken.

SH 50 Prebensen Hyderabad

- A re-evaluation of the project scope and benefits is being reviewed and a way forward will be known in early 2020

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

MAINTENANCE PROGRAMME

Rehabilitation programme

- Major sites for rebuilding this construction season:
 - Napier Port intersection to the Railway line (SH50)- working with NCC to improve storm drainage.
 - Carlyle Street/ Georges Drive/ Hyderabad Road intersection
 - Prebensen Drive/ Expressway roundabout

Resealing programme

- Underway- 55km's (lane km's) of SH being resealed in HB
- Due for completion by end of March.

Item 7

Attachment 1

New Zealand Government

Attachment 1

Item 7

Hei konā mai



New Zealand Government

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 13 December 2019

Subject: DECEMBER 2019 HBRC TRANSPORT MANAGER'S REPORT

Item 8

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. hear a presentation and discuss the development of a Network Operating Framework
 - 2.2. review progress on the HB Transport Study
 - 2.3. discuss the joint regional speed limit review.

The Hawke's Bay Transport Study

3. After some delays with the approval of funding by NZTA for the Hawke's Bay Transport Study, the first stages of the study are underway.
4. Data collection (through Google) on travel times and average speeds across key routes on the Heretaunga Plains has been completed and this will inform the update of the transport model, which is now underway through GHD Ltd.
5. The second stage of the study is to prepare a network operating framework (NOF) and the scope of work for this is currently being prepared. The NOF will examine region's network as a whole across all modes and help to link the region's strategic objectives with how the network is managed and improved in the future. The framework will set out the agreed function of key routes e.g. freight, commuter, cycling, pedestrian, public transport. In some cases, this function might differ by time of day and management techniques would be put in place to allow this.
6. The third stage of the study will be to develop a programme business case for future improvements, management techniques etc. for the transport network and services.

Government Policy Statement on Land Transport 2021(GPS)

7. Although we are only one and a half years into the three-year transport funding cycle, work is already underway on the next GPS to set the direction for land transport from 2021 to 2024.
8. A draft document is expected to be released in early 2020 for public engagement. If the timing of this consultation period fits with the RTC meeting schedule, we may arrange a presentation from Ministry of Transport officials at the March meeting.

Rail

9. The Future of Rail is a cross-agency project led by the Ministry of Transport, working alongside KiwiRail, the NZ Transport Agency, the Treasury, Auckland Transport, and Greater Wellington to define and develop the Future of Rail in New Zealand.
10. The Future of Rail looks at what purpose rail serves, and what outcomes rail can deliver for New Zealand as part of the transport system.
11. The purpose of this work is to integrate rail into the transport system, so rail is planned, funded and looked after alongside other transport modes.

12. A New Zealand Rail Plan is also under development and is expected to be released soon. The Rail Plan will have a 10-year horizon and set out a range of matters, including:
 - 12.1. the Government's longer-term strategic vision for rail
 - 12.2. the planning and operating environment for rail
 - 12.3. a 10-year programme of indicative investments and benefits, roles and responsibilities for the entities involved
 - 12.4. funding sources and principles, and
 - 12.5. a plan to monitor the performance of rail against the Government objectives.

Road to Zero

13. Although road safety in New Zealand has generally improved over the past four decades, for the last five years there has been an unprecedented rise in the number of deaths on NZ roads. Experts are unable to clearly identify a single cause for this.
14. At present, on average, one person dies on New Zealand's roads every day and another is injured every hour of every day.
15. The 2010 road safety strategy "Safer Journeys" is due to be replaced by 2020. The Cabinet paper which introduces the review of Safer Journeys highlights some deficiencies in the previous strategy but also the need for urgent action to tackle this recent increase in deaths and serious injuries on our roads.
16. The RTC prepared a submission to "Road to Zero", a consultation document that was released in July. "Road to Zero" takes a different approach to previous strategies and is modelled on successful strategies in other parts of the world. A summary document outlining this approach has been included in your orientation packs.
17. It is expected that the final strategy and the first of a series of action plans will be released before the end of the year.

Tackling Unsafe Speeds programme

18. The Ministry of Transport announced the Tackling Unsafe Speeds programme at the end of November. The programme forms part of the first action plan for Road to Zero, the new road safety strategy to be released shortly. This proposal will affect how speed limits are managed and reviewed by the councils and NZTA, through the development of speed management plans
19. This has implications for the Regional Transport Committee, which will now be formally responsible for coordinating and supporting public consultation on speed management plans, in conjunction with the Regional Land Transport Plan process.
20. The Hawke's Bay RTC discussed speed limit reviews earlier in the year and made a decision to coordinate our region's speed limit review process in 2020. Interestingly, we were ahead of the game in deciding that a regional approach made good sense. However, the exact role the Committee will play will become clearer as the new process unfolds.
21. The letter (Attached) highlights other interesting changes, such as that NZTA will take over the ownership and operation of speed cameras.
22. Further information will be provided to the Committee as it becomes available.

Regional Cycling Governance Group

23. Nominations have been sought from all councils for the new triennium. The first meeting of the new governance group will take place early in the new year.
24. Plans for an off-road link on the Waimarama Road section of the Landscapes Ride (previously known as the Mad Mile) are now progressing well. HDC is working with iwi on archaeological assessment and consultation and it is hoped that construction will take place over the summer. Once this link is in place, the Landscapes Ride will be reopened as part of the New Zealand Cycle Trails Great Rides network.

25. Detailed investigation into the Bay View-Whirinaki extension of the Water Ride is also progressing, although there are still some land issues to be resolved.
26. The Walking and Cycling Summit is being hosted by Hawke's Bay on 13 March 2020. The Associate Minister of Transport, Julie Anne Genter, will speak at the summit. Further information and registrations are through [Walking and Cycling Summit 2020](#) (link requires Google Chrome as browser).

Other Significant Issues or Works

NZTA Highway Network and Operations

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

Hastings District Council

28. The bridge strengthening programme is ahead of schedule. All of Taihape Road from HDC boundary to Hastings (except the boundary bridge) plus all of Kereru Road is now HPMV capable.
29. All of the Napier Rd structures, plus Ohurakura Road (except the bridge at the end) and Berry Road (to 50Max) have also been investigated and strengthened. These bridges will be released from restrictions soon.
30. Ohara bridge strengthening works are underway with Moeangi and Riggirs bridges soon to be procured.
31. Initial investigations into remaining bridges in the programme have been completed to enable them to progress to evaluation stage.

