



## Meeting of the Regional Transport Committee

**Date:** Friday 19 June 2020  
**Time:** 10.00am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### Agenda

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

**Friday 19 June 2020**

**SUBJECT: SHORT TERM REPLACEMENTS FOR THE 19 JUNE 2020 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**

<b>Committee Members (Voting)</b>		
Cr Martin Williams	Member and Chairman	HBRC
Cr Charles Lambert	Member and Deputy Chairman	HBRC
Cr Keith Price Alternate Mayor Kirsten Wise	Member	NCC
Mayor Alex Walker Alternate Cr Kate Taylor	Member	CHBDC
Mayor Craig Little Alternate Cr Jeremy Harker	Member	WDC
Mayor Sandra Hazlehurst Alternate Cr Tania Kerr	Member	HDC
Ms Emma Speight Alternate Mr Oliver Postings	Member	NZ Transport Agency
<b>Advisory Members (Non-voting)</b>		
Api Robin	Cultural Interests and Environment	HBRC Māori Committee
Paul Michaelson	Private motorists, Public Transport users, Walking and Cycling	Automobile Association
Matt Broderick	NZ Police	NZ Police
Andrew Palaret	Port and Coastal Shipping	Port of Napier Limited
Ian Emmerson	Road Transport industry	Road Transport Association
Position Vacant	Rail	KiwiRail
Position Vacant	Health	HB District Health Board
<b>Technical Advisory Group (TAG)</b>		
Anne Redgrave	Transport Manager	HBRC
Megan Welsby	Sustainable Transport Officer	HBRC
Robin Malley	Transportation Team Leader	NCC
Shawn McKinley	Roading Manager	CHBDC
Michael Hardie	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
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, 19 June 2020 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 19 June 2020**

**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 and notes the "*Follow-ups from Previous Regional Transport Committee Meetings*".

**Authored by:**

**Annelie Roets  
GOVERNANCE ADMINISTRATION  
ASSISTANT**

**Approved by:**

**James Palmer  
CHIEF EXECUTIVE**

**Attachment/s**

[!\[\]\(4f6bf54ae7e4144a72d78316053e412d\_img.jpg\) 1](#) Follow ups for June 2020 RTC Meeting



## Follow-ups from Previous Regional Transport Committee Meetings

## From 27 March 2020 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Follow-ups	Transport Committee Workshop – Innovative solutions into the future of Transport, efficiency of the network and transport demand needs. Feedback needed which will feed into the Transport Study RLTP 2021.	Anne Redgrave	The workshop was held on 20 April by Zoom. Subject of a separate item in this agenda.
2	Ministry of Transport Presentation - Government Policy Statement on Land Transport 2021	<ul style="list-style-type: none"> <li>Set up the presentation from the Ministry and draft a summary on possible questions and answers document to stimulate a discussion</li> <li>Draft a submission and incorporate feedback from members of the Committee</li> </ul>	Anne Redgrave	The GPS team was unable to do individual presentations due to duties related to the Covid-19 emergency. Presentations on the GPS were available on the website. A submission was drafted and circulated for feedback prior to submission.
3.	NZTA Central Region - Regional Relationships Director's Verbal update	<ul style="list-style-type: none"> <li>Proposed to have a public statement from the Committee to thank those in providing services in Public Transport, including bus drivers</li> </ul>	Anne Redgrave / James Palmer	Completed. The RTC Chair sent a letter to GoBus thanking drivers on behalf of the Committee and HBRC.



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

**Friday 19 June 2020**

**Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA**

**Item 6**

**Reason for Report**

1. This item provides the means for committee members to raise minor matters they wish to bring to the attention of the meeting.
2. Hawke's Bay Regional Council standing order 9.13 states:
  - 2.1. "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."

**Recommendations**

3. That the Regional Transport Committee accepts the following "Minor Items Not on the Agenda" for discussion as Item 14:

Topic	Raised by

**Leeanne Hooper  
GOVERNANCE LEAD**

**James Palmer  
CHIEF EXECUTIVE**



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

**Friday 19 June 2020**

**Item 7**

**Subject: UPDATE ON THE REGIONAL TRANSPORT STUDY AND REGIONAL LAND TRANSPORT PLAN**

**Reason for Report**

1. This item:
  - 1.1. provides the Committee with an update on progress with the Hawke's Bay Transport Study and the development of the Regional Land Transport Plan (RLTP) for 2021, and
  - 1.2. seeks the Committee's approval of the proposed initial sections of the draft RLTP.

**Background**

2. The RLTP is a statutory document that must be prepared every six years, as required by the Land Transport Management Act 2003 (LTMA).
3. The RLTP comprises two key parts:
  - 3.1. The strategic policy section has a minimum ten-year outlook and includes land transport objectives, policies and measures required by the LTMA
  - 3.2. The regional transport programme, which sets out a programme of proposed land transport activities over a six-year period, and a ten-year financial forecast.
4. The next RLTP must be prepared by the RTC and adopted by the Regional Council by April 2021. This timeline enables the NZ Transport Agency to then release the National Land Transport Programme by end June 2021, setting out the funded transport activities for the next three years.
5. It is possible that the timeframe for preparation of the RLTP will be extended, due to the Covid-19 pandemic and consequent delays to the release of the Government Policy Statement. There is provision within the legislation for the adoption of RLTPs as late as 30 June and this provision has been utilised in the past. However, we have not received any indication yet that this is likely.

**Hawke's Bay Transport Study – Transport Model Update, Network Operating Framework, Programme Business Case**

6. The Hawke's Bay Transport Study will help to guide the future direction for transport in the region, identifying issues and opportunities and ways to address these. There are three separate components to the study.
7. The Network Operating Framework (NOF) is the second stage of the study, and is being prepared by GHD Ltd, under contract to Waka Kotahi, the NZ Transport Agency.
8. The purpose of the NOF is to link strategic objectives with how the transport network will be managed and improved in the future. The framework will set out the agreed function of key routes and determine the level of service gap that exists between the current state and desired future function. Further information on progress with the NOF is to be found in Waka Kotahi's report to this meeting.
9. The Programme Business Case (PBC) is the third stage of the study, which will result in a business case for a programme of activities needed over the short, medium and long-term to ensure that all sections of the network can operate according to the NOF and its objectives. The PBC is being developed by Stantec Ltd, under contract to Hawke's Bay Regional Council.
10. Work is well underway on the development of the strategic case which forms part of the PBC. This comprises two parts:

- 10.1. Identification of the problem or opportunity: This phase identifies the key problems or opportunities faced by our transport system and the benefits of addressing these
- 10.2. The strategic context: This demonstrates the alignment of the proposed investment with the problem owner's priorities, regional and national priorities, other programmes and strategies, and other organisations' priorities (if relevant).
11. An initial workshop was held with RTC members and technical officers on 29 May to commence the preparation of the strategic case. Each organisation was asked to present on its 30-year vision, issues that might prevent the achievement of this vision and steps that could be taken to address these. Key issues were prioritised in urban and rural breakout groups.
12. A presentation from Stantec set out the context for these discussions, outlining a range of demographic and transport trends in the region. This information is largely replicated in the initial sections of the draft RLTP, discussed elsewhere in this report.
13. Stantec has used the information gathered through the workshop to draft key problem statements for the strategic case, identify supporting evidence and the benefits of addressing the issues (the investment logic map (ILM)). A working draft of this ILM is attached for information only. (Attachment 1).
14. Following one-on-one discussions with the investment partners, a further workshop will be held next week with a wider group of stakeholders to review the draft ILM. The workshop will also identify a long list of activities or interventions to address the problems or opportunities.

### **Setting the Scene for the Regional Land Transport Plan**

15. Attachment 2 sets out draft initial sections of the Regional Land Transport Plan. The purpose of these sections is to provide the context within which the Plan is developed. They describe the current situation and trends in the region across a range of demographic, transport and economic indicators. However, they are not intended to identify the issues to be addressed through the RLTP nor to discuss the future direction for the transport system through a vision and objectives. These are to be derived through the development of the strategic case which is part of the PBC work, as described above.
16. Feedback presented at the March meeting has been incorporated into these sections and some reorganisation and amplification has been undertaken.

### **Significance Policy**

17. The Land Transport Management Act requires RLTPs to have a significance policy.
18. Under the LTMA s 106 (2) each regional transport committee must adopt a policy that determines significance in respect of:
  - 18.1. Variations made to regional land transport plans under section 18D
  - 18.2. The activities that are included in the regional land transport plan under section 16.
19. Consultation is not required under s 18D (5)(a) for variations that are not significant.
20. The Transport Sector Interest Group (TSIG) has developed a number of common documents and templates to facilitate the development of RLTPs. The group has drafted a suggested significance policy that could be adopted by most RTCs. Having a consistent approach would facilitate the variations process, particularly for Waka Kotahi, which operates across all regions.
21. The policy is not yet finalised and must undergo legal review but it is likely that most of the regional councils will adopt this common approach.
22. The draft policy removes a monetary limit as a determinant of significance, but focuses more on the effect that a change to the RLTP may have on the community, the integrity



and direction of the RLTP, any impact on the purpose of the Land Transport Management Act, the objectives of the Government Policy Statement or similar.

23. The policy will be brought to the committee for discussion when complete.

### **Prioritisation Process**

24. The TSIG is also developing a suggested common prioritisation process for activities included in RLTPs.
25. The LTMA requires regional transport committees to prioritise significant activities for which it is seeking funding. However, the legislation does not set out how this prioritisation should be undertaken and in the past, a wide variety of methods has been used.
26. Regional prioritisation is intended to help NZTA to determine which projects are the highest priority for funding through the National Land Transport Fund; it uses its own assessment framework to assist with this. However, the Agency's job is not made any easier by the wide variety of regional prioritisation methods used, hence the suggestion that a common approach be taken.
27. The suggested common prioritisation framework will be brought to the committee for discussion when complete.

### **Next Steps**

28. The strategic case section of the Programme Business Case and the Network Operating Framework will be completed by early July. This will enable most of the rest of the strategic front-end of the RLTP to be drafted for consideration by the RTC at its next meeting.
29. Work will continue on the testing, assessing and refining of options for inclusion in the Programme Business Case.

### **Strategic Fit**

30. The Regional Land Transport Plan contributes to the HBRC's Strategic Plan 2017-21 priority area of Sustainable Services and Infrastructure.

### **Significance and Engagement Policy Assessment**

31. This decision is not significant in terms of Council's Significance and Engagement Policy.
32. Consultation and engagement with key stakeholders will take place through the HB Transport Study processes. A public consultation process on the draft Regional Land Transport Plan will be undertaken from December 2020.

### **Climate Change Considerations**

33. The transport system's contribution to climate change and mitigation of the effect on transport networks will be a major consideration in the development of the Regional Land Transport Plan.

### **Financial and Resource Implications**

34. The cost of the Hawke's Bay Transport Study and Regional Land Transport Plan has been included in long term and annual plan budgets.

### **Decision Making Process**

35. Council and its committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
  - 35.1. The decision does not significantly alter the service provision or affect a strategic asset
  - 35.2. The use of the special consultative procedure is not prescribed by legislation, and public consultation process on the draft Regional Land Transport Plan will be undertaken from December 2020

- 35.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy
- 35.4. The persons affected by this decision are all persons interested in the management and development of transport systems in Hawke's Bay.
- 35.5. The decision is not inconsistent with an existing policy or plan
- 35.6. 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.

### **Recommendation**

That the Regional Transport Committee:

- 1. Receives and considers the "*Update on the Regional Transport Study and Regional Land Transport Plan*" staff report.
- 2. Agrees that the decisions to be made are not significant under the criteria contained in Hawke's Bay Regional Council's adopted Significance and Engagement Policy, and that the Committee can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
- 3. Approves the initial sections of the draft Regional Land Transport Plan outlining the regional context for the plan, incorporating amendments agreed at the 19 June 2020 Regional Transport Committee meeting.

### **Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

### **Approved by:**

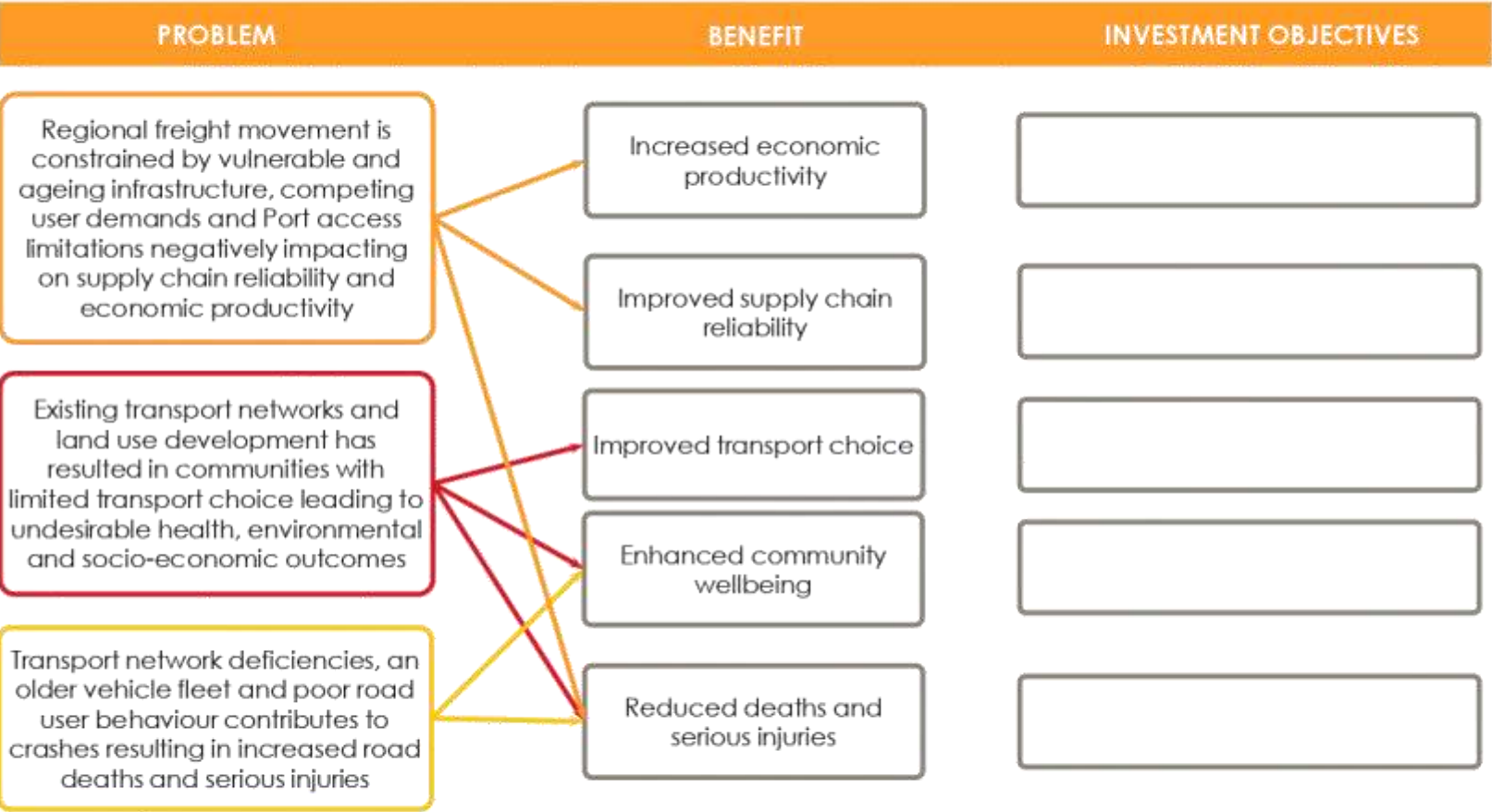
**Tom Skerman**  
**GROUP MANAGER STRATEGIC**  
**PLANNING**

### **Attachment/s**

- [1](#) Draft ILM
- [2](#) Strategic Context

Hawke's Bay Transport PBC

Fostering a vibrant, accessible and sustainable Hawke's Bay



- Opportunities**
- Regional spatial planning
  - Strengthening local partnerships to deliver diverse visitor experiences and economic benefits across Hawkes Bay and encourage regional journeys
  - Innovation through technology
  - Reduce greenhouse gas emissions and mitigate climate change impacts
  - Limited congestion provides opportunities to reallocate road space to other uses and users





## Strategic Context

### Our region

#### 1.1 The Hawke's Bay Region

The Hawke's Bay region covers 1.42 million hectares, lies on the east coast of the North Island and includes Wairoa, Hastings and Central Hawke's Bay District Councils and Napier City Council. The region adjoins the Bay of Plenty, Waikato and Manawatu-Whanganui regions and Gisborne District. The Heretaunga Plains, at the centre of the region is characterised by the two major urban centres of Napier and Hastings located only 20 kilometres apart, with a number of other small satellite settlements in close proximity.

#### 1.2 Landscape and Climate

In the north of the region, much of the land is unstable, highly erodible and deeply incised by rivers and streams. In the centre and in the south, more extensive plains have been formed. In the west all these land are bound by high axial ranges and by lower limestone hills in the east south of Napier. This landscape restricts movement north and south and to other regions to one or two main corridors.

Hawke's Bay's weather is sunny and warm overall, with hot dry summers. Storm systems from the north and east affect the region seasonally and can cause significant rainfall events to occur. Wairoa District, with the highest rainfall in the region, is particularly susceptible to erosion as a result.

The region is increasingly likely to suffer drought as a result of climate change and biosecurity hazards could become more prevalent as a result of this. Hawke's Bay is also vulnerable to natural hazards such as earthquakes and coastal erosion. These hazards combine to increase the cost of infrastructure maintenance and repair and disruption to the economy.

### Our people

#### 1.1 Population and residential growth

Hawke's Bay is currently home to approximately 173,700 people, with 80% of those living in Napier or Hastings. December 2019 advice by Stats NZ has indicated that Hawke's Bay should now be using its high growth prediction scenario, which would put the 2043 population at 195,900, an increase of 18%.

The 2018 Census usually resident population data for each of our districts was:

	2006	2013	2018	% increase since 2013
Central Hawke's Bay District	12,957	12,717	14,142	11.2
Hastings District	70,842	73,245	81,537	11.3
Napier City	55,359	57,240	62,241	8.7
Wairoa District	8,484	7,890	8,367	6.0
Hawke's Bay Region	147,783	151,179	166,638	10.2

By far the largest proportion of population growth has been due to net migration to the region, rather than natural population increase. The population is ageing quickly, with 18.5% of our population aged 65 or over, compared with just 15.6% nationally. This is

expected to increase to as much as 35% nationally by 2043. The ageing population will change housing needs (smaller, more centrally located housing), increase the number of retirement villages constructed<sup>1</sup> and may change travel patterns, with less peak commuter travel. However, counter-balancing this is a trend to working past 65, and increased travel for recreational activities by retirees.

There is considerable variation across the region in a range of social indicators. While Hawke's Bay's median income is \$77,700, compared with \$89,100 nationally and \$62,200 in Wairoa District.

Most of Wairoa, Flaxmere and Maraenui rate at Decile 10 on the Social Deprivation Index, while Havelock North, Bluff Hil, Taradale and Greenmeadows are Decile 1.

While Hawke's Bay has traditionally had a higher unemployment rate than NZ overall, this had declined to exactly the national average of 4.3% by 2019, the lowest since 2007. However, Hawke's Bay's NEET<sup>2</sup> rate is higher than the national average, at 16.1%.

Table: Unemployment Rate 2000-2019



In 2019, there were 83,076 filled jobs in Hawke's Bay, an increase of almost 8,000 jobs in the last five years.

The growth in mean income in Hawke's Bay was 4.2%, compared with 3.8% national growth.<sup>3</sup> However, the benefit of this growth was unevenly spread across the region, with Wairoa District continuing to have a higher unemployment rate and lower mean income than Napier and Hastings.

<sup>1</sup> There are four new retirement villages under construction in Hawke's Bay during 2020.

<sup>2</sup> The NEET rate measures the proportion of people aged 15–24 years who are not employed or engaged in education or training.

<sup>3</sup> <https://ecoprofile.infometrics.co.nz/Hawke%2527s%2bBay%2bRegion/StandardOfLiving>



The 2020 Covid-19 pandemic is forecast to contract the Hawke's Bay economy by 6.2% and raise unemployment to 8.4%, although Hawke's Bay is likely to be less affected than other parts of New Zealand. However, Maori as well as low income households will be particularly vulnerable to job losses. Retail, food services and accommodation will be worst hit, while there should be little disruption to primary production and food manufacturing.

The Heretaunga Plains Urban Development Strategy (HPUDS) 2017 aims to protect valuable horticultural land, allow distinct identities for the two cities and ensure that community facilities and infrastructure are integrated and affordable. The strategy plans to accommodate population growth by achieving urban development that is 60% intensification, 35% greenfield, 5% rural, with balanced supply between Napier and Hastings.<sup>4</sup> A further review of HPUDS will commence in 2021 in order to incorporate 2018 Census data and the consequent subnational projections of population and households.

Napier City Council is reviewing its District Plan and proposes future greenfields growth areas for the western hills behind Taradale. This is in addition to the Mission Residential Precinct which will provide around 550 homes. The move to the hills is in response to concerns about the flat growth areas within Napier's boundaries, which are subject to natural hazards such as flooding and tsunami risk. However, these proposals are at an early stage of consultation and yet to be incorporated in HPUDS, which currently includes areas identified in 1993 for growth in behind Te Awa and Riverbend Road. Napier City Council also plans for intensification in the CBD.

In the Hastings District, the focus is on residential development as close to existing urban areas as possible but which avoids the loss of high quality soils. Hastings is also planning further urban intensification.

Due to the close proximity of two urban centres with major industry, education, health and transport facilities distributed between them, commuting between the two cities is significant. Census data shows major flows at peak times, in particular from the Taradale and Greenmeadows area of Napier to the central and western areas of Hastings. Educational travel between the cities is also a major contributor to peak time commuting, with the Eastern Institute of Technology drawing students to southern Taradale and special character schools dispersed across the Heretaunga Plains.

As house prices have increased rapidly in Napier and Hastings, more people are now living in Central Hawke's Bay but commuting to employment or education in Napier or Hastings, which also increases travel demand. This is reflected in the significant increase in population in the district between 2013 and 2018.

## 1.2 Our Economy and Employment

Hawke's Bay's rural land is used for pastoral farming and forestry, horticulture and viticulture. There is almost 20,000 hectares of land on the Heretaunga Plains dedicated to horticulture, including almost 5,000 to apple production and 3,600 to viticulture. The value of this land to the Hawke's Bay economy is very significant and the Heretaunga Plains Urban Development Strategy 2017 aims to protect it from necessary encroachment by residential or other development.

Agriculture, forestry and fishing was the largest contributor to an overall increase in Hawke's Bay's GDP between 2009 and 2019, with an increase of \$190 million.

The pipfruit sector has seen significant growth in plantings in Hawke's Bay; it is estimated that over 1 million new trees have been planted in the region in the last two years. Hawke's Bay has 55% of the apple growing area in New Zealand. While production is increasing

<sup>4</sup> <https://www.hpuds.co.nz/assets/Document-Library/Strategies/2017-Heretaunga-Plains-Urban-Development-Strategy-incl-Maps-AUG17.pdf>

significantly, this is largely due to intensification, rather than to major increases in land area under production.<sup>5</sup> The increase in production has flow-on effects for the transport network. A record apple crop drove an 8.6% increase in containerised apple exports through Napier Port in 2019.

Apple and pear growing is the largest employing industry in Hawke's Bay, with hospitals second and other agriculture and fishing in third place.

There are 134,841 hectares of plantation forests in the region – up from 128,100 hectares in 2012. Timber products are a major export and Napier Port saw a 17% increase in log volumes handled in 2018-19, representing a doubling of log volumes over the last three years.<sup>6</sup> Increases in forestry plantings as a result of the Climate Change Response (Zero Carbon) Amendment Act could have a particular effect in the Wairoa District, which has already seen 8,486 hectares of sheep and beef land converted to forestry. This of concern to many in the district due to the loss of jobs resulting from such conversion.<sup>7</sup>

The main processing centres for rural produce are situated in and around Tomoana/Whakatu, Omaha Road and Irongate areas in Hastings, and the Awatoto and Onekawa areas in Napier.

Tourism has been a growing industry within our region due to the attraction of the climate, unique Art Deco architecture, cycleways and wine and food reputation. Monthly regional tourism estimates were calculated at \$674m for the year to March 2020, \$504m from domestic tourism and \$17m international<sup>8</sup>. The Covid-19 pandemic is estimated to be less detrimental to Hawke's Bay's tourist numbers than some other regions, due to the significant proportion of tourism spend from within New Zealand. With overseas travel not possible in the short term, Hawke's Bay could benefit from more domestic travel, although this is likely to be tempered by the economic after-effects of the pandemic.

The development of Rocket Lab's launch site adds to tourism on the Mahia Peninsula, while Lake Waikaremoana's Great Walk also attracts both domestic and international visitors to the Wairoa District.

Central Hawke's Bay District is developing opportunities for tourism based around the area's rich cultural heritage. The district is also promoting its NZ Cycle Trails Heartland Ride and other cycling events.

