HAWKE'S BAY
REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

Meeting of the Regional Transport Committee

Date: 11 March 2022

Time: 10.00am

Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Extraordinary Regional Transport Committee Meeting held on 3 February 2022	
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HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

SUBJECT: Follow-ups from Previous Regional Transport Committee Meetings

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:

Leeanne Hooper
Team Leader Governance

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

1⇩ Follow-ups from Previous RTC Meetings

Follow-ups from previous meetings of the HB Regional Transport Committee

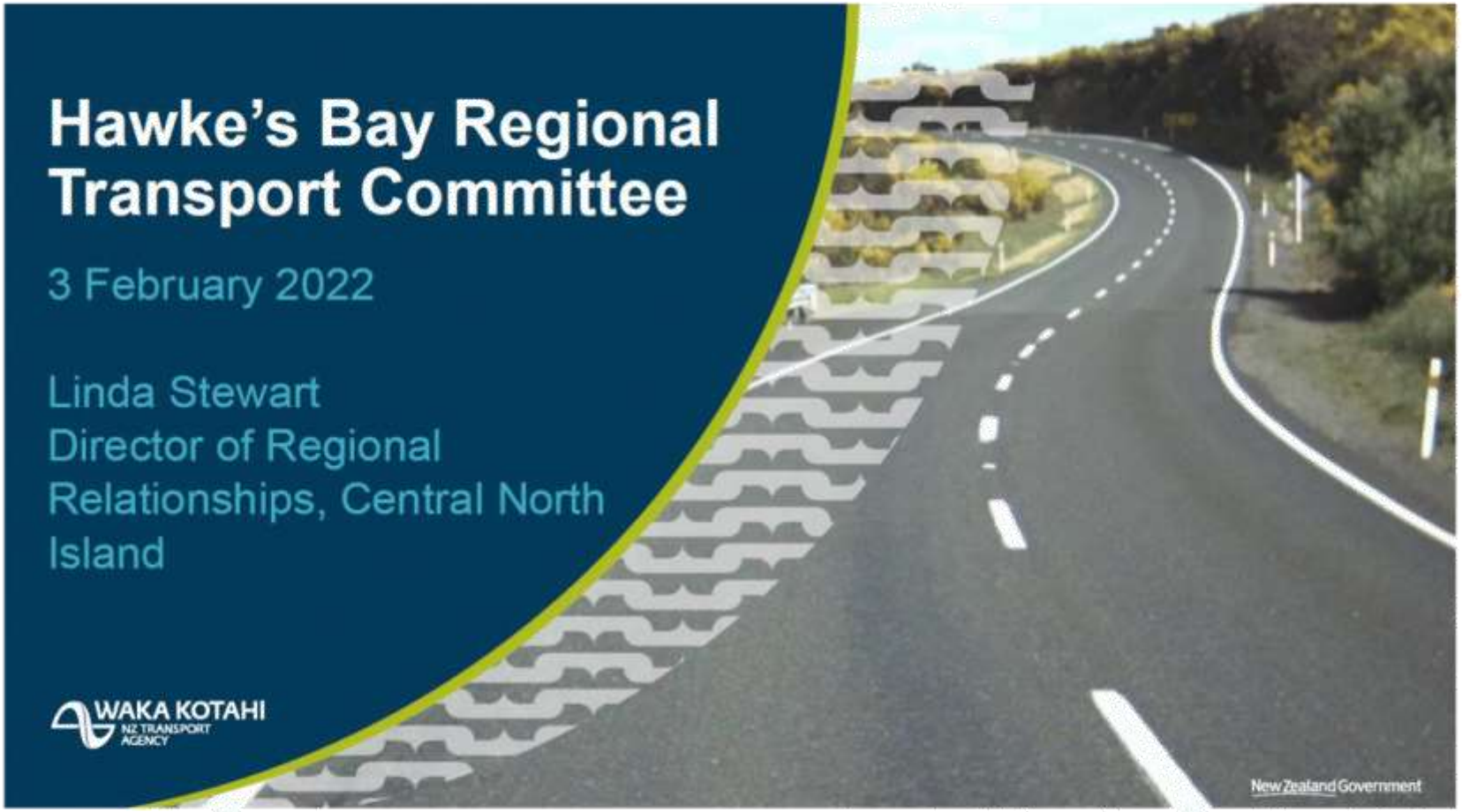
From 3 February 2022 Extraordinary meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Position on Waka Kotahi SH5 Speed Limit Reduction	Distribute copies of Waka Kotahi presentation and statistical information quoted by Road Transport Assn. and the AA to Committee members	P Martin	Distributed 15 February 2022 to RTC members and provided following at Reference 1 following
2	Position on Waka Kotahi SH5 Speed Limit Reduction	Communicate the Committee's position statement in the form of the 3 February 2022 RTC resolutions to Waka Kotahi	K Nimon /K Brunton	Communicated to Waka Kotahi via Linda Stewart on 15 February 2022
3	Position on Waka Kotahi SH5 Speed Limit Reduction	Write letter to the Minister of Transport advising of the Committee's position regarding the SH5 speed limit reduction and issues relating to SH5	M Williams/ K Nimon/ K Brunton	Sent 16 February 2022. See reference 3 following.

From 3 December 2021 Meeting

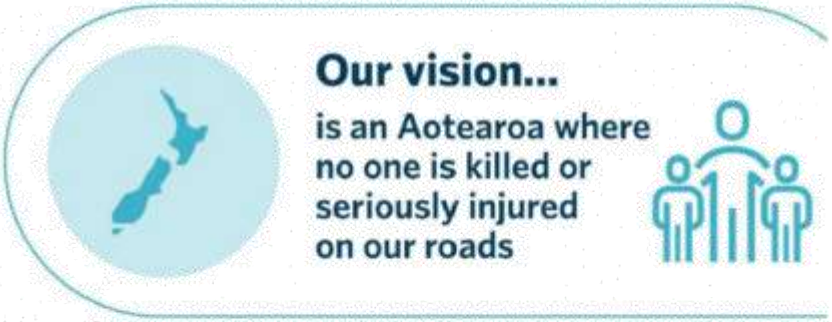
	Agenda Item	Follow-up required	Responsible	Status Comment
4	Follow-ups from previous meetings	Discuss Regional Sports Park participation in On Demand Public Transport trial with the RSP Board & potentially Pettigrew Green Arena	K Brunton/ K Nimon	Met on 8 December 2021 with Jock Mackintosh (HB Sports Park) and Tina Arlidge (HB Netball). The Sports Park is included in the trial area. Sports Park is now working on supporting infrastructure.
5	Transport Managers Report	Evaluation report of Timaru's on demand public transport pilot to be circulated to members	K Nimon	Report is available in Stellar and was emailed to Committee members & TAG on 1 March 2022.
6	NZTA Central Region - Regional Relationships Directors Report	A Waka Kotahi - RTC workshop re long term priorities for HB to be scheduled	K Nimon	Proposed to be in July RTC
7	NZTA Central Region - Regional Relationships Directors Report	Investigate re-submitting HB expressway multi-modal funding request to Waka Kotahi – linked to the integrated spatial plan, highlighting useage and decarbonisation	K Nimon / K Brunton	Added to agenda for discussion with Waka Kotahi

Reference 1


Hawke's Bay Regional Transport Committee
3 February 2022
Linda Stewart
Director of Regional Relationships, Central North Island
WAKA KOTAHI
NZ TRANSPORT AGENCY
New Zealand Government

What we will cover today

- Our approach
- Strategy for the corridor
- Responses to questions



WAKA KOTAHI

Why, how and what

- **Vision Zero:** Our vision is an Aotearoa New Zealand where no one is killed or seriously injured on our roads.
- **Safe System:** If we are to achieve Vision Zero, we need to create a safe transport system; one that recognises humans make mistakes and is designed so that these mistakes do not need to cost us our lives.
- **Road to Zero:** Road to Zero sets us on a path to achieve Vision Zero, a New Zealand where no one is killed or seriously injured on our roads.

WAKA KOTAHI

We have to be adaptable and open to change

SH5 corridor strategy

What we're working towards

- The new 80km/h speed limit is intended to be complemented by the following infrastructure investment:
  - **Short-term:** 2021-24 NLTP:
    - Proposed $24M Taupō to Napier safety improvement investment.
    - SH5 corridor Programme Business Case long-term strategy (pending funding).
  - **Medium-term:** over the next three NLTP periods:
    - Hawke's Bay Boundary to Napier - $100M
    - Taupō to Hawke's Bay Boundary (Waikato) - $17M
  - **Long-term:** the PBC outcomes will inform the longer-term for SH5.

WAKA KOTAHI

ROAD TO ZERO

Common themes and comments

The common themes / concerns which have emerged:

- Consultation has not been meaningful.
- Cause of the crashes not speed related.
- Impact on the economy and tourism.
- Blanket approach.
- Lack of strategy for the corridor.
- Engagement with iwi.
- Under-investment in the road.
- Classification of the road.
- What is the infrastructure plan?
- What does permanent mean?

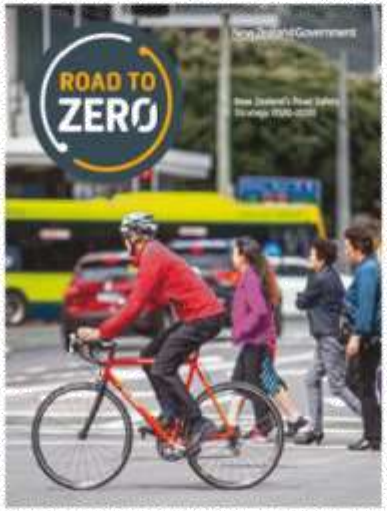
WAKA KOTAHI

ROAD TO ZERO

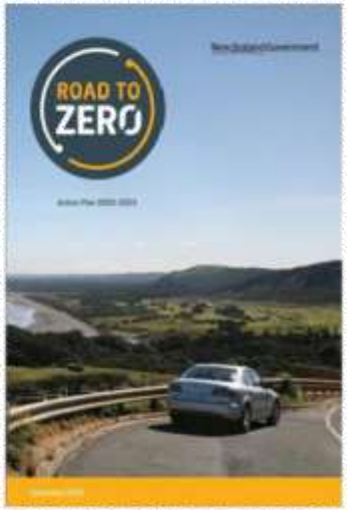
Hei konā mai
CAFE
Espresso Coffee
WAKA KOTAHI
NZ TRANSPORT AGENCY
New Zealand Government