Napier City Council

32. Napier City Council is underway with the development of its Transportation Strategy. The strategy follows the completion of the citywide micro-simulation model to identify the desired future state of the City and its transport network and identify the capital improvement and policy changes which will assist the city in working towards that state.
33. The strategy is intended to bridge the gap between the regional strategy/NOF and the City's District Plan review and City Vision. Initial work on the strategy has included vision and objective setting along with a vision sharing exercise with key stakeholders including NZTA, HBRC, HDC and Port of Napier. Napier's consultant, Stantec, is currently gathering a processing data prior to further workshops in the New Year.

Hawke's Bay Regional Council

34. 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

35. 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 "December 2019 HBRC Transport Manager's report".

Item 8

Authored by:
Anne Redgrave
TRANSPORT MANAGER

Approved by:
Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

[!\[\]\(0f848bbd71cef6b345273b16f905912a_img.jpg\)1](#) Announcement of the Tackling Unsafe Speeds programme



Tackling Unsafe Speeds announced today

Dear all,

The Government has today announced the Tackling Unsafe Speeds programme which prioritises the safety of road users and children around schools. The programme is a priority action in the *Road to Zero* action plan.

Speed continues to be a major contributing factor to deaths and serious injuries on our roads. In 2018, travelling too fast for the conditions was the second highest contributing factor to fatal and serious injury crashes.

The Government is improving the way road controlling authorities (RCAs), including the NZ Transport Agency (NZTA), plan and consult on speed management changes in their respective areas. Setting speed limits will no longer be done through a bylaw-making process. The aim is to reduce confusion, provide better information to the public and encourage regional collaboration between RCAs.

RCAs will be required to develop and consult on speed management plans which will set out proposals for speed limit changes, engineering upgrades and safety infrastructure treatments over the coming 10 years on roads they are responsible for. For high risk roads, RCAs will need to consider whether 'engineering up' road infrastructure or reducing the speed limit will deliver the best outcomes.

Regional transport committees will coordinate and support consultation on speed management plans at the regional level. The NZTA will collaborate with RCAs and regional transport committees throughout this process and review Regional Speed Management Plans.

The NZTA will prepare and consult on a National Speed Management Plan which will set out proposals for safety infrastructure investment and speed management treatments on the State highway network, as well as all safety camera investment proposals. An independent speed management committee will also be established to review the NZTA's National Speed Management Plan.

This process will align with the GPS and land transport planning processes, to bring together infrastructure investment decisions with speed management decisions. This process is expected to improve transparency for all affected parties and lead to better and more informed consultation, engagement and decision making.

The NZTA will also establish a central register of speed limits on all New Zealand roads. This register will be publicly available and will be a single source of truth for all speed limits in the country. The NZTA, in its role as the Registrar of the register, will be responsible for updating speed limits in the register, which will give legal effect to any speed limit change.

 www.transport.govt.nz

HEAD OFFICE: PO Box 3175, Wellington, New Zealand. TEL: +64 4 472 1253, FAX: +64 4 473 3697

AUCKLAND OFFICE: The Government Economic and Urban Development Office, PO Box 106 238, Auckland City, New Zealand. TEL: +64 9 379 0070, FAX: +64 9 985 4849

Tackling Unsafe Speeds also introduces safer speeds around schools by requiring RCAs to reduce speed limits around urban schools to 30 km/h (or 40 km/h where appropriate), and around rural schools to a maximum of 60 km/h. To make it safer for children to walk and cycle to school, RCAs will also be encouraged to consider speed management treatments in the wider area around schools, not just on the road directly outside the school gate.

Tackling Unsafe Speeds also adopts a 'highly visible, no surprises' approach to safety cameras. Camera locations will be clearly sign-posted so drivers have advanced warning they are approaching a camera, and additional cameras will be rolled out and installed on our highest risk roads.

The ownership and operation of the safety camera network will be transferred from the NZ Police to the NZTA who will use its new speed management planning process to consult on the placement of new cameras. It is expected there will be a transition period of up to around two years to ensure a smooth change over between the two agencies.

The message to the public is that safety cameras are there to improve road safety, rather than enforcement tools to issue infringement notices.

Our partnership with local government is critical to achieving our road safety ambitions, and improving our co-ordination across the sector is a key focus. Thank you to all of you who shared your perspectives and contributed to the development of this programme.

In order to implement the Tackling Unsafe Speeds programme, changes to primary legislation and the Land Transport Rule: Setting of Speed Limits will be required.

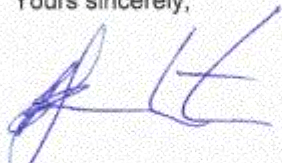
You will have an opportunity to comment on the legislative changes during the select committee process and the Ministry of Transport would like to continue to engage with you through the development of the new Rule. We intend to meet with the Transport Special Interest Group and a focus group of RCA representatives to test ideas about the draft Rule changes in early 2020.

Final legislation and rule changes are expected to be in place by mid-2020.

Further information on the Tackling Unsafe Speeds programme is available at:

<https://transport.cwp.govt.nz/land/tackling-unsafe-speeds/>

Yours sincerely,



Brent Johnston

Manager, Mobility & Safety

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HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 13 December 2019

Subject: ROADS SAFE HAWKE'S BAY DECEMBER 2019 UPDATE

Item 9

Reason for Report

1. This regular report provides the Committee with a snapshot of road safety activities undertaken by Roads safe Hawke's Bay and, as necessary, will brief the Committee on any current or upcoming issues relevant to road safety.

Background

2. There are a number of documents that provide the direction for the road safety activities, including:
 - 2.1. The Government Policy Statement for Land Transport (GPS)
 - 2.2. Safer Journeys 2020 – the national road safety strategy (soon to be replaced by Road to Zero, as discussed elsewhere in the agenda) and action plans arising from this.
3. The focus for road safety in New Zealand is the Safe System approach. This recognises that all elements of the road system need to be strengthened and that we need safe roads and roadsides, safe vehicles, safe road use and safe speeds. This approach recognises that all parts of the system have an important role in reducing our crash rates; if people make mistakes, then our roads, roadsides and vehicles should, as much as possible, protect them and other road users from harm.

Hawke's Bay Statistics

4. Road deaths by district for the 2019 calendar year to date.

Territorial Authority	Road deaths 1 Jan to 27 November 2019
Wairoa	1
Hastings	4
Napier	8
Central Hawke's Bay	4
TOTAL	17

5. There were 14 deaths on Hawke's Bay roads for the same period in 2018.

Factors in Road Fatalities - 2019 year to date.