<sup>5</sup> <https://www.westpac.co.nz/assets/Business/Economic-Updates/2019/Monthly-Files-2019/NZ-Over-the-Fence-7-June-2019.pdf>

<sup>6</sup> <https://www.napierport.co.nz/wp-content/uploads/2019/11/Annual-Report-2019.pdf>

<sup>7</sup> <https://beefliambnz.com/research-afforestation-impacts-wairoa>

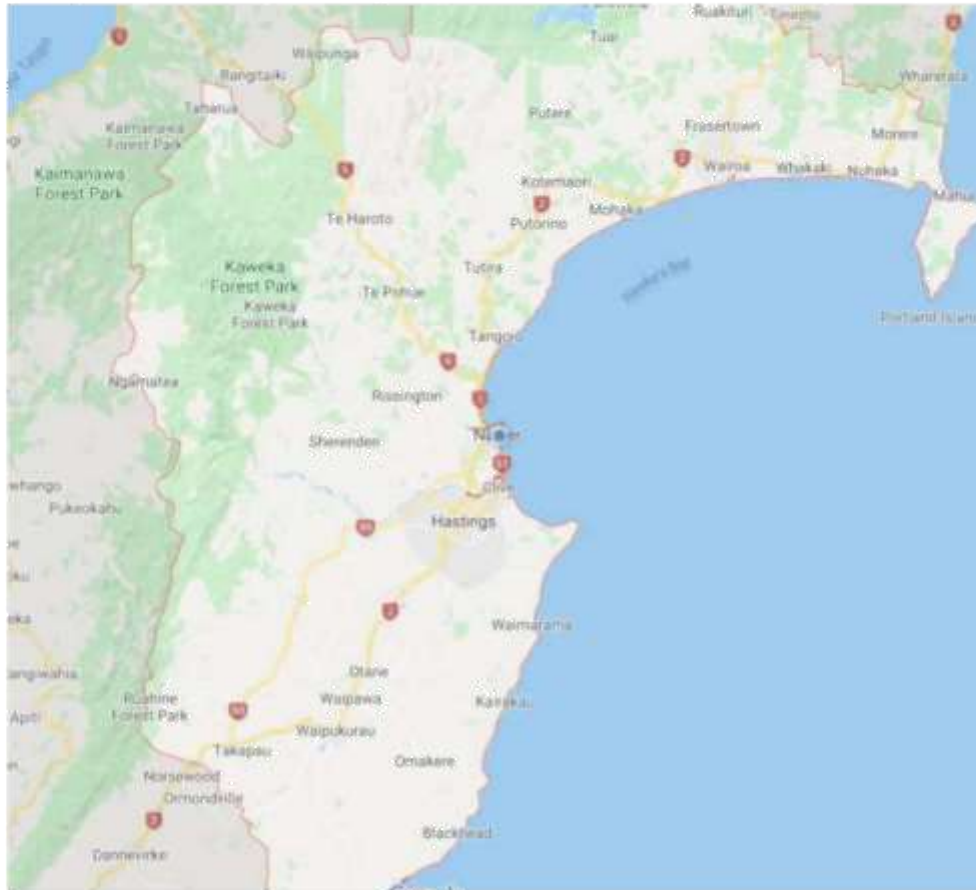
<sup>8</sup> <https://www.mbie.govt.nz/immigration-and-tourism/tourism-research-and-data/tourism-data-releases/monthly-regional-tourism-estimates/>



## Our transport system

### 1.1 Roding Network/Vehicle Travel

The region is serviced by State Highways 2, 5, 50, 51, as shown on the map below.



In total there is around 4,700 kilometres of road in the Hawke's Bay region, with 55% of kilometres travelled on local roads and 45% on state highways.

There have been a number of significant road improvements undertaken in Hawke's Bay over the last five years. These include

- SH2-Watchman Rd- HB Airport intersection – safety improvement
- Pakowhai-Links Rd intersection – safety and efficiency
- Whakatu Arterial Link ( Te Ara Kahikitea) – safety and efficiency
- SH2 –Napier Road intersection Mangateretere- safety
- SH2 intersection Pakipaki – safety
- SH2 BayView to HB Airport Passing Lanes
- HB Expressway Safety Treatments
- SH2 Pakipaki to Waipukurau Safety Improvements
- SH2 Wairoa to Bay View Safety Improvements.

While at present much of our network has the capacity to accommodate medium growth, recent population growth predictions and increasing logging and apple volumes may affect levels of service on the strategic network and some sections of local networks.

Increases in heavy vehicle transport near Napier Port could increase conflict with other land uses in the area, although there is sufficient network capacity for growth.

The latest traffic counts on some key commuter and freight routes are summarized below. Major roadworks on the HB Expressway over the last three years have caused significant variations in travel patterns. 2020 would have been the first year to show normalized volumes, however reduced traffic volumes during the Covid-19 lockdown may affect some results.

Section	2019 Annual Average Daily Traffic	Average yearly increase over last five years (2015-2019)
State Highway 2 (HB Expressway), Pandora	11,957	5%
State Highway 2 (HB Expressway) Meeanee Overbridge,	26,463	3%
State Highway 2 (HB Expressway) south of Pakowhai Links Intersection	18,679	4%
State Highway 2 (HB Expressway) Omaha Road	12,654	0%
State Highway 50, Port of Napier between port entrance & Battery Rd	6,576	5%
State Highway 51 Waitangi Washout Bridge	15,850	6%
State Highway 51 north of Mangateretere	10,190	0%
Pakowhai Rd between Brookfields Rd and Pakowhai-Links Roundabout	10,659	9%
Brookfields Rd , near intersection with Pakowhai Rd	4,813	28%
Pakowhai Rd between Te Ara Kahikitea and Evenden Rd	12,920	3%

The light vehicle fleet registered in Hawke's Bay was 132,929 in 2018, which is 42.5% higher than in 2001. However, this increase cannot all be attributed to population growth, as vehicle ownership per capita across Hawke's Bay grew by 8% between 2015 and 2018, and is now 29% higher than it was in 2001.<sup>9</sup>

Hawke's Bay residents are therefore now more likely to own a vehicle and use it to get around, and this is reflected in growth in vehicle kilometres travelled in the region. This now sits at 1.65 billion kms (2018), an increase of 16.2% since 2014.<sup>10</sup>

## 1.2 Network Resilience

Maintaining a resilient network in the face of more frequent extreme weather events is will be an ongoing challenge for the region. Lack of resilience in the network can isolate rural

<sup>9</sup><https://www.transport.govt.nz/mot-resources/transport-dashboard/2-road-transport/rd027-vehicle-ownership-per-capita/d028-vehicle-ownership-per-capita-by-region/>

<sup>10</sup><https://www.transport.govt.nz/mot-resources/transport-dashboard/2-road-transport/rd086-vehicle-kilometres-travelled-by-region-billion-km/>

communities and areas of primary production, negatively affecting the region's social and economic outcomes.

Roading assets are aging in the Hastings District, and the district has commenced a seven-year programme of prioritised bridge strengthening to accommodate high productivity motor vehicles. This targeted investment is also intended to protect lifeline routes and add resilience by providing alternative routes when needed.

The resilience of the strategic network between Napier and Hastings (including SH2, SH50, SH51) can be an issue if peak time disruptions occur, with sometimes lengthy diversions onto alternative routes and significant congestion.

### 1.3 Greenhouse Gas Emissions and Climate Change

The transport system is responsible for about one-fifth of New Zealand's climate changing greenhouse emissions. Between 2016 and 2017 gross overall emissions increased by 2%, mainly from an increase in emissions in road transport and fossil-fueled electricity generation. In Hawke's Bay, a growing vehicle fleet and increase in the number of vehicle kilometres travelled is contributing to this growth in emissions.

While the energy efficiency of the overall vehicle fleet is improving, uptake of electric vehicles in Hawke's Bay is growing from a low base, with an increase in electric vehicles registered from 201 to 309 during 2019.

The major effects of climate change in Hawke's Bay that may impact on the transport network include sea level rise and the increasing severity of weather events, including storm surges along the HB coast.

Climate change may also have a significant effect on primary production, necessitating changes in land use or location of production, along with consequent change in freight demand.

### 1.4 Freight Demand and Napier Port

The Port of Napier is the fourth largest port in New Zealand by overseas export volumes. It accounts for 10% of New Zealand's export tonnages and is therefore a nationally significant asset. In dollar terms, Napier Port supports more than \$3.4 billion of Hawke's Bay's Gross Regional Product.

There have been significant increases in the freight flow through the Port, with overall tonnages growing from 3.4 million tonnes in 2010 to 5.5 million tonnes in 2019. Napier Port predicts that growth in key freight types through the Port will increase truck movements by 187% (being 171,000 truck movements) along the critical Ahuriri access corridor, between 2018 and 2027.

It is estimated that 70% of freight travelling through HB is generated within region (7.5M tonnes). The main inter-regional freight connection is to the Manawatu –Whanganui region, with 1.6 million tonnes carried on this route.

### 1.5 Rail

The Palmerston North to Gisborne rail line runs the length of the region, although the section from Napier to Gisborne was closed in 2012 due to a washout of the line. The line between Napier and Wairoa has since been reinstated and a commercial agreement has been reached between Napier Port and KiwiRail for the transport of logs from Wairoa by rail to the port. KiwiRail currently operates a dedicated log service to Whanganui every weekday and this train is utilised to provide four services each weekend. It is estimated that this service will decrease the daily one way logging truck movements by 50 per day when forest harvesting is in full swing.



Road transport carries 95% of the region's freight, while rail accounts for almost all the remaining 5%. The rail line south from Napier is commercially viable and handles all the region's rail freight.

However, the volume of cargo reaching Napier Port on rail is growing. There is now an average of 40 trains per week arriving at Napier Port, delivering logs, pulp and a variety of containerised cargoes.<sup>11</sup>

Passenger services between Napier and Palmerston North ceased in 2001 due to low demand and increasing costs. Passenger services between Napier and Gisborne were cancelled after damage to the line caused by Cyclone Bola in 1988.

#### 1.6 Air Transport

The Hawke's Bay Airport hosts regular scheduled domestic flights. Until recently, both Air New Zealand and Jetstar operated passenger services in and out of the airport. However Jetstar ceased services to and from Auckland in late 2019.

In 2018-19, 750,000 passengers passed through the airport, compared with 450,000 in 2014. The airport is aiming for 1 million passenger movements by 2025; however, inevitably the Covid-19 pandemic will slow growth to some extent/

#### 1.7 Public Transport

Long distance bus services operate through the region to the Manawatu and Wairarapa, Taupo and Gisborne.

Local bus passenger services operate in and between Napier, Hastings and their dormitory towns; Flaxmere, Taradale, Havelock North and Bay View, with approximately 650,000 passengers carried annually, for a distance of approximately 6.9 million kilometres. The mode share of journeys to work is small, with only 0.5% of the working population travelling by bus according to the 2018 Census. However, 14.5% of children travel to school by either school or public bus.<sup>12</sup>

The use of public buses has declined from 799,000 boardings in 2013-14 to 645,000 in 2018-19.

The increase in car ownership and vehicle kilometres travelled, together with higher employment, appear to be linked directly to lower bus use, and this is borne out by the sharpest decline in patronage on some of the bus services in lower income areas.

An ageing population and consequent development of more retirement villages will require public transport services that are directly targeted to the needs of this sector.

A taxi based Total Mobility scheme is provided for those people unable to use public transport services and carries approximately 100,000 passengers annually. As the population ages, the number of Total Mobility users is likely to increase.

#### 1.8 Walking and Cycling

Since 2002, Hawke's Bay has created over 200 kilometres of off-road cycle trails and well over 100 kilometres of on-road cycle facilities.

The HB Trails on the Heretaunga Plains form part of the NZ Cycle Trails Great Rides network and are largely Grade 1 and 2, flat limestone or concrete pathways. Use of the trails has grown significantly over the years and while many sections are used for commuting, the greatest use comes from local recreational riders and domestic or international tourists.

<sup>11</sup> <https://www.napierport.co.nz/wp-content/uploads/2019/03/Napier-Port-Annual-Report-2018-Web.pdf>

<sup>12</sup> <https://www.stats.govt.nz/tools/2018-census-place-summaries/hawkes-bay-region#travel-to-education>

A riverside trail in Central Hawke's Bay has gained Heartland Ride status through NZ Cycle Trails, and further improvements to the cycle network are planned, including the provision of an off-road cycle link between Waipukurau and Waipawa alongside the State Highway.

In Wairoa, a 7.7km riverside path has been constructed from the town's lighthouse to Whakamahia Beach. Wairoa District Council is currently developing a cycle plan.

The iWay programme in Hastings commenced in 2010 with funding from NZTA to establish a model community. The programme focused on developing key arterial routes to urban areas, complementary on-road cycle lanes on key collector routes, shared pathway projects and a complementary education and promotion programme. In 2015, iWay expanded to Napier with 36.5kms of off-road pathways and cycle lanes now almost completed.

Despite the significant investment, mode share of journeys to work for active transport modes remains low across the region, with no appreciable improvement noted in Census data to 2018. Active transport mode share in the Hastings District sits at 5.5%, with 10% of people using active modes to travel to work across the region as a whole.

### 1.9 Road Safety

Hawke's Bay has a relatively poor road safety record. With the increase in vehicles on our roads and the increased kilometres travelled around the region, road deaths and serious injuries have also increased over the last five years, which is consistent with a concerning national trend.

For example, Hastings District experienced an increase in deaths and serious injuries of around 4% each year between 2015 and 2019, after a previously declining trend. Wairoa District residents are at the highest personal risk in the country for many crash types.

However, there have been significant safety improvements to the region's strategic routes over the last five years, with more planned. These include major intersection upgrades, retrofitting of guardrails, centre wire rope barriers, shoulder-widening and a range of other measures, mainly on state highways across the region.

The Road to Zero road safety strategy's first action plan sets out a range of key actions for 2020-22 across the five focus areas - infrastructure improvement and speed management, vehicle safety, work-related road safety, road user choices and system management.

### 1.10 Technology and Transport

Travel options and ways of transporting goods are changing rapidly with technological advances. Shared mobility will increasingly move away from traditional methods of provision such as buses, and car ownership in high density areas may reduce as car-sharing and on-demand shared shuttle or car services take their place. As their use increases in Hawke's Bay, infrastructure provision will increasingly need to cater for these alongside more traditional forms of transport.

The limits of micro-mobility have broadened with e-scooters and e-bikes, enabling their use over longer distances due to motor assistance.

Many of these advances are in their infancy in Hawke's Bay but will be increasingly adopted as they become more commonplace in major urban centres.



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

**Friday 19 June 2020**

**Item 8**

**Subject: DEBRIEF ON 20 APRIL 2020 REGIONAL TRANSPORT WORKSHOP**

**Reason for Report**

1. To discuss feedback on a recent transport workshop

**Background**

2. A transport workshop was held by Zoom on April 20. RTC members, HBRC councillors and some other stakeholders were invited.
3. The purpose of the workshop was to:
  - 3.1. Discuss high level strategy and long-term outcomes for the NZ transport system
  - 3.2. Understand new and emerging technologies for transport and policy around their implementation
  - 3.3. Discuss how these might be applied in the Hawke's Bay context to reduce reliance on single-occupancy private vehicles.
4. The workshop was held in response to a suggestion from Cr Martin Williams, Regional Transport Committee Chairperson, for a "blue skies" discussion on transport solutions for the region, with an emphasis on innovation, climate change, more diverse and demand led options for public transport.

**Presentations**

5. The Committee heard presentations from
  - 5.1. Richard Cross, Manager Strategic Policy and Innovation, Ministry of Transport – *Where is NZ's transport system headed? Long-term outcomes, new and emerging technologies and policy frameworks for managing these in NZ*
  - 5.2. Darren Davis, Stantec – *Transport network optimization – a customer focused approach. NZ experience and case studies*
  - 5.3. Jeremy Dickson, ECan – *The Timaru On-Demand Bus trial.*
6. The presentations were sent out to attendees after the meeting and are attached.

**Discussion**

7. We are interested to hear feedback on the presentations and initiate discussion on
  - 7.1. the Committee's views on the techniques and innovations presented
  - 7.2. what is relevant for Hawke's Bay in the short, medium and long-term
  - 7.3. how this might be implemented.

**Next Steps**

8. The HB Transport Study Programme Business Case is under preparation and provides an ideal opportunity for some of the ideas to be included for consideration in the long list of interventions, to be discussed at next week's workshop.

**Decision Making Process**

9. 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 “*Debrief on 21 April 2020 Regional Transport Workshop*” report.

#### **Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

#### **Approved by:**

**Tom Skerman**  
**GROUP MANAGER STRATEGIC**  
**PLANNING**

### **Attachment/s**

- [↓1](#) Richard Cross - "Transport strategy and the role of new technologies"
- [↓2](#) Darren Davis - "Future of Transport" presentation
- [↓3](#) Jeremy Dixon - "MyWay" presentation



# Transport strategy & the role of new technologies



## What I'm covering today



Today's presentation will cover:

- The 'big picture' for transport in New Zealand
- New and emerging technologies

What I'm **not** going to cover:

- The Draft GPS
- COVID-19 (although I will touch on it briefly)

# Transport Outcomes

## Inclusive access

Enabling all people to participate in society through access to social and economic opportunities, such as work, education, and healthcare.

## Economic prosperity

Supporting economic activity via local, regional, and international connections, with efficient movements of people and products.

## Healthy and safe people

Protecting people from transport-related injuries and harmful pollution, and making active travel an attractive option.

## Environmental sustainability

Transitioning to net zero carbon emissions, and maintaining or improving biodiversity, water quality, and air quality.

## Resilience and security

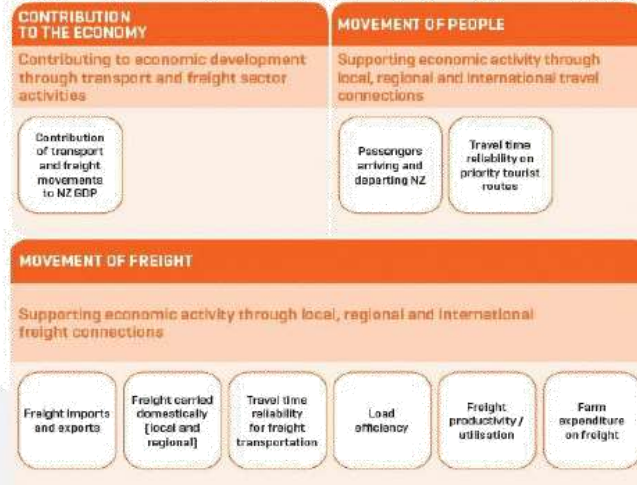
Minimising and managing the risks from natural and human-made hazards, anticipating and adapting to emerging threats, and recovering effectively from disruptive events.

A transport system that improves wellbeing and liveability

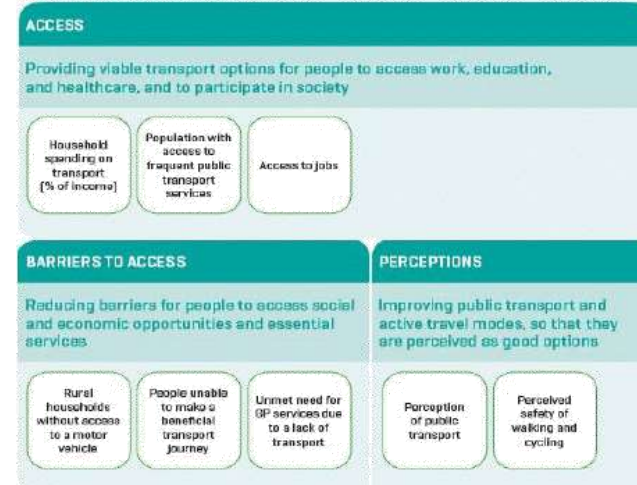


## Transport Indicators 2018/19

### Economic Prosperity



### Inclusive Access



### Healthy and Safe People



### Resilience and Security



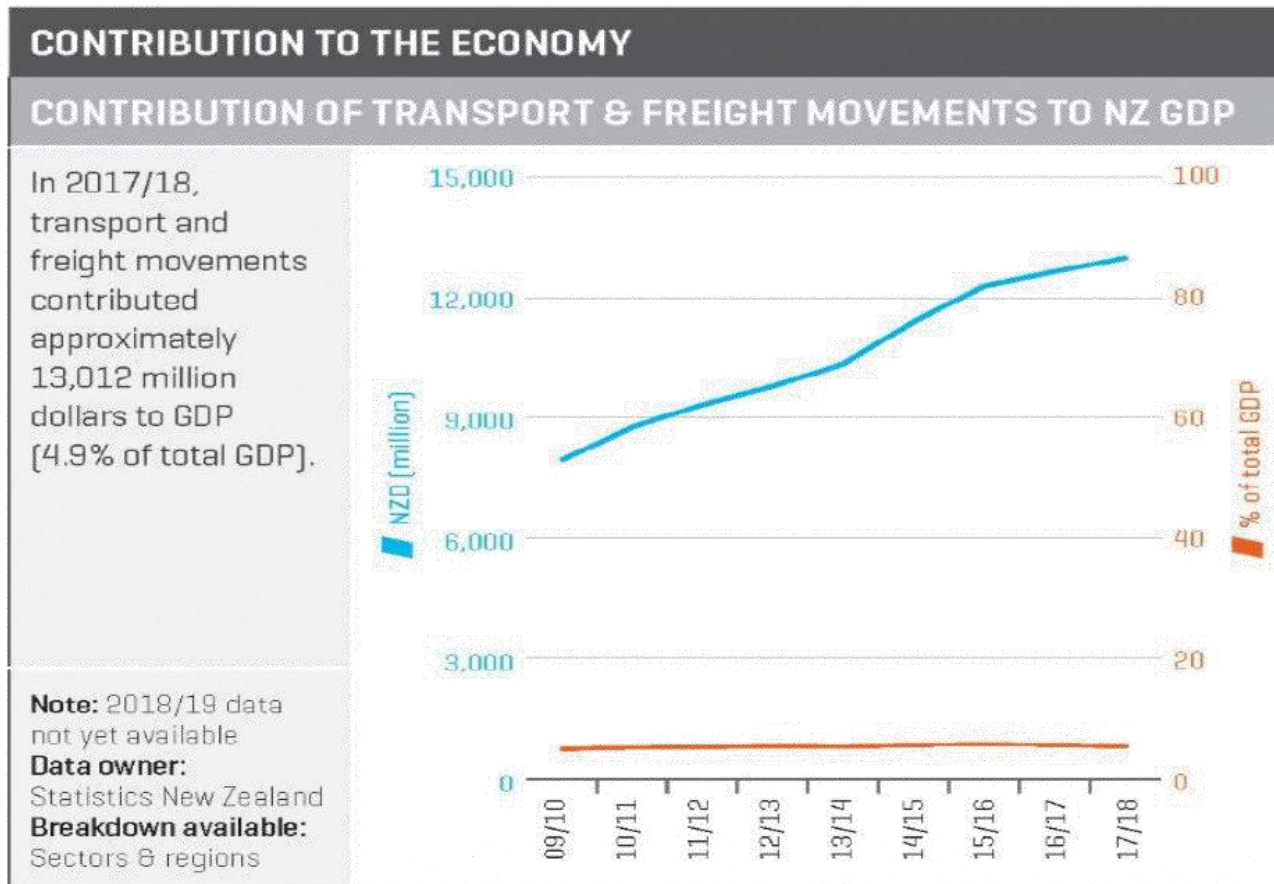
### Environmental Sustainability



# Economic prosperity



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Transport makes a strong (and increasing) contribution to GDP

Attachment 1

# Economic prosperity



## MOVEMENT OF PEOPLE

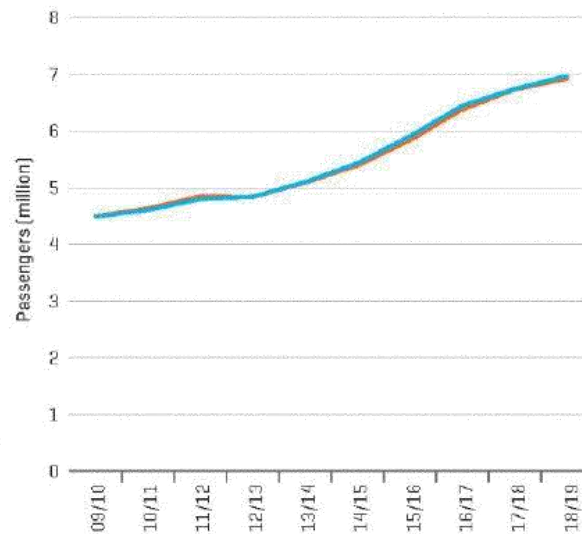
### PASSENGERS ARRIVING AND DEPARTING NZ

#### AIR

In 2018/19, the number of passengers arriving and departing by air were about 7 million in each direction.

Departures (air)  
Arrivals (air)

Data owner:  
Statistics New Zealand  
Breakdown available:  
Airports

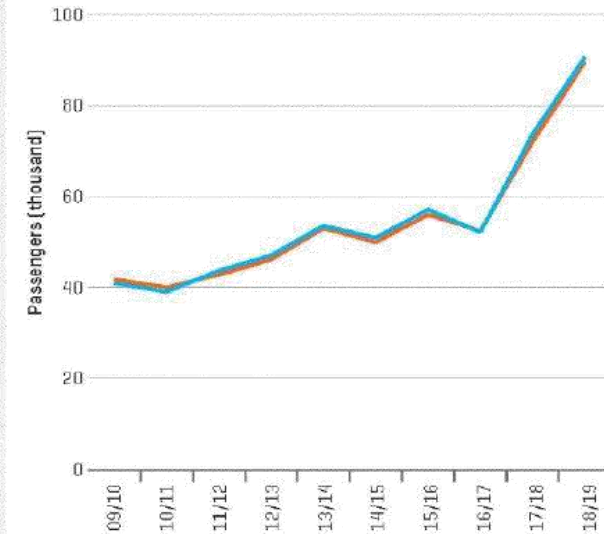


#### SEA

In 2018/19, the number of passengers arriving and departing by sea were about 90,000 in each direction.

