



Meeting of the Regional Transport Committee

Date: Friday 12 March 2021
Time: 11.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

ITEM	SUBJECT	PAGE
1.	Welcome/Karakia/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee meeting held on 11 December 2020	
4.	Follow-ups from Previous Regional Transport Committee Meetings	3
5.	Call for Minor Items Not on the Agenda	7
Decision Items		
6.	Regional Land Transport Plan Submissions	9
7.	Transport Manager's March 2021 Report	11
Information or Performance Monitoring		
8.	NZTA Central Region - Regional Relationships Director's March 2021 Report	19
9.	March 2021 Public Transport Update	39
10.	Verbal Updates by Advisory Representatives	
11.	Discussion of Minor Matters Not on the Agenda	45

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

Friday 12 March 2021

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

Item 4

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 ADVISOR**

Approved by:

**James Palmer
CHIEF EXECUTIVE**

Attachment/s

- 1 [↓](#) Follow ups for March 2021 RTC Meeting

Follow-ups from Previous Regional Transport Committee Meetings

From 11 December 2020 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Draft Regional Land Transport Plan for Consultation and December update	Paying GoBus drivers the Living Wage, discussion with Waka Kotahi about options for progressing	M Williams /M Baker/O Postings	Verbal update to be provided at the meeting
2	Transport Manager's December 2020 Report	RTC Chair to advocate to Ministry of Transport and Ministry of Education to consider a more integrated approach to the delivery of school bus and public transport services	M Baker / M Williams	Letter to MoE still to be sent
	Transport Manager's December 2020 Report	Regional Cycling Governance Group to appoint a representative as an advisory member of the Regional Transport Committee	M Baker	Graham Taylor appointed as representative and invited to join the meeting
	Roadsafe Update	Option for RoadSafe Governance Group to be discussed at an RTC workshop with TAG advice into the development of the group's Terms of Reference, membership, KPIs, meeting frequency, and implementation of the annual RoadSafe programme	M Baker /L Anderson	Workshop held prior to RTC meeting

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

Friday 12 March 2021

Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA

Item 5

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 11.

Topic	Raised by

**Leeanne Hooper
TEAM LEADER GOVERNANCE**

**James Palmer
CHIEF EXECUTIVE**

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 12 March 2021

Subject: REGIONAL LAND TRANSPORT PLAN SUBMISSIONS

Item 6

Reason for Report

1. This report introduces the Hearing of submitters on the Draft Regional Land Transport Plan and invites the committee to hear the submitters who wish to be heard in respect of their submissions.

Officers' Recommendations

2. The Regional Transport Committee (RTC) will hear the submissions of those parties wishing to be heard in respect of their submission on the Draft Regional Land Transport Plan.

Executive Summary

3. The Draft Regional Land Transport Plan (RLTP) was released for public consultation and feedback on 1 February for a period of four (4) weeks ending 28 February.
4. 64 Written submissions were received and are attached.
5. 30 Submitters wish to be heard. Seven of these submitters will be heard today with the remainder being heard on 26 March 2021 commencing 10am. The venue for this second Hearing day is yet to be confirmed.
6. All the written and verbal submissions will be assessed by the Regional Transport Committee Technical Advisory Group (TAG) and a report prepared for the RTC 14 May meeting. The RTC will then make decisions on submissions at the May meeting.

Hearing agenda

7. The following table provides the order of Hearing for submitters today (12 March). The schedule of submitters is still to be confirmed for the Hearing on 26 March and will be circulated prior to the meeting once complete.

Time	Submitter Number	Submitter
11:15	6	Dick Hilton
11:30	45	Duncan Darroch
11:45	26	Murray Deakin
12:00	7	Guy Wellwood
12.30	40	Allan Newton
12.45	53	Sonya Smith
1:00		LUNCH
1:30	61	Nicola Henderson

Options Assessment

8. The Land Transport Management Act requires the Committee to consult with the public and those affected by or have an interest in the Regional Land Transport Plan.
9. The committee is obliged to provide these people or organisations with a reasonable opportunity to present those views, including through Hearings such as this.

Strategic Fit

- 10. The preparation of the RLTP and the consultation on it are consistent with the strategic plan values for partnership and collaboration to deliver on the strategic goals and outcomes for sustainable and climate resilient services and infrastructure.

Financial and Resource Implications

- 11. The preparation of the RLTP including hearing of submissions and decision making by the Committee are included in existing plan preparation budgets.

Decision Making Process

- 12. 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.

Recommendations

That the Regional Transport Committee:

- 1. Receives the “*Regional Land Transport Plan Submissions*” staff report.
- 2. Receives and considers the written and verbal submissions made by submitters on the Draft Regional Land Transport Plan on 12 March and on 26 March 2021.

Authored by:

Mary-Anne Baker
ACTING TRANSPORT MANAGER

Approved by:

Katrina Brunton
GROUP MANAGER POLICY &
REGULATION

Attachment/s

- 1 RLTP Index of Submitters Under Separate Cover
- 2 RLTP 2021 Submissions Received Under Separate Cover

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 12 March 2021

Subject: TRANSPORT MANAGER'S MARCH 2021 REPORT

Item 7

Reason for Report

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

Officers' Recommendations

2. Council officers recommend that the Committee considers the information provided and agrees the Road Safe Programme for 2021-2024 provided (attached) as the programme to be funded under the Regional Land Transport Plan.

Significant activities

Regional Land Transport Plan

3. The draft RLTP was released for public consultation on 1 February.
4. A regional marketing and communication programme accompanied the release of the draft and included both regional and local messaging in association with each of the councils.
5. 65 submissions have been received and 30 submitters wished to be heard by the committee. Some of the submitters will be heard as part of this meeting with the remainder being heard on the Friday, 26 March. The RTC will make decisions in respect of all the submissions at their 14 May meeting. The submissions have been collated and attached to this report.

Regional Cycling Governance Group

6. The Regional Cycling Governance Group responded to the invitation of the RTC to be an advisory member of the Regional Transport Committee. Graham Taylor (the chair of the Regional Cycling Governance Group) is attending the RTC meetings as its representative.

RTC- Technical Advisory Group

7. The TAG has met on several occasions to develop the consultation programme for the RLTP and also provide input into the RTC workshop on governance options for the road safety programme.
8. The TAG also amended its terms of reference to ensure it continues to support the regional delivery of all the transport network activities covered by the RLTP.

Road Safe Programme

9. A workshop was held with RTC members to discuss governance direction for the Regional Road Safety programme development and governance oversight prior to this meeting.
10. At the December meeting the RTC-TAG was also asked by the Committee to look at the proposed Road Safe Action Programme 2021-2024. The draft programme was circulated for feedback and in the interim feedback from Waka Kotahi was also received.