Our role

1. New Zealand's Road Safety Strategy 2020-2030

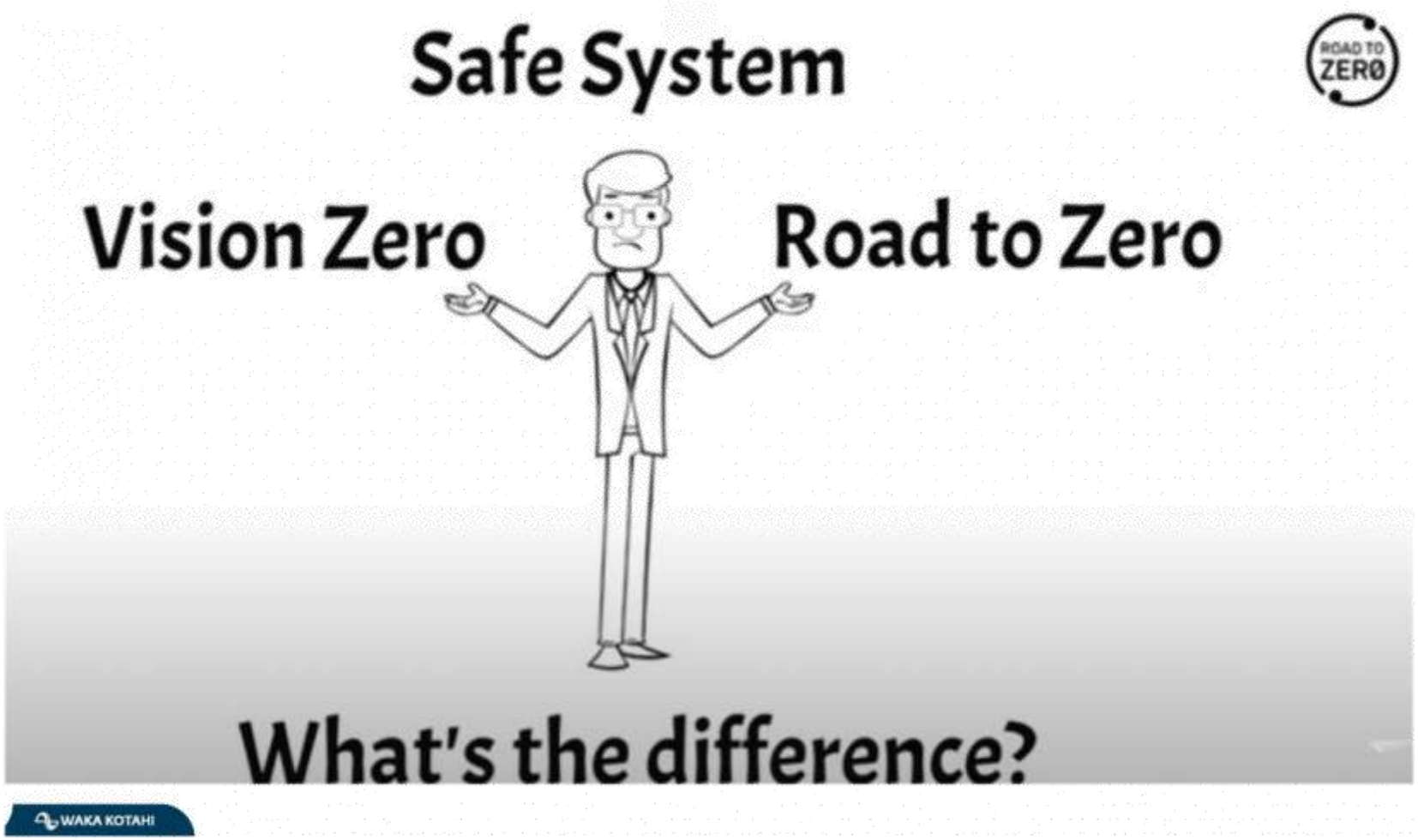


2. Action Plan to deliver the strategy 2020-2022

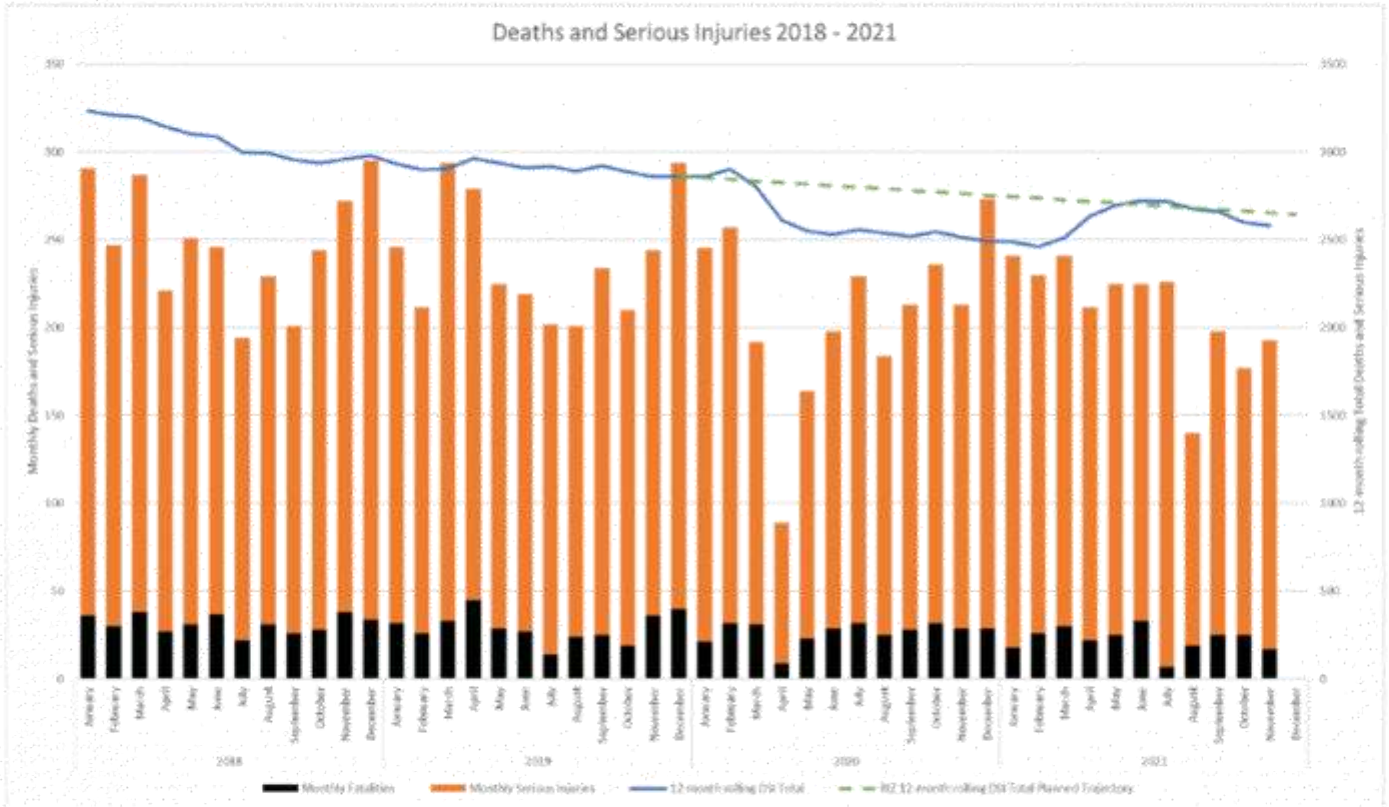


3. Road to Zero Governance and Portfolio Approach

WAKA KOTAHI


Safe System
ROAD TO ZERO
Vision Zero
Road to Zero
What's the difference?
WAKA KOTAHI

How are we tracking?



Baseline (2019): 2,862
Target (2029): 1,821

Road to Zero

Public awareness campaign

- There is low public awareness of the Vision Zero approach to road safety
  - 81% of New Zealanders consider NZ roads safe
  - There is the view that if you are careful, there is not much chance of a crash
- In response, we have developed a Road to Zero public awareness campaign, designed to start a new type of conversation around road safety – it launches 13 February.
- This is in addition to the Safe Limits campaign, launched in November 2021, aiming to increase understanding of how setting safe speed limits plays an important part in keeping everyone safe – no matter how they travel.

WAKA KOTAHI

ROAD TO ZERO

Extract from AA submission to Waka Kotahi re SH5 speed limit

For the five years from 2011-15 there were 3 fatal crashes and 15 serious crashes. In the most recent five-year period there has been 7 fatal crashes and 27 serious crashes. For minor injury crashes there were 58 from 2011- 2015 and 82 from 2016-2020. On average over the last five years there has been: 1.8 deaths and 8 serious injuriesper year.

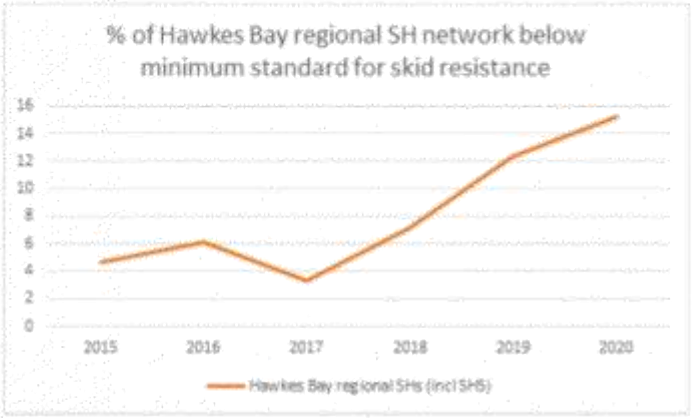
For the 34 fatal and serious crashes in the most recent period:-

- *22 involved a single vehicle*
- *The most frequent crash type involved vehicles drifting or veering off road to left or right*
- *14 were in the wet*
- *8 were in the dark*
- *5 involved a motorcycle*
- *6 involved inappropriate speed*
- *1 alcohol confirmed, 3 alcohol suspected, 2 drug affected*

Only 6 of these crashes involved inappropriate speed and some of these involved crashes on curves where the signposted advisory speed is =<80km/h.

Also a high portion (41%) of crashes occurred in wet weather. This is consistent with the road condition data showing skid resistance has decreased. It is noted that in 2021 Hawkes Bay ranked 2nd worst in skid performance[1], out of 23 zones across the country. The AA considers that unless more serious attention is given tomaintaining and improving the condition of this highway it will undermine the intended safety benefits from reducing speeds.

The graph below shows the skid resistance of our highways is deteriorating with a significant amount below theminimum standard. The NZ-wide average for regional roads' has moved from 2.8% in 2015 to 6.2% in 2020, Hawke's Bays Regional State Highway network has tracked at a significantly greater rate than the national average.

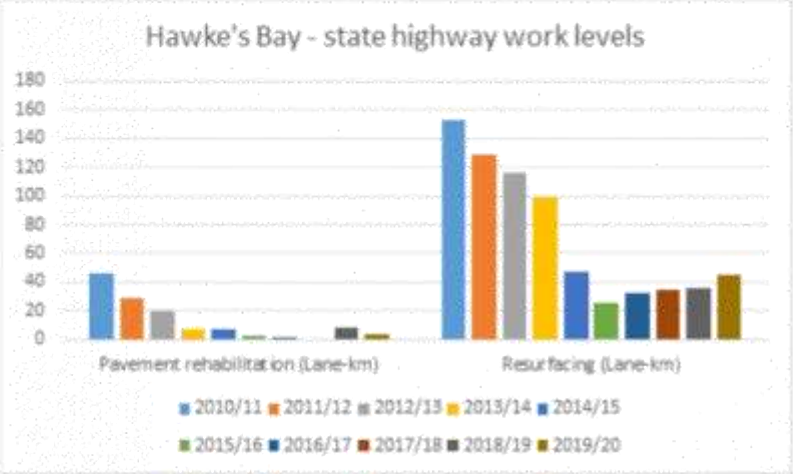


There has been no major improvements done on SH5 in the past 15 years. There have been some minor safety improvements however these have not necessarily been targeted to locations of highest risk. Also the additional

[1] Measured in terms of the % of the network where skid resistance is below the defined minimum level of service threshold
according to WK's annual survey of road condition.

Last year, the AA made calls to improve the State Highway from Tarawera to Bay View immediately. We had serious concerns with the condition of the highway impacting on the safety of highway users. We said an urgent programme of maintenance work should proceed without delay to overcome the effects of reduced and poor maintenance over a number of years. This is still urgently required to address the flushing, rutting, corrugations, poor patching, potholes, slick and uneven surfaces. Higher levels of intervention are required such as Pavement rehabilitation and strengthening, and shape correcting, to address safety concerns. Shoulder widening and easingof out of context curves at higher risk locations is strongly recommended. Our calls to Waka Kotahi for engineering improvements remain.

The graph below shows pavement rehabilitation has decreased considerably along with resurfacing of ourhighways



As the amount of road maintenance work has decreased skid resistance has deteriorated. Research confirms the link between decreasing skid resistance and increasing crash risk, even on straight sections of road and at all speeds. In the NZ context, research funded by Transfund NZ in 2003-04[2] unsurprisingly found "the crash rateincreases as the level of skid resistance provided by a road decreases" (page 8 in footnote link) and on wet roads the "effect of skid resistance is much stronger" (p8). This research is reflected in Waka Kotahi's *Standard Safety Intervention Toolkit* which notes investments to improve skid resistance at high risk locations have benefit cost ratios in the range of 0.7 to 7.1, meaning for every dollar spent there are up to $7.10 in benefits including reduced trauma costs.

Reducing the speed limit down to 80km/h will lead to platooning of vehicles and is likely to increase driver frustration and lead to more unsafe manoeuvres in attempts to overtake slower traffic. A comment from a truckdriver is "in the Turangi area there has been a speed reduction to 80km/h. This has resulted in large queues of vehicles behind my truck on several occasions and I have witnessed unsafe passing manoeuvres and at excessivespeed on a number of occasions".

[2] *The Effect of Skid Resistance and Texture on Crash Risk*. Davies, R.B; Cenek, P.D; and Henderson, R.J. https://saferroadsconference.com/wp-content/uploads/2016/05/Peter-Cenek-Effect-Skid-Resistance-Texture-Crash-Risk.pdf

Hawkes Bay RTC Special Meeting Notes. 3rd February 2022

I represent the Road Transport Association New Zealand and we would like to comment briefly with some bullet points that I think have not been considered accurately by Waka Kotahi in evaluating the commercial impact of the speed reduction on SH5.

- The assumption that reducing speed will reduce fuel consumption is not correct considering the topography of this section of SH5, the reason for this especially when heavy vehicles increase retardation time on a decent to maintain a lower speed, then have less inertia when approaching an assent therefor greater volumes of fuel are required, and this leads to grater carbon emission. I will concede this is not the case on roads that do not have the altitude changes we face on SH5.

- Time loss on the specified speed reduced route at 80 KPH instead of 90 KPH for a 50 Max heavy vehicle North bound is 5% due to the elevation, whereas South bound the time loss is 19%, this can vary slightly dependent on equipment specification. When these facts are calculated using the average daily heavy vehicle stats from Waka Kotahi could equate to 93.91-man hours per day or $6,855,430.00 annually as a cost to both the industry and community.The gross cost calculation is based on $200.00 per hour for a heavy vehicle but this is conservative as most will be averaging $300.00 per hour in this application.

- The largest impact to our Industry is the potential 10 drivers being required to safely and legally replace the time lost, these are resources the industry is not able to employ due to the massive labor shortage we face.

- The above does not take into consideration Scheduled services that may not be able to be completed eg Buses, scheduled services or a situation where a logging truck can complete 4 loads a day on this route from Mohaka Forest to Napier but now will only achieve 3 loads in the legal time frame, 25 % of his potential income lost.

Ian Emmerson
Board Chairman, Road Transport Association

Ian@emmersontransport.co.nz | 027 442 8992 | 06 873 0662
www.rtanz.co.nz

Reference 3

HAWKE'S BAY REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

15 February 2022

Hon. Michael Wood
Minister of Transport
Parliament Office
Private Bag 18888
Parliament Buildings
WELLINGTON 6160

VIA EMAIL: michael.wood@parliament.govt.nz

Tēnā koe Minister

EXTRAORDINARY MEETING OF HAWKE'S BAY REGIONAL TRANSPORT COMMITTEE – STATE HIGHWAY 5-SPEED LIMIT REDUCTION AND FUTURE INVESTMENT

I write to you in my capacity as Chair of the Hawke's Bay Regional Transport Committee (**RTC**) regarding the very recently Gazetted Decision to adopt an 80 km/h speed limit for a 76 km stretch of State Highway 5, to come into force on 18 February 2022 (**the Decision**).

At an Extraordinary Meeting of the RTC convened on Thursday, 3 February 2022, a motion was passed opposing the Decision.

I enclose a copy of the Motion as carried unanimously by the Committee, albeit with the Waka Kotahi representative (Regional Relationships Director) abstaining.

My specific direction from the Committee was to write to you recording the position adopted at the Extraordinary Meeting and to express the regional concern for an equitable level of investment in what we consider to be a critically important transport corridor, connecting Hawke's Bay with the upper North Island, over the short, medium and longer term (refer clause 3.5 of the Motion).

I do so through this letter, and now providing additional detail regarding and context to the Motion.

There are a number of other elements to the Motion, including formal requests of Waka Kotahi to provide a detailed technical briefing to the RTC, and review the Decision made, including with reference to a 90 km/h option for the corridor.

In terms of clause 3.2 of the Motion, should the Agency fail or refuse to undertake that review, the RTC has resolved to pursue legal options to challenge the speed limit reduction Decision made, and have it set aside by the Courts.

Clause 3.3 warrants a little further explanation.

Our understanding from Waka Kotahi's explanation of the Decision at the meeting, is that the funding allocations within the 2021 National Land Transport Plan (**NLTP**) for safety improvements for the corridor would go no further than ensure (to Waka Kotahi's satisfaction) that 80 km/h remains a safe speed limit over the 76km speed limit reduction zone.

Furthermore, that the "Probable" (but yet to be confirmed) Programme Business Case (at $400,000.00 under the NLTP) for State Highway 5 would be confined to a specific detailed design proposal, and again sufficient (but only) to maintain an 80 km/h speed limit over the speed limit reduction zone.

By contrast, in the RTC's adopted (July 2021) Regional Land Transport Plan, a $1.4 million funding commitment was sought for a:

> Programme business case addressing safety, efficiency and resilience and subsequent detailed business case phase, delivered alongside shorter term, low cost/low risk safety improvements.

Waka Kotahi advised the meeting that, to be clear, regardless of the planned or probable future level of investment by the Agency in the corridor under the NLTP, an 80 km/h speed limit over the speed reduction zone is permanent.