Departures (sea)  
Arrivals (sea)

Data owner:  
Statistics New Zealand  
Breakdown available:  
Ports



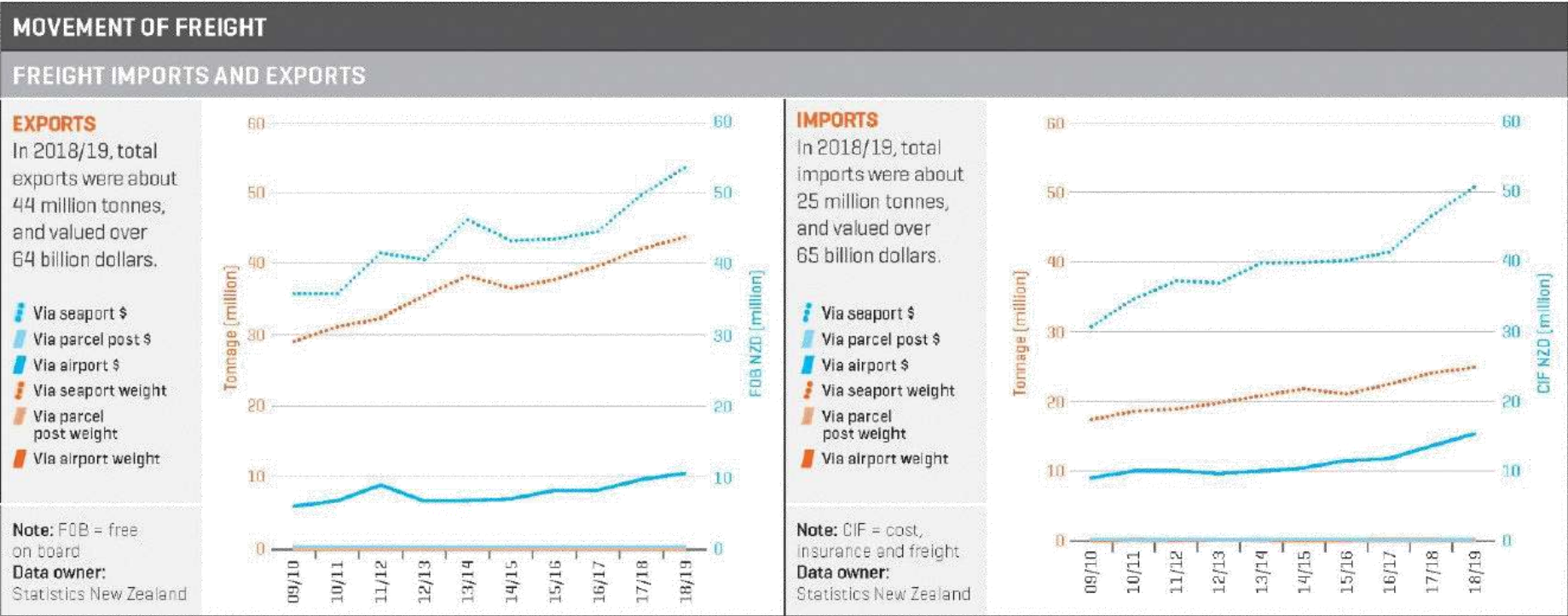
New Zealand has been experiencing a tourism boom (until recently...); with extremely strong growth in cruise ship passengers



# Economic prosperity



Item 8



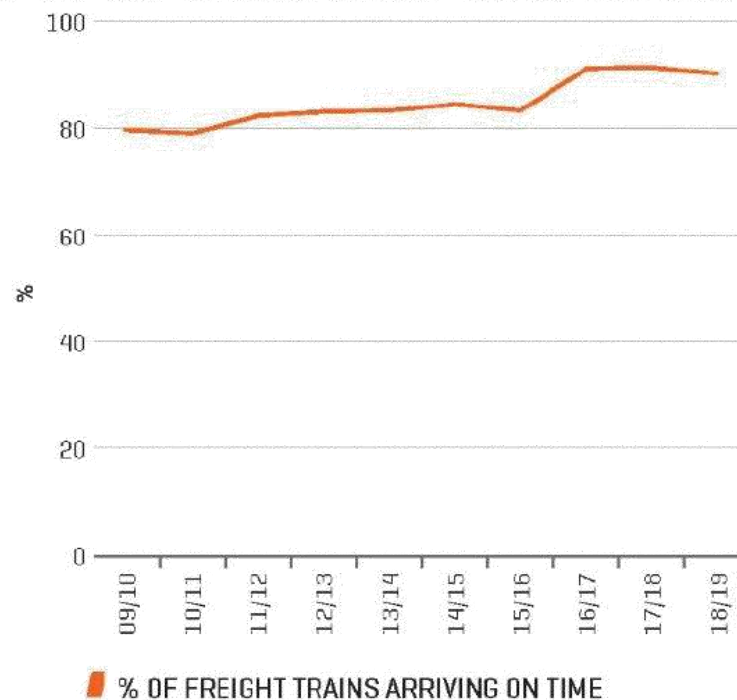
# Economic prosperity



## MOVEMENT OF FREIGHT

### TRAVEL TIME RELIABILITY FOR FREIGHT TRANSPORTATION

In 2018/19, 90% of freight trains arrived on time (i.e. within 30 minutes of scheduled arrival).



Data owner:  
KiwiRail

Freight movements (at least by rail) have also become more reliable



# Economic prosperity



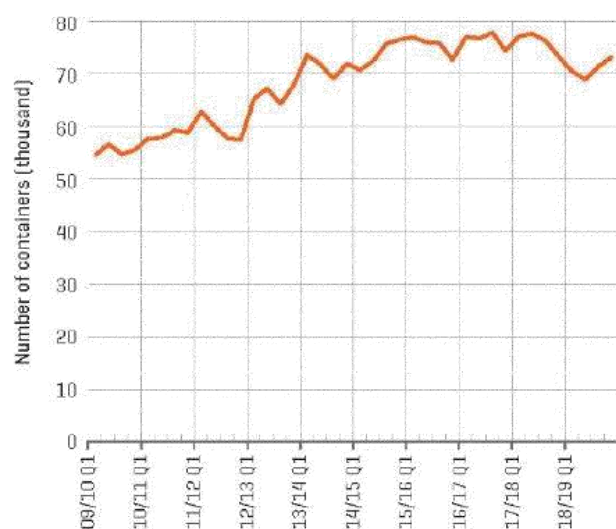
Item 8

Attachment 1

## MOVEMENT OF FREIGHT

### FREIGHT PRODUCTIVITY / UTILISATION

In 2018/19, the averaged number of containers moved on or off ships were between 69,000 and 73,000 per hour.



**Data owner:**

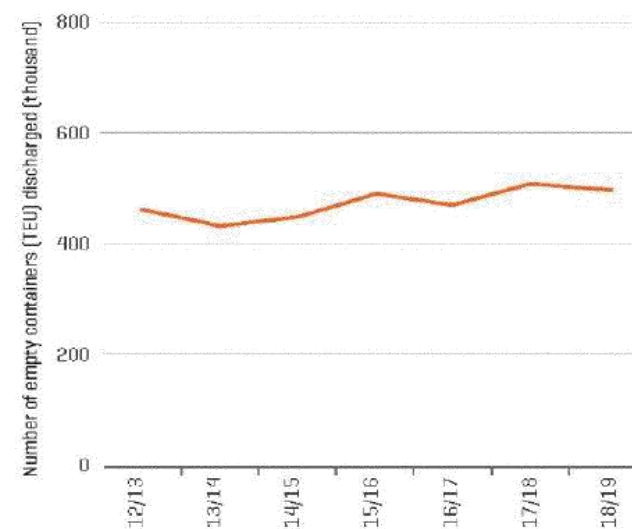
Ministry of Transport  
Breakdown available:  
Ports

WEIGHTED NATIONAL AVERAGE SHIP RATE

## MOVEMENT OF FREIGHT

### LOAD EFFICIENCY

In 2018/19, the number of empty containers discharged at all ports totalled approximately 497,000 TEUs.



**Note:**

TEUs = 20-foot equivalent units

**Data owner:**

Ministry of Transport  
Breakdown available:  
Ports

NUMBER OF EMPTY CONTAINERS DISCHARGED

The freight system has also become more efficient over the last decade

# Environmental Sustainability

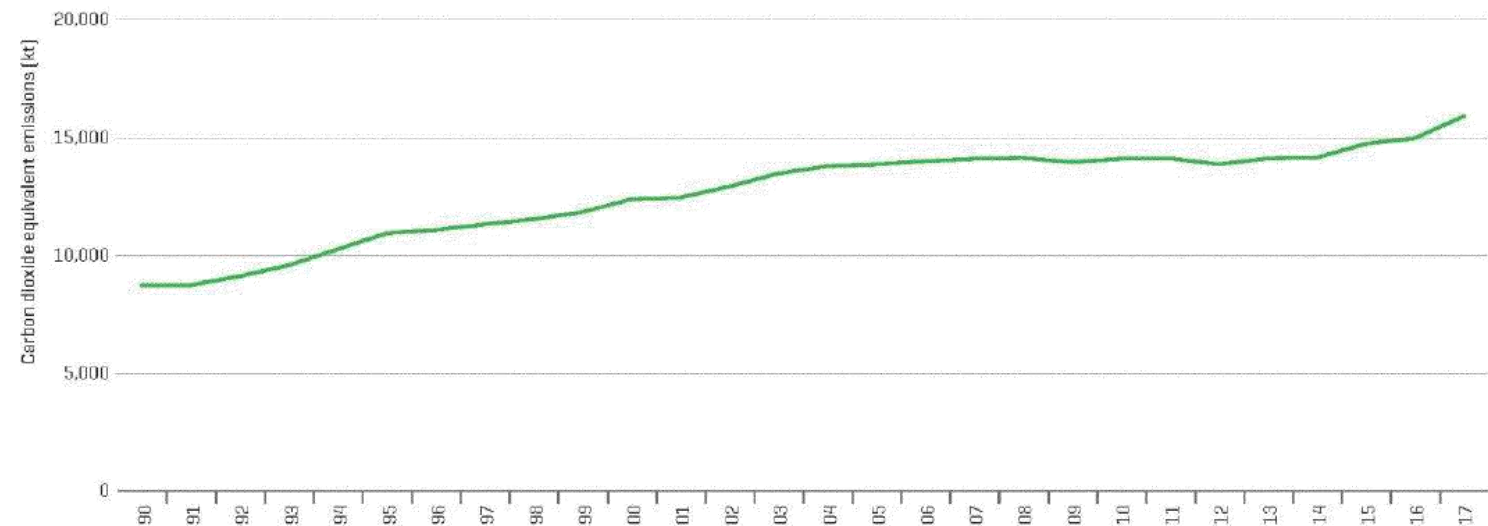


## AIR QUALITY AND CLIMATE CHANGE

### GREENHOUSE GASES EMITTED FROM THE NZ TRANSPORT SYSTEM

In 2017, 15,936 kt of greenhouse gases were from domestic transport.

**Note:**  
kt = kilotonnes  
2018 data not yet available  
**Data owner:**  
Ministry for the Environment  
**Breakdown available:**  
Transport modes



Transport emissions are continuing to grow (and accelerating), and now account for over 19 percent of New Zealand's total emissions

# Environmental Sustainability



Item 8

Attachment 1

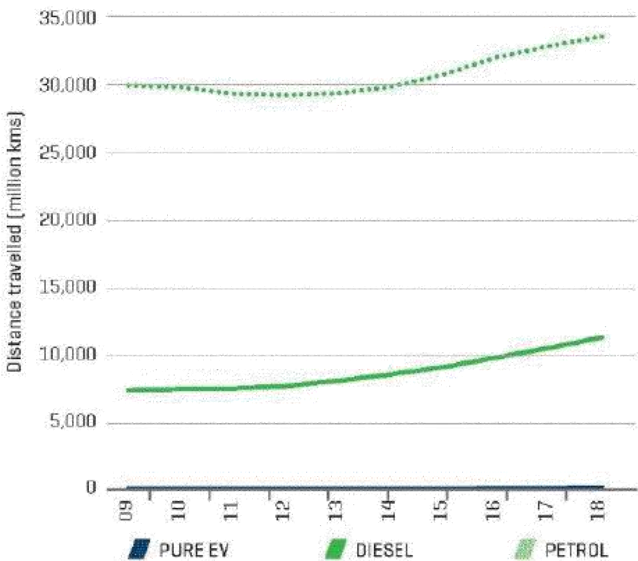
## AIR QUALITY AND CLIMATE CHANGE

### LIGHT VEHICLE FLEET COMPOSITION

#### LIGHT FLEET TRAVEL (DISTANCE)

In 2018, the light vehicle fleet travelled a total of 44,874 million kilometres.

**Note:**  
EV = electric vehicles  
**Data owner:**  
Ministry of Transport  
**Also available:**  
Number and % of light vehicles in the fleet by fuel type



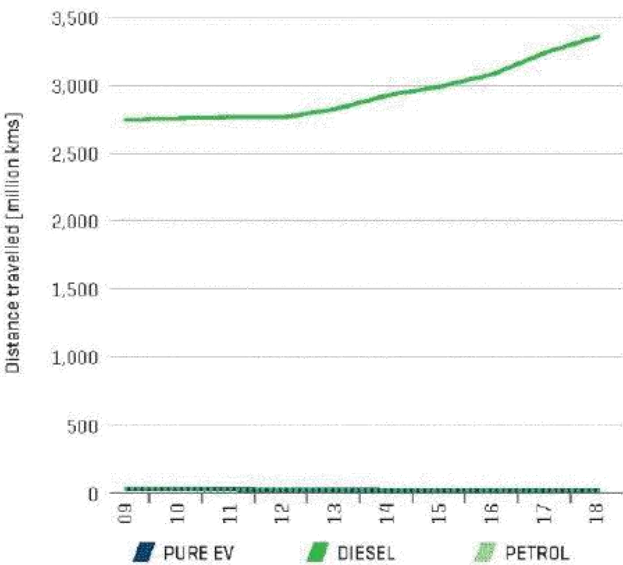
## AIR QUALITY AND CLIMATE CHANGE

### HEAVY VEHICLE FLEET COMPOSITION

#### HEAVY FLEET TRAVEL (DISTANCE)

In 2018, the heavy vehicle fleet travelled a total of 3,396 million kilometres.

**Note:**  
EV = electric vehicles  
**Data owner:**  
Ministry of Transport  
**Also available:**  
Number and % of heavy vehicles in the fleet by fuel type



The increase partly reflects increasing amounts of travel for both light and heavy vehicles...

# Environmental Sustainability



## AIR QUALITY AND CLIMATE CHANGE

### LIGHT VEHICLE FLEET COMPOSITION

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In 2018, the light vehicle fleet travelled a total of 44,874 million kilometres.

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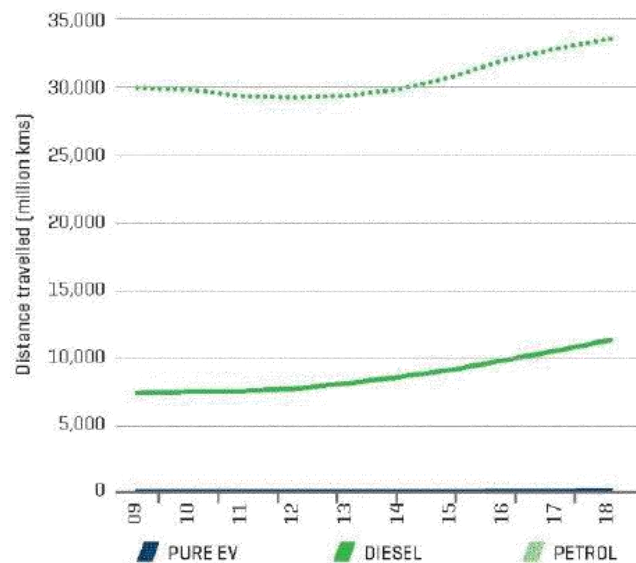
EV = electric vehicles

**Data owner:**

Ministry of Transport

**Also available:**

Number and % of light vehicles in the fleet by fuel type



## AIR QUALITY AND CLIMATE CHANGE

### HEAVY VEHICLE FLEET COMPOSITION

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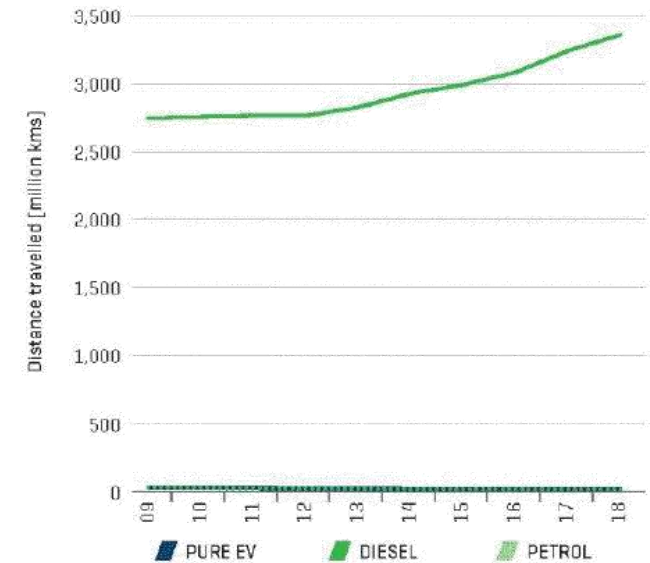
EV = electric vehicles

**Data owner:**

Ministry of Transport

**Also available:**

Number and % of heavy vehicles in the fleet by fuel type



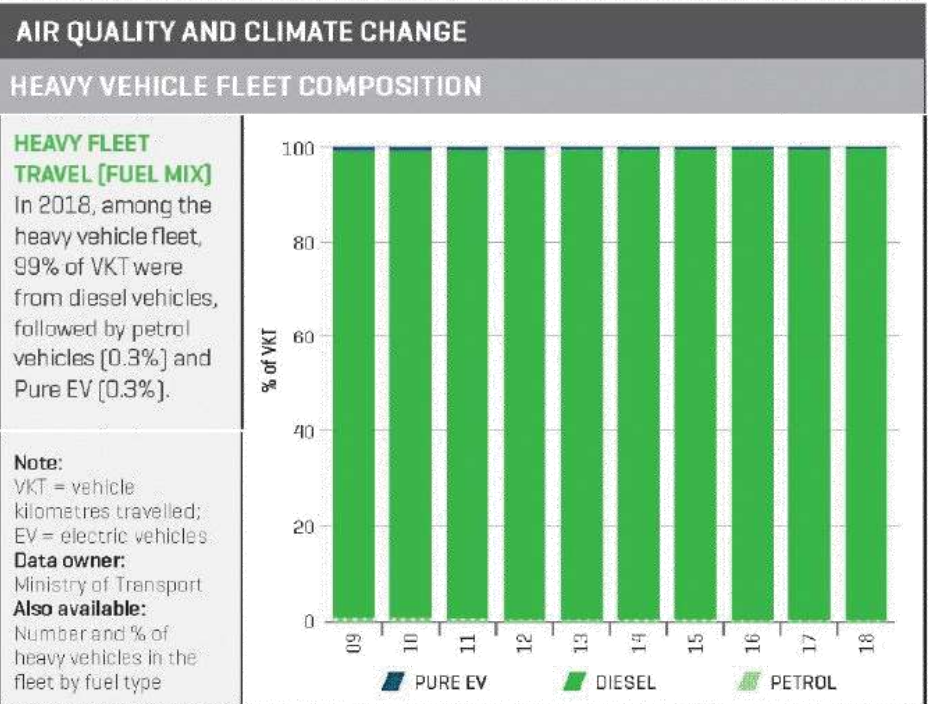
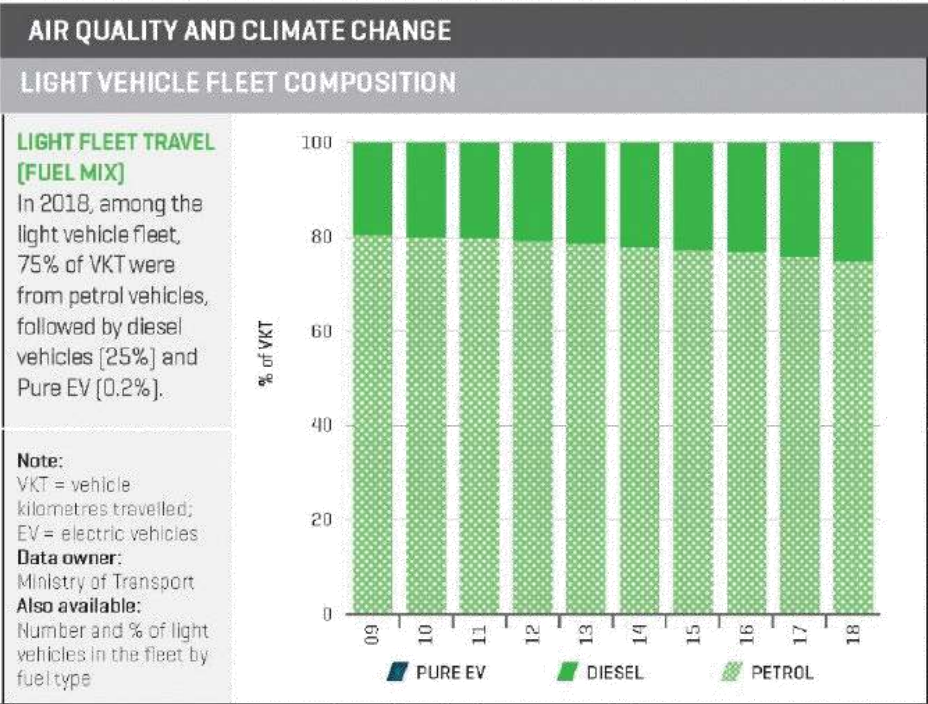
The increase partly reflects increasing amounts of travel for both light and heavy vehicles...



# Environmental Sustainability



Item 8



Attachment 1

... but also reflects the age and composition of our vehicle fleet

# Environmental Sustainability

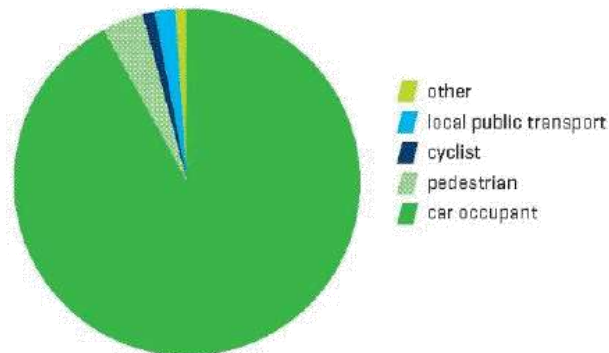


## AIR QUALITY AND CLIMATE CHANGE

### MODE SHARE OF SHORT TRIPS (TRIP LEGS BETWEEN 2-5KM)

#### MODE SHARE

Between 2015/16 and 17/18, mode share of trip legs between 2-5 km were 92% car occupant, 4% pedestrian, 1% cyclist, 2% local public transport and 1% other mode.



#### Note:

Based on annual average over 2015/16-17/18

#### Data owner:

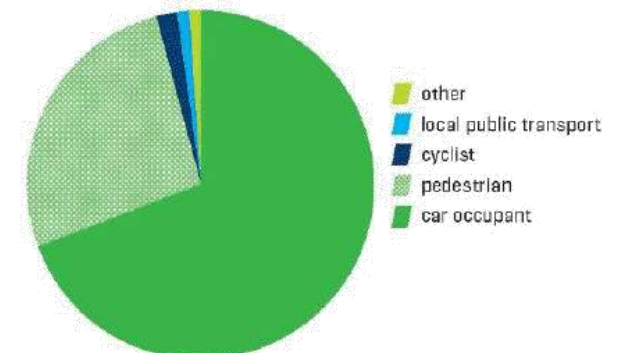
Ministry of Transport

## AIR QUALITY AND CLIMATE CHANGE

### MODE SHARE OF VERY SHORT TRIPS (TRIP LEGS <2KM)

#### MODE SHARE

Between 2015/16 and 17/18, mode share of trip legs <2km were 70% car occupant, 27% pedestrian, 2% cyclist, 1% local public transport and 1% other mode.



#### Note:

Based on annual average over 2015/16-17/18

#### Data owner:

Ministry of Transport

New Zealand continues to have a high dependency on motor vehicles, even for short trips

# Environmental Sustainability



Item 8

## AIR QUALITY AND CLIMATE CHANGE

### MODE SHARE OF VERY SHORT TRIPS (TRIP LEGS <2KM)

#### MODE SHARE BY REGION

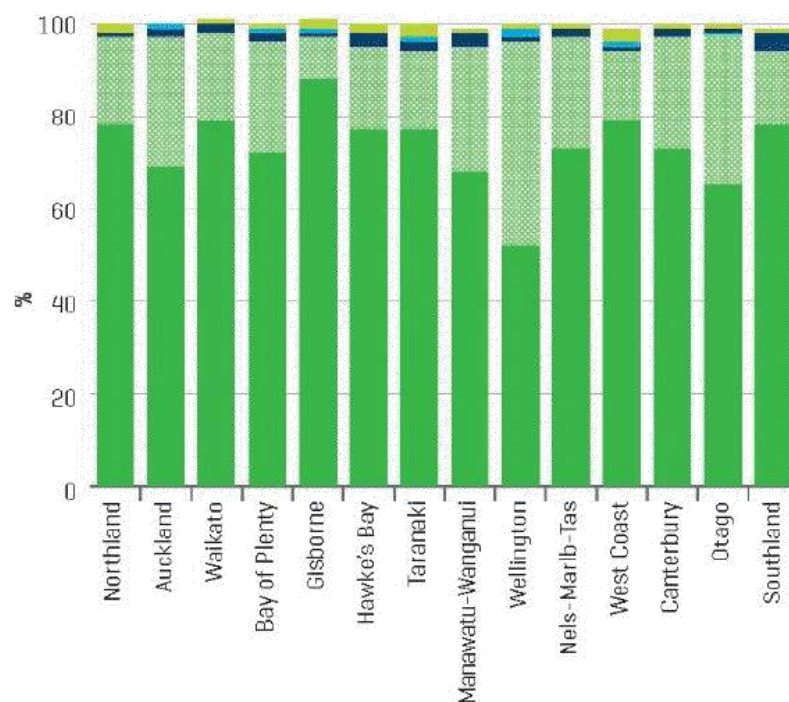


#### Note:

Based on annual average over 2015/16-17/18

#### Data owner:

Ministry of Transport



The Hawkes Bay has similar levels of car usage as other regions, but a slightly higher rate of cycling than most regions

Attachment 1



# Healthy and Safe people

## PUBLIC SAFETY

### TRANSPORT-RELATED DEATHS AND SERIOUS INJURIES

#### ROAD

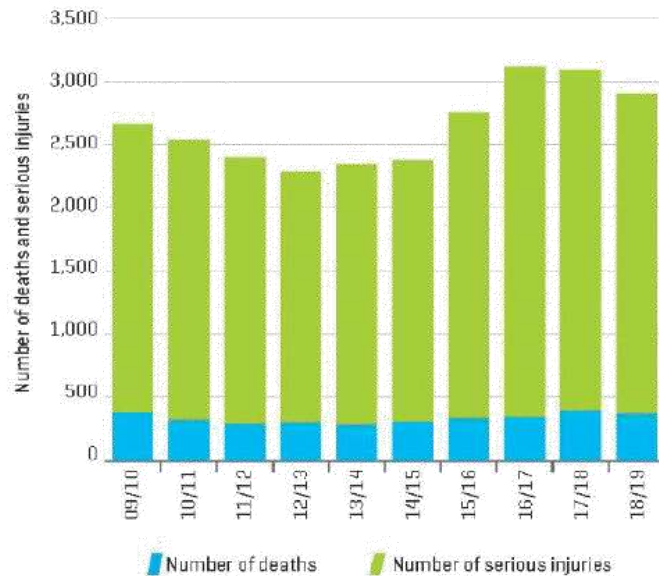
In 2018/19, there were 367 deaths and 2,535 serious injuries on roads [provisional figures].