	Wairoa	Napier	Hastings	CHB
Drivers	1	5	2	2
Passenger			1	2
Cyclist			1	
Pedestrian		1		
Motorcyclist		2		
Age of person killed				
0-15 years			1	
16-19 years			1	
20-24 years		1		1
25-39 years		3		1

	Wairoa	Napier	Hastings	CHB
40-59 years	1	2		2
60+		2	2	
Location of fatal crashes				
Local Road – Urban		2	2	
Local Road – Open Road	1	3	2	2
State Highway - Urban				
State Highway – Open Road		3		2

- The NZTA Communities at Risk Register (2018) sets out the personal and collective risk of being involved in a crash caused by one of a range of factors, compared with other territorial authorities.
- Personal risk reflects the distance travelled and is measured by the number of deaths and serious injuries per 100 million vehicle kilometres travelled¹. The table below sets out the factors for which Hawke's Bay district residents are at high or medium personal risk.
- As may be seen from the table below, Wairoa District has a significantly higher rate of serious crashes per million kilometres travelled than the other districts, although actual numbers may not appear as high as other districts with more traffic movement.

District	Overall	Young Drivers	Alcohol Drugs	Speed	Rural Intersections	Urban intersections	All Intersections	Rural Loss Control	Motorcyclist involved	Cyclist Involved	Pedestrian Involved	Distraction	Fatigue	Older Road Users	Restraints
Wairoa DC															
Hastings DC															
Napier CC															
Central Hawke's Bay DC															

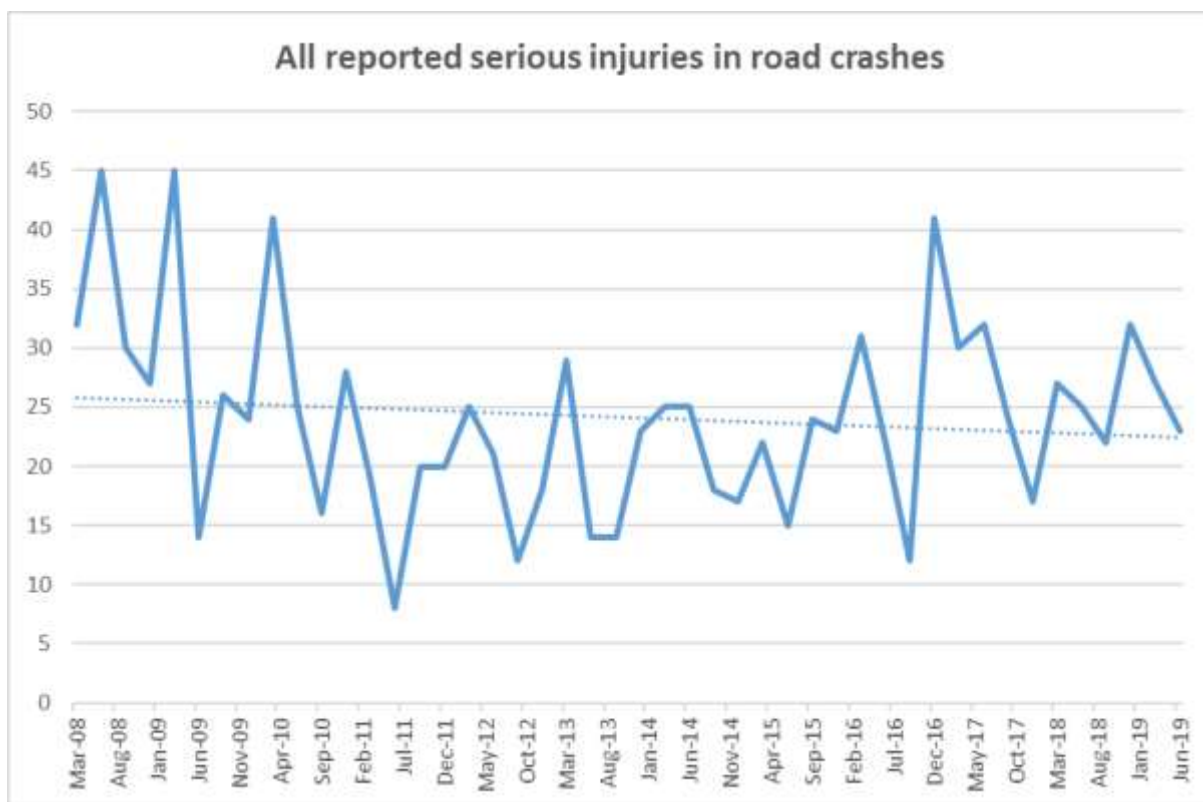
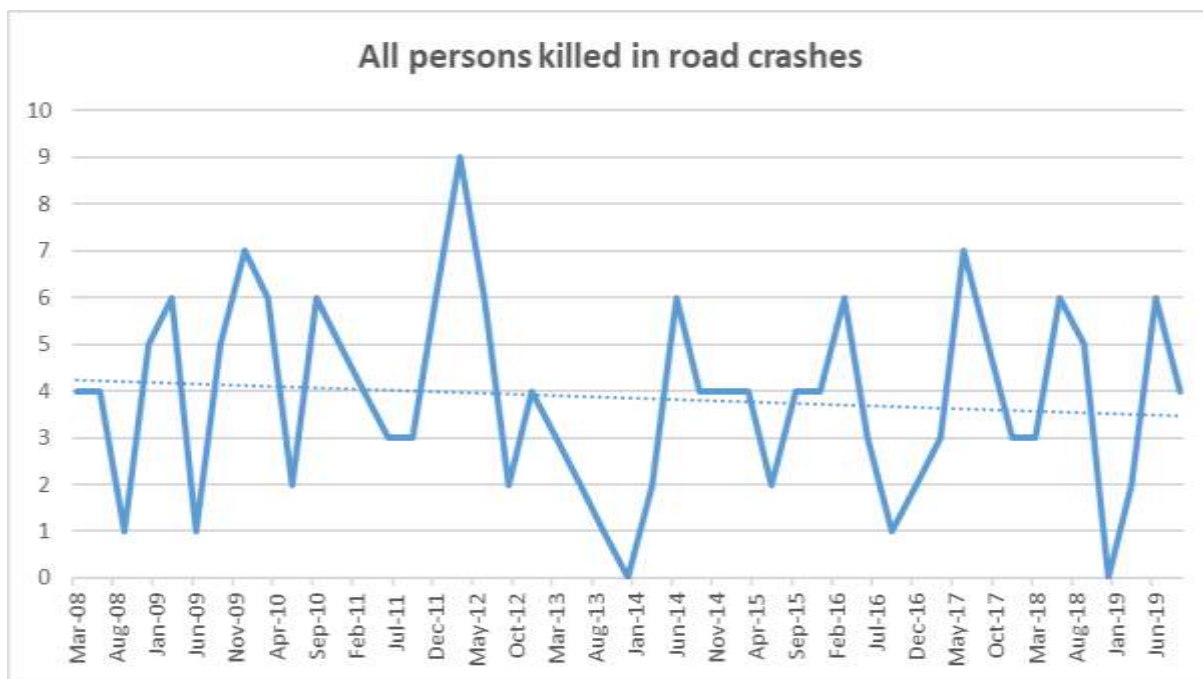
Key:

	High personal risk
	Medium personal risk

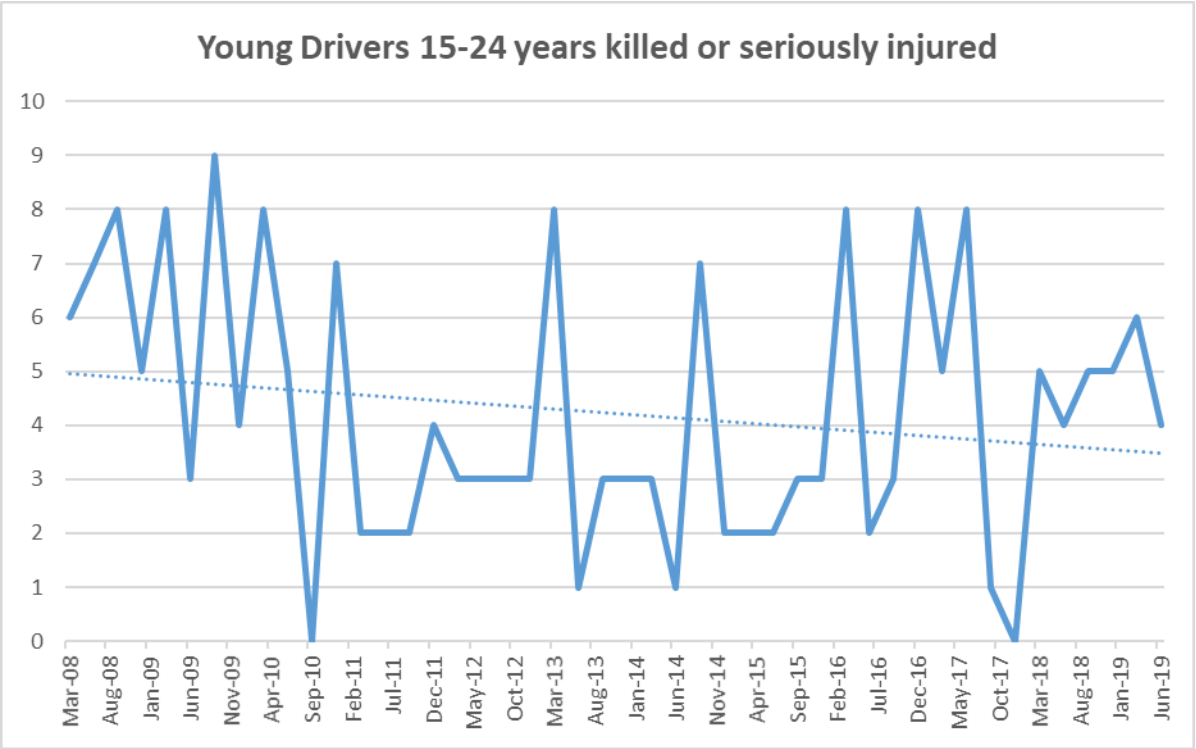
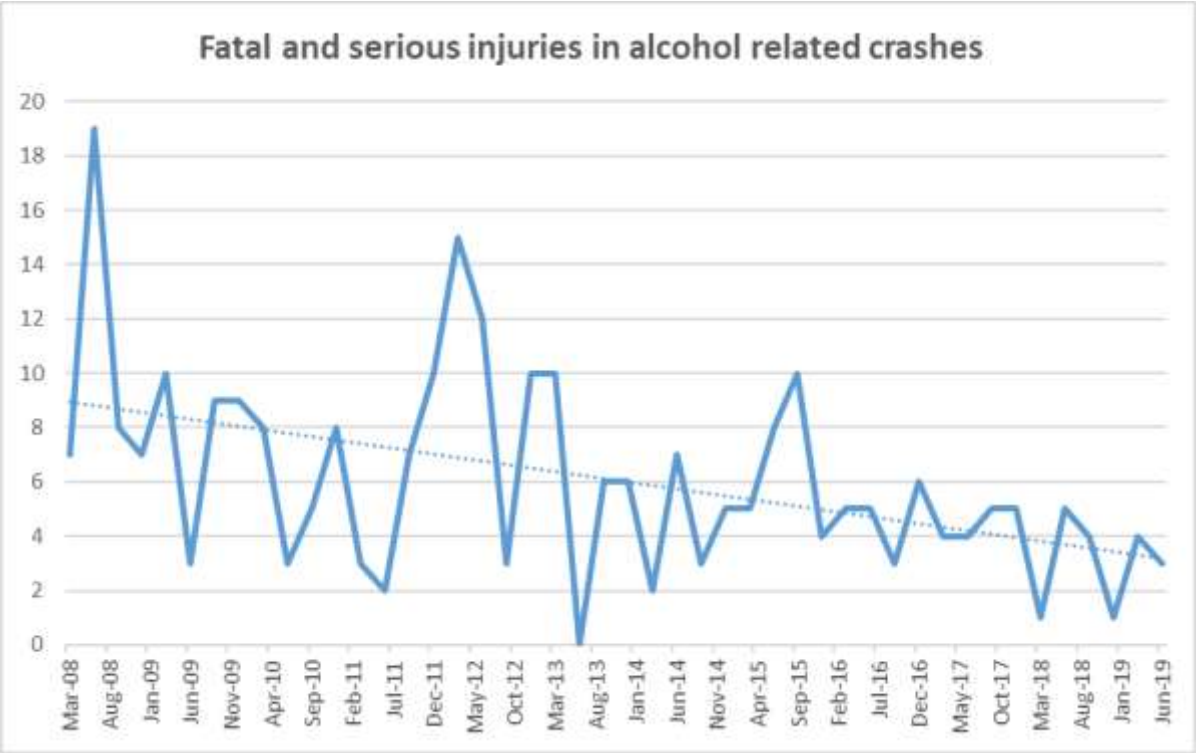
Crash factors – trends over time