Our understanding from questions answered by Waka Kotahi representatives at the meeting was that a 90 km/h option for the speed limit reduction zone was not addressed as it is "non-standard", with the technical evaluation conducted confined to an 80 km/h speed limit reduction accordingly.

It was acknowledged that consultation with mana whenua/tangata whenua had not been adequate.

As would be clearly evident to Waka Kotahi, from public and community reaction including media reporting prior to and surrounding the RTC Extraordinary Meeting, the overall outcome is simply unacceptable to the people and communities of Hawke's Bay, for whom State Highway 5 provides a critical freight and general transport link with the upper North Island, and for which there is no alternative.

Quite accepting the safety pretext raised by Waka Kotahi in making the Decision, even as a paramount or predominant factor in the analysis, we do not accept it to be the only factor. Yet it was quite clear to us from the meeting, that no other factor than safety was given any serious consideration in making the Decision. We record that this Decision making approach seems directly at odds with the Government's own published priorities for the transport network under the 2021 Government Policy Statement, i.e. whereby safety is but 1 of 4 strategic priorities, a second being improved freight connections.

In that regard, it is similarly noted that the New Zealand Government Road Safety Strategy 2020-2030 refers to a "whole of system" approach to reducing deaths and serious injuries on our roads by 40% over the next decade.

This is clearly evident from page 32 of the Strategy document recording as follows:

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

The document further states as follows:

> Taking more ambitious action means that safety objectives, along with wider social priorities such as public health and sustainability, must be prioritised *in our investment* and regulatory frameworks, rather than being optional or nice-to-have add-ons. *This does not mean that other objectives, such as increased efficiency, are not achieved.*

The Strategy document further records the importance of both infrastructure improvements and speed management as part of the overall safe system approach stating as follows:

> In our conversations to date there has been clear agreement about the importance of tackling infrastructure and travel speeds *together*. Roads and streets can either be engineered up to support existing or higher travel speeds, or speeds lowered to reflect the context and risk of streets and surrounding environment.

In addition to these points regarding the Government's own strategic priorities, we note the following points by way of further regional context to the Motion, and this letter.

Firstly, we are aware that you have received correspondence directly from residents of Te Pohue, including a truck driver who conveys logs to the Port of Napier for export. That letter demonstrates that even a relatively minor (on the face of it) increase in travel times between Taupō and Napier as a result of the speed limit reduction, can have profound implications as to the number of trips that can be safely conducted over any one day, and indeed for safety more generally.

As but one example of this, the speed reduction will mean that only three rather than four trips could be conducted over the corridor on a given day, resulting in a 25% reduction in income for any one driver.

Mr Ian Emmerson, representing the Road Transport Association of New Zealand at the Extraordinary Meeting referred to the prospect of nearly $7 million additional annual costs to the freight industry, given the additional 'man hours' that would be required as a result of trucks having to travel at 80 km/h rather than 90 km/h. Costs aside, the reality is this is an industry already facing severe shortages in labour, so there is simply no capacity to supply the additional drivers required to maintain freight transportation into and out of the Region, at current levels.

Mr Emmerson also advised that the speed limit reduction would result in increased fuel consumption and emissions as trucks would have less momentum when approaching an ascent, than available at the current posted speed limit.

The Automobile Association also presented to the meeting, with its concerns expressed on behalf of the 60,000 members of that Association with Hawke's Bay.

Further to that, we have received advice from the Port of Napier that the Port is seriously concerned at the reduced competitiveness of the Port (relative to the Port of Tauranga and Auckland) as a result of the additional travel times between Taupō and Napier, which will make transportation to Napier Port from the Central North Island cost prohibitive. Conversely, the speed reduction will undermine competition from a customer (exporter) perspective, as Central North Island customers no longer have other options available.

These substantive points aside, the RTC considers that the process completed by Waka Kotahi in reaching its Decision was flawed, including for the reasons recorded above as to the acknowledged lack of mana whenua engagement, the failure to investigate and properly assess a 90km hour option for all or part of the speed limit reduction zone, and the exclusive even myopic focus on safety to the exclusion of other relevant factors. The RTC is taking advice on legal options to challenge the Decision, including by way of judicial review to have that Decision set aside (and the Gazette notice with it).

Stepping back, we say this.

The speed limit reduction is one thing. The idea that an 80km/hr speed limit is permanent, for all time, over a 76 km stretch of State Highway 5, is quite another. Above all, this position cannot stand.

On the other hand, we appreciate the position Waka Kotahi is in, with a directive to very substantially reduce deaths and serious injuries on New Zealand Roads, but highly constrained resource backing to achieve that directive. This letter is directed to you as Minister of Transport accordingly, as ultimately the real issue here (as recorded in the Motion and noted above) is one of equity in Crown funding for regional road resources, not least in Hawke's Bay.

We request your urgent attention to the contents of this letter and the outcome of the RTC extraordinary meeting as appended hereto. Specifically, we request a written response, substantively addressing the content of this letter, and an opportunity for the RTC Mayoral representatives to meet with you to discuss the situation, as a matter of priority.

Yours faithfully

Martin Williams
Chairperson
Regional Transport Committee

cc: Linda Stewart
Brian Roche
Nicole Rosie
Hon. Stuart Nash
Anna Lorck

RTC4/22 **Resolutions**

That the Hawke's Bay Regional Transport Committee:

1. Receives and considers the "*Position on Waka Kotahi SH5 Speed Limit Decision*" 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 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. Submits the following position statement to Waka Kotahi in relation to the decision to lower the speed limit for the 76 km stretch of State Highway 5 (SH5) between Eskdale and Rangitaiki from 100km/hr to 80km/hr effective 18 February 2022

   3.1. The Hawke's Bay Regional Transport Committee (HBRTC) opposes the decision to reduce the speed limit on a permanent or long term basis, and:

      3.1.1. formally requests that Waka Kotahi presents the detailed technical report underlying its decision to lower the speed limit, including details of the process undertaken and criteria for analysis of submissions, to the HBRTC, as soon as possible (prior to 18 February 2022) and prior to the next scheduled HBRTC meeting on 11 March 2022

      3.1.2. formally requests that Waka Kotahi undertakes a review of its 17 December 2021 decision, including with reference to a 90km/hr option

   3.2. The HBRTC advises that, should Waka Kotahi fail or refuse to undertake the review formally requested in 3.1.2 above, the HBRTC will pursue legal options to challenge the decision (and seek to have it set aside)

   3.3. The HBRTC formally requests that Waka Kotahi commits to a State Highway 5 Programme Business Case for road corridor improvements of sufficient scale, nature and extent to enable the current 100km/hr speed limit to be retained or reinstated for the 76 km stretch of SH5 between Eskdale and Rangitaiki, with that Programme Business Case (including funding) to be confirmed by 30 June 2022

   3.4. The HBRTC continues to support the safe system approach including the education and enforcement success of the 'Stay Alive on 5' programme.

   3.5. The HBRTC Chair will write to the Minister of Transport on the Committee's behalf, recording the position of the Committee and the regional concern for an equitable level of investment in the critically important State Highway 5 corridor over the short, medium and longer term.

Hazlehurst/Williams
Stewart abstained
CARRIED

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: Call for Minor Items not on the Agenda

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

Peter Martin
SENIOR GOVERNANCE ADVISOR

Katrina Brunton
GROUP MANAGER POLICY & REGULATION

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: Road Safety s17a Review Outcomes Report

Reason for Report

1. This report seeks approval from the Regional Transport Committee to progress the proposed outcome resulting from the Service Delivery Review of HB Roadsafe functions subject to Section 17a of the Local Government Act 2002.

Officers' Recommendations

2. Staff recommend that the committee approves the proposed delivery outcome that resulted from Morrison Low's Service Delivery Review of the Hawke's Bay Regional Council's Road Safety function.

Executive Summary

3. This report introduces the Morrison Low report, attached, which covers the feedback, findings, evaluation, and recommendations of the delivery of Hawke's Bay's Road Safety programme.

Background /Discussion

4. At its 11 December 2020 meeting, the Regional Transport Committee (RTC) sought advice in relation to their oversight and governance of Hawke's Bay's Road Safety programme (RSP). The Committee also sought further advice about the effective delivery of their governance obligations for Road Safety.

5. In response to the request for oversight and governance of the Road Safety Programme, a workshop was held on 12 March 2021. The workshop provided an opportunity to discuss the options and preferred approach for the involvement of the Committee in the Road Safety Programme.

6. The outcome from that workshop was agreement that direction setting, oversight and accountability for the RoadSafe programme should sit with the RTC at the Governance level.

7. Following that decision, the RTC agreed to a service delivery review in accordance with the requirements of Section 17a of the Local Government Act 2002.

8. Morrison Low undertook the Section 17a review of the delivery of the Road Safety programme with all stakeholders and the findings and recommendations from that review are attached.

Options Assessment

9. Road Safety delivery options are discussed in the attached Morrison Low report.

Strategic Fit

10. The Roadsafe functions contribute to sustainable and climate resilient infrastructure. To achieve this strategic vision, it is essential that HBRC, the TLAs, Waka Kotahi, NZ Police and ACC have good working relationships to enable the successful achievement of this goal.

11. There are a range of possible delivery methods available to the Council to achieve the Roadsafe functions. The Service Delivery review outcomes will enable the RTC and councils to decide on the best option to achieve the objectives and targets in a desired timeframe, based on the framework.

Significance and Engagement Policy Assessment

12. The significance of this proposed review has been determined to be of medium significance; reflected in the proposed methodology and the intent to undertake wide engagement with all Roadsafe partners and key stakeholders.

Financial and Resource Implications

13. Financial and resource implications are outlined in the attached Morrison Low report.

Consultation

14. Consultation undertaken with stakeholders is outlined in the attached report.

Considerations of Tangata Whenua

15. There are no social, cultural, or economic effects on Tangata Whenua as a result of this review, but consultation was undertaken with key stakeholders, some of which have a primary focus on the social, cultural and economic wellbeing of Tangata Whenua in regard to road safety.

Morrison Low

16. Morrison Low will not be joining this meeting, however they can be available online to discuss the report. This can be a members-only session if required.

17. Should the Committee wish to discuss matters with Morrison Low with the public excluded, the following resolution must be passed.

    17.1. That the Regional Transport Committee excludes the public from this section of the meeting being *Road Safety s17a Review Outcomes Report* with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

General Subject of the Item to be Considered	Reason for Passing This Resolution	Grounds Under Section 48(1) for the Passing of the Resolution
Road Safety s17a Review Outcomes Report	7(2)(f)(ii) The exclusion of the public from this discussion is necessary to maintain the effective conduct of public affairs through the protection of such members, officers, employees, and persons from improper pressure or harassment	The Council is specified, in the First Schedule to this Act, as a body to which the Act applies.
Road Safety s17a Review Outcomes Report	7(2)(a) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the privacy of natural persons.	The Council is specified, in the First Schedule to this Act, as a body to which the Act applies.

Decision Making Process

18. 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:

    18.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.

    18.2. The use of the special consultative procedure is not prescribed by legislation.

    18.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.

    18.4. The persons affected by this decision are all persons with an interest in the region's management and delivery of Road Safety.

18.5. 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, the Committee can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the "*Road Safety s17a Review Outcomes Report*" 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.
3. Approves the preferred service delivery model of a fully collaborative regional approach to road safety including:
   - 3.1. Improved structure to drive an enhanced collaborative model across the region through the Councils, Waka Kotahi, NZ Police and their partners working together to deliver better road safety outcomes through engineering, education and enforcement
   - 3.2. The road safety programme will be developed and monitored at a strategic regional level and then implemented locally at an operational level
   - 3.3. A strengthened Regional Transport Committee (RTC) role will ensure effective governance and decision-making, giving clear direction and goals
   - 3.4. A focused Road Safety Group will support a more effective programme across the region, coming together to identify priorities and set the annual programme and then to review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs
   - 3.5. RoadSafe HB will provide a coordination and community engagement role in delivery of the programme with strategic support from the RTC and the councils.

If required to move into PE for discussion:

1. That the Regional Transport Committee excludes the public from this section of the meeting being *Road Safety s17a Review Outcomes Report* with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

General Subject of the Item to be Considered	Reason for Passing This Resolution	Grounds Under Section 48(1) for the Passing of the Resolution
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Road Safety s17a Review Outcomes Report	7(2)(a) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the privacy of natural persons.	The Council is specified, in the First Schedule to this Act, as a body to which the Act applies.

2. That a representative of Morrison Low remains in attendance for the Public Excluded session as the author of the report and subject matter expert.

Authored by:

Katie Nimon
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

1⇩ Morrison Low Report on the Section 17a Review of Hawke's Bay Road Safety Programme Service Delivery

MorrisonLow

HAWKE'S BAY
REGIONAL COUNCIL
TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

Hawkes Bay Road Safety

Section 17A review

March 2022

Draft

Document status

Ref	Approving Director	Date
Draft	Gareth Chaplin	March 2022

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Executive summary

Overview

Morrison Low was commissioned to review the delivery of the Hawkes Bay Road Safety Promotion Programme in accordance with the requirements of Section 17A of the Local Government Act 2002.

The key aims of the review were to address the effectiveness of the current governance arrangements of Roadsafe HB and improvements in how services are being delivered through the Roadsafe Programme.

Currently the Road Safety function and programme is delivered under a joint funding model between the five Hawke's Bay Councils and Waka Kotahi with staff employed by HBRC as RoadSafe Hawkes Bay.

The review looked at the performance of the current service delivery model, issues and opportunities associated with the model and then considered and evaluated a range of other potential service delivery arrangements.

Why are we doing this?

Road safety is an area that needs to be addressed across Hawkes Bay where annual performance targets of reducing the number of deaths and serious injuries is more frequently not met than achieved.

Poor driver behaviour is over-represented in death and serious injury crashes in the region when compared to the national average and over the last five years there has been a 45% increase in crashes, and a 19% increase in Deaths and Serious Injuries.

The key aim of this review is to ensure that Hawkes Bay has the best model in place to deliver the road safety education activity that suits their communities.

Options assessment

A range of 11 possible options, as well as the status quo, were developed through a process of consultation with Council staff which were then tested at a challenge workshop with key stakeholders from the Hawkes Bay Councils, Waka Kotahi and NZ Police. All options were assessed against agreed financial and non-financial criteria to identify a preferred way forward.

All options were derived from the Road Safety Programme and were consistent with Section 17A of the Local Government Act and are designed to cover the full range of practicable options to ensure an in-depth assessment of possible ways forward.

There was general acceptance that the need for a regionally consistent Road Safety Promotion Programme, and that regional level coordination of activity was going to be the most cost-effective way of achieving this.