**Note:** 2018/19 data are provisional

**Data owner:**

Waka Kotahi NZ  
Transport Agency

**Breakdown available:**  
Regions. Per 100,000  
population figures  
available



## PUBLIC SAFETY

### TRANSPORT-RELATED DEATHS AND SERIOUS INJURIES

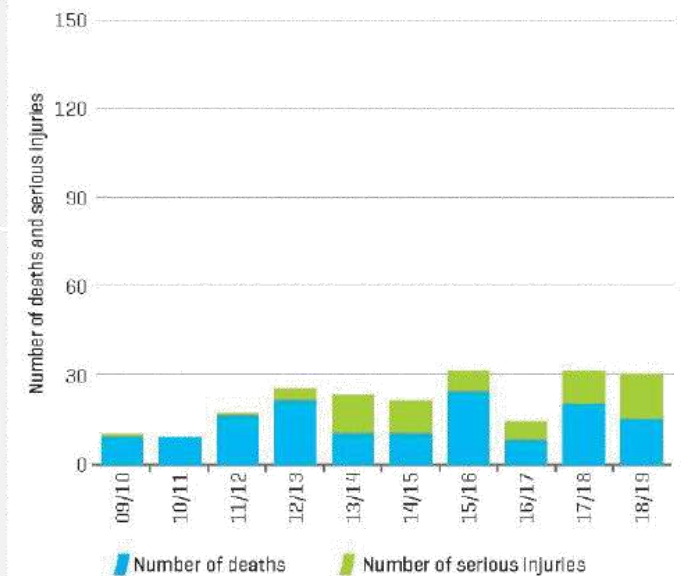
#### RAIL

In 2018/19, there were 15 deaths and 15 serious injuries in the rail system.

**Data owner:**

Waka Kotahi NZ  
Transport Agency

**Breakdown available:**  
Corridor user types.  
Per 100,000 population  
figures available

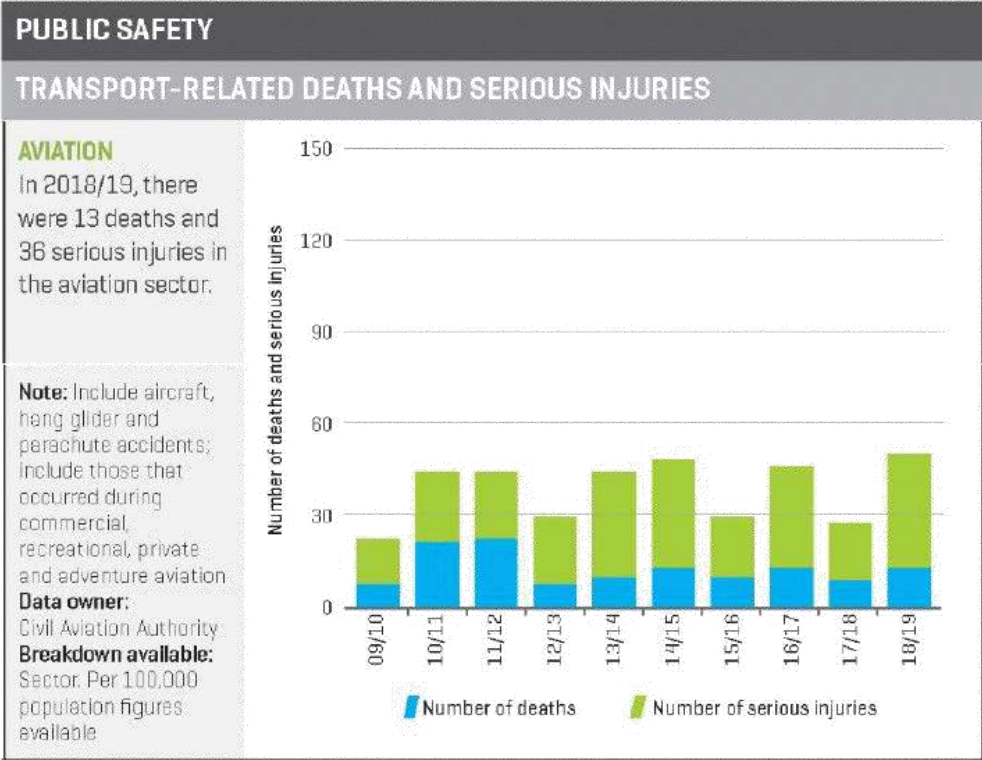


Road safety has been going in the wrong direction, and safety in other modes has been mixed at best



# Healthy and Safe people

Item 8



## Healthy and Safe people

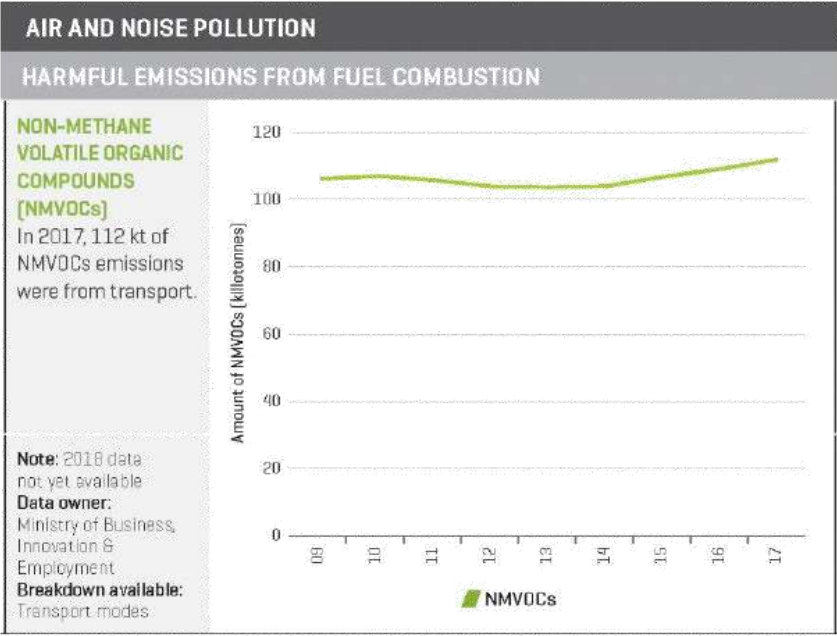
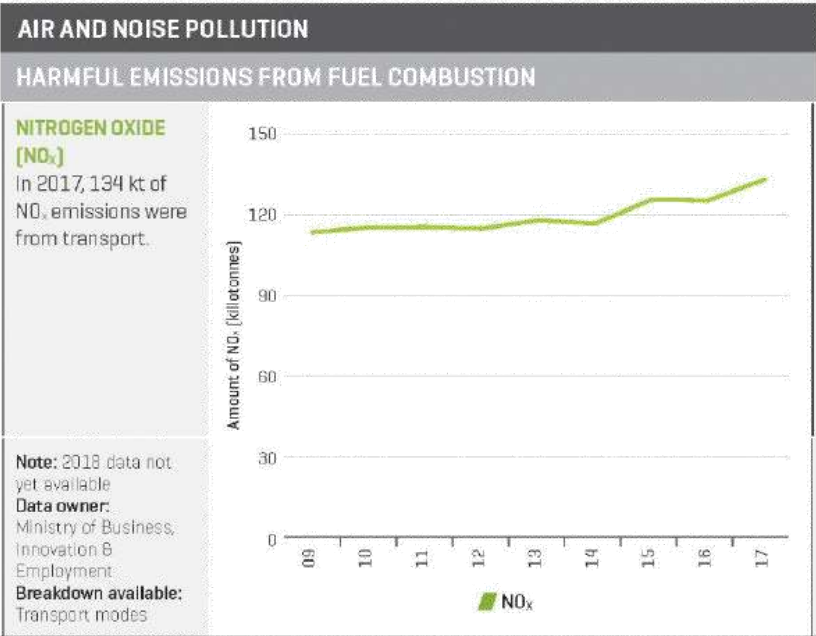


The average New Zealander spends **less than 35 hours per year** (~40 minutes per week) travelling by active modes

# Healthy and Safe people

Item 8

Attachment 1



Transport also makes a significant contribution to air pollution

# Inclusive Access



## ACCESS

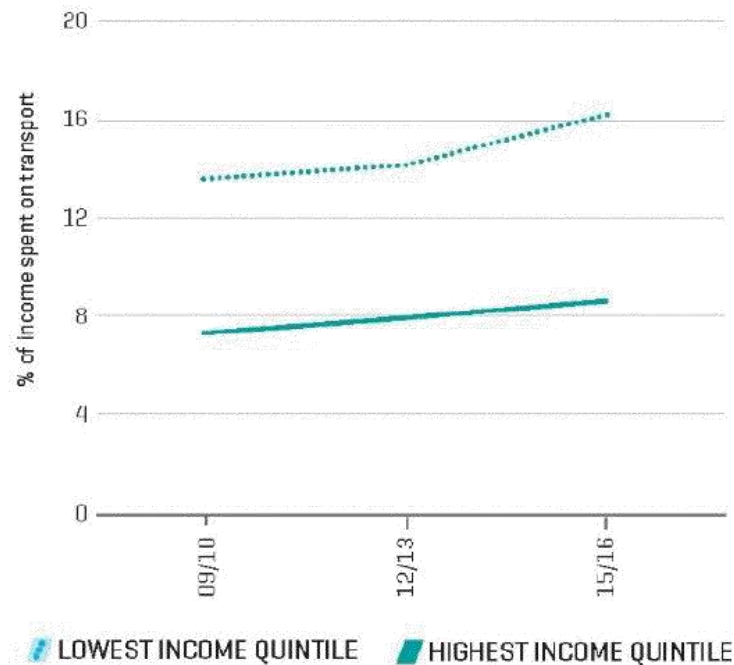
### HOUSEHOLD SPENDING ON TRANSPORT

In 2015/16, households in the lowest income quintile spent 16% of income on transport, while those in the highest income quintile spent 9% of income on transport.

**Note:** 2018/19 data not yet available

**Data owner:** Statistics New Zealand

**Breakdown available:** Expense types, households with Māori, households with a superannuitant, and regions



People are spending more on transport, especially the lowest income households



# Inclusive Access

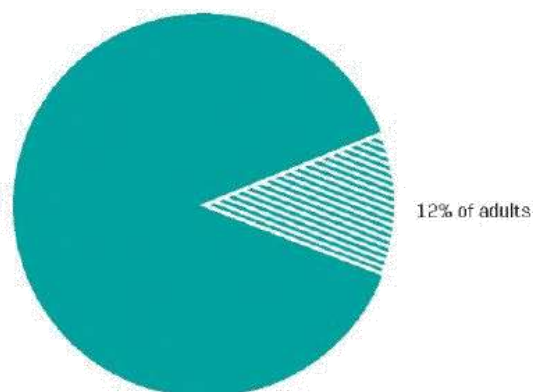


Item 8

## BARRIERS TO ACCESS

### PEOPLE UNABLE TO MAKE A BENEFICIAL TRANSPORT JOURNEY

In 2018/19, 12% of adults were unable to make a beneficial transport journey in the past week due to cost, time, a lack of transport, and/or traffic.



**Data owner:**  
Waka Kotahi NZ  
Transport Agency  
**Breakdown available:**  
Age, gender,  
ethnicity, regions  
and trip purpose

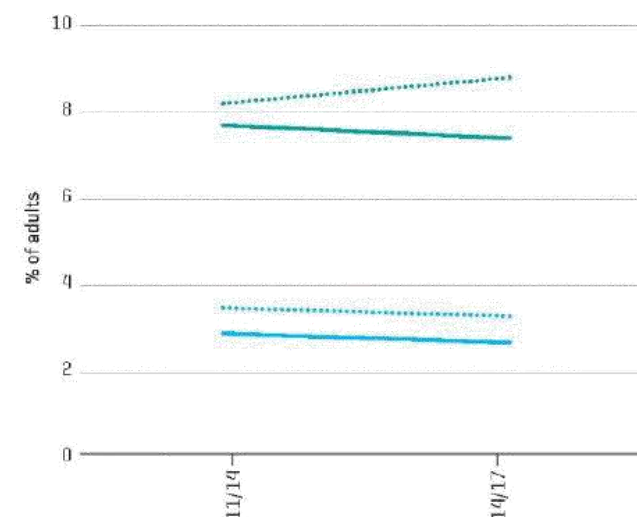
## BARRIERS TO ACCESS

### UNMET NEED FOR GP SERVICES DUE TO A LACK OF TRANSPORT

#### ADULTS

Between 2014/15 – 16/17, 3.3% of adults were unable to visit a GP due to a lack of transport [at least once in the past year].

■ Pacific  
■ Māori  
■ Asian  
■ All



**Note:** 17/19 pooled data not yet available  
**Data owner:**  
Ministry of Health  
**Breakdown available:**  
Age, gender, household  
income, and regions

ADULTS UNABLE TO VISIT A GP

Many New Zealanders have difficulties accessing the transport system, especially Maori and Pacific Islanders

Attachment 1

# Inclusive Access



## PERCEPTIONS

### PERCEIVED SAFETY OF WALKING AND CYCLING

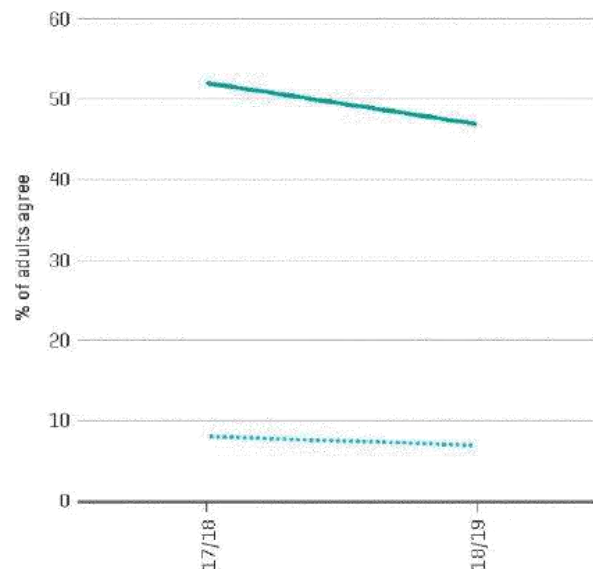
In 2018/19, the percentage of adults living in urban centres did not feel safe walking or cycling because of how people drive were 7% for walking and 47% for cycling.

- Don't feel safe walking because of how people drive
- Don't feel safe cycling because of how people drive

Data owner:

Waka Kotahi NZ  
Transport Agency

Breakdown available:  
For some regions



## PERCEPTIONS

### PERCEPTION OF PUBLIC TRANSPORT

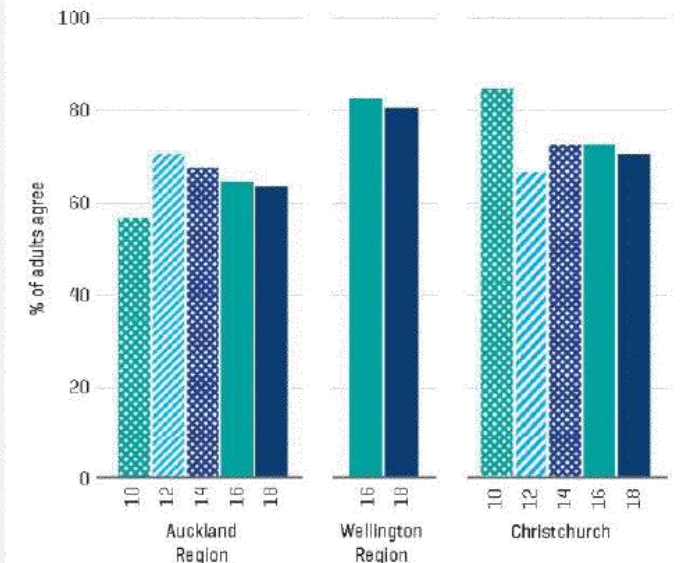
#### EASY TO GET TO

In 2018, 64-81% of adults in Auckland, Wellington, and Christchurch agreed that public transport is easy to get to.

Data owner:

Various councils

Breakdown available:  
Data for other cities



Quality of service can also be a barrier to access

# Resilience & Security



Item 8

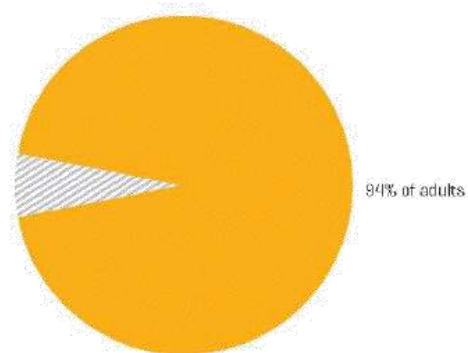
Attachment 1

## SECURITY

### PERCEIVED PERSONAL SAFETY WHILE USING THE TRANSPORT SYSTEM

#### LAND TRANSPORT

In 2018/19, when asked about risks to their personal safety (such as attacks or abuse), 94% of adults felt safe during their most recent land journey.

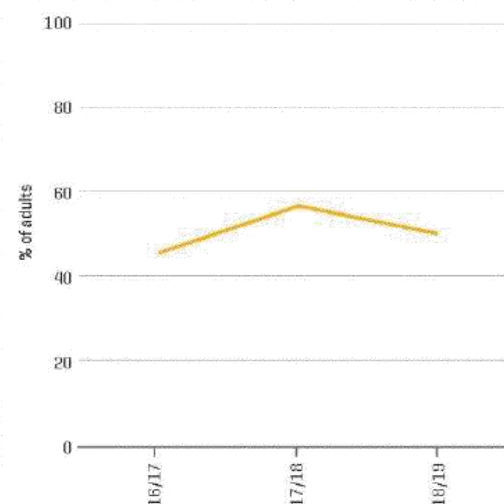


Data owner:  
Waka Kotahi NZ  
Transport Agency

## READINESS TO RESPOND

### PREPARATION FOR LOSS OF TRADITIONAL TRANSPORT OPTIONS

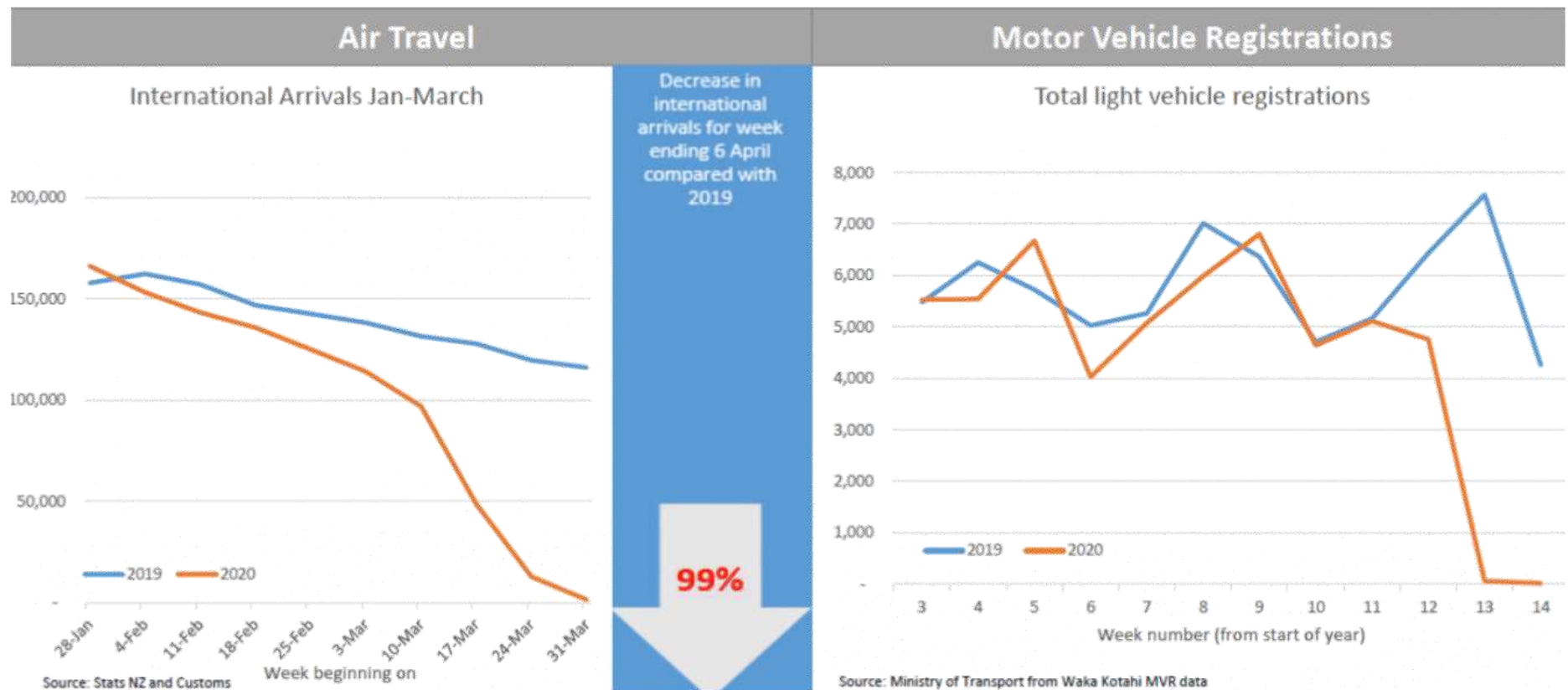
In 2018/19, 50% of adults indicated that they would evacuate using a non-car option, e.g. walk/run, pushbike.



Data owner:  
Ministry of Civil  
Defence & Emergency  
Management (MCDEM)

People generally perceive the transport system to be secure, and actual security incidents are very low.

# Impact of COVID-19

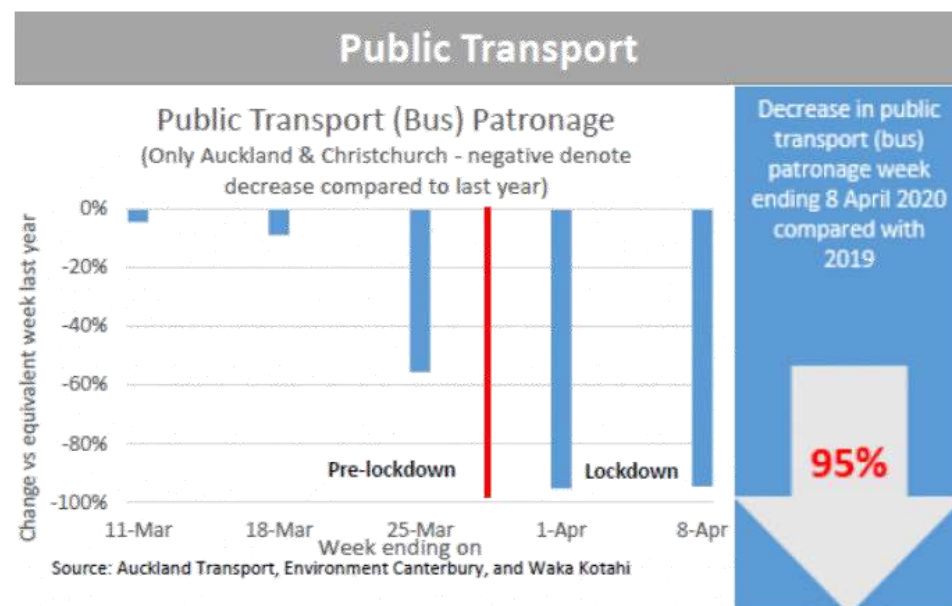
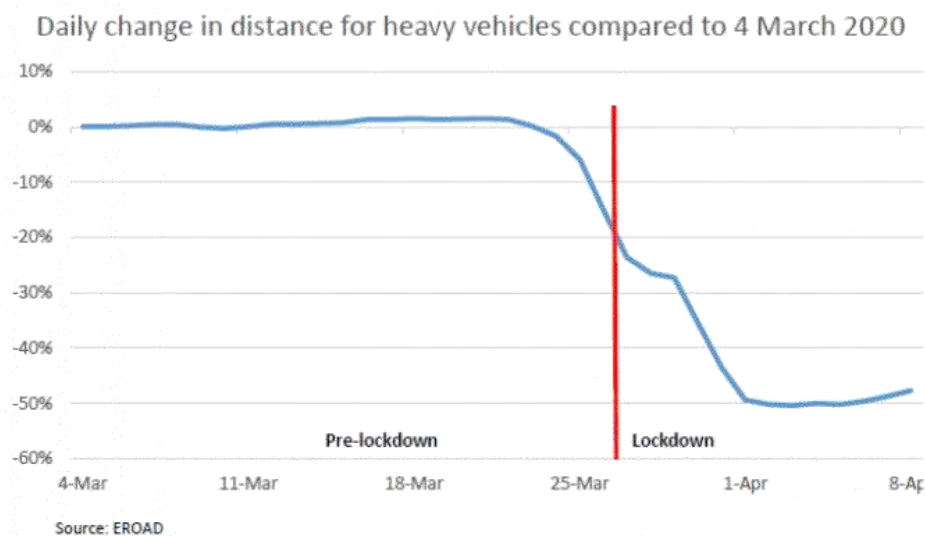




# Impact of COVID-19



Item 8



Attachment 1

COVID-19 will also have positive impacts on some indicators, e.g. air quality, CO2 emissions

## Summary



- We have been doing well in some areas (especially economic indicators), but we will need to see significant changes in order to meet ambitious targets that have been set in areas such as emissions reductions and road safety.
- Many of the issues we are facing can be traced to our high dependency on motor vehicles, and the age of our vehicle fleet. Mode-shift (away from private vehicles, and towards shared and active modes) is likely to make a positive contribution to all five outcomes.
- This won't happen on its own – if we want people to change their travel behaviours then the alternative options need to be more affordable and/or more convenient than travelling in a private vehicle. Technology can help but isn't a silver bullet.