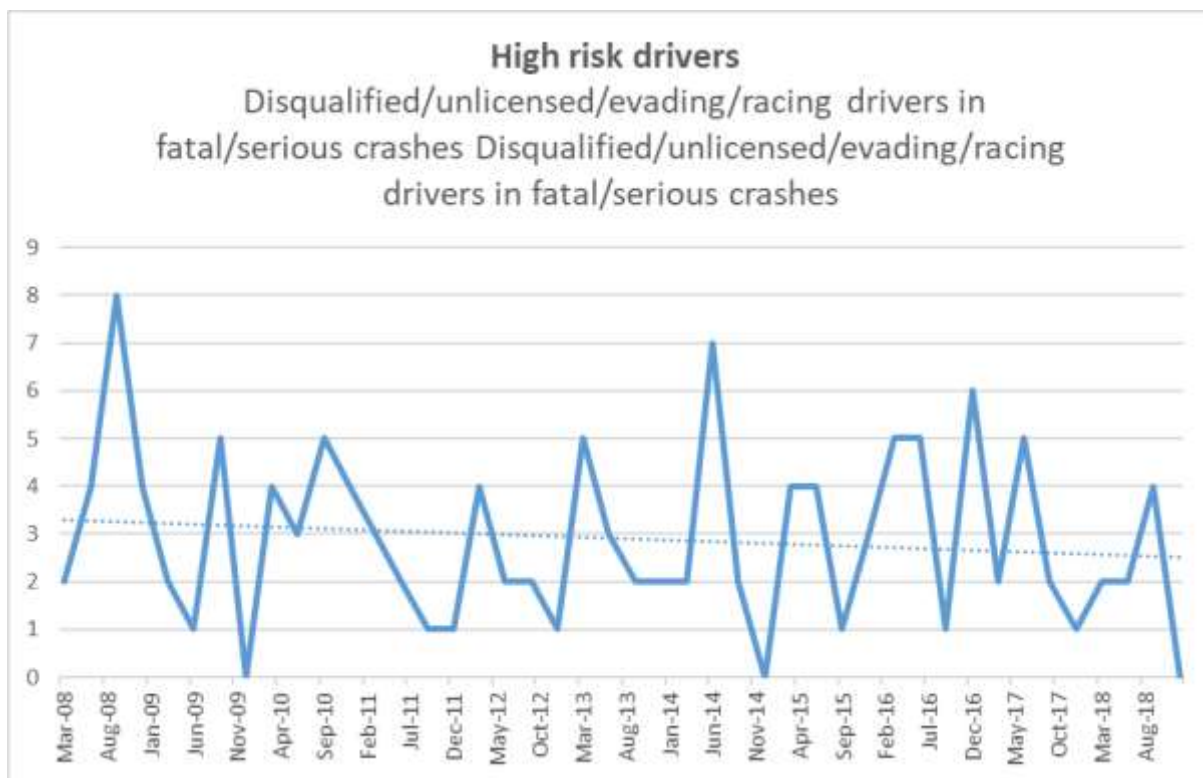
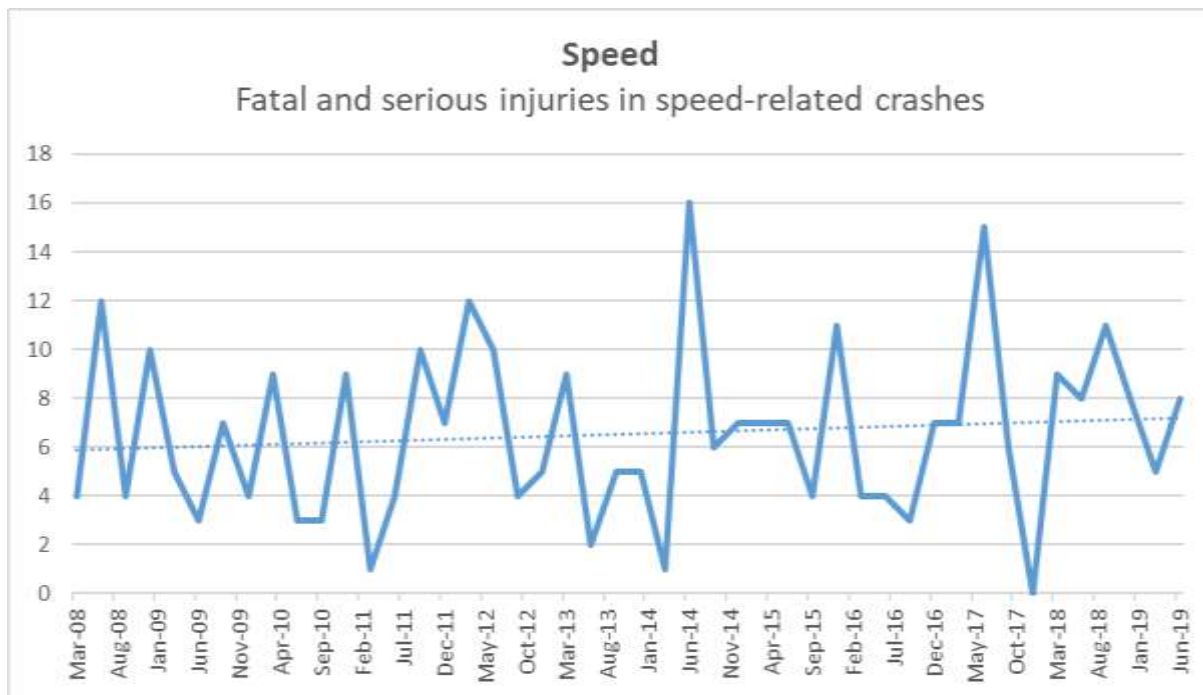
- The following graphs set out trends over time for a range of crash factors in Hawke's Bay. There has been some improvement in trends since 2008 for several crash issues, although recent increases could start to reverse this. Other factors, notably speed and motorcycle crashes, are worsening.