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A high level summary of those options and their ranking is given below:

Rank	Option	Summary of assessment
1	**Fully collaborative regional approach to delivering road safety** • Fully integrated regional safety management solution. • Alignment of Engineering, Education and Enforcement programmes • Strengthened RTC governance role to monitor the effectiveness of the road safety programme and impact on safety outcomes. • Focussed Road Safety Group (or equiv) to identify areas of need / emerging issues / priorities, develop the programme, manage its implementation and monitor results.	An enhanced collaborative model with the region and partners working together to deliver better road safety outcomes through engineering, education and enforcement. A strengthened RTC role will ensure effective governance giving clear direction and goals. Focussed Road Safety Group will support a more effective programme across the region, coming together to 1) identify priorities and set the annual programme and then 2) to review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs.
2	**Road Safety Programme delivered at a regional level, with overarching governance structure** *(Enhanced status quo)* • The road safety programme for each TLA will continue to be developed at a regional level with RTC in a strengthened governance role providing objectives, goals and performance measures.	An enhanced collaborative model with the region and partners working together to deliver better road safety outcomes A strengthened RTC role will ensure effective governance giving clear direction.
3	**Road Safety Programme delivered at a regional level, with overarching governance structure and RTC sub-committee** • The road safety programme for each TLA developed at a regional level. • RTC to hold governance role and set strategic direction • RTC sub-committee established to provide focussed oversight of the road safety programme. • Focussed Road Safety Group (or equiv) to identify areas of need / emerging issues / priorities, develop the programme, manage its implementation and monitor results.	Collaborative model with the region and partners working together to deliver better road safety outcomes. A strengthened RTC role will ensure effective governance with objectives, goals and performance measures in place. RTC sub-committee would add a further governance layer with little added benefit if RTC role strengthened (Option 4) and focussed Road Safety Focus Group (or equivalent) in place
3	**By shared service agreement** with other Hawkes Bay councils, entering into formal shared services agreement to deliver the Road safety Programme.	A more formal version of option 4 with likely higher set up and governance costs
5	**Road Safety Programme delivered at a regional level but managed by one TLA**	Greater local control of programme. Potential / perceived conflict of interest for overseeing TLA and will be higher management costs.
6	**Status Quo** Programme continues to be delivered in-house in the same format without changes to governance	The current arrangements deliver services that are reasonably cost effective and efficient, however, room for improvement
7	**Road Safety Programme delivered by each TLA individually**, no overarching governance structure	Greater local control of programme but no efficiencies in sharing ideas, resources etc

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Rank	Option	Summary of assessment
8	**By joint CCO/CCTO** owned by the 5 Hawkes Bay Councils	High set-up costs for works of this scale
9	**By CCO/CCTO** owned by HBRC	High set-up costs for works of this scale
10	**Road Safety Programme outsourced**, managed by Council	Would be some loss of control on the safety programme being delivered
11	**By partnership** between Council and other parties e.g. private and community	Would be some loss of control on the safety programme being delivered For a service of this type and size, likely higher costs.
12	**Road Safety Activity discontinued** - No road safety promotion programme	Does not align to national, regional or local strategies in particular Road to Zero / Likely to see greater number DSIs

Preferred option

The preferred service delivery model going forward is to deliver **a fully collaborative regional approach to road safety** to improve road safety outcomes:

- Improved structure in place to drive an enhanced collaborative model across the region through the Councils, Waka Kotahi, NZ Police and their partners working together to deliver better road safety outcomes through engineering, education and enforcement
- The road safety programme will be developed and monitored at a strategic regional level and then implemented locally at an operational level. This will be supported through:
    - Using appropriate data and evidence to inform programmes
    - Clear definition of roles and responsibilities
    - Clear performance measures and targets
- A strengthened Regional Transport Committee (RTC) role will ensure effective governance and decision-making, giving clear direction and goals.
- Focussed Road Safety Group will support a more effective programme across the region, coming together to
    - identify priorities and set the annual programme and then
    - to review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs
- RoadSafe HB will provide a coordination and community engagement role in delivery of the programme with strategic support from the RTC and the Councils.

The key benefit of the preferred option will be improved safety outcomes as the right and consistent message is conveyed to the at-risk communities through a one-team approach to road safety promotion.

There would also be social and economic benefits associated with fewer deaths and serious injuries.

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Next steps

1. The next step is to seek endorsement by the RTC on the preferred way forward.
2. Assuming endorsement by the RTC of the proposed way forward, the following actions are recommended:
   - Road Safety Strategy to be reviewed to provide regional strategic direction including goals and objectives.
   - Terms of reference for RTC to be reviewed and strengthened in terms of the Road Safety programme – to be linked to the Road Safety Strategy.
   - Terms of reference for TAG to be reviewed to provide for a road safety focus.
   - Further investigate how best to improvement the proposed focused Road Safety Group to ensure buy-in and ongoing engaged participation.
   - Develop roles and responsibilities and relationships in consultation with HBRC, the RTC and the Technical Advisory Group (TAG).

To keep the momentum going in this activity that is recognised as critical, it is recommended that these next steps be implemented in the next three months.

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1. Introduction & Purpose of the Review

Morrison Low was commissioned by Hawkes Bay Regional Council (HBRC) to review the delivery of the Hawkes Bay Road Safety Programme in accordance with the requirements of Section 17A (S17A) of the Local Government Act 2002 (the Act). The review looked at the performance of the current service delivery model, issues and opportunities associated with the model and then considered and evaluated a range of other potential service delivery arrangements.

Currently the Road Safety function and programme is delivered under a joint funding model between the five Hawke's Bay Councils and Waka Kotahi. HBRC employs two employees that lead the delivery of the programme who work alongside the TLAs, NZ Police, Waka Kotahi and other agencies such as ACC and FENZ.

HBRC decided that the delivery of the Road Safety Programme requires a review to determine whether the road safety promotion may be better delivered by some other model.

Through this S17A review, HBRC sought to address the following:

- The effectiveness of the current governance arrangements of Roadsafe HB
- The level of understanding and clarity of what the programme should be achieving in terms of outcomes
- Adequacy of the current funding for Roadsafe HB to deliver the programme and desired outcomes
- Improvements that could be made in services and/or activities being delivered through the Roadsafe Programme
- The effectiveness of relationships between the providers of Roadsafe HB and the four other local authorities, community groups and any other service providers
- Any alternative means for service delivery that might exist already or could be developed
- Any efficiency gains that might be available by utilising (or adding to) existing resources within the territorial authorities to deliver the regional road safety programme
- Any refinements that can be made even if no changes to the service delivery model is proposed.

2. Service delivery reviews

2.1 Section 17A

Service delivery reviews are a legislative requirement under s17A of the Local Government Act (2002) which states:

> *"A local authority must review the cost-effectiveness of current arrangements for meeting the needs of communities within its district or region for good-quality local infrastructure, local public services and performance of regulatory functions."*

The Act goes on to specify that a review must be undertaken in the following circumstances:

- When a significant change to the level of service is proposed.
- Within two years of a contract or binding agreement expiring.

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- At any other time, but no less than six years following the last review.

Where a review is required to be undertaken, as a minimum, the review must consider the following:

- Governance and funding by:
  - Council alone, or
  - In a shared governance arrangement with one or more councils.
- Service delivery by:
  - Council (i.e. in-house)
  - A CCO owned by Council or jointly owned with another shareholder (e.g. another council or private party)
  - Another council (e.g. through a shared service arrangement), or
  - Another person or agency (e.g. out-sourced contract or by opting out).

HBRC has decided that the delivery of the Road Safety Programme requires a review to determine whether the road safety promotion may be better delivered by some other model.

It is important to note that a Section 17A service delivery review is not a review of the current levels of service, an organisational review of the teams delivering services, or a detailed assessment of the processes used by the teams. Those matters are outside of the requirements of Section 17A.

2.2 Service delivery optimisation

Section 17A of the Act is focused on the overall service delivery mechanism for each council activity that delivers local infrastructure, local public services, or the performance of regulatory functions.

For services delivered in-house, the local authority is expected to continually be seeking opportunities to increase the effectiveness and efficiency of the service delivery including through opportunities to work collaboratively with other local authorities. This is summarised in Figure 1 below.

Service delivery options vs optimisation

Figure 1 Ongoing service delivery optimisation after a Section 17A review

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2.3 Funding

Section 17A specifies the service delivery and governance options that need to be considered but is less prescriptive about funding options.

The road safety promotion activity is funded through rates and the Waka Kotahi FAR subsidy (varies across the Hawkes Bay Councils).

The focus of Section 17A is on service delivery and decisions regarding funding are not a key decision-making variable when looking at service delivery options. In that context, funding cost-effectiveness is included in the review through the consideration of:

- Whether there are costs that can be reduced by sharing services between councils through any of the multi-party options, for governance and service delivery.
- The relative establishment and ongoing financial impact of each of the options considered.

Regardless of which service delivery model is accepted, funding options are continually assessed and refined as part of regular service optimisation reviews, when changes to service are proposed (e.g. as part of the Long Term Plan) or when Council reviews its revenue and financing policy. For this reason, this Section 17A review focuses on service delivery options and the associated governance options, with funding options being optimised as part of the implementation of the preferred service delivery option.

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3. Strategic context

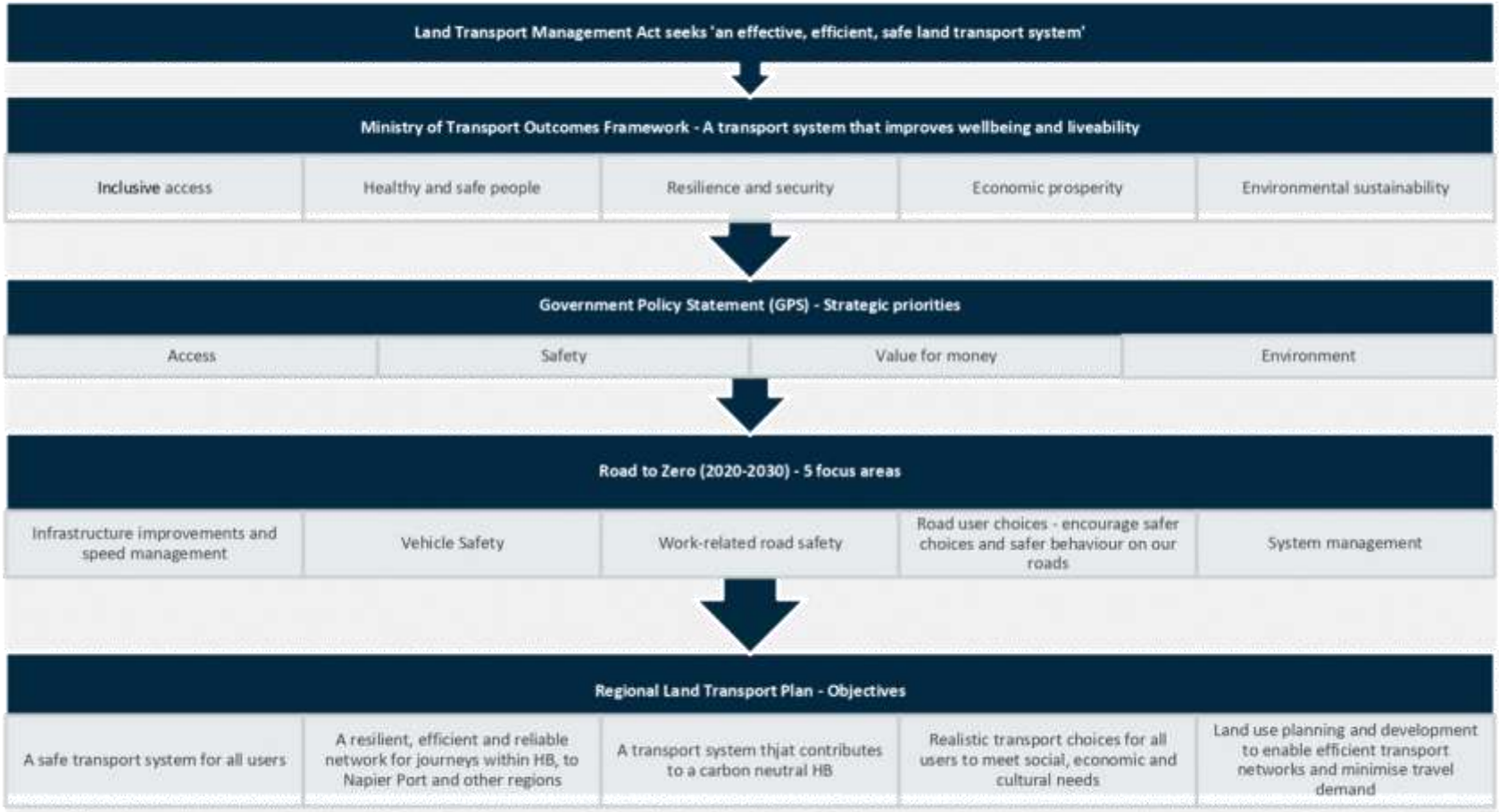

Figure 2 Strategic Context for Road safety

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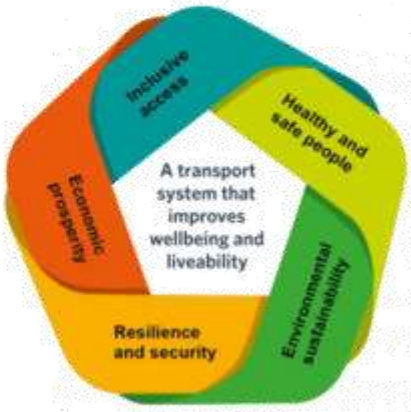
3.1 Ministry of Transport: Outcomes Framework[1]

The core outcomes that government is seeking to achieve through the transport system are shown below:



How the Road Safety programme aligns:
This programme will deliver primarily on the outcome for 'Healthy and safe people'.

'The transport system can benefit or harm people's health, depending on how it is designed, developed, and used'.

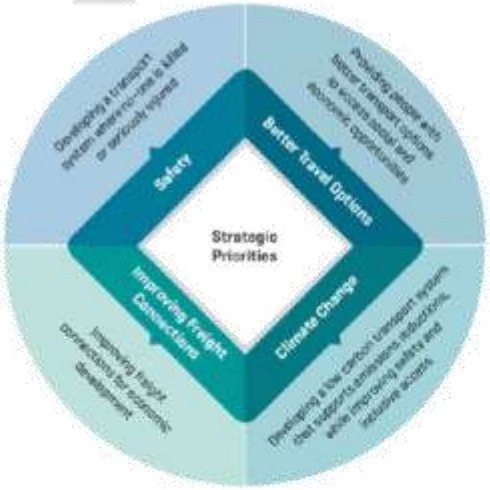
3.2 Government Policy Statement on Land Transport (GPS) 2021

The GPS sets four priority areas as shown here[2]:

How the Road Safety programme aligns: An effective Road safety promotion programme will support the key strategic priority for Safety: *Developing a transport system where no-one is killed or seriously injured*

This priority gives effect to, but is not limited to, the Road to Zero.