11. WK advised that GPS and Road to Zero have increased the level of accountability required to access investment. They are looking more closely at the strategic fit and benefits of the programme based on the evidential information, including baseline data against which to measure effectiveness.
12. This feedback has been used to refine the Road Safe programme and the revised draft is Attached to this report. We are seeking the Committee's approval of this programme as part of the Regional Land Transport Plan.
13. We note also that there is on-going work by WK on the development of improved measures of success and monitoring indicators with a national workshop later in March on this. We will report any further progress to the committee at the May meeting.

Roadsafe Programme Update

14. There is no separate Road Safe programme report to this meeting but the key activities planned for the next three months are:
 - 14.1. Media article on summer driving
 - 14.2. Nuhaka School bus fleet safety messages installation
 - 14.3. Ongoing joint projects, spotting campaigns and check points with traffic team staff and Police Impairment prevention team
 - 14.4. Final installations of billboards carried out
 - 14.5. Fatigue Stop /summer driving Raupunga
 - 14.6. Driver licence support project under development
 - 14.7. Ongoing joint projects, spotting campaigns and check points with traffic team staff and Police Impairment prevention team
 - 14.8. 70 Tamariki in the car packs & Booster seats supplied for Children's day
 - 14.9. Snug fit/ Topline Road safety staff project on hold due to staffing
 - 14.10. Preparation of road safe resources for checkpoints and Expo
 - 14.11. Media article for billboards to be completed
 - 14.12. Meeting with Wairoa College support project with drivers licencing
 - 14.13. Investigation/Development of Rangatahi education project with Police Youth aid officers
 - 14.14. Progression of billboard project for CHB
 - 14.15. Meeting with WDC around road safety action group
15. In Hawke's Bay in 2020 there were 19 crashes and 22 deaths. So far this year (to 3 March 2021) three people have died in separate crashes.

Driver Licensing Programme

16. The Driver Licensing Programme (DLP) is underway with three service providers providing driver license training across the region. A further contract for training additional driving instructors has also commenced and two instructors focussed on providing driver training to Pacifica communities have already achieved the necessary certification.
17. The DLP Governance Group met to discuss the delivery of the programme including in relation to meeting the aims of the local share funding organisations (including TToH and NGII for this year's programme). A robust reporting regime is being established with the service providers.

18. The delivery of the current programme was discussed as well as the future delivery of the programme. The Road Safe Action Programme proposed as part of the RLTP funding bids to the NZTA includes a proposal to continue the delivery of the DLP as part of the next 3 years programme.

Climate Change Considerations

19. The Climate Change Commission is consulting with the public from 1 February – 14 March 2021 on a draft of their first package of advice to Government on the actions it must take to reach net-zero by 2050, and ensure a transition to a low-emissions, climate resilient and thriving Aotearoa. The [report and supporting evidence is available here](#).
20. It has released the draft advice on the first three emissions budgets and on policy direction for the Government's first emissions reduction plan. Together, these lay out the course for reducing emissions in Aotearoa and set the direction of policy that Aotearoa takes to get there. The Commission was also asked by the Minister for Climate Change to provide advice on the eventual reductions needed in biogenic methane emissions, and on the country's Nationally Determined Contribution.
21. The report identifies transport as a major and growing contributor to our total greenhouse gas emissions and describes a number of strategies to reduce emissions including:
- 21.1. Reducing travel
 - 21.2. Mode shift to active and public transport
 - 21.3. Vehicle improvements
 - 21.4. Electrification of the (light) vehicle fleet
 - 21.5. Electrification of buses and trucks
 - 21.6. Biofuels for trucks and buses
 - 21.7. Hydrogen for trucks and buses
 - 21.8. Aviation – a range of strategies to reduce emissions
 - 21.9. Shipping - strategies to reduce emissions and shifting freight from roads to shipping
 - 21.10. Rail - strategies to reduce emissions and shifting freight from roads to rail
 - 21.11. Low carbon fuels for off-road transport/heavy machinery
 - 21.12. Better urban form will also impact on transport emissions.
22. The national picture for the growth in transport emissions, especially in relation to the use of private vehicles, is reflected in Hawke's Bay. The Regional Land Transport Plan also incorporates some of the options identified for reducing emissions to make the network more sustainable. This includes trialling new public transport models, supporting improvements and extensions to cycling and walking infrastructure, and a range of policies for integration of urban planning with sustainable transport options and advocacy for rail and shipping for freight transport.
23. Most of the initiatives for reducing transport emissions will also need to be supported by new national policy and funding including attention to timeframes.
24. Note that the LGNZ will be making a submission on behalf of councils. The Regional Council Transport Special Interest Group is contributing to that submission.

Considerations of Tangata Whenua

25. The draft Regional Land Transport Plan includes objectives, policies and proposed activities aimed at reducing emissions from transport and providing more transport choices for communities. In this respect it is consistent with the strategies outlined in the Climate Change Commission report.

26. In respect of road safety issues and driver licensing, some communities are at higher risk than others. This particularly includes Wairoa, which features in adverse death and serious injury statistics as well as in relation to driver licensing issues. These are being addressed in the proposed Road Safe Programme.

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.

Recommendations

That Regional Transport Committee

1. Receives and considers the *“HBRC Transport Manager’s March 2021 Report”* staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council’s adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Adopts the Road Safe Programme as proposed following, as activities to be funded under the Regional Land Transport Plan.

Authored by:

Mary-Anne Baker
ACTING TRANSPORT MANAGER

Approved by:

Katrina Brunton
**GROUP MANAGER POLICY &
REGULATION**

Attachment/s

- 1 [↓](#) RoadSafe Plan activity list NLTP 2021-24

Approved Organisation		ROAD SAFETY PROMOTIONS ACTIVITY LIST																	
Hawkes Bay Regional Council		Supporting list for activities included in the on-going RSP investment																	
Ref #	AO Identifier	AO Identified Status	Road to Zero Focus Areas	Activity Name	Problem / Opportunity	Activity/Programme Description	Target Audience	Planned Intervention Type	2021-22		2022-23		2023-24		Three Year NLTP Total Costs		Measures of Success	End of Year Report	Waka Kotahi Commentary
									Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual			
1	Alcohol Impaired by drugs and/or alcohol	In progress	Other		R22 places human wellbeing at the heart of road transport planning. The 2019 CC@R identifies Wairoa as the most at-risk community in NZ, warranting additional focus to reduce harm in this community. MOT data shows an upward trend for road deaths with alcohol as a contributing factor, increasing from 3 (2017) to 9 (2019). The Road Safety Outcomes Report 2019/20 shows 6 alcohol DSI per 100,000 population and young drivers (15/24 year olds) were 79 per 100,000km travelled.	HB Youth Road Safety Expo: For Year 11 Students with focus on: safety, responsibility, and all other high risk road safety issues. This on-going annual activity aims to reduce alcohol harm through tactical targeted delivery of programs: HB Youth Road Safety Expo. The programme messaging is replicated and linked in other regional programmes such as the social media and driver licensing programmes. These activities will include partners including - NZ Police/District Health Board and other emergency services. By increasing awareness and leveraging off the national developed campaigns we aim to reduce harm over time.	Young drivers (16-24yrs)	Event	\$ 80,140		\$ 80,140		\$ 80,140		\$ 240,420	\$ -	all schools (except 1) involved.		
2	Alcohol Checkpoints	In progress	Alcohol		Alcohol impairment remains a significant contributing factor to deaths on our region's roads with males over-represented. the National mean in 8 DSI per 100,000 population for alcohol related crashes (Road Safety Outcomes). Research (MoT) shows younger drivers (20 - 34 years) are at greatest risk and likely to succumb to peer pressure. Drivers affected by alcohol are more likely to undertake high risk driving behaviours such as not wearing a seatbelt and speeding.	Support Police Checkpoints across the region – Impairment Prevention Teams provide educational materials as well as connecting SADD schools to these activities. Radio, digital and print media – campaigns to align and complement Police enforcement operations and national Waka Kotahi advertising campaigns in both timing and messaging. Education on drink driving alcohol limits and penalties to increase public awareness and likelihood of being stopped. Workplace engagement with targeted organisations in high risk areas with host initiatives to support alternative transport options.	All road users	Roadside education	\$ 40,000		\$ 40,000		\$ 40,000		\$ 120,000	\$ -	numbers of checkpoints supported (baseline and programmed). Contributes to reduction in infringements issued by police.		
3	Social Media	In progress	Alcohol		Problem: Alcohol impaired driving is one of the high risk road safety issues and contributes to a significant number of fatal and serious crashes in Hawkes Bay. The most at risk community is Wairoa (Communities at Risk Register), although from an observation perspective (roadside) it is a continued problem regionally. Hastings is rated at number 32 at risk community across Hawkes Bay. Opportunities: By working with key stakeholders (HB District Health Board, NZ Police, St John Ambulance Service etc) we are able to create unique education opportunities that focus on these key issues. Social media is one of the better ways to educate, in particular when you are educating young drivers. Using local stakeholders as 'front person's' for campaigns creates a local focus and provides authenticity to our work. We are able to film in familiar locations and are able to create fit for purpose commentaries. By working in partnership it is intended that over time we reduce and continue to reduce fatal and serious crashes.	Develop a social media campaign that is targeted to risk and fit for purpose. Key education elements will include: Alcohol and the impacts on driving while impaired/the benefits of sober driving/the benefits of the 'Party Register'. Road Safe HB will implement all the objectives of the Road to Zero and other associated Strategies in place.	Young drivers (16-24yrs)	Advertising	\$ 40,000		\$ 40,000		\$ 40,000		\$ 120,000	\$ -	increasing trend in number of social media interactions		
4	HB Regional Prison	In progress	Other		Problem: People in prison for traffic offences (incl unpaid fines along with serious offences, dangerous driving causing death) are the target group of risk drivers. Young male maoris are overrepresented in these statistics. Opportunity: By working in partnership with the Department of Corrections we are able to work with a 'hard to reach' group of drivers that represent our key target people.	Provide an education programme that raises awareness around risk and consequence. This programme focusses on driver responsibility: The programme provides an opportunity for inmates to participate in a graphic design course...the inmates develop road safety resources that we use in our other regional programmes - these include flyers/posters/billboards and social media campaigns as well as informing the Wairoa cultural project. A designer then creates these in to a design and resource. At the end of the programme the inmates are given a Certificate of Participation in a Graphic Design Course and this is presented at a Graduation Ceremony.	High risk drivers	Education course	\$ 20,000		\$ 20,000		\$ 20,000		\$ 60,000	\$ -	number of graduates of the programme. Inmate feedback		
5	Education Days High Schools	In progress	Other		Young drivers are an at-risk group and require creative ways to educate. While not reflected in the C@RR this is an area of concern for agencies and the community and there are concerns about a worsening trend without intervention. By developing 'in school' activities the associated road safety stakeholders are able to work directly with these vulnerable road users. Key stakeholders are able to use interactive demonstrations and activities to educate and promote safe driving.	Support NZ Police to undertake school based road safety education opportunities that are based within the schools. These will be interactive, engaging and relevant to the students. This will be done in partnership with the NZ Police Impairment Prevention Team. The purpose is to introduce students to the responsibility they will have as new/or up and coming drivers. The focus will also be on passenger safety and how others actions can impact on passengers and other road users.	Young drivers (16-24yrs)	Event	\$ 20,000		\$ 20,000		\$ 20,000		\$ 60,000	\$ -	number of school attended		
6	Young and New Drivers	In progress	Driver licensing/training		Problem: Unlicensed, incorrectly licenced, young 16-24 year olds and newly licenced drivers pose a risk to road users. Issues also include low socio-economic conditions, literacy and language challenges. Opportunity: driver licence programmes are run but lack a 'road safety education component'. This programme will support these driver license programmes with more road safety focussed resources.	Provide resources to existing driver licence programmes. Provide road safety education opportunities to existing driver licence programmes that link also to other regional school programmes.	Young drivers (16-24yrs)	Event	\$ 50,000		\$ 50,000		\$ 50,000		\$ 150,000	\$ -	number of license holders reached		