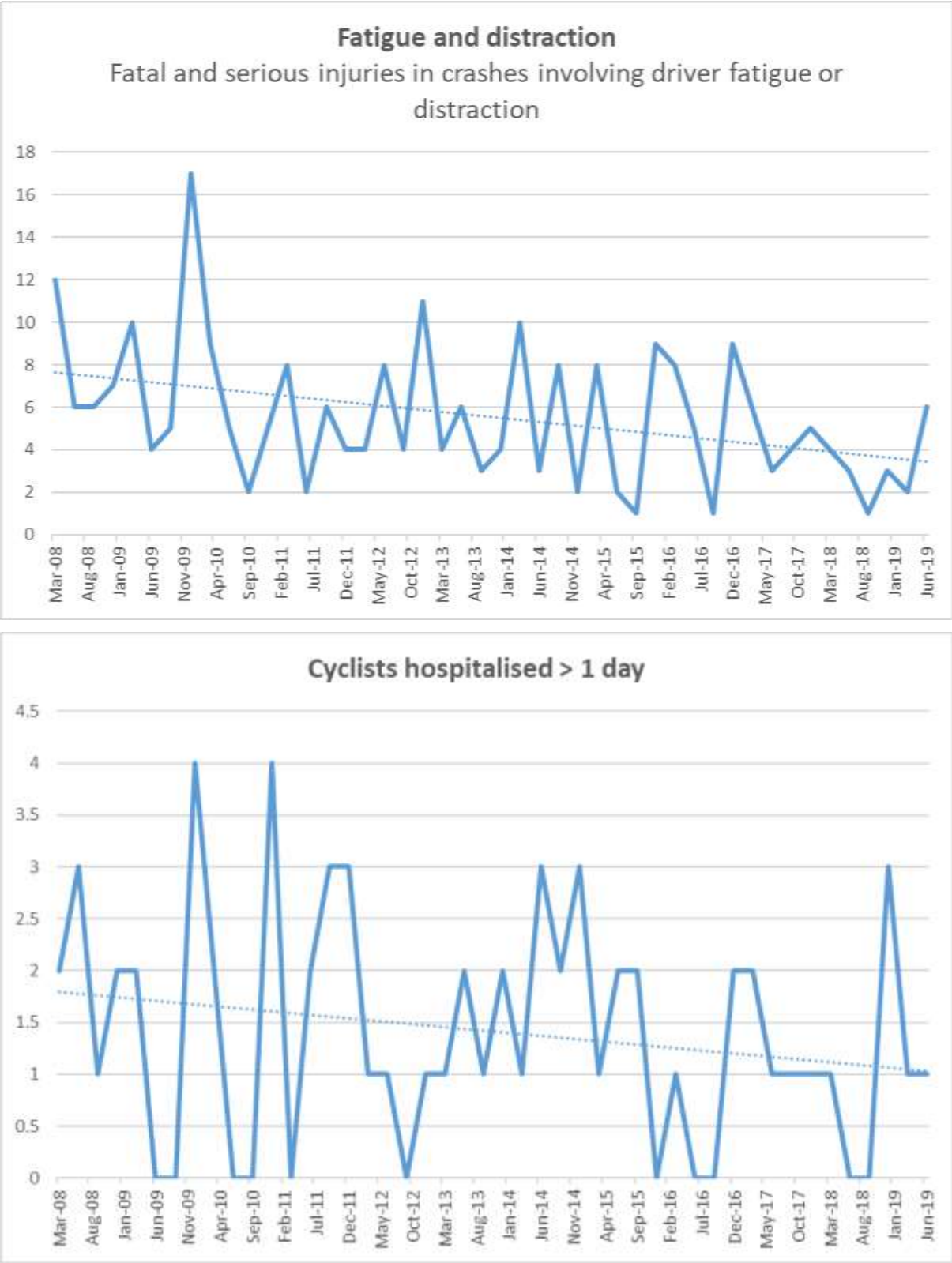
¹ High Personal Risk – 1 standard deviation above the mean, Medium Personal Risk – 0.5 standard deviation above the mean

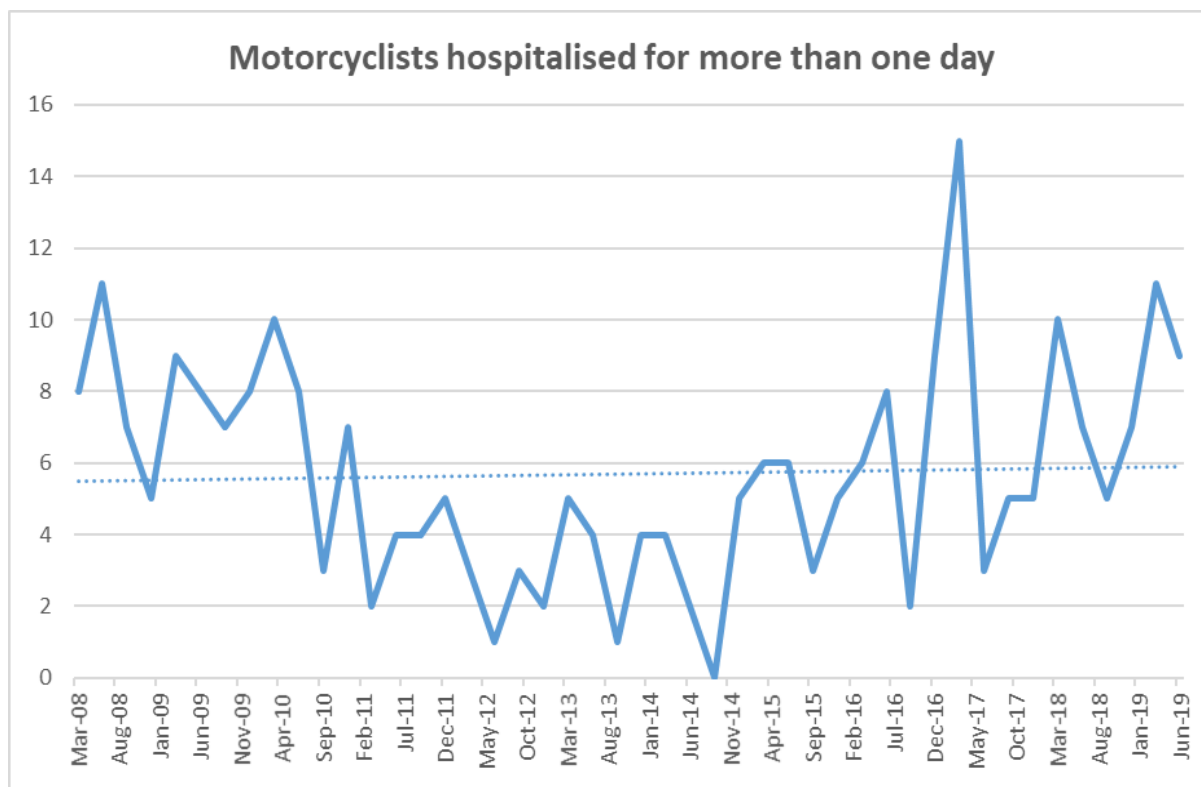


Item 9









Funding

10. The road safety programme is funded from three sources:
 - 10.1. The NZ Transport Agency
 - 10.2. Territorial Authorities contribution (Wairoa District Council, Hastings District Council, Napier City Council, Central Hawke's Bay District Council)
 - 10.3. HBRC rates.