Education programmes addressing appropriate areas of road safety delivered to at-risk drivers and communities will reduce the risk of death and serious injury on the roads.



[1] A framework for shaping our transport system: Transport outcomes and mode neutrality June 2018
[2] Source: Government Policy Statement on Land Transport 2021/22-2030/31

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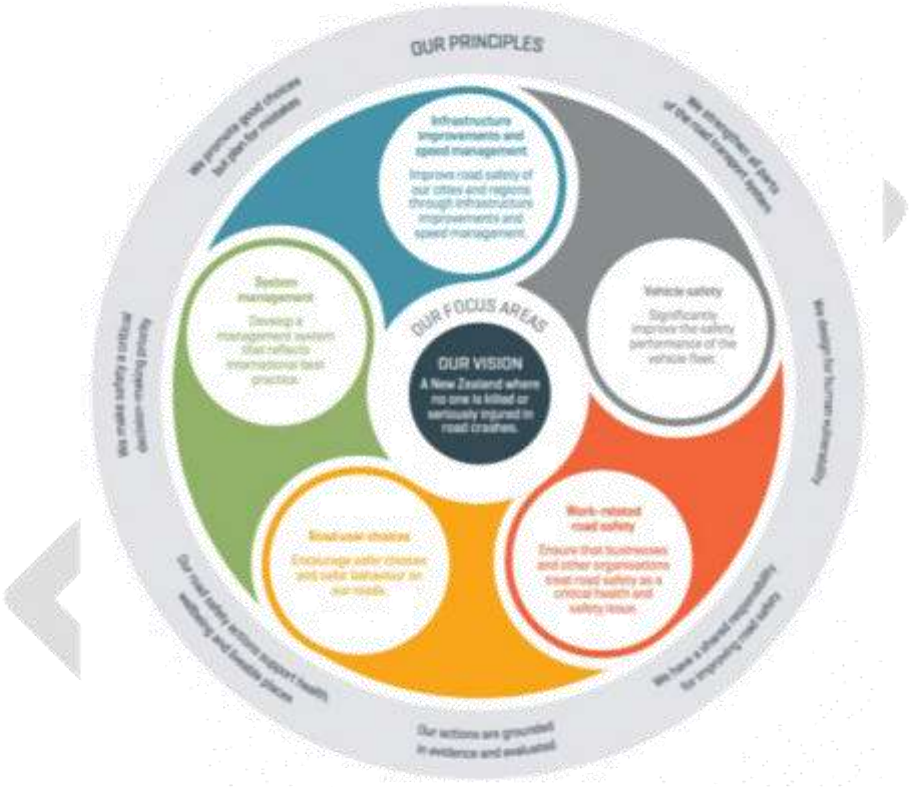
3.3 Road to Zero[3]

The Government launched the Road to Zero: New Zealand's Road Safety Strategy 2020-2030 in December 2019.

The Vision for Road to Zero is: a New Zealand where no one is killed or seriously injured in road crashes: This means that no death or serious injury while travelling on our roads is acceptable - *A vision where everyone, whether they're walking, cycling, driving, motorcycling or taking public transport, can get to where they're going safely.*

The Road to Zero Strategy has five focus areas:



How the Road Safety programme aligns: Whilst the Strategy is heavily focussed on infrastructure, vehicles and systems, there is still a focus on road user choices which is where the Road Safety Promotion activity can have a significant positive influence.

In particular, the road safety programme can have an influence on the principles of Road to Zero.

Moving forward, the whole road safety programme across the region should consider alignment of the road safety infrastructure (Engineering), road safety promotion programmes (Education) and Enforcement – the 3 E's.

[3] Source: Road to Zero - New Zealand's Road Safety Strategy 2020-2030

3.4 Regional Land Transport Plan 2021-31 (RLTP)

The RLTP sets a number of objectives:

- Achieve a safe transport system for users.
- Achieve a transport network that is resilient, reliable and efficient.
- Provide transport choices to meet social, environmental and cultural needs.
- Develop a transport system that contributes to a carbon neutral Hawkes Bay.
- Minimise travel demand through planning and development.

The RLTP includes four 10-year transport priorities. Priority no.1 is Road Safety with the primary problem being '*Network deficiencies, an older vehicle fleet and poor road user behaviour contributes to crashes resulting in increased road deaths and serious injuries*'.

4. Service delivery review methodology

The following steps have been completed in undertaking this review:

Figure 3 Morrison Low Section 17A review methodology

4.1 Interviews with partners, service providers and stakeholders

Morrison Low held interviews and workshops in October 2021 to understand the problems and challenges being faced and what are the opportunities to improve safety outcomes. This was a key part of the review, giving a real insight into the challenges being faced across the Region.

Parties engaged with included:

- Regional Transport Committee
- Hawkes Bay Regional Council staff engaged to deliver the RoadSafe programme
- Wairoa District Council
- Napier City Council
- Hastings District Council
- Central Hawkes Bay District Council
- Waka Kotahi
- NZ Police

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Refer to Appendix A for full list of stakeholders engaged with.

These discussions helped us understand the current delivery model and clarify the issues and challenges that are being experienced as well as opportunities for improvement. This also gave us the opportunity to recognise the good work that is being undertaken in the road safety education area.

5. Current arrangements

5.1 Management Structure

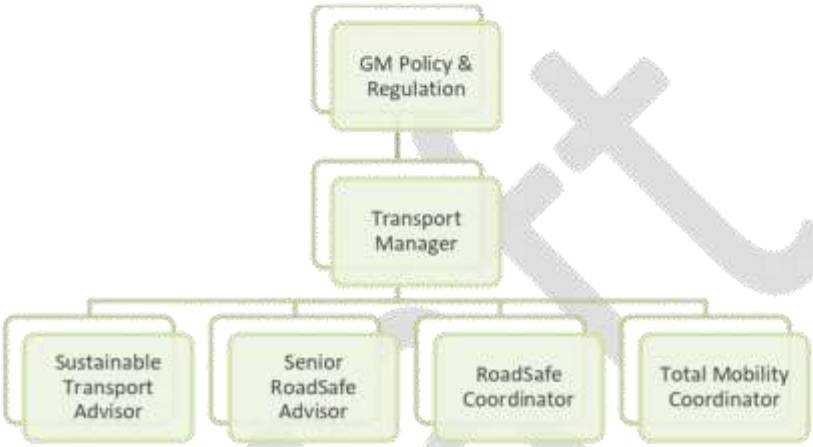

Figure 4 Current Organisational Structure for RoadSafe[4]

5.2 Service delivery

5.2.1 RoadSafe Hawkes Bay

Road Safety services are currently delivered largely by officers employed by HBRC through Roadsafe HB, which is joint funded by the five Hawke's Bay local authorities.

Reporting lines are through the Transport Manager and Group Manager Policy and Regulation through to the Regional Land Transport Committee.

RoadSafe Hawkes Bay is a 'shared service model' between the Wairoa District, Hastings District, Napier City and Central Hawkes Bay Councils along with Hawkes Bay Regional Council and Waka Kotahi New Zealand Transport Agency (Waka Kotahi) with the purpose of a single, unified, high-performing delivery of road safety promotion and education.

The role of the Road Safety Coordinator under RoadSafe HB has been to develop, implement and facilitate activities and programmes in the community and to establish, develop and maintain relationships with external and internal stakeholders. A second role within RoadSafe HB to cover more management tasks such as funding applications, reporting and development of programmes is currently vacant.

[4] Source: HBRC

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The Regional Transport Committee (RTC) facilitates regular meetings with road safety education part of the agenda. Reports are submitted by RoadSafe HB to the RTC prior to each meeting.

5.2.2 Setting the programme

The annual programme is developed both locally and regionally, developed using the identified risks from the communities at risk register (CAR) which shows the risks for each Council. There is also a focus on Restraints, Impairment, Distraction and Speed (R.I.D.S) which are the high-risk areas that the Police focus on ().

Draft programmes are sent to each TLA for consultation and input around any emerging local trends or new identified local risk. The proposed plan is presented to the Regional Transport Committee for approval prior to seeking funding.

5.2.3 Initiatives that have been introduced

Through RoadSafe HB, a number of initiatives have been introduced and implemented including, but not limited to:

- Alcohol check points
- Fatigue stops
- Annual Hawkes Bay Youth Alcohol expos targeting Year 11 students across the region

5.3 Regional Transport Committee

The parties below are key partners to the Hawkes Bay Road Safety Programme as part of the Regional Transport Committee (RTC).

- Hawkes Bay Regional Council
- Wairoa District Council
- Napier City Council
- Hastings District Council
- Central Hawkes Bay District Council
- Waka Kotahi

A member of the HBRC Māori Committee also sits on the RTC but does not have voting rights.

In accordance with Regional Transport Committee Terms of Reference (December 2019), the RTC meets quarterly or as required.

The purpose of the RTC[5] is to:

1. Prepare the Regional Land Transport Plan (RLTP) for approval by the Regional Council, in accordance with the Land Transport Management Act 2003.
2. Prepare the Regional Public Transport Plan (RPTP) for approval by the Regional Council, in accordance with the Land Transport Management Act 2003.
3. Monitor the implementation of the Regional Land Transport Plan and the Regional Public Transport Plan.

[5] Source: RTC Terms of Reference

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4. Advocate to Government on transport issues of concern to the region.
5. Undertake governance of RoadSafe Hawke's Bay.
6. Monitor passenger transport objectives and make recommendations to the Regional Council on public transport policies.
7. Provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities.

5.4 Technical Advisory Group (TAG)

The RTC considers advice relating to strategic transport issues from the Technical Advisory Group (TAG), generally comprising roading and infrastructural planning officers from Waka Kotahi and the Territorial Authorities.

TAG members attend but do not vote at the Transport Committee meetings. TAG members may provide advice at meetings when invited to do so by the Chair.

The TAG is also supported by other partners such as the NZ Police and ACC.

It is noted that there is no reference to road safety in the TAG Terms of Reference.

5.5 Financial information

Funding for the Road Safety Programme is sought through the RLTP and LTP process on a three-yearly basis.

The programme is funded through rates and the Waka Kotahi Funding Assistance Rate (FAR) subsidy which varies across the Hawkes Bay Councils as shown in the table below over the last three years.

Wairoa and Central Hawkes Bay District Councils have higher levels of FAR with a consequent lower contribution. Typically, HBRC then funds the shortfall between costs and the TLA / Waka Kotahi contributions.

Table 1 Organisational contributions to the Road Safety Programme

Organisation	2018/19	2019/20	2020/21 (YTD)
Total cost	**$ 477,395**	**$ 468,265**	**$ 614,888**
WDC Contribution	$ 7,950	$ 7,950	$ 7,950
CHBDC Contribution	$ 7,950	$ 7,950	$ 7,950
HDC Contribution	$ 19,780	$ 19,780	$ 19,780
NCC Contribution	$ 19,780	$ 19,780	$ 19,780
Total TLA Contribution	$ 55,460	$ 55,460	$ 55,460
Waka Kotahi contribution (through FAR Subsidy)	$ 373,809	$ 292,190	$516,040

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Organisation	2018/19	2019/20	2020/21 (YTD)
Other (licensing)	-	-	$11,000
HBRC Contribution	$ 48,126	$ 120,615	$32,388

Whilst funding has increased, the number of deaths and serious injuries has not reduced as shown in Section 6 below. We need to do something different.

6. Issues and opportunities

6.1 The data[6]

Road Safety Hawke's Bay has a relatively poor road safety record. With the increase in vehicles on the roads and the increased distances being travelled around the region, road deaths and serious injuries have generally increased since 2015, which is consistent with the national trend.

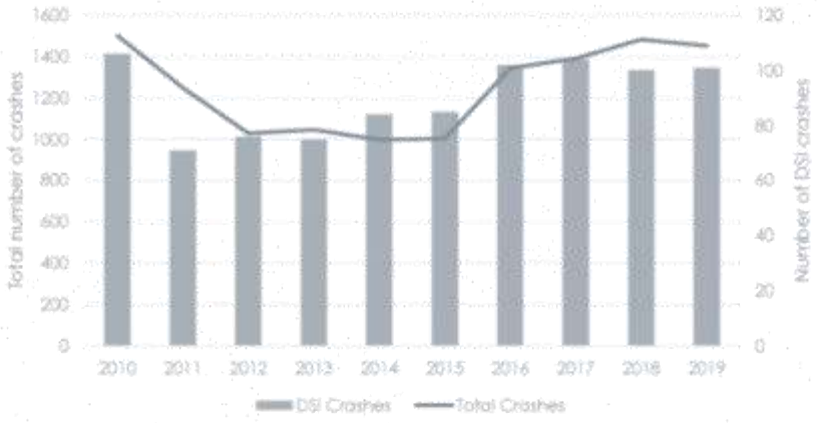

Figure 5 Crashes by year for the Hawke's Bay region (2010-2019)

Key issues identified for the region include:

- Nearly half of the region's rural state highway network is rated as two-star highways, meaning they have substantial deficiencies.
- The vehicle fleet in the Hawke's Bay region is older than the NZ average and is ageing. Older vehicles lack the safety features of more modern vehicles, and in the event of a crash are more likely to result in a death or serious injury.
- Wairoa is significantly over-represented in the Communities at Risk Register as it is a high strategic priority for nine of the 15 road safety factors. For six of these factors, Wairoa is ranked first in New Zealand.
- Poor driver behaviour is over-represented in death and serious injury crashes in the region when compared to the national average.

[6] RLTP 2021-31

- Over the last five years there has been a 45% increase in crashes, and a 19% increase in Deaths and Serious Injuries. Over the last 12 months there has been 12 crashes on SH5, resulting in 6 fatalities and 13 serious injuries.

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.

6.2 Performance against levels of service

Each TLA has to report on a number of non-financial performance measures.

For road safety, the mandatory performance measure is '*The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number*'.

Performance over the last three years is shown below with a higher level of non-achievement than meeting targets.

Table 2 TLA performance against Levels of Service[7]

Council	Level of Service	Performance measure	Actual 2018/19	Actual 2019/20	Actual 2020/21	Target 2020/21
Wairoa	The change from the previous financial year in the number of fatalities and serious injury crashes on the local network		0	-2	0	Change ≤ 0
	• Number fatal crashes		1	0	0	
	• Number serious injury crashes		6	5	13	
	• Total reported result fatal and serious crashes		7	5	13	
Hastings	The change from the previous financial year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.		36	40	36	39
Napier	Design and construct safety improvements to minimize the number of injury crashes	The change from the previous calendar year in the number of fatalities and serious injury crashes on the local road network, expressed as a number.	+10	-8	+6	-1
Central Hawkes Bay	The provisions of a safe and secure local roading network that meets the needs of our community.	Reduce fatalities and serious injury crashes on the local road network to 0	6	8	4	0

[7] Source: Annual Reports

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6.3 What do key Stakeholders say?