# New and emerging technologies



Item 8

Attachment 1

What I'll cover:

- Shared forms of transport including car-sharing, e-bikes, e-scooters and other emerging modes
- On-demand public transport
- Autonomous vehicles
- Drones & e-VTOL
- Mobility as a Service

## Key trends



- An increase in shared-modes of transport (cars, bikes, scooters, mopeds..)
- A proliferation of new modes and 'devices' (electric skateboards, scooters, 'micro cars', heavy quadracycles, modern mass rapid transit)
- Automation (currently relatively limited, but under rapid development and likely to extend to most modes)
- Alternative energy sources (electric batteries, hydrogen, advanced biofuels)
- The emergence of 'mobility service providers', offering multiple solutions through a single interface
- Underpinned by both development of supporting technologies (e.g. ubiquitous smartphones, advanced positioning systems, 5G, integrated ticketing systems and open APIs) and social/demographic trends (e.g. increasing urbanisation, greater environmental awareness)

# Car sharing



Item 8



- ▶ Already well established in Auckland, Wellington and Christchurch
- ▶ Can contribute to reduced congestion, reduced space for car parking, improved uptake of public and active transport, reduced emissions, and better safety outcomes
- ▶ Opportunities for greater uptake among business fleets, and for them to be integrated with new high density housing developments
- ▶ Typically only appeal to certain demographics (e.g. young professionals and empty nesters). Cost competitive when compared to new vehicles, but not the average NZ vehicle. Model is still unproven in low density areas.
- ▶ A major challenge is access to parking spaces

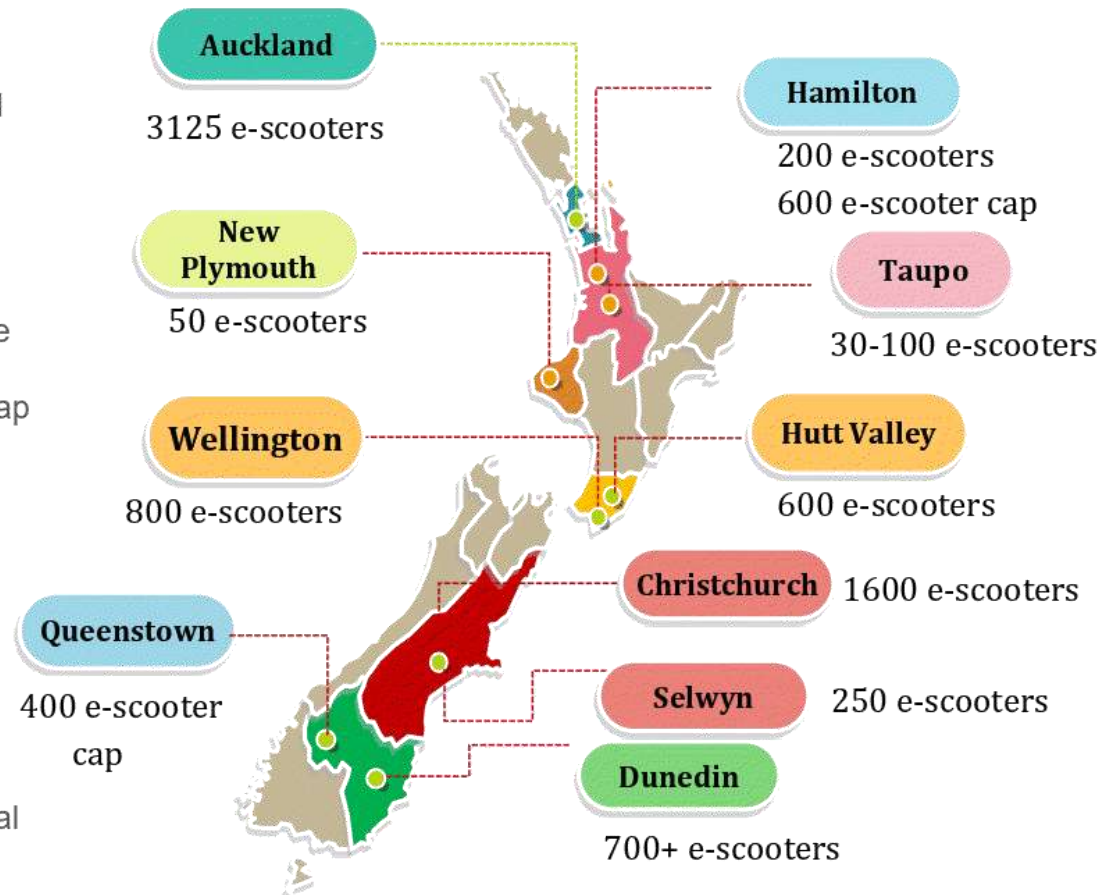
Attachment 1



# E-scooters



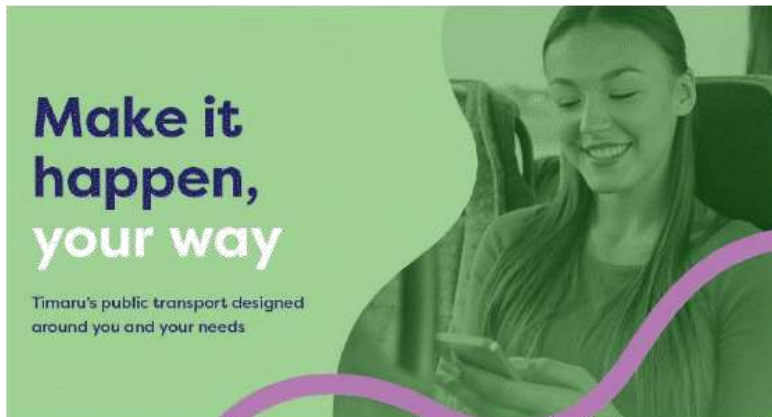
- ▶ Currently deployed in 10 councils across NZ. Also seeing rapid growth in privately owned e-scooters (and other devices e.g. electric skateboards)
- ▶ Provides many of the benefits of cycling but attracts a different demographic. Can replace short trips that otherwise might have been made in private vehicles (but can also replace walking/cycling trips). Privately owned e-scooters are very cheap to operate (around \$0.10 per kilometre)
- ▶ Low emissions, but some concerns over life-cycle emissions.
- ▶ Biggest concerns are around safety (both to the user but also pedestrians, and especially people with disabilities)
- ▶ A number of regulatory challenges at both the local and national level, and infrastructure needs catch up



# On-demand PT



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- ▶ Trials underway in Auckland and Timaru. Numerous trials have been undertaken around the world. Many of the early trials were unsuccessful, but some have been successful enough to prove the concept can work
- ▶ Can potentially provide a better service at similar or lower cost than existing PT, especially where services are currently infrequent. Lower environmental footprint, and less reliance on expensive assets. Easier to decarbonise.
- ▶ Economics can be challenging, especially when services are competing with existing subsidised services. Transition requires careful consideration and communication (those who are most dependent on it are often most likely to be left behind)



Attachment 1

# Autonomous vehicles



Autonomous vehicles are developing through a number of different pathways. The time to get to market will be different for each pathway, and each pathway presents its own benefits and challenges.

We think there are four main pathways (but others may emerge)

- ▶ Pathway 1: Fleets of fully autonomous vehicles, operating as 'robo-taxis' within confined (geo-fenced) urban areas
- ▶ Pathway 2: Gradual adoption of more autonomous features into the private vehicle fleet
- ▶ Pathway 3: Shared autonomous shuttles
- ▶ Pathway 4: Autonomous urban freight

Will have a major impact on safety, but many of the other alleged benefits are unproven and they will also bring new risks and challenges.



# Autonomous fleets/robo-taxis



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- ▶ Currently being tested, mainly in the US and China. Small scale commercial service is already available in Arizona.
- ▶ Will be deployed in large cities in bigger markets first, and likely to be several years at least before they are deployed in New Zealand cities
- ▶ Most likely to operate within a confined (geo-fenced) urban area. Will be deployed in large volumes.
- ▶ Will probably look nothing like the vehicles currently being tested



Attachment 1

# Privately owned autonomous vehicles



- ▶ Continued roll-out of increasingly autonomous vehicles into the private vehicle fleet
- ▶ Most prominent example is Tesla, which already has 500+ vehicles in New Zealand capable of operating autonomously in certain environments
- ▶ Create numerous regulatory issues, e.g. around liability, ensuring the safety of 'over-the-air' software updates, and the risk of over-reliance on technology
- ▶ Offer a number of benefits (e.g. safety, low emissions) but likely to reinforce car dependence
- ▶ Will take a long time to filter through the vehicle fleet. Could be decades before they can operate fully autonomously in any environment.



# Shared autonomous shuttles



Item 8

- ▶ Being developed by numerous companies, including HMI technologies in New Zealand
- ▶ Seen as a solution for the 'first and last mile', connecting to public transport hubs. Follow a pre-programmed route
- ▶ Numerous trials underway around the world but most of them operate at very low speeds still have supervisors on board
- ▶ In the longer term, may be the next evolution of on-demand PT, but in the short term are best suited to niche applications (e.g. retirement villages, airport terminals or university campuses)



Attachment 1



# Autonomous urban freight



- ▶ Being developed in a wide array of shapes and sizes, both land based and air based
- ▶ May be deployed more quickly than passenger vehicles as they are lower risk and have fewer implementation challenges
- ▶ Numerous trials underway overseas
- ▶ Likely to get further attention post-COVID due to its potential to provide contactless delivery



# Drones



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- ▶ Technology is developing quickly and drones are now capable of carrying large payloads autonomously and beyond visual line of sight
- ▶ Numerous drone trials are underway around the world, delivering medical supplies, packages and food (e.g. Google Wing trial in Canberra)
- ▶ The first commercial trials of drones carrying passengers are likely to be conducted in the next few years (including in NZ)
- ▶ The biggest challenges are around the regulations and public acceptance, rather than the technology

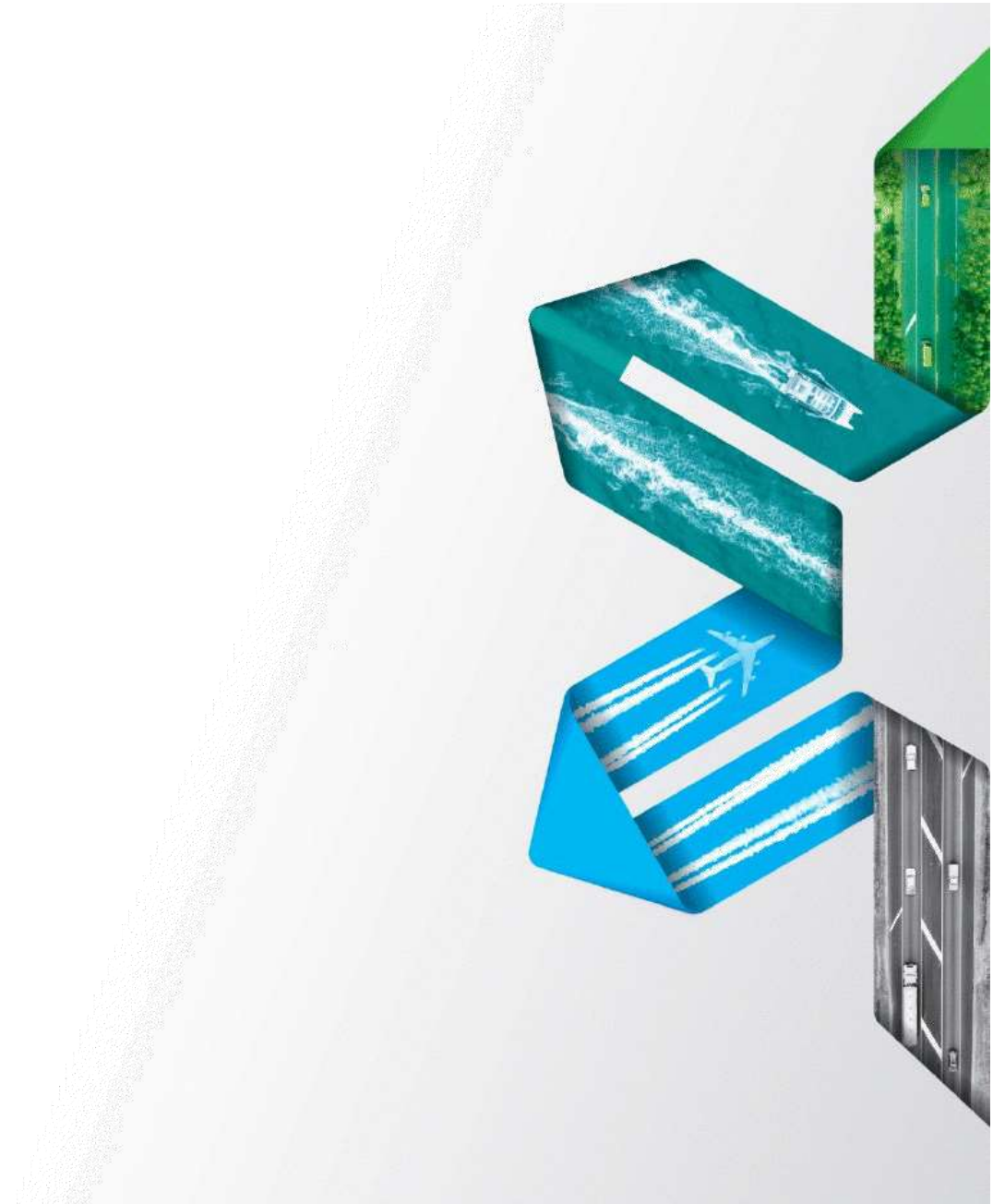


Attachment 1

Attachment 1

Item 8

Thank you







# Agenda

1. Movement & Place
2. Intervention Hierarchy
3. Land Use Transport Integration
4. Travel Demand Management
5. Mode Shift
6. Walking
7. Cycling
8. Public Transport
9. Reflections



# Movement and Place



Attachment 2

Item 8



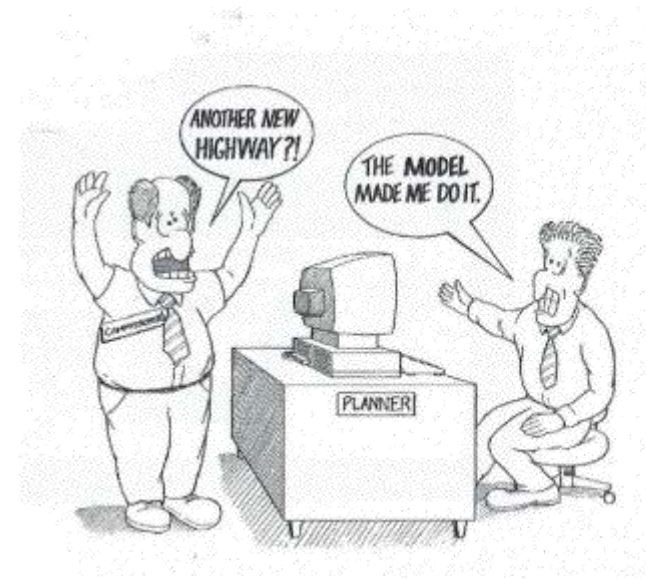




# Place versus Movement – A false dichotomy

**“Put simply, there’s no point having place without movement to get there and no point having movement with no place to go.”**

# Why this matters



# Movement is a function of place

# Waka Kotahi Intervention Hierarchy



# Transport Land Use Integration



## Case Study: Aspen, Colorado

### BACKGROUND

- Year-round resort community with some of the most expensive real estate in the United States.
- One way in & out via Highway 82.
- Many workers need to commute long-distances from down valley.
- Largely high-end visitor retail offer.

### KEY ELEMENTS

- Strict urban design controls.
- Free local transit.
- Extensive trail network.
- 1<sup>st</sup> US rural bus rapid transit system, VelociRFTA serving down valley.
- 35-45% of residents live in city-developed workforce housing.

### OUTCOMES

- Some of the workforce able to live in or near walkable core of Aspen.
- 5.1 million annual PT trips.
- Transit system combines local, ski resort and rural transit in one.
- Commuting: PT 21.5%, walk 15.2%, bike 10.9%, drive-alone 32.2%.





## New Lynn, Auckland

### BACKGROUND

- Brownfields area 10km from the city centre.
- Established as an industrial district in the mid-1800s & severed by the Western rail line.
- Key move was to bury the rail line to stitch the centre back together.

### LEAD AGENCY & CHAMPION

- Integrated bus/rail interchange, including ground floor retail.
- Mixed-use commercial anchored by a health centre.
- Apartment building at affordable price point without parking.
- Elimination of park and ride.

### OUTCOMES

- Demonstrated a market appetite for medium-density housing in a suburban context.
- Very successful in building public transport ridership.
- Demonstrated value of strong place-based planning.
- Wider TOD developments now starting to occur.





## Hobsonville Point, Auckland

### BACKGROUND

- Master planned greenfields/ brownfields TOD on the former Hobsonville Air Force base.
- Delivered by HLC, a subsidiary of what is now Kāinga Ora.
- Site specific plan change by Waitakere City Council.

### KEY ELEMENTS

- Local retail centre with apartments above (see pic).
- Schools and local bus & ferry service to downtown Auckland when first residents moved in.
- Placemaking element of community building.

### OUTCOMES

- Introduced mass-market builders to doing medium density at scale.
- 60% of kids walk or cycle to school
- Driven by balance of public values and commercial nous.
- Ave. density 50+ dwelling net/ha.



# Travel Demand Management

## **WHAT IS TRAVEL DEMAND MANAGEMENT (TDM)?**

**“...the flip side of infrastructure. It focuses on understanding how people make their transportation decisions and helping people use the infrastructure in place for transit, ridesharing, walking, biking and telework.” [Mobility Lab 2019]**

**Focuses on reducing travel demand on one's own by car in advance of or instead of new investment**

## **WHAT ARE SOME TDM MEASURES?**

- **Parking management**
- **Addressing barriers to walking, cycling and public transport use**  
e.g. improving the infrastructure for these modes
- **Carpooling and ridesharing**
- **Employer based travel plans**
- **School based travel plans**
- **Neighbourhood based travel plans**
- **Transportation Management Association**
- **Improved travel planning tools**
- **Flexible work hours & arrangements**
- **Guaranteed ride home for emergencies**
- **Working from home**



Attachment 2

Item 8

Mode Shift

## MODE SHIFT

**“a shift away from the private car to more sustainable transport modes, whether passenger transport or walking and cycling, generally to reduce the stress on the strategic/ arterial road network and parking to enable it to work better for those that need it.”**

**Focuses on making best use of the existing transport network in advance of or instead of new investment.**

Attachment 2

Item 8

Walking





Attachment 2

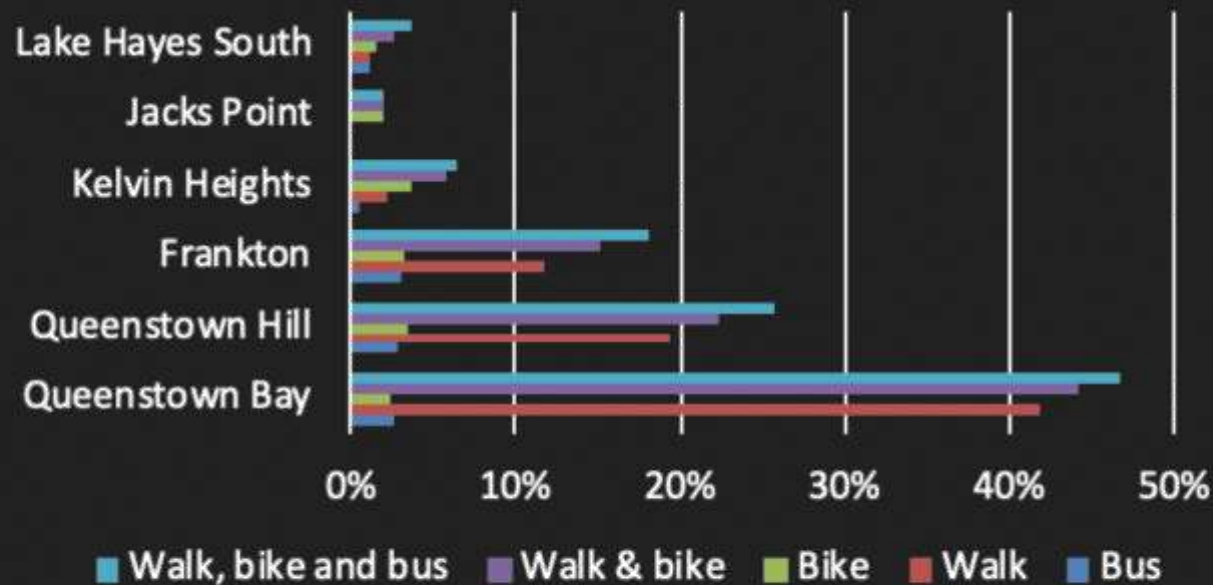
Item 8



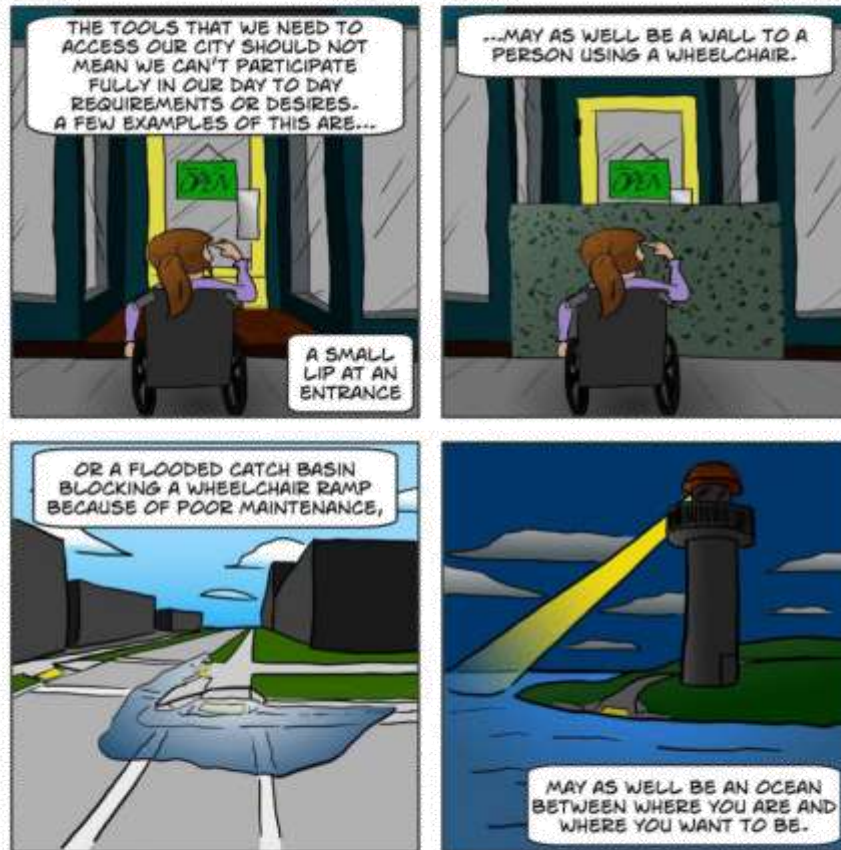


# Where you live literally drives how you travel

## 2013 Census Queenstown Mode Share



# Universal Access and Design



- This should be a base building block of everything we do.
- Cartoons by Ryan Martinson of Toole Design (formerly of Stantec)



# Whittlesea Missing Links Programme

- Whittlesea is a fast-growing community in NE Melbourne
- <\$A 2 million programme to plug crucial gaps in walking and cycling networks.
- This delivered 25 separate walking & cycling projects, using an equity focused Health Impact Assessment.
- Won IPWEA excellence in public works award.