RoadSafe Hawke's Bay Recent Activities

11. Department of Corrections Joint Project: We continue to run the road safety education days in partnership with Police also. This is for traffic offences (mainly recidivist offending drivers) who have received community service as part of their sentence. Feedback from the attendees is mainly positive, with many saying that it has changed their attitude throughout the day. The aim then is to continue to build on this change. We are working towards creating a take-home resource so that they can continue discussions with their family and/or friends. One of the themes of the programme is about how participants can break the cycle and become a leader in their whanau. We see the programme as a brief intervention model that supports a comprehensive restorative plan set by their probations officer and other requirements that the Ministry of Justice has determined as part of their sentence.
12. Department Of Corrections – Hawke's Bay Regional Prison Joint Project: We have been running a 6 week road safety graphic design project in the Youth Unit. The focus is on high risk road safety issues and the youth design resources that we use in our campaigns. They also produce a clothing range with road safety messages on them. They wear the clothing within the prison at formal greetings and welcomes. At the end of the course they receive certificates which go into their release pack and CV. We will run this course again in the Maori Focus Unit. The final draft designs are completed and we will produce these for use over our summer campaigns.
13. Xmas Alcohol Checkpoints: We are preparing for the Xmas alcohol checkpoints that we support over December. These have a festive theme and we will be doing these across Hawke's Bay.
14. Police Impairment Prevention Team: We have been working with this team over several months. They head to Gisborne approximately every three weeks and do checkpoints

along the way. We provide information and advice to the drivers that pass through the checkpoints. We also provide information and refreshment packs to the truck drivers who come through the checkpoint. This supports the project's emphasis on safety education before infringements.

Decision Making Process

15. 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 *"RoadSafe Hawke's Bay December 2019 Update"* staff report.

Authored by:

Linda Anderson
REGIONAL MANAGER ROADS SAFE
HAWKE'S BAY

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 13 December 2019

Subject: DECEMBER 2019 PUBLIC TRANSPORT UPDATE

Item 10

Reason for Report

1. To provide the Committee with an introduction to and an update on Council's public transport operation.

Background

2. The responsibility for contracting public transport services is assigned to regional councils under the Land Transport Management Act 2003. Under Section 35, the council must consider the needs of the "transport disadvantaged" when preparing its Regional Public Transport Plan (RPTP), which sets out the services that the council will provide.
3. "Transport disadvantaged" means people who the regional council has reasonable grounds to believe are the least able to travel to basic community activities and services (for example work, education, healthcare, welfare and shopping). As part of the responsibility to the transport disadvantaged, councils also provide Total Mobility services where suitable transport operators exist to deliver the service.

Bus Services

4. The Public Transport Operating Model (PTOM) was introduced by the National government in a 2013 amendment to the Act. The model provides for tighter control by regional councils over the bus services to be provided in their regions.
5. This was largely in response to issues in the major cities where operators cherry-picked services to provide commercially, requiring the councils to contract the less profitable services. This made it very difficult for councils to plan and manage an integrated network of services. Now almost all services must be under contract to the council, even if they are commercially viable.
6. PTOM also requires all contracts to be gross, meaning that the regional council takes the profit from increased fare revenue through higher patronage (or loss, through lower patronage), although there are provisions in the contracts for financial incentive mechanisms for operators, to encourage patronage growth.

Current Bus Network

7. The goBay bus services, which are delivered by Go Bus Transport Ltd, consist of:
 - 7.1 Route 10 – Napier to Hastings/Hastings to Napier (via HB Hospital) express service: 5 trips daily Monday to Friday
 - 7.2 Route 11 – Havelock North to Napier/Napier to Havelock North (via Clive and Hastings) express service: 8 trips daily Monday to Friday
 - 7.3 Route 12 – Napier to Hastings/Hastings to Napier, (via EIT and HB Hospital): 60 trips daily Monday to Friday, 11 trips on Saturdays and 5 trips on Sundays
 - 7.4 Route 13 – Napier-Tamatea-Taradale-Napier: 11 trips daily Monday to Friday, 6 on Saturdays
 - 7.5 Route 14 – Napier-Maraenui-Onekawa-Napier: 14 trips daily Monday to Friday, 4 on Saturdays
 - 7.6 Route 15 – Napier-Ahuriri-Westshore-Bayview-Westshore-Ahuriri-Napier: 11 trips daily Monday to Friday, 4 trips on Saturdays

- 7.7 Route 16A – Hastings-Camberley-Raureka-Hastings: 11 trips daily Monday to Friday
- 7.8 Route 16B – Hastings-Mahora-Hastings: 6 trips daily Monday to Friday
- 7.9 Route 17 – Hastings-Parkvale-Akina-Hastings: 6 trips daily Monday to Friday
- 7.10 Route 20 – Hastings-Flaxmere-Hastings (via HB Hospital): 22 trips daily Monday to Friday, 6 trips on Saturdays and 3 trips on Sundays
- 7.11 Route 21 – Hastings-Havelock North-Hastings: 15 trips daily Monday to Friday, 4 trips on Saturdays and 3 trips on Sundays

The total number of public transport trips provided per week is 907.