In undertaking this review, through discussions with staff, stakeholders and review of information, the following key issues and opportunities were identified for the Road Safety Programme in Hawkes Bay (refer Appendix B for a detailed list of issues and opportunities identified through interviews):

- No specific issues raised with regards to the current model, more on the way it operates
- Lack of communication / engagement (in all directions) is a common theme
- RTC should set Road Safety Strategy in consultation with other partners
  - Goals and objectives
  - How can we measure success?
- Clear definition of roles and responsibilities needed
- Collaboration not really evident
- Benefit in reestablishment of the Road Safety Action Group or equivalent – identify risks / priorities and agree programme = collaborative working
  - RTC members
  - TAG members (including TLAs / NZ Police /Waka Kotahi)
  - RoadSafe team
- Reporting requirements to be clear
- KPIs to be identified with clear measures and targets – align with R2Z
- Opportunity to better work together in all areas of Road safety including education, infrastructure (engineering), enforcement (the 3 'Es')

7. Service delivery options

7.1 Overview

A range of options were considered for the delivery of the Road Safety Programme based around those described in Section 17A of the Local Government Act. The options selected as part of this review are designed to cover the full range of practicable options to ensure an in-depth assessment to be undertaken.

11 delivery options were identified, largely developed in alignment with the requirements for S17A reviews.

All options were assessed against agreed financial and non-financial criteria with the assessment criteria and their weightings and scoring of each option workshopped with HBRC in the first instance.

A further workshop was then held with key stakeholders to 'challenge' the initial findings, confirm scoring and ranking of options and identify a preferred way forward.

Challenge workshop attendees included representatives from:

- Hawkes Bay Regional Council
- Other Hawkes Bay Councils
- Waka Kotahi
- NZ Police

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7.2 Assessment Criteria

The following assessment criteria have been developed for the S17A review by Morrison Low in consultation with staff from HBRC.

Table 3 Assessment Criteria

Financial Criteria (20%)	Non-financial Criteria (80%)
• Set up costs (7%) • Governance and management costs (7%) • Operational costs (7%)	• Quality and cost-effective service delivery (20%) • Programmes are delivered collaboratively across the region to be more effective as well as providing local line of sight (20%) • Effective governance and management of programme with clear accountability, roles and responsibilities (20%) • Forward planning - transparency with clear ownership / oversight of programme by each Council and partners whilst allowing for flexibility to respond to changing needs (15%) • Ability to measure initiatives for success (5%)

7.3 Analysis of options

The options are outlined in the table below.

Appendix C contains the full Options Assessment with scoring.

It is generally accepted that there needs to be a Road Safety Promotion Programme and that this would best be delivered at a regional level.

The preferred option is a '**fully collaborative regional approach to delivering road safety**'. The road safety programme would be developed as a regional programme of works with local line of sight, governed by the RTC and delivered at a regional and / or local level.

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Table 4 Service delivery options

Option		Description	Score	Summary of assessment
0	Status Quo	Programme continues to be delivered in-house in the same format without changes to governance	3.1	The current arrangements deliver services that are reasonably cost effective and efficient, however, room for improvement
1	Road Safety Activity discontinued	Services currently provided are discontinued No road safety promotion programme	2.4	Does not align to national, regional or local strategies in particular Road to Zero Likely to see greater number DSIs
2	Road Safety Programme delivered by each TLA individually, no overarching governance structure	The road safety programme for each TLA developed, managed and implemented by that individual TLA	3.1	Greater local control of service delivery, potentially more responsive to customers and changing needs However, no efficiencies in sharing ideas, resources etc (non-collaborative)
3	Road Safety Programme delivered at a regional level but managed by one TLA	The road safety programme developed at a regional level but with oversight from one TLA (WDC, NCC, HDC or CHBDC)	3.2	Greater local control of service delivery, potentially more responsive to customers and changing needs However, no efficiencies in sharing ideas, resources etc (non-collaborative) Potentially more costly More management resources (council) required
4	Road Safety Programme delivered at a regional level, with overarching governance structure *(Enhanced status quo)*	The road safety programme for each TLA will continue to be developed at a regional level whilst providing local line of sight. RTC will continue to hold a governance role and set strategic direction but will be given the 'tools' to better govern the road safety activity through, for example, a Road Safety Strategy that will provide objectives, goals and performance measures.	3.6	An enhanced collaborative model with the region and partners working together to deliver better road safety outcomes A strengthened RTC role will ensure effective governance giving clear direction.

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Option		Description	Score	Summary of assessment
5	(Option 4+) Fully collaborative regional approach to delivering road safety	Structure of Option 4 + Fully integrated regional safety management solution. Alignment of Engineering, Education and Enforcement programmes Strengthened RTC governance role to monitor the effectiveness of the road safety programme and impact on safety outcomes. Focussed Road Safety Group (or equiv) to identify areas of need / emerging issues / priorities, develop the programme, manage its implementation and monitor results.	4.0	An enhanced collaborative model with the region and partners working together to deliver better road safety outcomes through engineering, education and enforcement. A strengthened RTC role will ensure effective governance giving clear direction and goals. Focussed Road Safety Group will support a more effective programme across the region, coming together to 1) identify priorities and set the annual programme and then 2) to review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs.
6	Road Safety Programme delivered at a regional level, with overarching governance structure and RTC sub-committee	The road safety programme for each TLA will continue to be developed at a regional level. RTC to hold governance role and set strategic direction with RTC sub-committee established to provide focussed oversight of the road safety programme. Focussed Road Safety Group (or equiv) to identify areas of need / emerging issues / priorities, develop the programme, manage its implementation and monitor results.	3.5	Collaborative model with the region and partners working together to deliver better road safety outcomes. A strengthened RTC role will ensure effective governance with objectives, goals and performance measures in place. RTC sub-committee would add a further governance layer with little added benefit if RTC role strengthened (Option 4) and focussed Road Safety Focus Group (or equivalent) in place
7	Road Safety Programme outsourced	Delivery of the Road safety programme would continue to be managed by Council but the operations would be outsourced Delivery of services (operations) provided by an external provider through appropriate procurement process with contract managed by HBRC	2.0	Would be some loss of control on the safety programme being delivered
8	By CCO/CCTO owned by HBRC	Transfer of operations to a newly formed CCO/CCTO with a board of directors / committee. Council responsible for setting the CCO Statement of Intent	1.0	High set-up costs for works of this scale

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Option		Description	Score	Summary of assessment
		(SOI) and monitoring CCO delivery Council will retain a strategy and policy direction function.		
9	By partnership between Council and other parties e.g. private and community	Operations transfers to a Trust, Joint Venture or other partnership arrangement.	2.4	Would be some loss of control on the safety programme being delivered Would likely see local rather than regional focus on road safety For a service of this type and size, a partnership would create unnecessary administration, have significant set-up and management costs, and increase complexity in delivery of services
10	By shared service agreement with other Hawkes Bay councils	Similar to options 3 and 4 but more formal arrangement with higher level of administration. Council enters into formal shared services agreement with other HB councils to deliver the Road safety Programme. Would have a governance / joint committee arrangement overseeing the joint delivery of the services	3.5	A more formal version of option 4 with likely higher set up and governance costs
11	By joint CCO/CCTO owned by the 5 Hawkes Bay Councils	Similar to option 6 but with all HB Councils as joint owners. Some potential for reduced operational costs but likely to be relatively high set-up costs	2.2	High set-up costs for works of this scale

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7.4 Preferred option and why

7.4.1 *Preferred option*

The preferred service delivery model going forward is to deliver **a fully collaborative regional approach to road safety** to improve road safety outcomes:

- Improved structure in place to drive an enhanced collaborative model across the region through the Councils, Waka Kotahi, NZ Police and their partners working together to deliver better road safety outcomes through engineering, education and enforcement
- The road safety programme will be developed and monitored at a strategic regional level and then implemented locally at an operational level. This will be supported through:
    - Using appropriate data and evidence to inform programmes
    - Clear definition of roles and responsibilities
    - Clear performance measures and targets
- A strengthened Regional Transport Committee (RTC) role will ensure effective governance and decision-making, giving clear direction and goals.
- Focussed Road Safety Group will support a more effective programme across the region, coming together to
    - identify priorities and set the annual programme and then
    - to review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs
- RoadSafe HB will provide a coordination and community engagement role in delivery of the programme with strategic support from the RTC and the Councils.

7.4.2 *Key changes: what will be different*

A fully collaborative regional approach to delivering road safety will include significant changes to the current model:

- Review of the Road safety Strategy setting the direction, objectives and performance measures as well as monitoring the outcomes of the programme
- Strengthening of the governance role of the RTC to implement the Road Safety Strategy
- Defined roles and responsibilities through reviewed Terms of Reference.
- Improvements in performance measurement / KPIs that focus on more than just crash statistics but on what can be influenced through the programmes such as:
    - participation figures (licensing / expos etc)
    - re-offending figures
- A focussed Road Safety Focus Group would meet at least twice per annum to
    - identify priorities and set the annual programme and then
    - review the annual programme (midway through the year) against objectives and measures and adjust it to suit current / emerging needs

  Where appropriate, this will be aligned to infrastructure (engineering) programmes.

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At the challenge workshop, there was discussion around the establishment of this group. There could be some concern over 'another group / another meeting' etc which may meet some reluctance. The alternative way to ensure the aim of this option is met would be to programme the bi-annual meetings to coincide with TAG meetings and for TAG members to commit to ongoing participation and engaged involvement. This should be investigated further.

7.4.3 Anticipated benefits

Key benefits of the preferred option are anticipated to include:

- **Improved safety outcomes as the right and consistent message is conveyed to the at-risk communities through a one-team approach to road safety promotion**
- A strengthened RTC role will ensure effective governance with objectives, goals and performance measures in place.
- Cost effective delivery of a quality programme.
- Will support an approach to 'all things safety' - safety improvements as well as education around those improvements and risk areas and enforcement of the road rules.
- More control and direction through the RTC will better enable a regional and collective approach.
- Collective response to current and emerging issues whilst providing local line of sight.
- Promotion of a 'one team' approach – sharing ideas / learning from each other / identifying similar issues.
- Social and economic benefits associated with fewer deaths and serious injuries.

7.5 How will we deliver?

How best to Implement the preferred way forward should be fully considered once it is accepted as the best option.

Following discussions with HBRC and through the challenge workshop, some initial thoughts include:

- HBRC Transport Planner to develop programme in consultation with TAG (possibly through a Road Safety Focus Group)
- RoadSafe HB programme coordinator to work with Road safety Sub-committees to provide the road safety programmes
- Focussed Road Safety Group to meet at least bi-annually to set the programme and then to review after 6 months and adjusted as appropriate
- Governance role of RTC to be strengthened
    - Road Safety Strategy to be developed
    - Objectives to be set with performance measures and targets
- RoadSafe HB team to be strengthened
    - Role and responsibility to be clear
    - Reporting requirements to be defined
    - Team to be fully resourced

The diagrams below provide an outline of how the relationships between the various parties could operate and how the programme of works should be developed, monitored and adjusted to best meet needs.

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7.5.1 Relationships

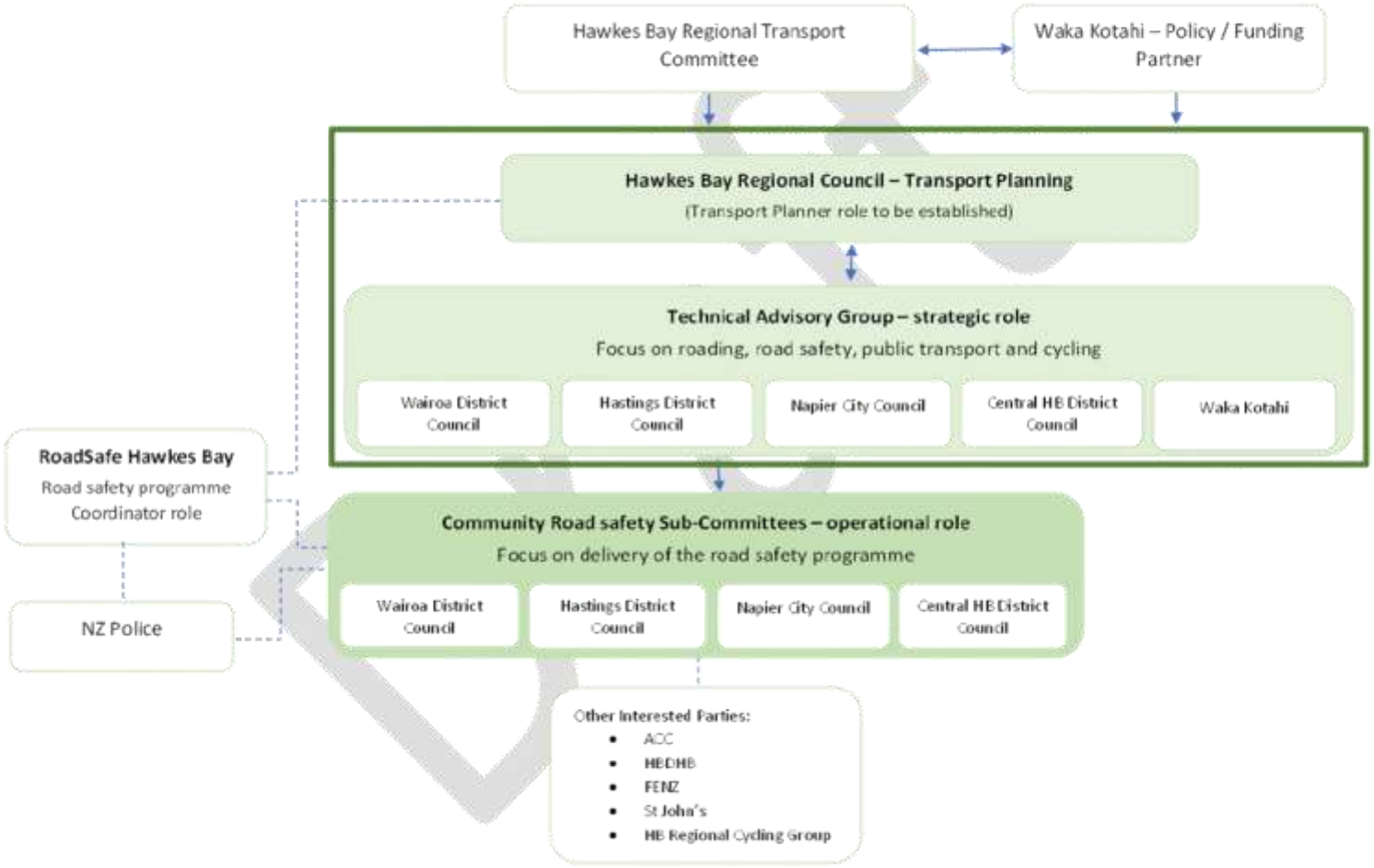

Figure 6 Outline relationships diagram for preferred option

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7.5.2 *Development and monitoring of the Road Safety Programme*