Item 7

Attachment 1

Ref #	AO Identifier	AO Identified Status	Road to Zero Focus Areas	Activity Name	Problem / Opportunity	Activity/Programme Description	Target Audience	Planned Intervention Type	2021-22		2022-23		2023-24		Three Year NLTP Total Costs		Measures of Success	End of Year Report	Waka Kotahi Commentary
									Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual			
7	Alcohol & Other High Risk Road Safety Issue Billboard Replacement	In progress	Alcohol		In HB, there were 20 deaths on open roads in the last 12 months including on SH2 and 5 on urban roads. NZ Police suspect alcohol involved in 43% of serious crashes in Hawke's Bay/Gisborne in 2020, alcohol infringements have increased 10% over 3 years. Billboards form part of a comprehensive programme and support other activities and projects. We ensure strategic placement/specific messages/rotation across region and with other regions, swap out and use other collateral stock.	Replace all Road Safe HB billboards with a focus on: Alcohol/Speed/Driver Distraction/Fatigue/Drug Driving	All road users	Roadside education	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -	numbers of bill boards		
8	Cultural Programme Wairoa	In progress	Other		Problem: Wairoa is ranked the most at risk community nationally (C@RR) and for significant high risk road safety issues. This unique community project works with local iwi. The project will have cultural significance and importance specific to iwi and the community of Wairoa to create a place of learning and kaitiaki.	We will work with local iwi to develop resources that support road safety messaging in a way that has significance for the local community of Wairoa. This project will have a holistic focus supporting the model te whare tapa wha. The road safety message boards will be the messaging designed by the inmates (HB Regional Prison). The education opportunity will be unique for this community and will be a focal point for those that live and travel through Wairoa.	Maori	Roadside education	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -	delivery of cultural programme		
9	Speed	In progress	Speed		Problem 1/3 of serious death & injury crashes in HB and Gisborne last year were result of loss of control on bends (NZPolice). There was an increase in fatal & serious injury crashes to 22 in 2020 on SH5. Wairoa is the most at risk community C@RR 2019 with Hastings at 25th and Napier at 37th for speed related risk activities. Opportunity: Project includes engineering trtmnts, targeted enforcement & high visibility supported on several platforms in collaboration with stakeholders.	Joint SH5 Project: This programme will feature social media campaigns, billboard messaging, on road activities with NZ Police and target to risk across the network. The billboards will support travel from Napier-Taupo and Taupo-Napier. The aim is to remind drivers to drive safely. These resources will be use for many different messaging over time, this will include event weekends/long weekends. The project will also include a social media campaign along with newspaper articles as well. Drivers will receive information packs at planned roadside activities and the Police/RSHB will also speak to drivers as they pass through planned checkpoints. The purpose is to build resilience in the community (travellers) that safety is paramount and 'brief intervention' opportunities focuses on key messages		Roadside education	\$ 50,000		\$ 50,000		\$ 50,000		\$ 150,000	\$ -	number of check points supported, social media interactions		
10															\$ -	\$ -			
11	Billboard Replacement Wairoa	In progress	Other		Wairoa is ranked the most at risk community nationally (Communities at Risk Register) including for speed/not driving to the conditions/impaired driving etc Opportunity: Billboards form part of a comprehensive road safety programme and supports other activities and projects. The best option for use is: strategic placement/specific messages/rotated across the region and then in partnership with other regions to swap out and use other collateral stock.	Upgrade of the existng billboard locations to align with NZTA current messaging around high risk road safe issue in Wairoa.	All road users	Roadside education	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -	number of billboards		
12	Driver Distraction	In progress	Distraction		Problem: The communities risk register 2019 lists Hastings, Napier, Central Hawkes Bay and Wairoa are ranked 23, 32 and 52 respectively with Wairoa the most at risk community. Road side activities in partnership with Police has demonstrated driver distraction is a significant issue. We observe less people pulling in to use their cellphone and it appears more are driving while using their cellphone. Opportunity: Driver Distraction education and enforcement is one of the key focusses of NZ Police (Eastern Police) in their collaborative work. Development of education resources will support more this and other campaigns.	Provide on road education opportunities in partnership with NZ Police. Driver distraction to feature in all Road Safe HB activities and events. Continue the development of the 'Stopping Distances' Education Resource.	All road users	Advertising	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -	production of resources		
13	Social Media Resource	Draft	Distraction		Problem: The communities risk register 2019 lists Hastings, Napier, Central Hawkes Bay and Wairoa are ranked 23, 32 and 52 respectively with Wairoa the most at risk community. Road side activities in partnership with Police has demonstrated driver distraction is a significant issue. We observe less people pulling in to use their cellphone and it appears more are driving while using their cellphone. Opportunity: Driver Distraction education and enforcement is one of the key focusses of NZ Police (Eastern Police) in their collaborative work. Development of education resources will support more this and other campaigns.	Create a social media resources around an awareness programme that supports the messages about safe driver behaviour	Young drivers (16-24yrs)	Advertising	\$ 60,000		\$ 60,000		\$ 60,000		\$ 180,000	\$ -	social media interactions		
14	Fatigue Resources	In progress	Fatigue		Problem: In 2019, fatigue was a contributing factor in 17 fatal crashes (6 per cent of all fatal crashes), 85 (4 per cent) serious injury crashes and 491 (5 per cent) minor injury crashes Opportunity: Provide multi level education opportunities across Hawkes Bay using different types of medium, developing print material and investigating other education opportunities and activities.	Create relevant education resources to support on road/fatigue events across Hawkes Bay. This will supply resources to support the SH5 joint project and fatigue stops (below)	All road users	Event	\$ 50,000		\$ 40,000		\$ 40,000		\$ 130,000	\$ -	fatigue related resource		
15	Fatigue Stops	In progress	Fatigue		Problem (As above): Fatigue is not well understood by some road users and the impacts this has on everyone's safety. Fatigue fits in with driving impaired but isn't often as relatable to drivers. Early signs of fatigue may go un-noticed by the driver and their passengers but poses a huge risk for other road users. Opportunity: Provide multi level education opportunities across Hawkes Bay using different types of medium.	Provide fatigue stops in rural locations: The purpose of these is: provide a rest stop where drivers can refresh and receive information about fatigue impacts on driving. The stops will include: Police checkpoint/Police are able to provide a brief conversation with drivers around planning rest stops during their travel/food and refreshment/educational material	All road users	Event	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -	number of fatigue stops		