Passenger Surveys

- 8. Every two years we carry out a passenger survey and the last survey, which was carried out in 2018, showed that 88% of passengers were satisfied with the public transport system. *(Although that is a reasonably good result, there is still room for improvement).*

New Bus Ticketing System

- 9. A project to implement a new bus ticketing and smartcard system for nine regional councils across New Zealand is now well into the implementation phase. The provider is INIT, a company based in Germany but which has built such systems all over the world.
- 10. The system will allow all participating regional councils to continue with their own timetables and fares structures but the bus card will be able to be used in all nine regions. A clearing-house system will allocate fares to the correct region.
- 11. Passengers will be able to top up their cards with money on line (currently this is only possible with cash on the bus), which will speed up bus loading times. However, cards can still be topped up with cash on the bus or at selected retail outlets by cash or EFTPOS.
- 12. Entry to the bus is via a tag-on system (the card is passed over an electronic reader) and passengers will be required to tag off when they leave the bus also. This will provide councils with detailed information (not currently available) about where people are getting on and off the bus and how far they travel.
- 13. The provisional date for implementation is April 2020.

Bus Passengers

- 14. Diagram 1 shows the categories of passengers carried in 2018-19.

Passenger Categories	
Adults	14%
Children/school students	32%
Community Services cardholders	13%
DHB Patients	1%
DHB Staff	2%
HBRC Staff	0.50%
Promo/10-trips	2%
Seniors	2%
SuperGold cardholders	17%
Tertiary students	12%
Transfer	4.50%
	100%

Diagram 1

Bus Passenger Trips

15. Diagram 2 shows public transport trips made from Jul-Oct 2012-13 to 2019-20.

Year	Jul	Aug	Sept	Oct	Total
2012-13	59,275	74,493	61,847	60,530	256,145
2013-14	64,869	78,729	69,564	63,807	276,969
2014-15	64,349	73,204	68,927	62,049	268,529
2015-16	59,690	67,216	62,415	56,656	245,977
2016-17	52,226	68,062	58,821	53,911	233,020
2017-18	47,342	68,868	62,617	49,945	228,772
2018-19	52,904	66,538	55,612	52,414	227,468
2019-20	51,529	61,549	55,641	47,675	216,394

Diagram 2

Bus Service Costs

16. Diagram 3 shows the annual net cost (after fares and excluding GST) of operating the goBay bus service from Jul-Oct 2012-13 to 2019-20.

Year	Jul	Aug	Sep	Oct	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 897,624
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 834,972
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 764,362
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 703,084
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 626,890
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 709,158
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 747,756
2019-20	\$ 210,999	\$ 186,976	\$ 194,923	\$ 283,810	\$ 876,708

Diagram 3

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

17. Recent cost increases are largely due to inflationary pressure (as our bus contract is adjusted by an NZTA index reflecting fuel, labour and infrastructure prices) lower fare revenue due to lower patronage, and the cost of paid breaks added to the driver hours as required by the Employment Relations Amendment Act.
18. With patronage declining over the last five years, there are 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 (*however, as of 2 December we are confident that route adjustments will help the service to operate on time*).

Total Mobility

19. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive taxi vouchers entitling them

to a 50% fare discount (some restrictions apply). The scheme is administered by the regional council and funded by both the Council and the New Zealand Transport Agency.

20. Diagram 4 shows the number of Total Mobility trips made from 2012-2013 to 2018-19

Year	Jul	Aug	Sep	Oct	Total
2012-13	6,753	6,839	6,471	7,256	27,319
2013-14	7,401	6,804	6,611	7,658	28,474
2014-15	8,320	7,950	7,677	8,267	32,214
2015-16	7,949	7,219	8,186	7,708	31,062
2016-17	7,904	8,827	7,756	7,525	32,012
2017-18	8,250	8,607	8,090	7,732	32,679
2018-19	8,372	8,302	7,889	7,843	32,406
2019-20	9,559	8,501	8,624	9,277	35,961

Diagram 4

21. Diagram 5 shows the cost of the Total Mobility Scheme (excl GST) from 2012-13 to 2018-19.

Year	Jul	Aug	Sep	Oct	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$178,786
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$189,581
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$214,984
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$198,164
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$208,226
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$224,111
2018-19	\$ 60,537	\$ 60,282	\$ 57,320	\$ 55,541	\$233,681
2019-20	\$ 72,464	\$ 63,205	\$ 63,894	\$ 69,626	\$269,189

Diagram 5

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

Carbon Mitigation through Public Transport

22. Following the declaration of a climate change emergency and a public transport workshop held in June, regional councillors were enthusiastic about the role that public transport could play in reducing carbon emissions, and the transport team was tasked with investigating options for increasing the patronage of the public transport network in Hawkes' Bay.
23. A range of proposals was presented to the RTC in September for discussion, followed by consideration by the regional council at its final meeting of the triennium. The preferred proposal was for a lower flat fare system to be introduced. This is explained in more detail below.
24. The carbon mitigation effect of the existing bus service was calculated, using the following assumptions:
- 24.1 That all bus passenger trips replace a single-occupancy petrol car journey
 - 24.2 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).
25. 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.

- 26 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.
- 27 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 of some sections of the Expressway. 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.

Preferred proposal to improve bus patronage – cheaper fares for all passengers, all the time

28. This would see all one-zone trips reduced to \$1, irrespective of passenger type, smartcard only. All two-zone trips to cost \$2, irrespective of passenger type, smartcard only.
29. Some additional 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

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

	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%

Diagram 6: Smartcard Fares

31. The cheaper fares would encourage new passengers across all services, including off-peak when occupancy is generally quite low. 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.
32. 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).
33. 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.
34. All passenger groups would benefit, and this would contribute to government aims of improving accessibility, as well as reducing carbon emissions.
35. Making the cheapest 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

36. 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. We believe that consistency and simplicity is important, so our recommendation is that concessions are removed from cash fares also, and these are set at \$3 (two-zone trip), \$2 (one-zone trip).

Rough cost and carbon benefit

37. As this option is not for free fares, but significantly cheaper ones, extra patronage (assuming 30% over time) would largely offset lower fares.
38. There would be a cost to add further peak services to the fleet to cater for an expected increase in demand. This requires more detailed investigation to quantify, but is likely to cost at least \$150,000 annually.
39. Assuming a 30% increase in patronage over time (in the same ratio of one-zone:two-zone patronage as we currently carry) a further annual saving of 384 tonnes of carbon would be made.

Next steps

40. We are currently quantifying the scale and cost of the peak service increases that would be necessary and will take the business case for this proposal back to council for consideration for inclusion in the annual or long term plan.

Decision Making Process

41. 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 “**December 2019 Public Transport Update**” report.

Authored by:

Megan Welsby
SUSTAINABLE TRANSPORT
COORDINATOR

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 13 December 2019

Subject: DISCUSSION OF MINOR ITEMS NOT ON THE AGENDA

Item 12

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.		