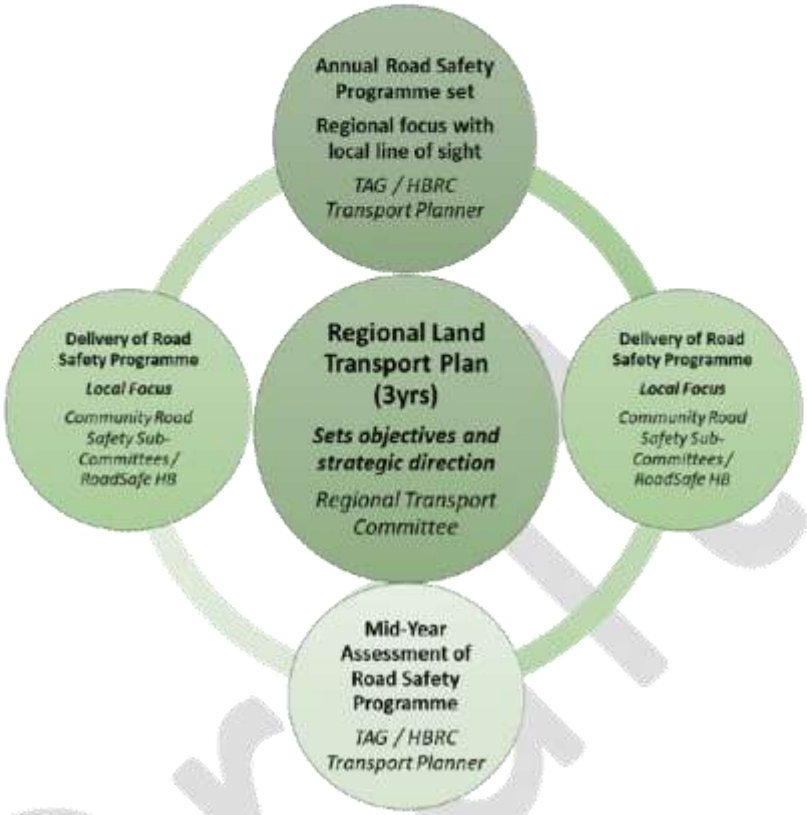

Figure 7 Outline programme development and monitoring process

8. Next steps

1. The next step is to seek endorsement by the RTC on the preferred way forward.
2. Assuming endorsement by the RTC of the proposed way forward, the following actions are recommended:
   - Road Safety Strategy to be reviewed to provide regional strategic direction including goals and objectives.
   - Terms of reference for RTC to be reviewed and strengthened in terms of the Road Safety programme – to be linked to the Road Safety Strategy.
   - Terms of reference for TAG to be reviewed to provide for a road safety focus.
   - Further investigate how best to improvement the proposed focused Road Safety Group to ensure buy-in and ongoing engaged participation.
   - Develop roles and responsibilities and relationships in consultation with HBRC, the RTC and the Technical Advisory Group (TAG).

To keep the momentum going in this activity that is recognised as critical, it is recommended that these next steps be implemented in the next three months.

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Appendix A Stakeholder engagement

The table below lists the stakeholders engaged with to understand the current model and how it operates.

Interviewee	Organisation	Role / Involvement
Hawkes Bay Regional Council		
Linda Anderson	RoadSafe HB	Delivery of programme
Liz Schlierike	RoadSafe HB	Delivery of programme
Regional Transport Committee (RTC)		
Martin Williams	HBRC	Chair of the RTC
Linda Stewart Trish Rudolph Sarah Downs	Waka Kotahi	Funding Partner / RTC Rep
Tania Kerr	HDC	RTC
Keith Price	NCC	RTC
Kate Taylor	CHBDC	RTC
Api Robin	HBRC	Māori committee
Technical Advisory Group (TAG)		
Michael Hardie	WDC	TAG
Jag Pannu	HDC	TAG
Shawn McKinley	CHBDC	TAG
Other partners		
Matt Broderick	NZ Police	Associated Road Safety Partner

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Appendix B Issues and opportunities

As taken from stakeholder interviews

What's working well and what are our challenges?

- Road Safe HB Team are very passionate
  - Good at delivering the message
  - building relationships with the right people in our communities
  - Have an understanding of the issues
- Road Safe Team has real sense of ownership, but this can lead to tension if challenging decisions
  - Accountable for delivering programme within budget
- Are members of the wider team fully aware of their roles and responsibilities? RTC / Road Safe HB / TAG
- Enormous energy and effort by the Road Safe team
  - But how do we know how effective they are being?
  - If we had more or less money, what would be the results?
- Used to be a smaller focused governance group (has been referred to as a sub-committee / focus group / Road Safety Action Group) but this ceased to exist (4-5 years ago?)
  - Met quarterly to discuss the programme for the next 3 months but a lack of commitment led to it being disbanded
  - RTC and Riad Safe HB Team support such a group.
  - Were there 2 groups? 1 just elected members as the sub-committee plus a RSAG?
- RTC has lost oversight and feel they are not doing their job as well as they could
- Councils not always engaging
- Approval of works programmes
  - Minimal response to draft programmes from TLAs (officer level)
  - RTC does not have the opportunity to review properly (i.e. 3 year programme delivered too close to RLTP delivery dates)
  - $2-$3m programme but line of sight lost as a result
  - Opportunity to debate programme lost
- Road safety not seen as a priority of the RTC
- Level of reporting not clear – too much / too little? Needs direction – what does the RTC want to see?
- Level of resourcing has reduced from 4 to 1.75
- Road safety needs to be given the priority it needs at RTC level
- Changes in management at HBRC has seen some struggles but this has improved significantly
- What does success look like? – don't have clear outcomes
- Hard to demonstrate benefits of investment

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- Impression that the Road Safe team 'do their own thing' without engagement with the wider team / partners
- Ensure programmes are 'current' not just a re-run of previous initiatives
- Need the right people doing the right thing
    - e.g. should we be considering input from marketing / comms people in delivery of the messages

Opportunities

- RTC should set the direction for the Road Safety Programme
- Governance Group (RTC) to set goals and objectives with measures
    - RTC must be informed so they can challenge / identify opportunities etc
- More strategic discussion at RTC level
- Start the process 'together' – set priorities and identify strategic choices
- Measure and monitor
    - need to set targets at all levels
    - requirement for quality reporting against agreed outcomes (time bound / accountability / identify issues and barriers before they become problematic)
- Reinstate a focus group to discuss the Road Safety Programme – to include RTC members, Road Safe HB team and other partners such as NZ Police, reps from each TLA
    - Meet at least 2 x annually (possibly quarterly)
    - Collectively identify the key issues / risk groups to support the programme
    - Meet before RTC meetings
- CCO model could be used as a template
    - Statement of Intent
    - Annual reporting requirements
    - Continuous loop
- Improve link between governance and operations
- Improved Māori liaison to ensure we are reaching risk areas
- Better align local levels of success with R2Z targets
- Can we consider the education aspect of Road Safety as part of a wider discussion which includes the safety improvements / speed management etc
- Safer community groups – alignment

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Appendix C Options Analysis

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Service Delivery Options Review

Service group:	Road safety programme
Client:	Hawkes Bay Regional Council
Review date:	Mar-22
Version	V4

Potential benefits of the option:	
5	High level of benefit
3	Medium level of benefit
1	Low level of benefit

Service Delivery Options	Weighting	0. Status quo Road Safety education managed in-house and delivered as a regional programme	Option 1: Opt-out	Option 2 Road Safety Programme delivered by each TLA individually, no overarching governance structure	Option 3 Road Safety Programme delivered at a regional level but managed by one TLA	Option 4: Road Safety Programme delivered at a regional level, with overarching HBRC-led governance structure	Option 5: (Option 4+) Fully collaborative regional approach to delivering road safety	Option 6: Road Safety Programme delivered at a regional level, with overarching HBRC-led governance structure and RTC sub-committee	Option 7: Road Safety Programme outsourced	Option 8: By CCO/CCTO owned by HBRC
Description		Programme continues to be delivered in-house in the same format without changes to governance	Current arrangements discontinued, no education programmes delivered	The road safety programme for each TLA developed, managed and implemented by that individual TLA	The road safety programme developed at a regional level but with oversight from one TLA (WDC, NCC, HDC or CHBDC)	The road safety programme for each TLA developed and implemented through RoadSafe HB in a regional delivery role. RTC to hold governance role and set strategic direction Road Safety Focus Group to be established to work together as a collaborative group to identify emerging issues, priorities and develop the programme.	Structure of Option 4 + Fully integrated regional safety management solution. Alignment of Engineering and Education programmes RTC, in governance role, to oversee and monitor the joint delivery of the services.	The road safety programme for each TLA developed and implemented through RoadSafe HB in a regional delivery role. RTC to hold governance role and set strategic direction with RTC sub-committee established to provide focussed oversight Road Safety Focus Group to be established to work together as a collaborative group to identify emerging issues, priorities and develop the programme.	Delivery of services (operations) provided by an external provider through appropriate procurement process with contract managed by HBRC	Transfer of operations to a newly formed CCO/CCTO with a board of directors / committee. Council responsible for setting the CCO Statement of Intent (SOI) and monitoring CCO delivery Council will retain a strategy and policy direction function
Financial benefits:	**20%**	**3.7**	**5.0**	**3.7**	**3.0**	**3.0**	**3.0**	**2.7**	**2.3**	**2.0**
Set up costs	7%	5	5	4	3	3	3	3	2	2
Governance and management costs	7%	3	5	4	3	3	3	2	2	1
Operational costs	7%	3	5	3	3	3	3	3	3	3
Non-financial benefits:	**80%**	**2.8**	**2.0**	**2.9**	**3.2**	**3.8**	**4.2**	**3.5**	**2.9**	**3.3**
Quality and cost-effective service delivery	20%	3	1	3	3	3	4	3	3	3
Programmes are delivered collaboratively across the region to be more effective as well as providing local line of sight	20%	3	1	1	3	4	4	4	3	3
Effective governance and management of programme with clear accountability, roles and responsibilities	20%	3	5	4	3	4	4	3	3	3
Forward planning - transparency with clear ownership / oversight of programme by each Council and partners whilst allowing for flexibility to respond to changing needs	15%	2	1	4	4	4	5	4	2	4
Ability to measure initiatives for success	5%	3	1	3	3	4	4	4	4	4
Total score (financial plus non-financial benefits, out of 5):	**100%**	**3.0**	**2.6**	**3.1**	**3.2**	**3.6**	**4.0**	**3.3**	**2.8**	**3.0**
Overall assessment:		**Possible**	**Discount**	**Discount**	**Possible**	**Possible**	**Preferred**	**Possible**	**Discount**	**Discount**
Commentary:		The current arrangements deliver services that are reasonably cost effective and efficient, however, room for improvement.	Does not align to national, regional or local strategies in particular Road to Zero. Likely to see greater number DSIs	Greater local control of service delivery, potentially more responsive to customers and changing needs. However, no efficiencies in sharing ideas, resources etc (non-collaborative).	Greater local control of service delivery, potentially more responsive to customers and changing needs. Potential / perceived conflict of interest for overseeing TLA Potentially more costly More management resources (council) required	Collaborative model with the region and partners working together to deliver better road safety outcomes. A strengthened RTC role will ensure effective governance with objectives, goals and performance measures in place Road Safety Focus Group to meet regularly to identify and then monitor programmes	Benefits of Option 4 + Would support of 'all things safety' safety improvements as well as education around those improvements and risk areas.	Collaborative model with the region and partners working together to deliver better road safety outcomes. A strengthened RTC role will ensure effective governance with objectives, goals and performance measures in place RTC sub-committee would add a further governance layer with little added benefit if RTC role strengthened (Option 4) and Road Safety Focus Group (or equiv) in place	Would be some loss of control on the safety programme being delivered.	High set-up costs for works of this scale

Service Delivery Options Review				
Service group:				
Client:				
Review date:				
Version				
Service Delivery Options		Option 9: By partnership between Council and other parties e.g. private and community	Option 10: By shared service agreement with other Hawkes Bay councils	Option 11: By joint CCO/CCTO owned by the 5 Hawkes Bay Councils
Description		Operations transfers to a Trust, Joint Venture or other partnership arrangement	Similar to options 3 and 4 but more formal arrangement with higher level of administration. Council enters into formal shared services agreement with other HB councils to deliver the Road safety Programme. Would have a governance / committee arrangement overseeing the joint delivery of the services	Similar to option 8 but with all HB Councils as joint owners. Some potential for reduced operational costs but likely to be relatively high set-up costs
	Weighting			
Financial benefits:	**20%**	**2.3**	**2.7**	**2.0**
Set up costs	7%	2	2	2
Governance and management costs	7%	2	3	1
Operational costs	7%	3	3	3
Non-financial benefits:	**80%**	**2.6**	**3.8**	**3.3**
Quality and cost-effective service delivery	20%	3	4	3
Programmes are delivered collaboratively across the region to be more effective as well as providing local line of sight	20%	3	4	4
Effective governance and management of programme with clear accountability, roles and responsibilities	20%	2	3	2
Forward planning - transparency with clear ownership / oversight of programme by each Council and partners whilst allowing for flexibility to respond to changing needs	15%	2	4	4
Ability to measure initiatives for success	5%	4	4	4
Total score (financial plus non-financial benefits, out of 5):	**100%**	**2.6**	**3.5**	**3.0**
Overall assessment:		**Discount**	**Possible**	**Discount**
Commentary:		Would be some loss of control on the safety programme being delivered. Would likely see local rather than regional focus on road safety For a service of this type and size, a partnership would create unnecessary administration, have significant set-up and management costs, and increase complexity in delivery of services.	A more formal version of option 4 with likely higher set up and governance costs.	High set-up costs for works of this scale

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: On Demand Public Transport update

Reason for Report

1. This report provides an overview of and update on, the on-demand public transport trial. This was a key decision in the LTP and is a significant activity of Hawke's Bay Regional Council.