**Excellence in Public Works Project < \$2M**

**Winner: City of Whittlesea, Missing Links Program**



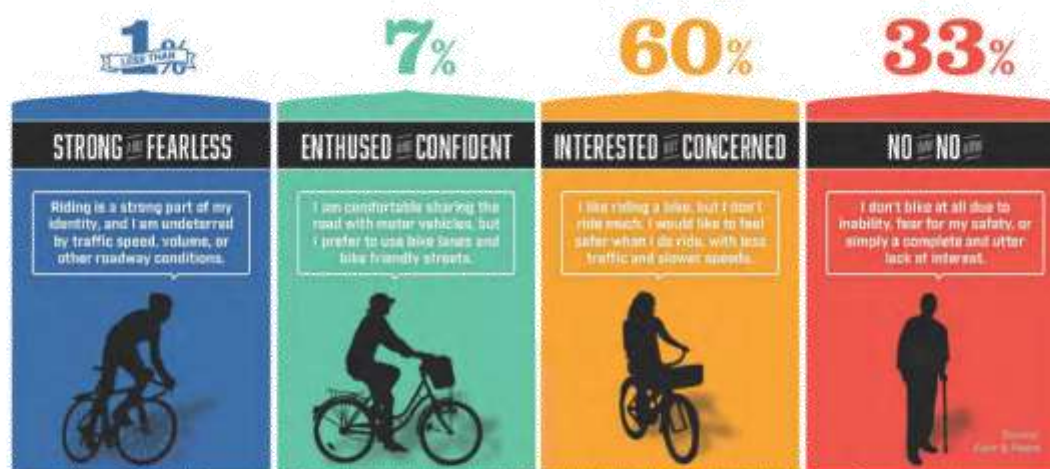
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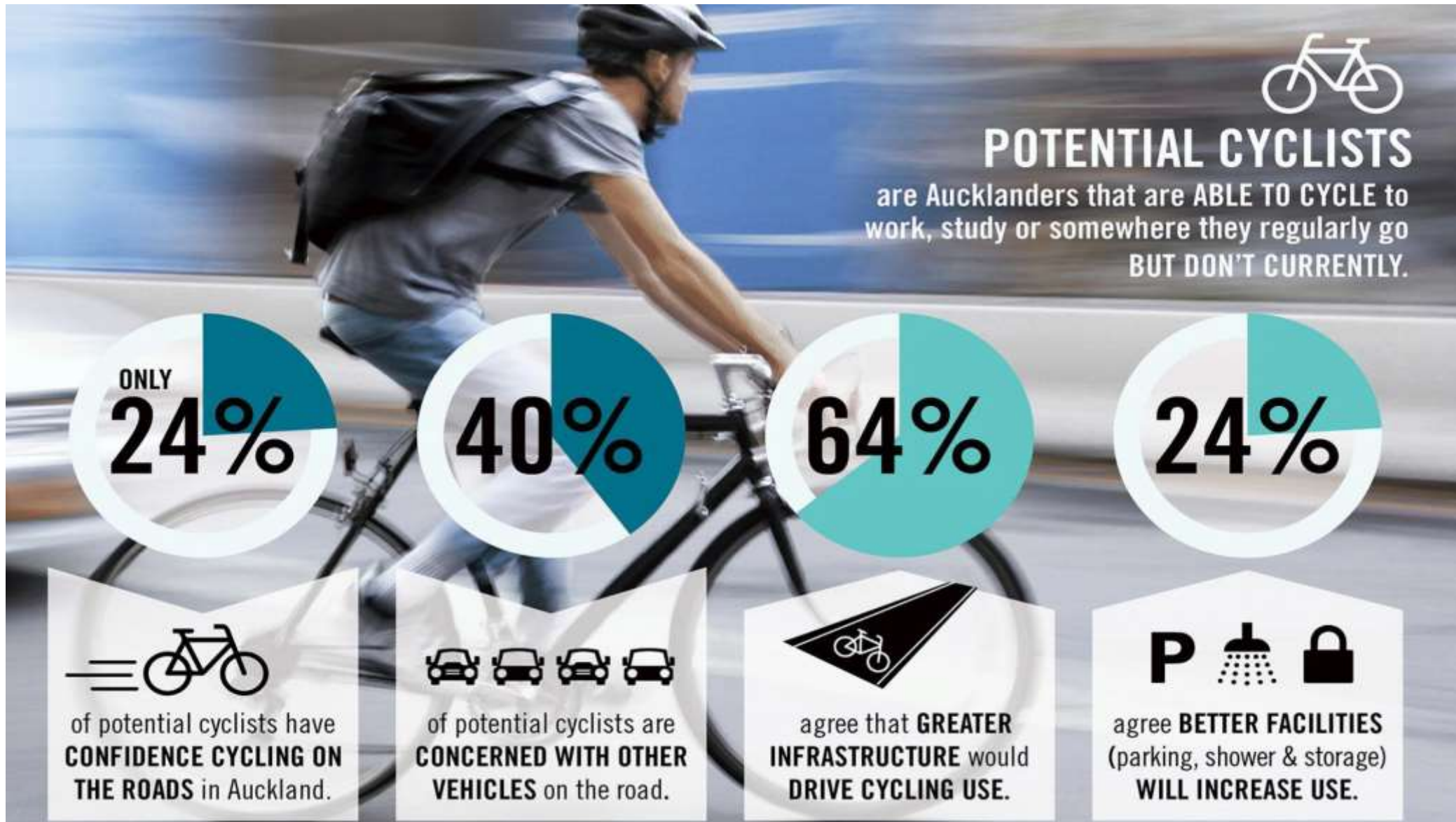
Cycling



# The Cycling Hierarchy



- A very substantial proportion of the population is interested in cycling, but concerned about their safety.
- AAA (All Ages & Abilities networks) are key to this.
- Design for your kids or grandparents, not yourself. Think 8 to 80.
- Paint is not protection.







# A great place to start

## Hawke's Bay Trails

Ngā Paparahi o Te Matau-a-Māui

The Hawke's Bay Trails cover nearly 200km of cycling and walking off-road trails, the largest network of easy cycle trails in New Zealand and is one of the twenty-two 'Great Rides' of Nga Haerenga - the New Zealand Cycle Trail.

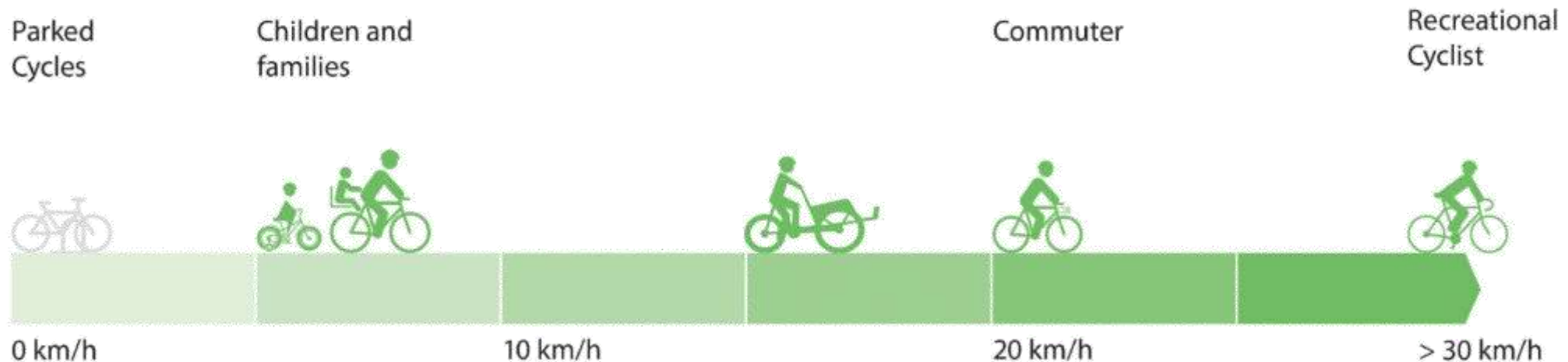
Ngā Haerenga – the New Zealand Cycle Trail has demonstrated strong appetite for, and significant economic benefits from, cycle trails.

Item 8

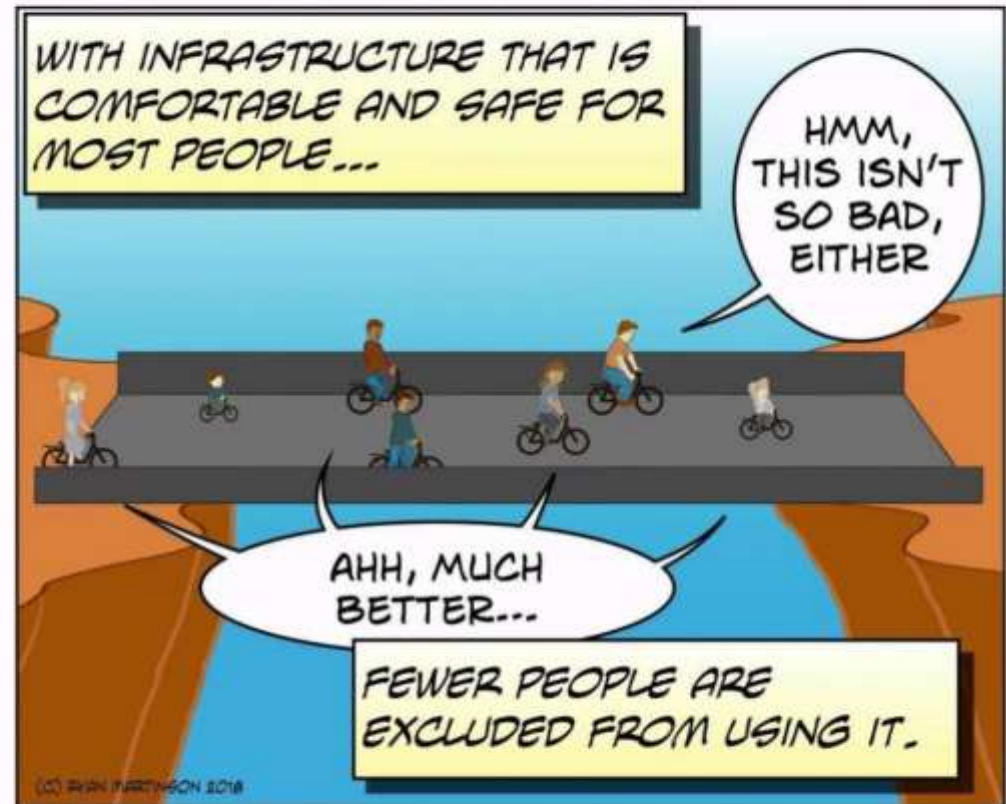
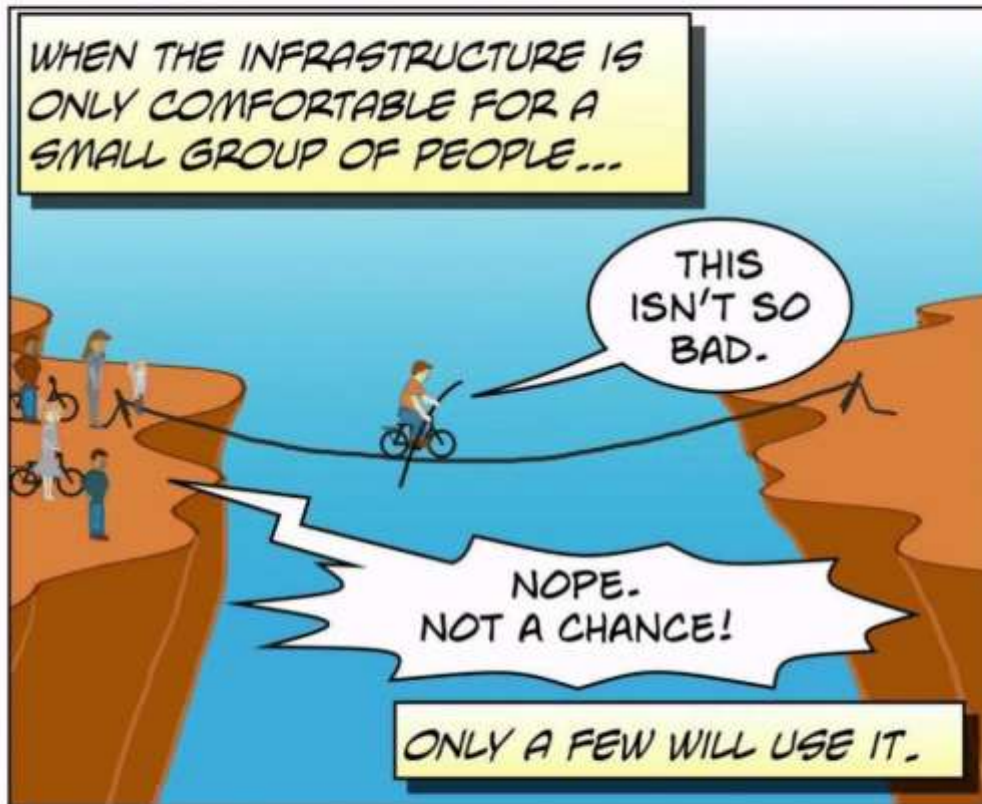
Attachment 2

## Cycling Speeds/ Shared Paths

- Cycling speeds are highly variable between different groups
- Higher speed cyclists can be intimidating for pedestrians, especially children; older adults and people with disabilities.
- Better to have separation between cyclists and pedestrians – especially where there are high volumes of pedestrians; cyclists or both.







Attachment 2

Item 8

Public Transport

## Making more of buses in Queenstown

Simplified network & \$2 flat fares on smart card rolled out in November 2017 led to a tripling of public transport patronage from 500,000 per annum to 1,500,000.

In spite of significant fare reductions, farebox revenue actually increased.





Then



Some of the services operating in Mangere

Now



The entire Mangere network

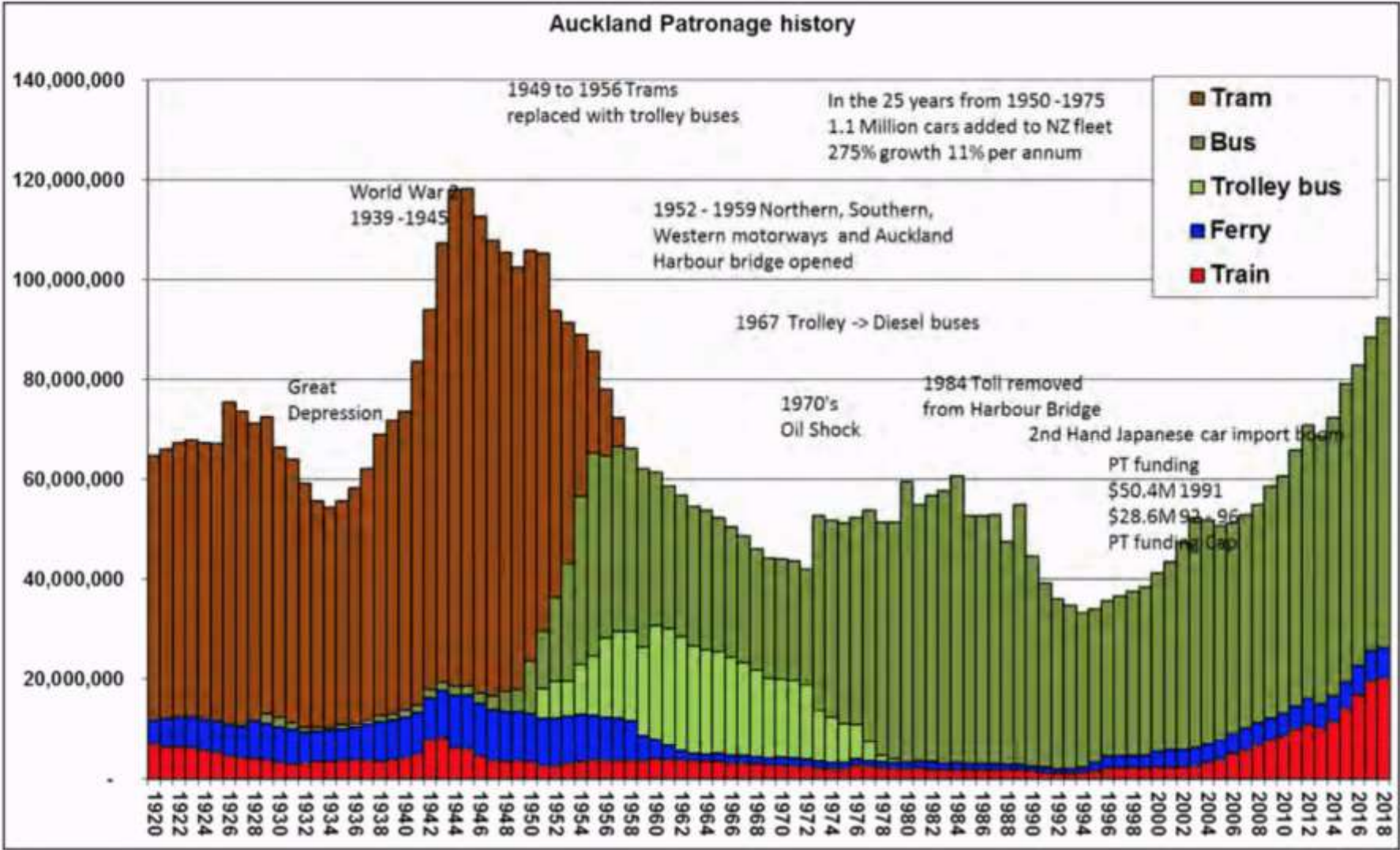




- Great North Road – New Lynn to City Centre**
- Previously six routes
  - Replaced by single route 18, every 6-15 minutes at all times of day, every day
  - Patronage up 35% using the same number of buses at the same frequency as before

**18** From City Centre/Victoria St West - Stop 1362

HOURS	MONDAY TO FRIDAY
05:45 TO 07:00	EVERY 15 MINS
07:00 TO 14:48	EVERY 12 MINS then 14:56 and 15:02
15:02 TO 19:02	EVERY 6 MINS then 19:12, 19:24, 19:36, 19:48, 20:00
20:00 TO 00:00	EVERY 15 MINS
Last bus is at midnight Monday to Thursday	
Friday only - bus continues to Henderson departing at 01:00, 02:00, 03:00	
HOURS	SATURDAY
06:10 TO 08:10	EVERY 15 MINS then 08:24 and 08:36
08:36 TO 20:00	EVERY 12 MINS
20:00 TO 00:00	EVERY 15 MINS
Saturday - bus continues to Henderson departing at 01:00, 02:00, 03:00	
HOURS	SUNDAY AND PUBLIC HOLIDAYS
06:40 TO 08:10	EVERY 15 MINS then 08:24 and 08:36
08:36 TO 20:00	EVERY 12 MINS
20:00 TO 23:30	EVERY 15 MINS





Public transport is  
only as good as the  
transport network  
it operates on...



Attachment 2

Item 8

Reflections



# Covid-19 Reflections



- We've all got used to working from home. This is likely to persist to some extent.
- Public transport will have a long road back.
- Essential to this is addressing hygiene and physical distancing.
- People are cycling locally much more than usual in the current low-traffic environment.
- This demonstrates the appetite for cycling when it is **safe** to do so.

# Some General Reflections



- The best transport plan is a good land use plan.
- Universal Access and Design is a base principle.
- Connective networks generate network effects.
- Important to keep networks simple and legible
- Price and availability of parking a key driver of mode shift.
- If parking prices are low, then the real cost of public transport needs to be less than the perceived cost of driving.
- If Auckland can do it, anyone can!

# Waka Kotahi Intervention Hierarchy





Without change there is no innovation, **creativity**, or incentive for improvement. Those who initiate change will have a better opportunity to manage the change that is inevitable.

**William Pollard**





# Summary

- [What is ODPT](#)
- Timaru environment
- Service characteristics
- Experience



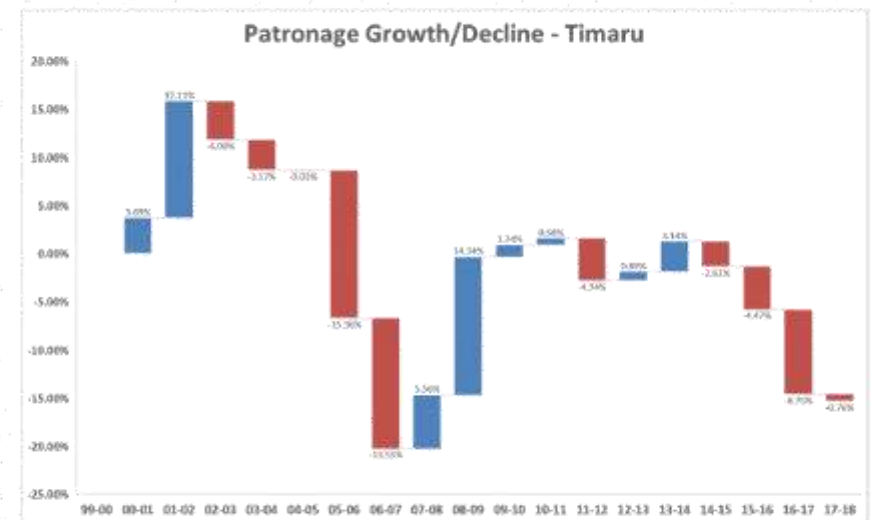
Door-to-Door Mode	Anywhere to anywhere within a zone
Door-to-Hub Mode	Anywhere to a predetermined focal point
Meeting Points Mode	Directing passengers to walk to clustered meeting points (dynamic or pre-defined)
Flexible Timetable/Route	Diversion of vehicle off a pre-planned routing / stops



suitable for all services or use cases

# Timaru Problem Statement

- The current patronage and farebox contribution (circa 20%) are at a level where the service is no longer sustainable indicating that the transport needs of the community are no longer being met. To become sustainable, either service levels must be reduced, or a new approach taken to make public transport services more relevant to more people.
- A review of services will lead to a reduced service in both coverage and timetable, an outcome which would severely impact the provision of this essential service for transport disadvantaged people in Timaru.





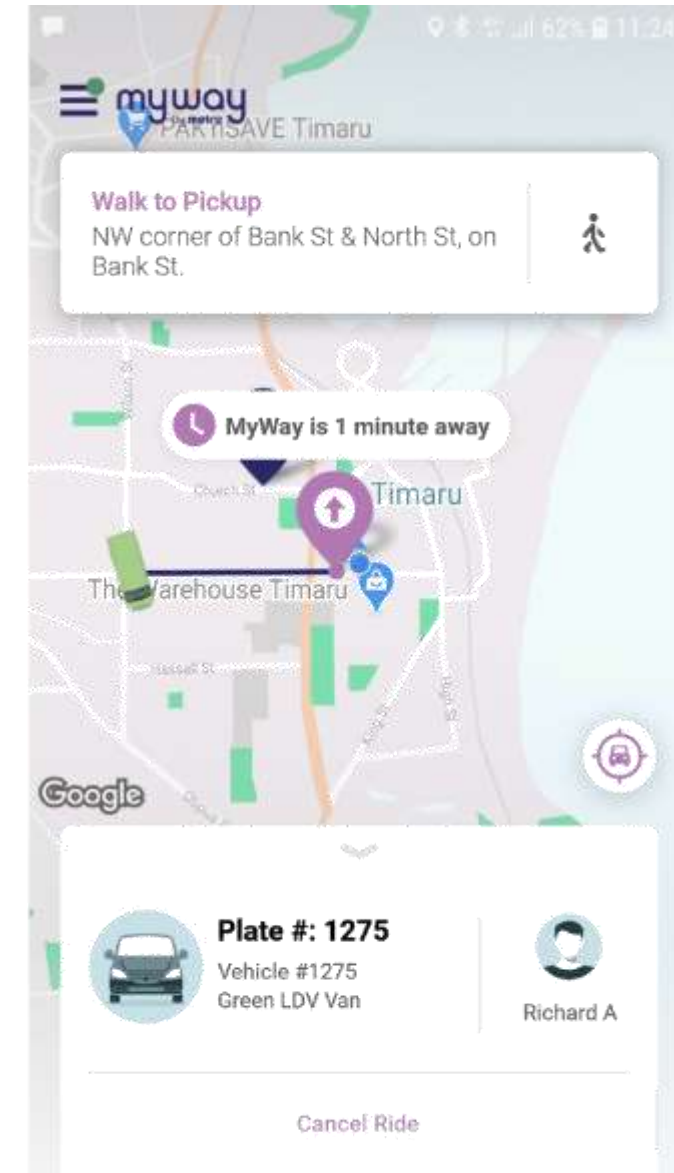
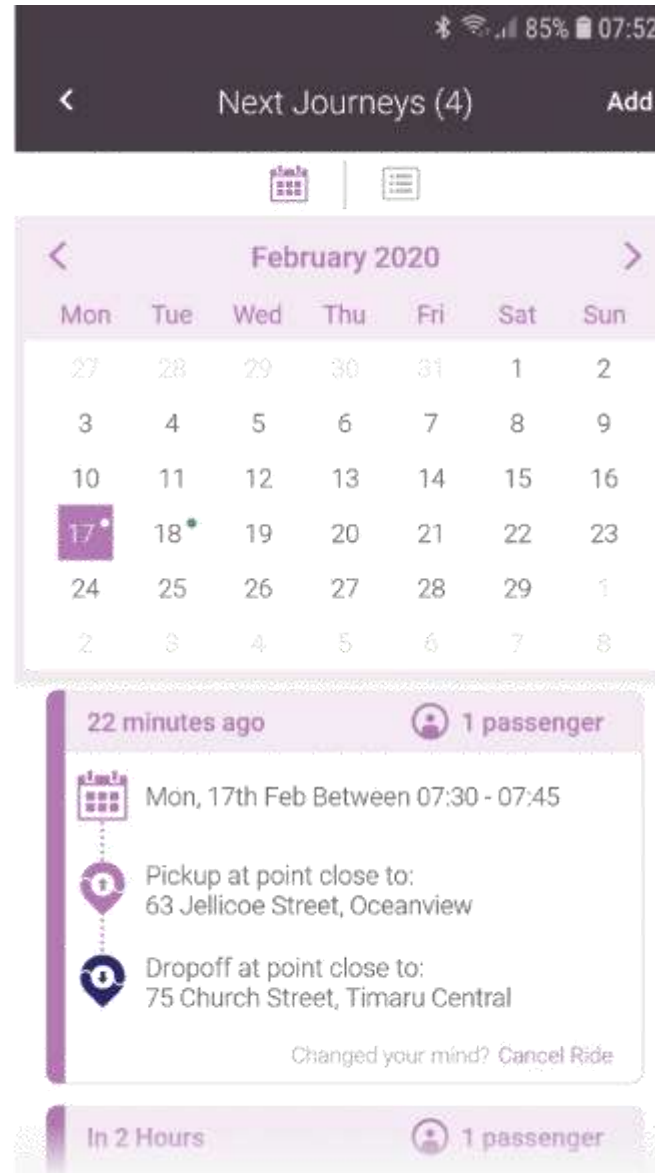
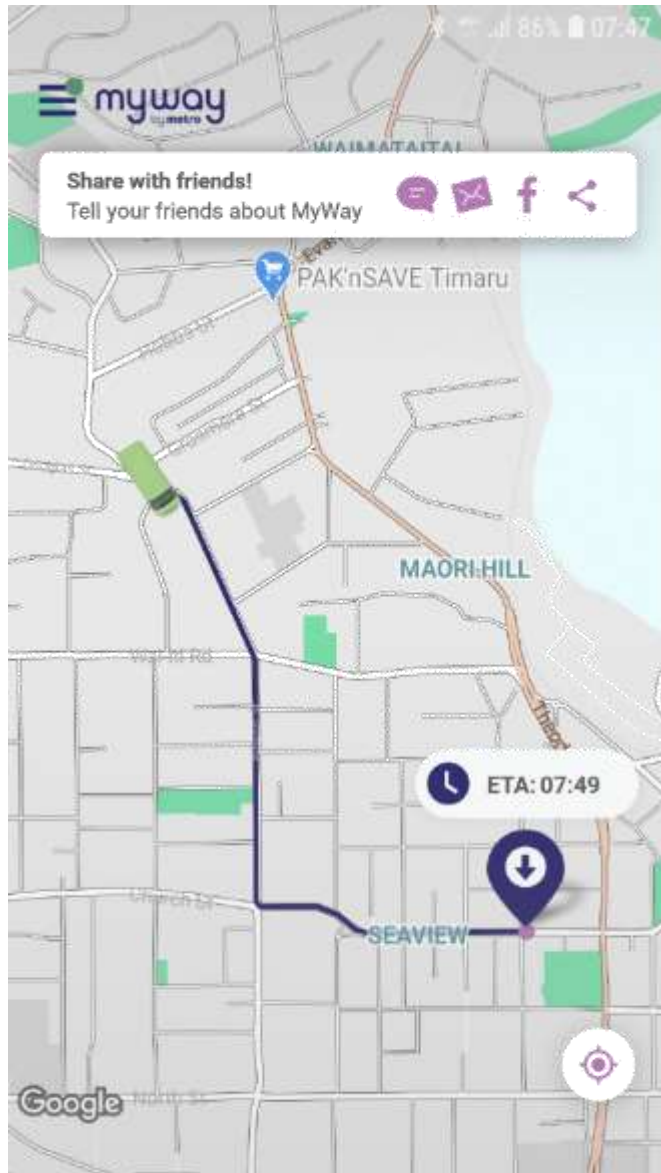