Ref #	AO Identifier	AO Identified Status	Road to Zero Focus Areas	Activity Name	Problem / Opportunity	Activity/Programme Description	Target Audience	Planned Intervention Type	2021-22		2022-23		2023-24		Three Year NLTP Total Costs		Measures of Success	End of Year Report	Waka Kotahi Commentary
									Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual			
16	Restraints/Adult/Child/Infant	In progress	Restraints		In fatal & serious injury crashes in HB/ Gisborne in 2020, restraints were not used, not available, uncertain for 32% of people involved. HB has recorded a high national usage for child restraints, but is not what we observe. Opportunity: Provide education opportunities on correct wearing of restraints. Provide continued focus on both adult & infant restraint usage. Opportunities will be investigated & developed in partnership with key agencies and community groups.	Adult Restraints: To work in partnership with NZ Police and provide education opportunities (events/activities/media campaigns) that focus on the benefits (legal requirement) of wearing a restraint and the protection they provide in a crash or evasive situation....even at low speeds. Work road side with NZ Police to provide education opportunities and enforcement (if required). Infant/Child Restraints: Work with Police road side to provide: bolt fitting clinics/Car-Seat Checking Clinics: Kohanga Reo/Early Childhood Centres/Day Care. Distribute education resources to Centres etc: Parent Packs/Story Books, Cd's/Centre Packs	All road users	Roadside education	\$ 30,000		\$ 30,000		\$ 30,000		\$ 90,000	\$ -			
17	Walking	Draft	Walking		Problem: Return to school increases the vulnerability of young pedestrians due to increased volumes at peak times. in C@RR rankings are 12 and 22 for Napier & Hastings at 22. Opportunity: To undertake a collaborative approach with the main focus being around 'share the road' in shared spaces. Everyone has the right to 'go about' their daily life safely will form the key messages over 2021-2024	Operation Crest: This is a joint project between RSHB and New Zealand Police. This programme is implemented at the end of the school term and the return to school week. This development will lead towards a 'whole school approach' to road safety.	Pedestrians	Advertising (Promotional)	\$ 15,000		\$ 15,000		\$ 15,000		\$ 45,000	\$ -	number of schools involved		
18	Cycling	In progress	Cycling		Support local activities involving other cycle safety groups. Also NZ Police in school programmes.	Operation Crest: This is a joint project between RSHB and New Zealand Police. This programme is implemented at the end of the school term and the return to school week. This development will lead towards a 'whole school approach' to road safety	Cyclists	Advertising	\$ 15,000		\$ 15,000		\$ 15,000		\$ 45,000	\$ -	number of schools involved		
19	Motorcycles	In progress	Motorcyclin g		Problem: Motorcycles: A significant number of crashes in Hawkes Bay feature new and return to motorcycling. Wairoa is ranked the 3rd most at risk community in New Zealand Hastings at 21. Opportunity: Plan joint activities involving NZ Police and local motorcycle shops and motorcycle education providers. Focusses including - share the road and hisibility clothing use along with motorcycle checks pre-summer/winter season.	Provide pre-summer season bike checks with incentives to subsidised hi-visibility clothing and other road safety resources. Create awareness programmes for all road users and the vulnerability of motorcyclists and the increased vigilance around these road users	Motorcyclists	Event	\$ 15,000		\$ 15,000		\$ 15,000		\$ 45,000	\$ -	number of events		
20	Driver Licence	In progress	Driver licencing/training		Problem High numbers don't progress with licenses esp Wairoa and CHB where there is no licence testing. 34% of drivers in DSIs in HB/Gisborne 2020 weren't on full license or were on inappropriate license. Criminal charges, incl for yng drivers often results. Wairoa further disadvantaged as low socio-economic area. Opportunity: Driver licence prgrm esp in Wairoa and CHB to increase pass rates. Enhancements include road safety education and river instructor training	This driver license programme that cover all aspects of driver licence requirements. Enhancements and added value components will also include road safety education around high risk road safety issues in Hawkes Bay and additional driver instructor training to increase resources available	High risk drivers	Education programme	180,000		180,000		\$ 180,000		\$ 540,000	\$ -	number of drivers progressing to full license		
21															\$ -	\$ -			
22															\$ -	\$ -			
23															\$ -	\$ -			
24															\$ -	\$ -			
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33															\$ -	\$ -			
34															\$ -	\$ -			
35															\$ -	\$ -			

Yearly Totals	\$ 815,140	\$ -	\$ 805,140	\$ -	\$ 805,140	\$ -	\$ 2,425,420	\$ -
Planned Intervention Type	2021/22		2022/23		2023/24		Three Year NLTP Intervention Total	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Advertising	\$ 145,000	\$ -	\$ 145,000	\$ -	\$ 145,000	\$ -	\$ 435,000	\$ -
Education programme	\$ 180,000	\$ -	\$ 180,000	\$ -	\$ 180,000	\$ -	\$ 540,000	\$ -
Event	\$ 245,140	\$ -	\$ 235,140	\$ -	\$ 235,140	\$ -	\$ 715,420	\$ -
Roadside education	\$ 210,000	\$ -	\$ 210,000	\$ -	\$ 210,000	\$ -	\$ 630,000	\$ -
Workshop	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

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

Friday 12 March 2021

**Subject: NZTA CENTRAL REGION - REGIONAL RELATIONSHIPS DIRECTOR'S
MARCH 2021 REPORT**

Item 8

Reason for Report

1. This item introduces the NZTA Central Region Regional Relationships Director's report (attached).

Decision Making Process

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

Recommendation

That the Regional Transport Committee receives and notes the *"NZTA Central Region – Regional Relationships Director's March 2021 Report"*.

Authored by:

**Mary-Anne Baker
ACTING TRANSPORT MANAGER**

Approved by:

**Katrina Brunton
GROUP MANAGER POLICY &
REGULATION**

Attachment/s

- 1 [↓](#) NZTA Director's report - March 2021

Regional Transport Committee

Hawke's Bay
12 March 2021



1

1

Item 8

Attachment 1

2021-24 National Land Transport Programme development

- Initial moderation for improvements and low cost low risk activities was completed in February.
- Final moderation of continuous programmes was also completed.
- This month, we'll be providing feedback to councils on the moderation for both continuous programmes and improvement activities.



[New Zealand Government](#)

National Land Transport Programme Dashboard

- You can now access NLTP funding data faster with our new online self-service dashboard.
- The NLTP funding dashboard shows NLTP expenditure by region, activity class and year.
- It also shows the status of funding requests for approved organisations, and the time it takes to approve these.
- The NLTP funding dashboard is part of a wider commitment to providing our people and co-investment partners with accurate, relevant land transport information.



New Zealand Government

Waka Kotahi Investment Proposal

- We are responding to submissions received on the Waka Kotahi Investment Proposal.
- We expect to share any changes made to projects in the regions in the coming month.
- We also received feedback on the proposed non-state highway activities which will help inform which are prioritised for inclusion in the NLTP.
- The non-state highway activities will be assessed and prioritised before a final list is developed and put



Aotearoa Urban Street Guide

- We're developing an Urban Street Guide.
- Urban streets play a big role in supporting vibrant and inclusive city life by creating great spaces for people.
- The guide, one of the Road to Zero actions, will set out an understanding of urban streets in New Zealand and support existing best practice design.
- It will bring together updates to the [cycling network guide](#), [pedestrian planning guide](#) and [public transport design guidelines](#) to create a suite of technical guidance in the urban mobility space.
- We're working with the sector to develop the guide by mid-2021.

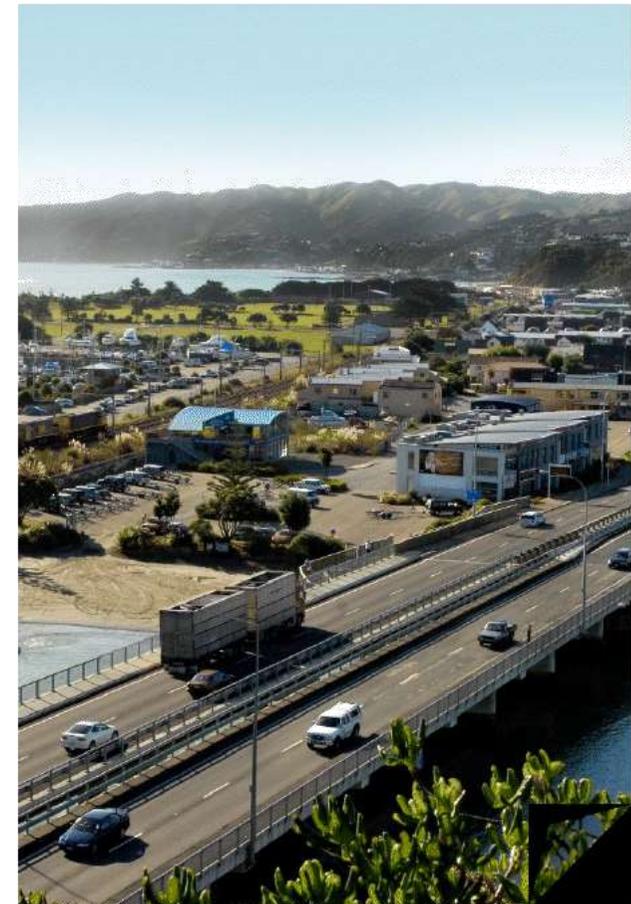


Item 8

Attachment 1

Public attitudes to road safety

- More than 3,300 New Zealanders were surveyed to find public attitudes to road safety topics, including:
 - speed
 - car safety
 - driver fatigue, impairment and distraction
 - enforcement
 - Road to Zero/Vision Zero.
- The full report is available on our website:
<https://www.nzta.govt.nz/resources/public-attitudes-to-road-safety>
- The report will be published annually.



Hawke's Bay Regional Updates

March 2021



Item 8

Attachment 1

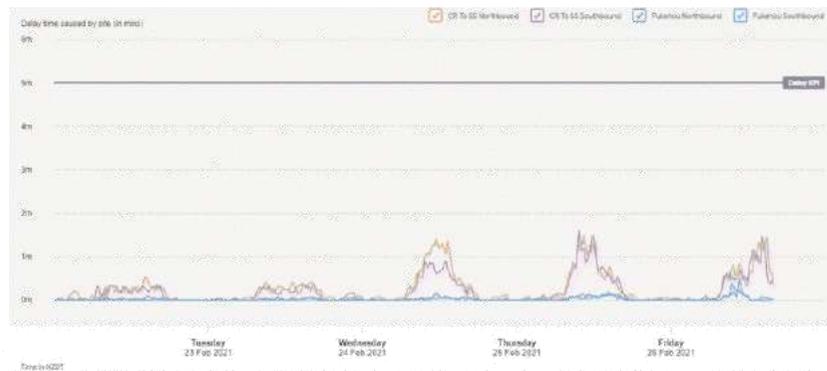
SH2 College Road to Silverstream



This realignment project in Pukehou, Central Hawke's Bay will add a passing lane and ease the curves of this part of SH2.

There is now stop/go active, which is being monitored with live traffic monitoring to ensure delays do not exceed 5 mins.

We are also working with Dr James Graham of Pukehou marae to create a working group on bringing in some Maori design elements to one of the raised islands.



The Regional Package of the NZ Upgrade Programme

Activity	Funding	Key date(s)	Progress	Commentary
SH2 College Road to Silverstream	\$13M	Contract awarded October 2020 Construction commenced in Dec 2020	Green	<ul style="list-style-type: none"> Physical works contract has been awarded to Russell Roads Blessing held in November 2020 The site is currently in construction Landowners/stakeholder consultation is ongoing through construction
SH2 Tahaenui Bridge	\$1.7M	Construction commenced 15 February 2020	Green	<ul style="list-style-type: none"> Physical works contract has been awarded to QRS (through the TRP panel) Prof services contract has been awarded to WSP (through the TRP panel) Funding increased to cover final design Construction underway with a target completion date of 01 June 2020



Item 8

Attachment 1

SH2/35 Passing Opportunities – *Kotemaori (northbound)*



Provincial Growth Fund – Tairāwhiti Transport Investment

Activity	Funding	Key date(s)	Progress	Commentary
SH2/35 Passing Opportunities	\$32.65M (PGF) \$2.83M (NLTF)	First site completed Feb 2021 Second site complete March 2021 Tranche 1 PGF commitment achievable by 31 December 2021	Green	<ul style="list-style-type: none"> • First site completed. Second site complete in March • 8 further sites are in design and programmed to be fully constructed by 31 December 2021 • GIS map is live https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh2-sh35-passing-opportunities/project-sites/
SH35 Resilience	\$13.5 (PGF)	April 2021 start construction	Amber	<ul style="list-style-type: none"> • Professional Services and Physical Works Panels have been awarded • Blessing for passing ops and resilience projects completed • Multiple designs progressing • Geotechnical investigations underway on major sites • Seed sourcing for native revegetation sites about to begin • GIS map is live https://www.nzta.govt.nz/projects/connecting-tairawhiti/sh35-resilience/project-sites/
Waikare Gorge	\$5M (PGF) \$1M (NLTF)	June 2021 – Endorsed Business Case	Green	<ul style="list-style-type: none"> • Cultural walk through with Iwi group completed, • Pre-implementation scoping workshop completed • Next step is to confirm the preferred option and take DBC to the Board
SH2 Napier-Opotiki HPMV Route	\$4M (NLTF)	February 2021 – Physical works awarded	Green	<ul style="list-style-type: none"> • Physical works tender awarded. • Construction starting on first bridge March 2021 • Two-year programme

Item 8

Attachment 1

Hawke's Bay Project Updates – Safety

Activity	Funding	Key date(s)	Progress	Commentary
HB Expressway Safety Treatments	\$13.4M	<p>June 2020 – Safety works completed</p> <p>Sept 2021 – completion of Pakipaki and shared path works</p>	Green	<ul style="list-style-type: none"> We are working with local marae and school in Pakipaki on clarifying the landscaping and artwork elements New shared path between Taradale Road and Kennedy Road approved with construction due to start in April 2020 Additional work being considered, but currently not funded, includes: <ul style="list-style-type: none"> Median barrier between Taradale Road and Kennedy Road Some additional areas of shoulder widening to better cater for emergency service and agricultural vehicles
SH2 Waipawa to Waipukurau Cyclepath	\$2.5M	May 2021 – Enabling works due to start	Amber	<ul style="list-style-type: none"> Safety audit underway Final design due end of March MoU to be agreed with Council in April