Item 8

Attachment 3

Attachment 3

Item 8



# Implementation

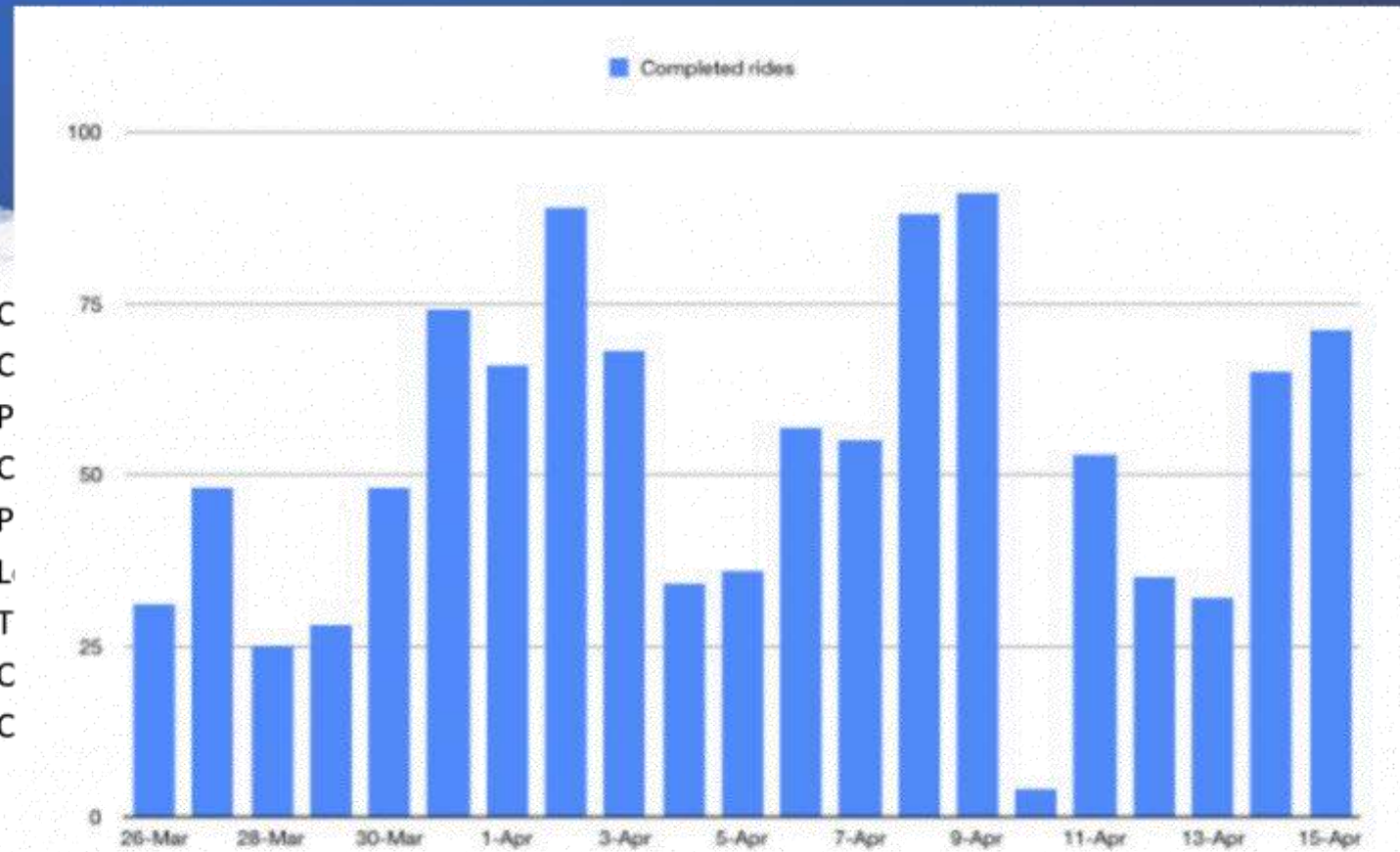
Stage	On-demand public transport	Fixed bus network	Engagement
<b>Small-scale pilot: two months</b> <b>Feb – April 2020</b>	In place for a small, selected group of people.  Service iterations occur as learning gained.	Running as usual.	Working closely with the pilot group to identify issues.  Support existing users to change.  Build customer stories for marketing to the full community.
<b>Replacement of three bus routes: four months</b> <b>April – Oct 2020</b>	In place for all, although option remains to use Link.	Link bus continues.  Scheduled school services remain.	Marketing to the full community and particularly those still using Link.  Explore conversion of new users.
<b>Replacement of all bus routes: 8 months then review</b> <b>Approx Oct 2020</b>	In place for all.	No fixed bus services.  Targeted, scheduled school services remain.	Close engagement with community to increase patronage.  Conversion of new users.



Attachment 3

Item 8

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Questions?

Item 8

Attachment 3



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

**Friday 19 June 2020**

**Subject: TRANSPORT MANAGER'S REPORT**

**Item 9**

**Reason for Report**

1. To update the Committee on a range of transport issues.

**Submission to the Government Policy Statement on Land Transport**

2. A submission on the Draft Government Policy Statement was prepared, circulated to TAG and the Committee for comment and submitted to the Ministry of Transport in early May.
3. The final submission is attached.
4. Other than an acknowledgement of receipt, we have had no feedback yet. We have been informed that the release of the final GPS will be delayed to take into account the effects of Covid-19 on funding sources and allocations to accelerated transport projects.

**Covid-19 Effects on Transport**

5. The pandemic and lockdown processes have had a significant effect on transport across the country. Treasury reports showed a drop of between 60 and 80% in traffic flows during April in the main centres, when compared with the same period last year (<https://treasury.govt.nz/system/files/2020-04/covid-19-econ-dashboard-24apr2020.pdf>).
6. This is consistent in Hawke's Bay; Napier City reports counts of around 20% of usual traffic volumes during level 4.
7. By end of May (Level 2), traffic counts had increased to 80% of last year's level in Auckland, 83% in Wellington, 90% in Christchurch. <https://www.nzta.govt.nz/about-us/coronavirus-disease-covid-19-services-update/weekly-traffic-count-information/>.
8. Bus numbers sat at around 5% of usual patronage during Level 4. By Level 2, buses were carrying 40% of regular patronage, but social distancing requirements meant their capacity was more than halved, requiring additional capacity on some peak services.
9. Although cycle counts on roads have not yet been completed, anecdotally councils report that cycling numbers were significantly higher during level 4, as residents got out and about to exercise. Cyclists were more common on arterial routes and state highways, where they are usually seldom seen. This was very likely due to reduced safety concerns due to less traffic.
10. Although a number of the offroad cycle trails across HB were closed during Level 4, numbers were significantly higher on Marine Parade and other sections that were open.
11. Funding for transport has been significantly affected by the pandemic and lower revenues into the National Land Transport Fund. This means that The Government Policy Statement will need to be revised to take account of this, and the Transport Agency Investment Proposal (the proposed state highways programme for the next three years) will now not be released until August.
12. NZTA commissioned a continuous research monitor into the transport impacts of Covid-19. The study offers insights into how people respond in their transport choices, their perceptions and attitudes to different modes of transport and how they change under the different COVID-19 Alert Levels. Weekly updates are provided [here](#).

**Covid-19 Transport Recovery Projects**

13. A number of accelerated transport projects have been included in the Hawke's Bay recovery package recently announced by government.

14. These include:

- 14.1. Napier - Area traffic calming measures (Pirimai and Douglas McLean Ave) and five cycleways
- 14.2. Hastings – safety project on State Highway 2 between Ruahapia and Kenilworth Roads, iWay walking and cycling network, footpath improvements
- 14.3. Wairoa – Patangata Bridge replacement, realignment of Nuhaka River Road, repair of Rangatahi Dropout, Mahia
- 14.4. Central Hawke’s Bay – vegetation control on roadsides (also some parks and reserves).

### **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 the “*Transport Manager’s*” report.

#### **Authored by:**

**Anne Redgrave**  
**TRANSPORT MANAGER**

#### **Approved by:**

**Tom Skerman**  
**GROUP MANAGER STRATEGIC**  
**PLANNING**

### **Attachment/s**

- [!\[\]\(8ba0a8bc08cfb681721719303df69bb8\_img.jpg\) 1](#) HB Regional Transport Committee Submission on Draft Government Policy Statement 2021





11 May 2020

GPS Team  
Ministry of Transport

By email: [gps@transport.govt.nz](mailto:gps@transport.govt.nz)

### SUBMISSION ON DRAFT GOVERNMENT POLICY STATEMENT 2020

Thank you for the opportunity to comment on the draft Government Policy Statement on Land Transport 2021-31 (draft GPS). This submission is made on behalf of the Hawke's Bay Regional Transport Committee (the RTC)<sup>1</sup>.

The RTC generally supports the draft GPS, which builds on GPS 2018 and over time has the potential to be transformational for New Zealand's transport system. Our submission comments on key areas of either particular support or concern only.

#### 1. Section 1.2 Responsibilities, Page 10, 28-31.

The RTC supports the discussion of the role of local government in transport, especially the emphasis placed on the interaction between land use, spatial and transport planning and the closely inter-linked roles of territorial and regional authorities in planning and managing the transport system. We emphasise that, given our role, early involvement in the development of the GPS is essential; the 2019 regional workshops to identify key issues were a positive step.

#### 2. Section 2.1 Strategic Priorities, Page 13-14, 43-52.

The RTC supports the four strategic priorities of Safety, Better Travel Options, Improving Freight Connections and Climate Change, including the separation of the 2018 objective Access into Better Travel Options and Improving Freight Connections.

We also strongly support the more specific emphasis on climate change, instead of the broader Environment objective of the 2018 GPS. Giving priority to reducing the greenhouse gases emitted by the vehicle fleet is essential to achieving emission targets, and this focus will help to promote investment to achieve this.

We support linking the objectives closely with the Transport Outcomes Framework, as this highlights that transport is a tool to achieving a more liveable, prosperous and sustainable society. Transport is not an end in itself and in fact, reducing the need for reliance on transport resources

<sup>1</sup> The Regional Transport Committee is composed of representatives from Hawke's Bay Regional Council, Wairoa District Council, Hastings District Council, Napier City Council, Central Hawke's Bay District Council and the NZ Transport Agency, with advisory members representing NZ Police, Napier Port, KiwiRail, the heavy transport industry, private motorists, walking and cycling, cultural interests and the environment.

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through land use, spatial and transport planning, should form a key part of achieving these outcomes.

However, the RTC is concerned that the Resilience and Security outcome (Figure 2), is not given sufficient emphasis within the discussion of the strategic priorities on page 13. Resilience is not only about maintaining access for freight, which is the only current reference to that outcome. It is also about connecting communities and providing lifelines, as part of the Better Travel options and Climate Change strategic priorities. We suggest that resilience in the face of sea level rise and the increasing frequency and severity of weather events associated with climate change should be explicitly discussed in this section.

### 3. Section 2.2 Safety, Pages 16-17

The RTC **strongly supports** this strategic priority and the emphasis on co-benefits including economic prosperity, inclusive access and resilience and security. This priority reflects the rounded approach to road safety set out in Road to Zero and its first action plan.

However the RTC is **concerned** that funding a safe network (including roads, footpaths, cycle ways and public transport) could be at risk due to local affordability issues brought on by the Covid-19 emergency. This should be acknowledged expressly in section 3 of the GPS, and if progress is not to be delayed, must be mitigated through national funding mechanisms.

### 4. Section 2.3 Better Travel Options, Pages 18-19

The RTC also **strongly supports** this strategic priority and the emphasis on co-benefits including healthy and safe people (better active travel options), environmental sustainability (better options for low emissions travel modes), and economic prosperity (reference to multi modal travel options).

It is important that this strategic priority and associated outcomes are supported by activity class investment alongside the principles for investment discussed below (better use of existing network and innovative practices to manage demand).

The RTC **suggests** that there are opportunities to build on the use of on-demand public transport and increased walking and cycling trends during the Covid-19 Level 4 lockdown; this should be discussed in the final GPS.

Especially apparent in Hawke's Bay was the number of cyclists, including families with children, riding on usually busy roads and obviously feeling safe enough to do so with reduced traffic. This demonstrates how clearly perceptions of safety affect the decision to travel by bike.

### 5. Section 2.4 Improving Freight Connections

The RTC **supports** the emphasis on improving the resilience and sustainability of freight transport, including the proposed funding for rail from the National Land Transport Fund

through signalled changes to the Land Transport Management Act (as under the draft Rail Plan).

It is pleasing to see that more opportunities for coastal shipping will be explored; Hawke's Bay is ideally placed and very supportive of its development.

#### 6. Section 2.5 Climate Change, Pages 22-23

As indicated earlier, the RTC **supports** the specific emphasis on climate change, rather than the more general environment objective of GPS 2018. Addressing climate change will require a response from every sector of society, and the Ministry and Waka Kotahi should use all policy and investment levers available to make meaningful change to emissions from the transport system. Again, this underscores the importance of funding investments that will enable mode shift (refer inclusive access co-benefit on page 22). The RTC also refers back to the issue of resilience raised above, and supports the recognition that the effects of natural hazards on the land transport system must be considered.

#### 7. Section 3.2 Principles for Investing

The RTC **supports** the value for money principle applied to all investments. In addition, we also support the principles of alignment, effectiveness and efficiency, such that funding and investment decisions are directed to achieving the strategic priorities of the GPS.

We particularly **support** better use of the existing network and applying innovative practices to manage demand (page 30). When innovation comes from either local government (through RLTPs) or the private sector, it must be supported and facilitated through government funding and policy change where necessary.

#### 8. Section 3.4 Activity Class Framework Pages 32-34

The RTC **supports** the introduction of a new Road to Zero activity class (paragraphs 118-120), as it will provide better integration across activities that will contribute to achieving road safety goals. However, **more information** is required in the document to demonstrate that all the component activities will be sufficiently funded.

However, the RTC is **concerned at** the removal of the Regional Improvements activity class, which ring-fenced money for the regions and ensured that heartland New Zealand did not lose out to higher priorities in metropolitan areas. This should be reinstated.

The RTC also **supports** the introduction of an activity class for coastal shipping. While the allocated funding is modest, research into improvement opportunities is an important first step.

The inclusion of the rail network activity class is **supported**, as this places rail on an equal footing for funding, in keeping with the principles of mode neutrality.

The RTC **supports** the increases in local road maintenance (5%), significant additional funding into the local road network as part of the Road to Zero activity class and increases in funding for public transport. However, we are concerned that the Covid-19 emergency will have a very significant effect on councils' ability to provide the local share that enables the uptake of this extra funding. The final GPS must take this into consideration and make adjustments accordingly.

#### 9. Conclusions

In summary, the RTC is supportive of the continued strategic direction from 2018 and the increased focus on safety, climate change, freight and better travel options, supported by increased funding to achieve these priorities. Specific changes are suggested above to improve the focus and priority for investment in the associated transport outcomes. However, we are concerned about the effects the Covid-19 emergency and subsequent economic fallout will have on local government's ability to partner with Waka Kotahi in addressing these. It is therefore essential that the Ministry works with local government to understand its new reality before the final GPS is released.

Once again, thank you for the opportunity to comment on the draft GPS. If you have any questions of clarification, please contact Anne Redgrave, [anne.redgrave@hbrc.govt.nz](mailto:anne.redgrave@hbrc.govt.nz).

Yours sincerely



**Councillor Martin Williams**  
**Chairperson**  
**REGIONAL TRANSPORT COMMITTEE**



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

**Friday 19 June 2020**

**Subject: ROADSAFE HAWKE'S BAY JUNE 2020 UPDATE**

**Item 11**

**Reason for Report**

1. This regular report provides the Committee with an update on road safety statistics in the region and a snapshot of road safety activities undertaken by Roadsafes Hawke's Bay.

**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. "Road to Zero" – the NZ road safety strategy 2020.
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**

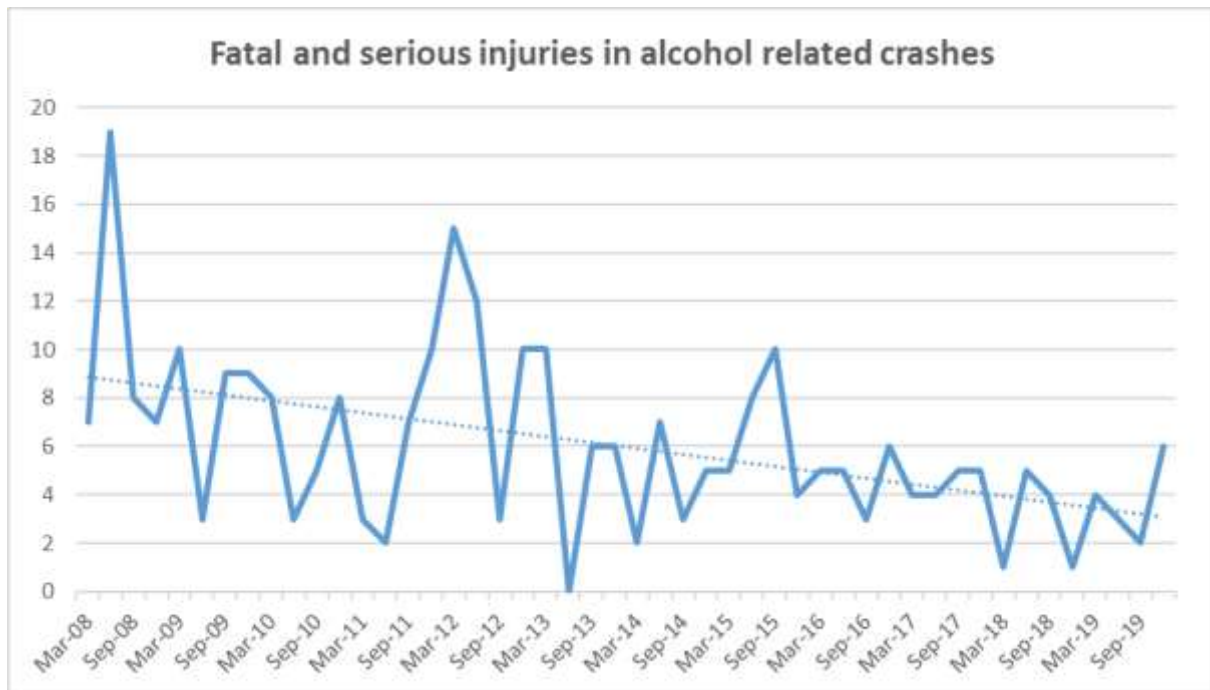
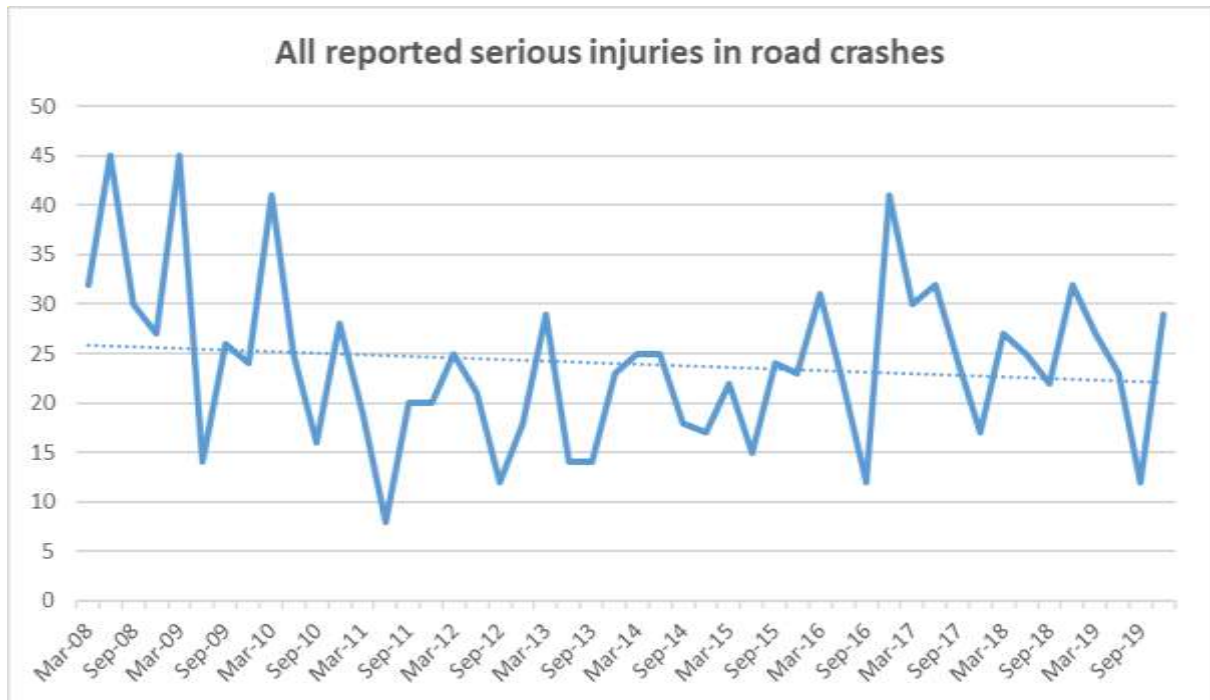
4. Road deaths by district for the 2020 calendar year to date.