Raupunga Enhanced Resilience



Hawke's Bay Project Updates - other

Activity	Funding	Key date(s)	Progress	Commentary
SH2 Raupunga Bluff Enhanced Resilience	\$1.9M	February – commenced physical works May – works awarded practical completion	Green	<ul style="list-style-type: none"> Physical works have commenced on site Kiwirail agreement has been executed Contractor has recruited several locals to assist with this job and others on this part of SH2
SH50 Prebensen Hyderabad	\$3.25M	Jan – Mar 2021 – Award PW Contract	Amber	<ul style="list-style-type: none"> Rescoped project approved and funding confirmed New scope includes lane optimisation and a shared path on Hyderabad Road (From Battery Road to Prebensen Drive) Further survey work has been undertaken and design is being updated Tying in work with Napier City Council at Thames/Pandora Level crossing safety assessment underway
Napier CVSC	TBC	2022 - Award PW Contract	Green	<ul style="list-style-type: none"> Investigation work underway Property/iwi discussion underway (awaiting settlement clarification) Exact scope being revised with NZ Police

Hawke's Bay Regional Update

Activity	Funding	Key date(s)	Progress	Commentary
State highway maintenance, operations and renewals- 2018-21	\$51.3M	Ongoing	Green	<ul style="list-style-type: none"> • Reseal programme finished. • Rehabs nearing completion- SH2 Bayview last section. • SH5 Enhanced maintenance work well underway- due for completion by end of March • 59.5km lane km's of reseal programmed for the HB network
SH38 - Wairoa to Murupara Business Case	\$0.4M	Ongoing	Green	<ul style="list-style-type: none"> • The business case is progressing • Engagement with Tātau Tātau o Te Wairoa has been initiated
SH5 - Safety Improvements - Safe System	\$TBC	TBC	Green	<ul style="list-style-type: none"> • \$2.0M in safety boost funding secured to be invested in immediate safety improvements before end of June 2021 • Road safety campaign 'Stay Alive on 5' underway with NZ Police & Road Safe co-ordinators • Safer corridor interventions being investigated from the Road to Zero programme (Medium to long term plan) • Speed review underway (refer next slide)

SH5/51 Speed Reviews

- Waka Kotahi will be formally consulting with the community in April about proposed speed changes on SH51 from Marine Parade to Waipatu, and on the windy middle section of SH5
- At the same time, we will also be asking for people's broader views about whether the existing speeds on the Eskdale end of SH5, and the Rangitaiki straight section of SH5, are safe and appropriate.
- Before this goes live we will set up engagement sessions with you, and some other key stakeholders, in March.

Hei konā mai



Item 8

Attachment 1

[New Zealand Government](#)

HAWKE'S BAY REGIONAL COUNCIL
REGIONAL TRANSPORT COMMITTEE

Friday 12 March 2021

Subject: MARCH 2021 PUBLIC TRANSPORT UPDATE

Item 9

Reason for Report

1. This item provides the Committee with an update on HBRC's public transport operations.

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.

Ticketing System

4. The bus ticketing and 'Bee' smartcard system introduced in August 2020, which is being used by nine regional councils across NZ, is working reasonably well and proving to be very popular with goBay passengers and bus drivers. However, the new system is creating considerably more work for staff.
5. Passengers are now able to top up their Bee cards on-line or with cash/EFTPOS at the regional council, this is speeding up loading times considerably. Bee cards can also be topped up on board the bus with cash.
6. The new simplified fare system and low fares are proving to be very popular.
7. There were 1313 (3.8%) more passenger trips in December 2020 than in December 2019, which can only be attributed to the new low fares. With patronage (locally and nationally) still not recovering to pre-COVID levels, this is a good result for Hawke's Bay.
8. The amount of cash fares being presented has also reduced greatly, which is good news for the health and safety of bus drivers. Some regions have moved to eliminate cash fares, however, at this time we are not considering this in Hawke's Bay as we believe it would cause unnecessary hardship and inconvenience for some of our passengers.

COVID-19

9. At level one there are no restrictions on public transport in Hawke's Bay, although face coverings are 'recommended' but, not mandatory. During the recent changes to level two, the wearing of face coverings was mandatory. Drivers reported that most passengers were wearing masks, those that weren't were offered masks (provided by Waka Kotahi).
10. Some complaints were received about passengers not wearing masks, however, drivers are not responsible for policing this. Bus drivers are not expected to engage directly with passengers who refuse to wear a mask although they do make it clear to passengers that mask wearing is mandatory.

11. All buses have COVID tracer app QR posters displayed at the door and on board the bus in several places. Our on-line trip register is also available for passengers who don't have smartphones.

Public Transport Service Trips

12. Diagram 1 (attached) shows public transport trips made from July to January 2012-21.
(It should be noted that there were no trip statistics for July and August 2020 as the crossover in ticketing systems saw the buses operating without ticketing equipment).

Public Transport Service Costs

13. Diagram 2 (attached) shows the year to date net cost (after fares and excluding GST) of operating the goBay bus service from July to January 2012-21.
14. 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 a new low fare schedule, and the cost of paid breaks added to the driver hours as required by the Employment Relations Amendment Act.

Total Mobility Scheme

15. 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.

Total Mobility Scheme Trips

16. Diagram 3 (attached) shows the number of Total Mobility trips made from July to January 2012-21.

Total Mobility Scheme Costs

17. Diagram 4 (attached) shows the cost of the Total Mobility Scheme (excluding GST) from July to January 2012-21.

Decision Making Process

18. 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 "*March 2021 Public Transport Update*" report.

Authored by:

Megan Welsby
SUSTAINABLE TRANSPORT
COORDINATOR

Mary-Anne Baker
ACTING TRANSPORT MANAGER

Approved by:

Katrina Brunton
GROUP MANAGER POLICY &
REGULATION

Attachment/s

1 [↓](#) Statistics for March 2021

Stats for Regional Transport Committee

Diagram 1 - Public Transport Service Trips

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	AVERAGE
2012-13	59,275	74,493	61,847	60,530	64,913	46,029	47,577	67,463	76,119	63,430	76,924	62,792	761,392	63,449
2013-14	64,869	78,729	69,564	63,807	67,784	50,219	48,391	70,647	82,265	63,285	74,988	65,297	799,845	66,654
2014-15	64,349	73,204	68,927	62,049	64,088	48,558	43,049	63,065	74,992	53,197	67,101	62,113	744,692	62,058
2015-16	59,690	67,216	62,415	56,656	58,647	44,452	35,487	62,448	67,847	53,679	66,700	59,647	694,884	57,907
2016-17	52,226	68,062	58,821	53,911	60,933	43,168	38,223	60,423	75,358	47,103	69,700	61,080	689,008	57,417
2017-18	47,342	68,868	62,617	49,945	61,351	39,666	37,329	58,744	67,522	47,783	68,404	56,556	666,127	55,511
2018-19	52,904	66,538	55,612	52,414	58,499	37,307	36,076	54,949	65,902	49,254	63,865	51,977	645,297	53,775
2019-20	51,529	61,549	55,641	47,675	54,100	36,402	37,140	57,537	45,848	2,357	21,275	41,344	512,397	42,700
2020-21			50,328	45,685	48,975	37,751	33,721						216,460	

Diagram 2 - Public Transport Service Costs

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	TOTAL
2012-13	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 224,406	\$ 242,115	\$ 237,799	\$ 202,020	\$ 231,333	\$ 202,252	\$ 237,765	\$ 2,699,719
2013-14	\$ 186,170	\$ 278,969	\$ 182,220	\$ 187,613	\$ 302,615	\$ 207,605	\$ 192,259	\$ 162,473	\$ 135,329	\$ 189,097	\$ 280,422	\$ 160,101	\$ 2,464,873
2014-15	\$ 168,720	\$ 157,262	\$ 264,227	\$ 174,153	\$ 141,819	\$ 255,647	\$ 159,785	\$ 141,269	\$ 253,717	\$ 160,004	\$ 139,482	\$ 247,509	\$ 2,263,593
2015-16	\$ 142,779	\$ 189,698	\$ 213,309	\$ 157,298	\$ 158,061	\$ 249,914	\$ 222,128	\$ 140,246	\$ 216,502	\$ 160,619	\$ 131,916	\$ 251,027	\$ 2,233,497
2016-17	\$ 154,602	\$ 138,772	\$ 157,040	\$ 176,475	\$ 163,647	\$ 197,234	\$ 294,664	\$ 156,458	\$ 141,638	\$ 188,828	\$ 177,752	\$ 175,458	\$ 2,122,569
2017-18	\$ 184,246	\$ 175,294	\$ 166,673	\$ 182,945	\$ 183,161	\$ 200,188	\$ 194,928	\$ 157,733	\$ 160,064	\$ 186,174	\$ 241,633	\$ 178,672	\$ 2,211,713
2018-19	\$ 176,123	\$ 210,652	\$ 180,434	\$ 180,547	\$ 173,080	\$ 200,526	\$ 197,190	\$ 236,736	\$ 254,751	\$ 192,463	\$ 171,170	\$ 302,287	\$ 2,474,912
2019-20	\$ 210,999	\$ 186,976	\$ 279,053	\$ 199,680	\$ 194,502	\$ 321,887	\$ 205,736	\$ 179,100	\$ 303,418	\$ 249,303	\$ 253,348	\$ 398,440	\$ 2,982,441
2020-21	\$ 268,783	\$ 234,096	\$ 212,400	\$ 345,851	\$ 315,296	\$ 242,879	\$ 244,861						\$ 1,864,166

Diagram 3 - Total Mobility Scheme Trips

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total	AVERAGE
2012-13	6,753	6,839	6,471	7,256	6,925	6,447	6,022	6,320	6,614	6,850	7,106	6,382	79,985	6,665
2013-14	7,401	6,804	6,611	7,658	7,365	7,185	6,546	7,032	7,605	7,745	7,707	7,188	86,847	7,237
2014-15	8,320	7,950	7,677	8,267	7,701	7,948	6,354	6,901	8,245	7,328	7,737	7,852	92,280	7,690
2015-16	7,949	7,219	8,186	7,708	7,876	7,974	6,464	7,325	8,064	7,806	8,190	8,044	92,805	7,734
2016-17	7,904	8,827	7,756	7,525	8,728	8,028	6,412	7,918	8,433	7,185	8,393	6,915	94,024	7,835
2017-18	8,250	8,607	8,090	7,732	8,413	7,122	7,293	7,294	8,741	7,582	9,121	8,525	96,770	8,064
2018-19	8,372	8,302	7,889	7,843	8,956	7,451	6,726	8,299	8,057	7,953	9,012	8,061	96,921	8,077
2019-20	9,559	8,541	8,624	9,277	8,613	8,439	7,469	8,011	7,380	1,869	3,625	8,965	90,372	7,531
2020-21	8,557	6,394	8,340	7,732	7,982	8,137	6,594						53,736	

Diagram 4 - Total Mobility Scheme Costs

Year	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Total
2012-13	\$ 44,451	\$ 44,877	\$ 43,241	\$ 46,217	\$ 45,383	\$ 39,881	\$ 37,347	\$ 40,682	\$ 44,382	\$ 43,927	\$ 47,612	\$ 43,394	\$ 521,394
2013-14	\$ 49,274	\$ 46,153	\$ 43,965	\$ 50,189	\$ 47,744	\$ 46,968	\$ 39,581	\$ 46,567	\$ 52,047	\$ 50,715	\$ 51,078	\$ 49,349	\$ 573,630
2014-15	\$ 55,780	\$ 53,489	\$ 51,223	\$ 54,492	\$ 53,591	\$ 49,973	\$ 38,990	\$ 45,943	\$ 52,581	\$ 46,747	\$ 50,971	\$ 51,422	\$ 605,202
2015-16	\$ 50,877	\$ 46,255	\$ 52,340	\$ 48,692	\$ 51,546	\$ 50,992	\$ 40,488	\$ 46,215	\$ 52,418	\$ 50,688	\$ 53,458	\$ 51,945	\$ 595,914
2016-17	\$ 51,904	\$ 56,536	\$ 49,607	\$ 50,179	\$ 58,273	\$ 49,239	\$ 41,584	\$ 53,728	\$ 57,907	\$ 48,716	\$ 57,319	\$ 48,205	\$ 623,197
2017-18	\$ 58,041	\$ 58,047	\$ 55,477	\$ 52,546	\$ 59,020	\$ 51,360	\$ 47,887	\$ 52,009	\$ 61,500	\$ 51,955	\$ 67,062	\$ 56,764	\$ 671,668
2018-19	\$ 60,536	\$ 60,282	\$ 57,320	\$ 55,541	\$ 64,113	\$ 52,387	\$ 47,238	\$ 57,358	\$ 58,154	\$ 56,876	\$ 66,126	\$ 59,317	\$ 695,248
2019-20	\$ 72,464	\$ 63,356	\$ 63,894	\$ 69,626	\$ 67,078	\$ 59,899	\$ 55,760	\$ 58,196	\$ 53,777	\$ 19,637	\$ 45,067	\$ 119,256	\$ 748,010
2020-21	\$ 65,324	\$ 58,162	\$ 71,014	\$ 67,693	\$ 60,503	\$ 60,618	\$ 48,143						

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

Friday 12 March 2021

Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

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.		