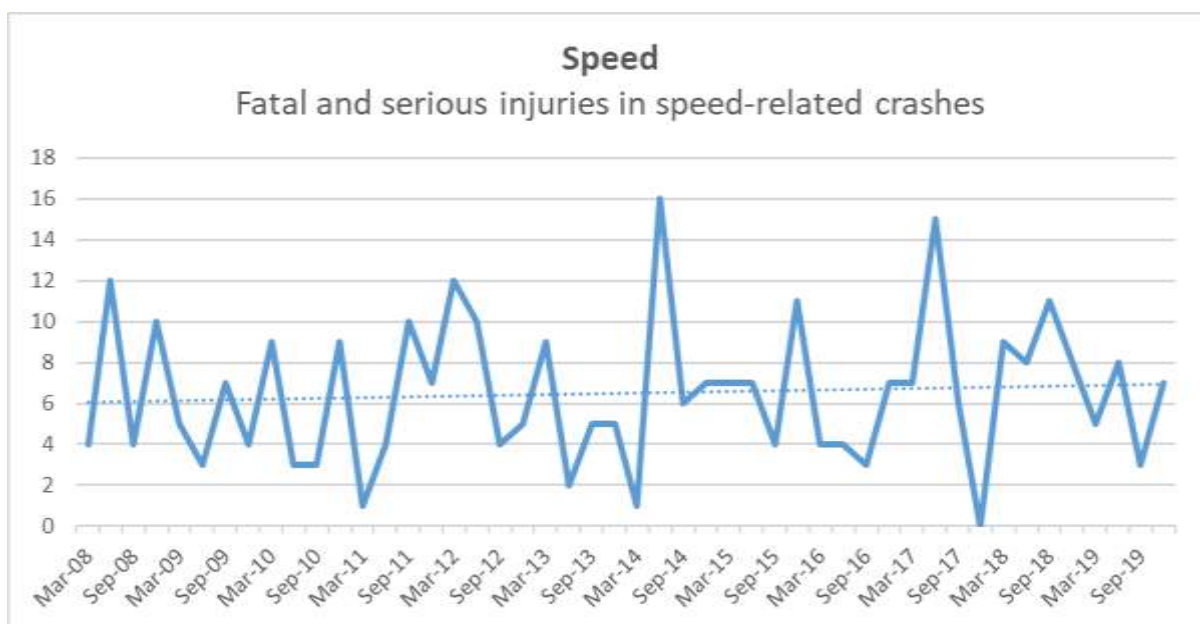
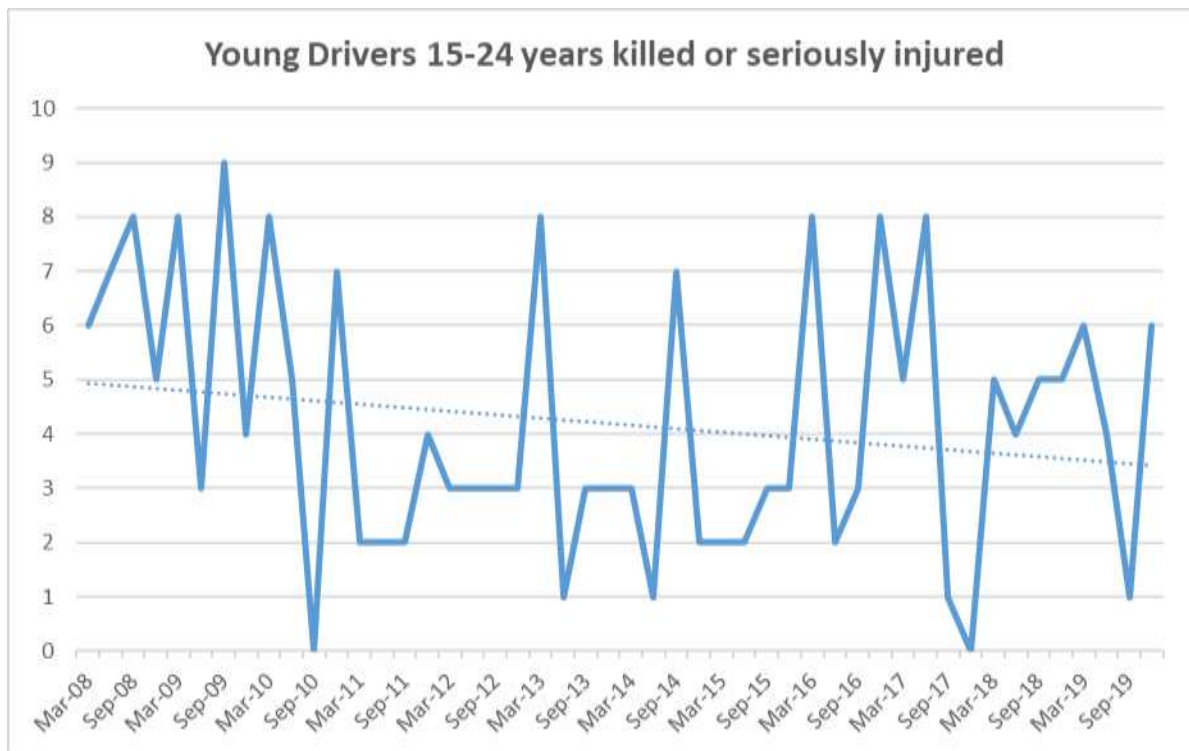
<b>Territorial Authority</b>	<b>Road deaths 1 Jan to 11 June 2020</b>
Wairoa	0
Hastings	3
Napier	5
Central Hawke's Bay	0
<b>TOTAL</b>	<b>8</b>

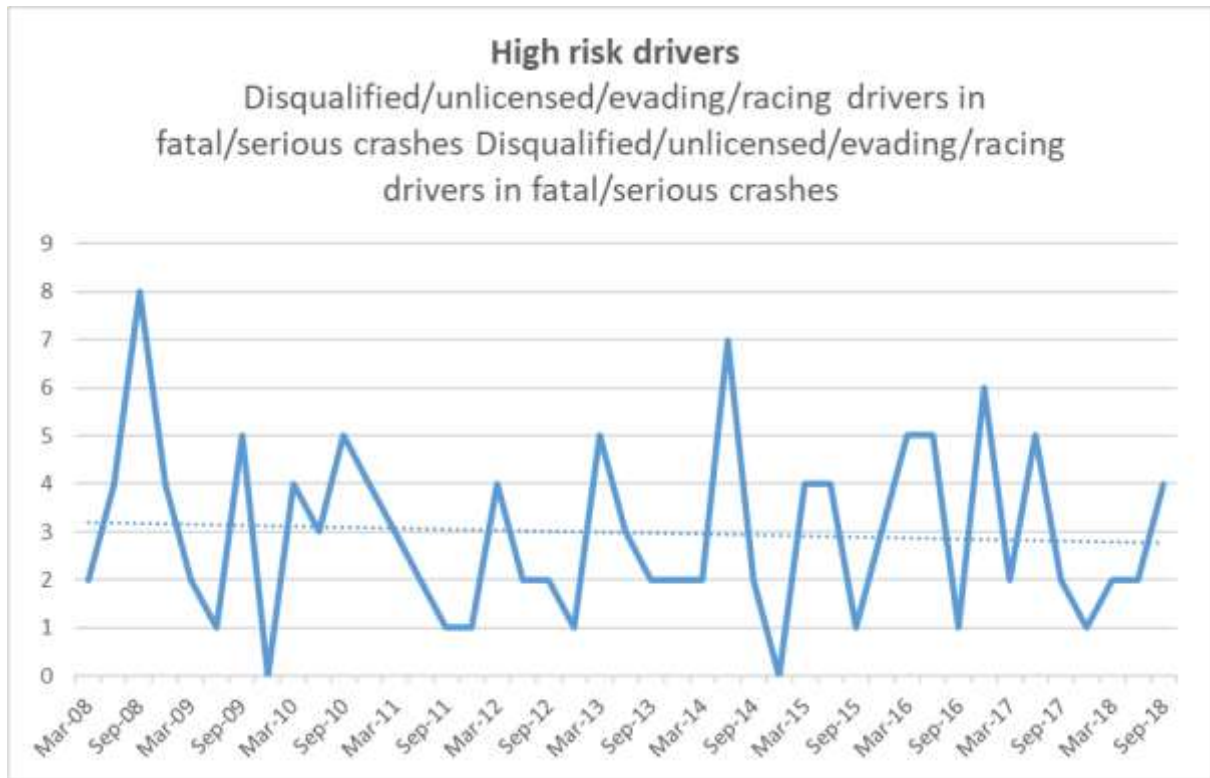
5. There were 7 deaths on Hawke's Bay roads for the same period in 2019, and the highest number of fatalities for this period was in 2017, when 10 people had already died on Hawke's Bay roads by this time.
6. Nationally, the road toll sits at 126 compared with 174 in 2019 and 169 in 2018. The lower road toll this year has been attributed to the pandemic lockdown.

**Crash factors – trends over time**

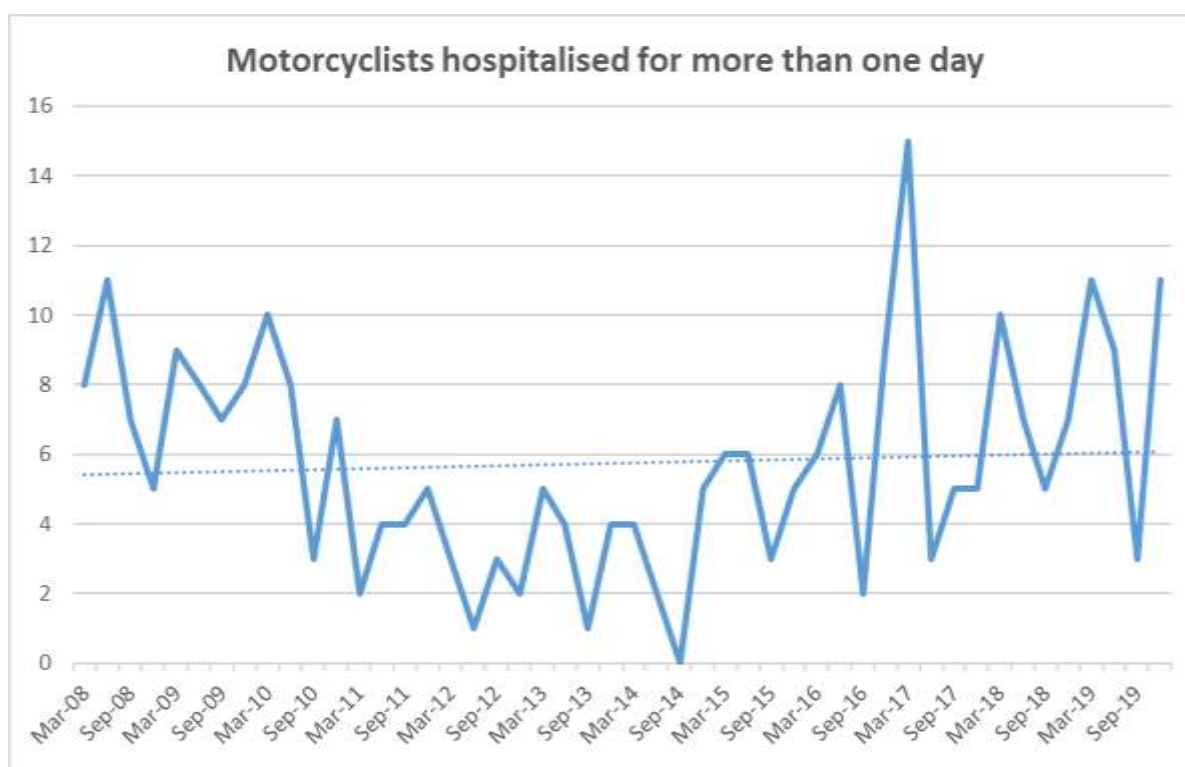
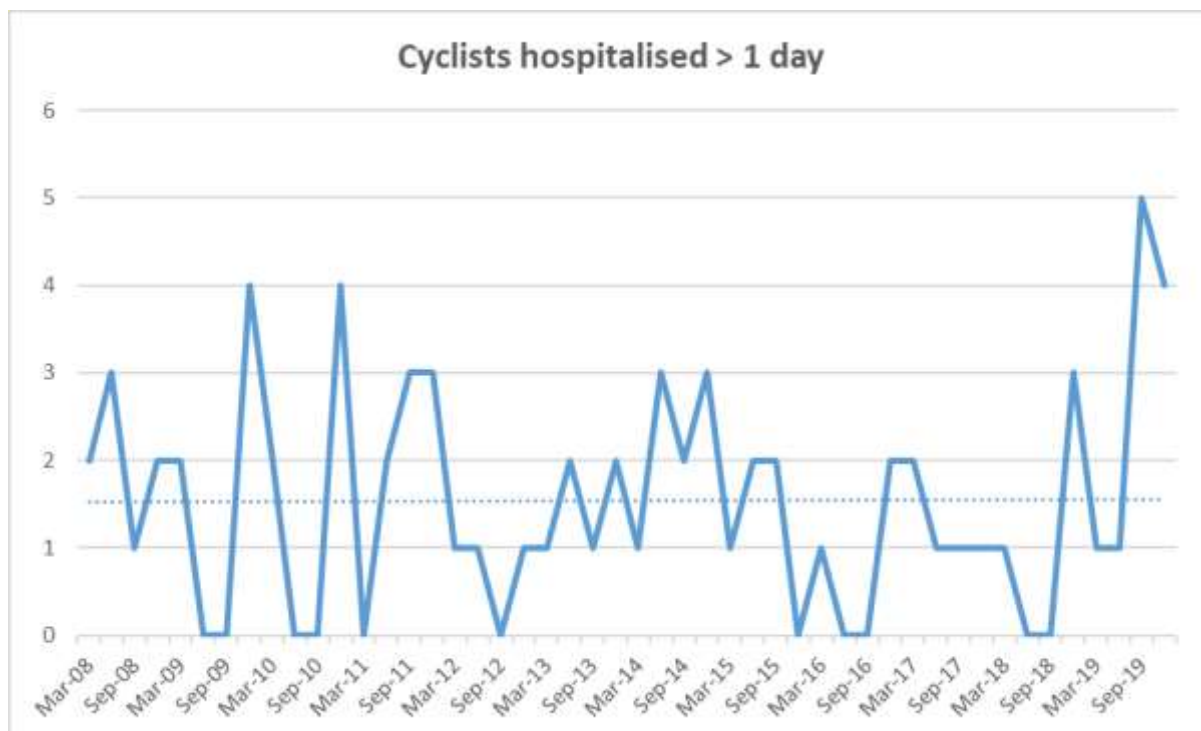
7. The following graphs set out trends over time for a range of crash factors in Hawke's Bay. These have not been updated since the March RTC meeting, as data for the March 2020 quarter has not yet been posted online.
8. There has been some improvement in trends since 2008 for several crash issues, although recent increases could start to reverse this. Other factors, notably speed and motorcycle crashes, are worsening.











### RoadSafe Hawke's Bay Recent Activities

9. **Edinburgh University Collaboration:** Roadsafe HB has been contacted by Edinburgh University (Scotland) seeking permission to use two of our projects for a post graduate degree in health promotion, which will demonstrate to the students the amount of work that goes into a health promotion opportunity. These students could be doctors, nurses, sport science students etc. We will provide education material on project management, strategic alignment and evaluation. The two projects to be used are the Hawkes Bay Youth Road Safety Expo and the Road Safety Resource Graphic Design Project conducted at the regional prison. We work with the inmates in specialist rehabilitation units at the prison, designing road safety resources such as billboards, flyers, social media etc. (We have previously won a national award for this work for using art as a form of rehabilitation).

10. Hawkes Bay Youth Road Safety Expo: This would have been the 10 year anniversary for the Expo, but unfortunately due to the lockdown we were not able to proceed. We intend to do some media coverage about the anniversary.
11. We have decided to rebrand the Expo, as it encompasses a wider scope than alcohol issues. The expo will now be called Hawke's Bay Youth Road Safety Expo. The development of new resources and the rebranding is currently underway and will be ready for next year's event. One of the new resources is a purpose built virtual reality experience, which will be used in the driving simulator we already own.
12. Other additions include warrant and registration information, tyres and their importance, ANCAP safety ratings, a question and answer activity using touch screens linked to information portals. We want the students to see that there is a lot more to road safety and their responsibilities as drivers than just the road code.
13. The Expo is being held over the week of 10 to 14 May 2021.
14. SH5 Joint Project: NZ Police/NZTA/Taupo District Council. We are working with NZTA, Hawke's Bay Police and Taupo District Council to compile a comprehensive road safety programme across SH5. This will be multi-faceted with a number of elements contained in the campaign: Bill board series specifically designed for this section of network road safety issues / fatigue stops / social media campaign / fatigue information placed on information boards at each of the main rest stops on the route, as well as speed enforcement. Taupo District Council is planning similar activities at its end. We will both contribute resources to this project.
15. Queen's Birthday Weekend: We introduced a new education opportunity over Queen's Birthday, this consisted of patrolling with a police officer who was tasked with speed detection over Queen's Birthday Weekend. This was on SH2 and SH5. We held discussions with drivers and passengers and presented information about the potential consequences of speed. This was well received and we will continue to use this activity in the future as part of our programme.
16. Project Plans: We are working on closing off the 2019-2020 work plans and reporting. We are also drafting the 2020-2021 work plans, these will be sent to the Councils for consideration and responses in the first week July. It is important that feedback is provided to us so we can factor in specific projects that you would like in your areas.
17. Restraints. Impairment. Distraction. Speed: We are working on a social media campaign that focusses on these key areas. This will run as a weekly focus campaign on social media platforms
18. Activities in Wairoa
  - 18.1. Joint project with police - Driver licence support project at Wairoa College under development
  - 18.2. Regular scheduled check points with local traffic teams and IPT police team travelling through to Gisborne
  - 18.3. Supported police check points work over Queen's Birthday weekend
  - 18.4. Joint child restraint project with police and Ngati Kahungunu executive Tamariki in the car" safety on rural roads at Mohaka and Nuhaka schools postponed due to Covid-19, to be rescheduled
  - 18.5. Tiaho Primary school – with police and WDC, safety around schools
  - 18.6. Joint project with WDC billboards on local rural roads underway, locations being identified
  - 18.7. Joint project with Adventure Wairoa. Information and competition at clubrooms around safe driving on rural roads, speed
  - 18.8. Development of new resources for HB Youth Road Safety Expo
  - 18.9. Developing monthly advertorial campaign around key road safety issues
19. Activities in Central Hawkes Bay

- 19.1. Regular scheduled check points with local traffic teams focusing on all high risk issues
- 19.2. Continued support with child restraint education to Te Kohanga Reo, kindergartens and early childhood centres including local whanau visits
- 19.3. Billboard project – road safety messaging on local rural roads, 2 sets of 4
- 19.4. Safer Communities group attendance
- 19.5. Working with Police staff to carry out support education at driver licensing programme run in CHB
- 19.6. Developing monthly advertorial campaign around key road safety issues
- 19.7. Developing joint project with local traffic police on rural roads
- 19.8. Trying to reinvigorate CHB College SADD students group
- 19.9. Development of new resources for HB Youth Road Safety Expo
- 19.10. Supported police checkpoint work over Queen's Birthday weekend.

### **Decision Making Process**

- 20. 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 June 2020 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 19 June 2020**

**Subject: JUNE 2020 PUBLIC TRANSPORT UPDATE**

**Item 12**

**Reason for Report**

1. To provide the Committee with 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.

**Current Bus Network**

4. The goBay bus services network, which is delivered by Go Bus Transport Ltd, consists of:
  - 4.1 Route 10 – Napier to Hastings/Hastings to Napier (via HB Hospital) express service: 5 trips daily Monday to Friday
  - 4.2 Route 11 – Havelock North to Napier/Napier to Havelock North (via Clive and Hastings) express service: 8 trips daily Monday to Friday
  - 4.3 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
  - 4.4 Route 13 – Napier-Tamatea-Taradale-Napier: 11 trips daily Monday to Friday, 6 on Saturdays
  - 4.5 Route 14 – Napier-Maraenui-Onekawa-Napier: 14 trips daily Monday to Friday, 4 on Saturdays
  - 4.6 Route 15 – Napier-Ahuriri-Westshore-Bayview-Westshore-Ahuriri-Napier: 11 trips daily Monday to Friday, 4 trips on Saturdays
  - 4.7 Route 16A – Hastings-Camberley-Raureka-Hastings: 11 trips daily Monday to Friday
  - 4.8 Route 16B – Hastings-Mahora-Hastings: 6 trips daily Monday to Friday
  - 4.9 Route 17 – Hastings-Parkvale-Akina-Hastings: 6 trips daily Monday to Friday
  - 4.10 Route 20 – Hastings-Flaxmere-Hastings (via HB Hospital): 22 trips daily Monday to Friday, 6 trips on Saturdays and 3 trips on Sundays
  - 4.11 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.

**New Bus Ticketing System**

5. A project to implement a new bus ticketing and smartcard system for nine regional

councils across New Zealand has been underway for several years. The provider is INIT, a company based in Germany but which has built such systems all over the world.

6. 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.
7. 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.
8. 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.
9. After a number of delays, the system will be implemented in August 2020, subject to final confirmation of several aspects. Lower patronage and a fare-free period due to Covid-19 has provided an opportunity for an accelerated implementation process. HBRC has approved an extended fare-free period until the system is implemented, subject to NZTA support. Once the system goes live, a simplified flat fare system will be in operation for a period of 3-4 months.

### Effects of Covid-19

10. The effects of Covid-19 on the goBay bus network have been widely felt, with passenger numbers plummeting during the lockdown. At level 4 only essential workers and people accessing essential services (supermarkets, healthcare and pharmacies) were permitted to travel. In level 3 people returning to work were also able to travel and in level 2, with more workplaces and schools re-opening patronage began to increase.
11. In March patronage saw a decline of 69%, in April that decline grew to 95% and in May the decline was 68%. These numbers are consistent with public transport across New Zealand.
12. At level 4 the Saturday timetable was in operation, plus Routes 10, 11, 16A, 16B and 17. At level 3, we reintroduced the full timetable.
13. At levels 4 and 3 the two metre social distancing requirement onboard the buses saw available capacity reduced to approximately 30%. Capacity increased slightly during level 2 due to the reduction in social distancing from two metres to one metre, but some additional services were required when schools went back.
14. Since level 4, travel on the goBay network has been 'fare free', this was introduced in order to maintain distance and interaction between bus drivers and passengers. It also eliminated the need for drivers to handle cash.
15. At level 2 services are back to normal, with no social distancing and front door entry, however, travel is still fare-free and passengers are encouraged to record their trips for contact tracing purposes.
16. At level 4 the bus cleaning regime was increased to daily, this includes full sanitization and fogging of the vehicles. PPE was also made available to drivers on request. The cost of the increased cleaning and PPE will be covered by NZTA (Waka Kotahi). Daily cleaning is continuing at level 1.
17. The public were kept up to date of changes via onboard posters, the goBay website, Facebook page, and radio ads.
18. Our service provider Go Bus Transport Ltd and their drivers were extremely accommodating, helpful and agile in assisting us to maintain the public transport network during these challenging times. There were some minor breaches of the rules and some anti-social behaviour, with drivers calling the Police 105 line for assistance a number of times.

## Public Transport Trips

19. Diagram 1 shows public transport trips made from July to May 2012-20.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	YTD
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	76,924	698,600
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	74,988	734,548
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	67,101	682,579
2015-16	59,690	67,216	62,415	56,656	58,647	44,452	35,487	62,448	67,847	53,679	66,700	635,237
2016-17	52,226	68,062	58,821	53,911	60,933	43,168	38,223	60,423	75,358	47,103	69,700	627,928
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	68,404	609,571
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	63,865	593,320
2019-20	51,529	61,549	55,641	47,675	54,100	36,402	37,140	57,537	45,848	2,357	21,275	471,053

Diagram 1

## Bus Service Costs

20. Diagram 2 shows the year to date net cost (after fares and excluding GST) of operating the goBay bus service from July to April 2012-20.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 242,115	\$ 237,799	\$ 202,020	\$ 231,333	\$ 2,259,702
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 192,259	\$ 162,473	\$ 135,329	\$ 189,097	\$ 2,024,350
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 159,785	\$ 141,269	\$ 253,717	\$ 160,004	\$ 1,876,602
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 222,128	\$ 140,246	\$ 216,502	\$ 160,619	\$ 1,850,555
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 294,664	\$ 156,458	\$ 141,638	\$ 188,828	\$ 1,769,359
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 194,928	\$ 157,733	\$ 160,064	\$ 186,174	\$ 1,791,408
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 173,080	\$ 200,526	\$ 197,190	\$ 236,736	\$ 254,751	\$ 192,463	\$ 2,002,501
2019-20	\$ 210,999	\$ 186,976	\$ 279,053	\$ 199,680	\$ 194,502	\$ 321,887	\$ 205,736	\$ 179,100	\$ 269,784	\$ 166,313	\$ 2,214,029

Diagram 2: 51% of this cost is met by the New Zealand Transport Agency. During the Covid-19 emergency, lost fare revenue has also been met by the Agency.

21. 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.
22. Prior to Covid-19, patronage on the goBay network between 2014-19 saw a decline of approximately 154,000, this could be attributed to a range of factors including:
- 22.1 Growth in car ownership per capita and low unemployment in Hawke's Bay
  - 22.2 Cost of fares compared with the cost of driving
  - 22.3 Convenience, ease, availability and low cost of parking
  - 22.4 The spatial layout of the Heretaunga Plains with dispersed population centres
  - 22.5 Limited service hours at present
  - 22.6 Geographical coverage of the bus service
  - 22.7 Persistent late running on Route 12 services between the two cities, mainly due to traffic congestion (*however, as of December 2019 changes were made to the route, which are contributing to keeping services running on time*).

## Total Mobility

23. 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.

24. Since Level 4 of the Covid-19 restrictions, Total Mobility clients have received extra travel discounts (ensuring equity with public transport passengers) making a payment only if the fare is over \$30 for general travel, or \$50 for trips to HB Hospital or the airport. The extra costs of the discounts is covered by NZTA (Waka Kotahi).
25. The collation of trips made during the Covid-19 emergency has been delayed, but usage of the scheme was very low. Diagram 3 shows the number of Total Mobility trips made from July- March 2012-20.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	59,647
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	64,207
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	69,363
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	68,765
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	71,531
2017-18	8,250	8,607	8,090	7,732	8,397	7,122	7,293	7,294	8,741	71,526
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	71,895
2019-20	9,559	8,501	8,624	9,277	8,613	8,439	7,469	8,011	7,380	75,873

Diagram 3

26. Diagram 4 shows the cost of the Total Mobility Scheme (excluding GST) from July-March 2012-20.

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Total
2012-13	\$44,451	\$44,877	\$43,241	\$46,217	\$45,383	\$39,881	\$37,347	\$ 40,682	\$ 44,382	\$386,461
2013-14	\$49,274	\$46,153	\$43,965	\$50,189	\$47,744	\$46,968	\$39,581	\$ 46,567	\$ 52,047	\$422,488
2014-15	\$55,780	\$53,489	\$51,223	\$54,492	\$53,591	\$49,973	\$38,990	\$ 45,943	\$ 52,581	\$456,062
2015-16	\$50,877	\$46,255	\$52,340	\$48,692	\$51,546	\$50,992	\$40,488	\$ 46,215	\$ 52,418	\$439,824
2016-17	\$51,904	\$56,536	\$49,607	\$50,179	\$58,273	\$49,239	\$41,584	\$ 53,727	\$ 57,907	\$468,955
2017-18	\$58,041	\$58,047	\$55,477	\$52,546	\$59,020	\$51,360	\$47,887	\$52,009	\$61,500	\$495,887
2018-19	\$60,537	\$60,282	\$57,320	\$55,541	\$64,114	\$52,387	\$47,239	\$57,359	\$58,155	\$512,935
2019-20	\$72,464	\$63,205	\$63,894	\$69,626	\$67,079	\$59,899	\$55,761	\$58,197	\$53,778	\$563,903

Diagram 4 (60% of this cost is met by the New Zealand Transport Agency).

### Decision Making Process

27. 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 “June 2020 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 19 June 2020**

**Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA**

**Item 14**

**Reason for Report**

1. This document has been prepared to assist Committee members note the Minor Items Not on the Agenda to be discussed as determined earlier in Agenda Item 5.

Item	Topic	Raised by
1.		
2.		
3.		