Executive Summary

2. Hawke's Bay Regional Council is launching an on-demand public transport service called MyWay in Hastings in June 2022. This project was a key decision made in the 2021-2031 Long-Term Plan (LTP) and involves significant investment. The Regional Transport Committee (RTC) requires regular updates on the progress of the project to ensure delivery is on track and within the scope of the LTP decision.

Strategic Fit

4. The Region's public transport system contributes to two of our Strategic priorities, being:
   - 4.1. By 2025, regional air quality consistently meets World Health Organisation Guidelines
   - 4.2. By 2025, HBRC is carbon zero and plays a leadership role in the region's goal of net zero greenhouse gases by 2050.
5. Travel demand management and mode shift are the most important ways to lower vehicle kilometres travelled (VKT). This service will not only avoid dead running of a bus with no passengers on it, but it will also offer a more attractive and sustainable alternative to the second family car. By having an on-demand ride share mode of public transport, we aim to reduce the number of short trips people make in a car, as well as the number of large, aged diesel buses operating well below capacity.

Background

6. Hawke's Bay Regional Council resolved to fund the pilot of on-demand public transport to a total of $6.8 million (100% targeted to Hastings and Napier urban ratepayers) over 10 years assuming the success of the pilot. The pilot proposed to roll out to Hastings at an extra cost of $361,000 in 2021 and $249,000 in 2022 replacing current routes 16A, 16B and 17. If successful it would be, introduced to Napier at an extra cost of $582,000 in 2023 and $447,000 in 2024 replacing current routes 13, 14 and 15.
7. The Regional Council is responsible for providing accessible and useful public transport to Hawke's Bay residents. There are currently public bus services running both within and between Hastings and Napier, but patronage has been declining over several years in both cities. In the past five years the annual patronage has dropped from 690,000 to 530,000. Major changes are needed to revitalize public transport in Hawke's Bay. For many years, public transport has addressed inclusive access for all, and this is represented in our current network.
8. The National Position on Public Transport includes five outcomes: inclusive access, economic prosperity, resilience and security, healthy and safe people, and environmental sustainability. We have now declared a climate emergency, and it's no longer enough to provide a service for only those that have no other option. The focus needs to be on a mode shift, as well as travel demand management. With this in mind, we need to make Hawke's Bay's public transport network an easier and more attractive option for all people.

9. In response to the issue of declining use of public transport and the need to reduce emissions from transport, the Regional Council looked at innovative and new technologies and decided the most appropriate solution was to trial an on-demand public transport system. If the initial trial in Hastings is successful, on-demand transport would then be trailed in Napier in 2023.

10. We are trialling on-demand, (to be known as MyWay Hawke's Bay), as a new kind of public transport to fit in with people's busy lives. It will make it easier and simpler to catch the bus and get people to more places in Hastings. MyWay understands users' needs, connects them to other bus services, and arrives when they're ready to go.

11. To do this, we've partnered with Via, a transport technology company. By using their demand responsive software, the MyWay services matches customers who are travelling in the same direction and calculates an optimised flexible route to pick up and drop off customers close to their destination. We want to see how this alternative transport offering works. We will be working with our community listening to their feedback on how easy to use they find the system, if they find it useful, and if they want to see it stick around. We will be testing and trialling things to make sure MyWay works as smoothly as possible. Journeys are likely to be shorter and quicker than the bus service.

12. We have been planning this trail for two years. We are about to begin engaging with the community ahead of the launch of the service having gone through a thorough planning process considering all the factors to develop a fit for purpose service. Our focus over the coming months is on community engagement to ensure the trial is successful. This trial is a significant change for the Hastings community and requires a mode shift from current bus users as well as potential users. We have developed an engagement plan (attached) to ensure we reach the right people to get them out of cars and using public transport.

Discussion

13. Key factors of the service that have been finalised are:

    13.1. The on demand public transport service will be known as MyWay Hawke's Bay

    13.2. MyWay will launch on 6 June 2022

    13.3. The service will operate from Monday to Friday, based on the timetable of the existing Hastings routes being replaced.

    13.4. The service will be operated by Go Bus Transport, as a variation to the current contract.

    13.5. Three minivans will operate the service, one of which will be wheelchair accessible, and two will be low-floor accessible vehicles.

    13.6. The software infrastructure will be provided and powered by Via (TransitTech) which have a white label app which allows it to be MyWay Hawke's Bay branded.

    13.7. Routes 16a, 16b, and 17, will be replaced by MyWay.

    13.8. School students will be able to access the service

    13.9. There will be an '0800' phone line for booking without an app

13.10. The boundary for the service is outlined in green.

14. The price point is yet to be finalised. However, it is currently proposed to be a ride cost of $2 per person, which represents the added value of the increased frequency, and ability to travel anywhere in Hastings from within 200m from the rider's location.

    14.1. The current fare for single zone travel is $1

    14.2. We aim to have free transfers for anyone using this service to connect to another service, to reduce inequity. This will keep the total travel price capped at $2

    14.3. HBDHB have indicated they will cover the cost of the $2 fare for the MyWay service for staff and patients

    14.4. Engagement has presented feedback that this could be costly for a family traveling as a group, given this is a per person cost. We acknowledge this, but also note that it is the same cost as a 2-zone trip as a family on the regular bus service. We are continuing to evaluate this feedback and looking at potential options for this issue.

15. The engagement plan (attached) is guiding who we talk to and how we talk to them. We are currently undergoing pre-engagement to further inform our engagement plan, and secure buy-in. We are working with large and influential organisations such as:

    15.1. Hawke's Bay District Health Board

    15.2. Hastings District Council

    15.3. Hastings Business Association

    15.4. Current bus users on routes 16a, 16b, and 17.

16. During pre-engagement, we discovered technology inequities among certain user groups. There are a small number of people who currently use the service, that don't have access to a cell phone or landline and will be otherwise unable to book the service. This user group primarily

consists of 65+ in low-socioeconomic households such as HDC senior housing residents. This resulted in HBRC investigating the following options.

16.1. Offering a fixed route service that would operate during the off-peak window, using one of the on-demand vehicles.

16.1.1. This option goes against the mode shift model and doesn't address the equity issue long-term. This also diminishes the offering for the on-demand service during off-peak times (9am to 3pm).

16.2. Working with HDC to address the inequity directly. This will help us better understand who lacks access to transport, and how they currently access other services. Solutions include shared phones, a buddy system, or a call-on-behalf carer.

16.2.1. This is the preferred option, and we are working with HDC on an ongoing basis.

16.3. Providing technology to access services, such as providing cell phones to those who currently don't have communication access.

16.3.1. This option presents issues with the ongoing cost involved in keeping a cell phone topped up, as well as the potential support the user needs given their lack of experience with such technology.

17. Our current overall project status is sitting at on track, but we are flagging it as amber in the HBRC Projects Status Report due to risks set out following.

Schedule: Amber

17.1. This is flagged amber as our preferred launch date is still dependent largely on external forces. One of our largest risks is a delay of the buses that are imported. GoBus has given us verbal assurances that the three buses will be road ready in May in time for a May/June launch however it is still reliant on external suppliers. Given the Omicron emergence, HBRC has escalated its risk response and flagged workforce availability will likely be the limiting factor. Depending on timing of COVID peak, this may affect the work schedule and/or launch.

Budget: Amber

17.2. This has temporarily been moved into amber due to unbudgeted cost which we may need to work through because of delayed technology and out of scope costs arising in response to engagement. It has been confirmed that the fare will be $2, however, the users who transfer to other services will transfer at no extra cost, effectively reducing fare revenue on other connecting services. Concessions (Supergold card etc) will still apply.

Risk: Amber

17.3. Most risks have been identified and mitigation strategies have been developed. The overall risk is flagged amber largely due to the uncertainty of the start of the trial due to guaranteed arrival of the buses and the upgraded COVID pandemic status at HBRC (in which Omicron is anticipated to predominantly affect workforce availability).

Scope: Green

17.4. On track. The project has been well scoped, and a process identified to work through any remaining questions. The preferred date to commence is May/June 2022.

Next Steps

18. Engagement with key groups, such as the Camberley community will begin in March. Engagement with champions and call-on-behalf businesses /facilities will also begin in March.

19. Wider community engagement will take place in April 2022.

20. Vehicles are set to arrive early May, with technology fit out and branding to take place in the following weeks; ready for a 2-week pilot trial to begin on 23 May 2022.

Decision Making Process

21. 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 "*On Demand Public Transport Update*" staff report.

Authored by:

Katie Nimon
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

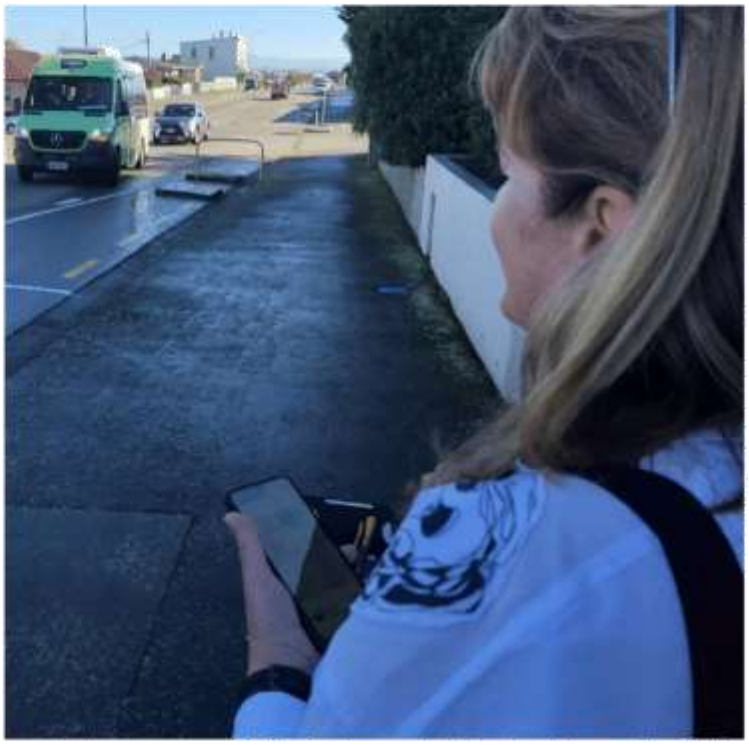
Attachment/s

1⇩ On Demand Engagement Plan

HAWKES BAY REGIONAL COUNCIL

On-demand public transport

Engagement plan



Introduction

This engagement plan supports the lead up to and launch of Hawke's Bay Regional Council's on-demand transport network (ODPT) trial in Hastings in June 2022. Lessons from Environment Canterbury's launch of MyWay in Timaru have informed this communications strategy.

This document focuses on delivering a hands-on approach to help the community familiarise themselves with what the ODPT scheme will look like prior to the launch date, what it can and can't do, when to expect those changes to take place and how to use the new service. The strategy:

- describes the context within which this engagement is taking place
- defines engagement objectives
- sets out issues, opportunities, and key audiences
- recommends a strategy for achieving the objectives
- provides key messages to guide the Regional Council's engagement and implementation plan

The aim of this plan is to inform the community and get their support for the on demand launch so and see existing and new passengers using the service. It is also to provide a coordinated approach which prevents misinformation or misconceptions within the community about the service.

Background

The Regional Council is responsible for providing accessible and useful public transport to Hawke's Bay residents. Public transport is also a way for the Regional Council to reduce Hawke's Bay's transport emissions.

There are currently public bus services running both within and between Hastings and Napier, but patronage has been declining over several years in both cities. In the past five years the annual patronage has dropped from 690,000 to 530,000. Major changes are needed to revitalize public transport in Hawke's Bay.

For many years, public transport has addressed inclusive access for all, and this is represented in our current network. The National Position on Public Transport includes five outcomes: inclusive access, economic prosperity, resilience and security, healthy and safe people, and environmental sustainability. We have now declared a climate emergency, and it's no longer enough to provide a service for only those that have no other option. The focus needs to be on a mode shift, as well as travel demand management. With this in mind, we need to make Hawke's Bay's public transport network an easier and more attractive option for all people.

Transport accounts for nearly half of New Zealand's energy related greenhouse gas emissions, and for each family their petrol or diesel car use is likely to be their single biggest contributor to their carbon footprint. Car trips under two kilometres make up nearly one third of trips across New Zealand, with an average of 12 such trips per household per week, this is the statistic that Hawke's Bay needs to improve.

The trial

In response to the issue of declining use of public transport and the need to reduce emissions from transport, the Regional Council looked at innovative and new technologies and decided the most appropriate solution was to trial an on-demand public transport system. This type of public transport is in place in a range of cities globally but typically as a supplement to the wider network as opposed to a replacement for traditional fixed routes. The trial was consulted on during the Regional Council's 2021-2031 Long Term Plan and received support from the community and confirmed when the Long-Term Plan was adopted on 30 June 2021.

If the initial trial in Hastings is successful, on-demand transport would then be trailed in Napier in 2023.

Case study – Timaru

Environment Canterbury launched the on-demand public transport service MyWay in Timaru on 22 June 2020. The key learnings shared with the Regional Council are:

- Engagement is key – know your audience, know who will influence your audience, know the right messages and channels to use to talk to your audience
- Resource well - people and funding
- Build community ownership – through champions and competitions

Read the full document of notes from staff trip:

MyWay Timaru staff trip May 21 notes (00

Current User Groups

The proposed trial was to replace three bus routes within Hastings – 16a, 16b, and 17 - with a total average number of passenger trips in any one day of 110. While the move from a fixed route service to an On Demand service, wouldn't impact many people, it would have a greater impact on the small number that do use the service. This is predominantly because the current Hastings fixed routes service all senior housing, and low socio-economic areas. The groups that we identified would be most disrupted by the change in service were students, commuters transferring to connecting buses, and low socio-economic 65+.

Low socio-economic 65+

The discovery made while surveying current bus users, was that almost all those travelling on the bus during off-peak times were 65+ using their SuperGold card. Most of these 65+ bus users were residents of senior housing, or Masonic villages. It became apparent that not only would these users not be able or confident to use the booking app, some also did not have landlines to make a booking via phone. 100% of this user group identified that they use the bus as they have no other means of getting around, and given the timetable and stops don't change, they're able to get where they need to go without relying on a phone or the internet. As a result, we have begun working with Hastings District Council to support this change at the earliest stage, with this group.

If we cannot solve the access issues with technology and support, we can offer a fixed route service for this user group, operating with an On Demand minivan from 9am to 3pm, while the On Demand is likely to have lower patronage. This is not our preferred option, as it goes against the mode shift model, however, we need to ensure all residents have inclusive access to the network. While there would be less disruption, we will still need to engage with the group to advise of adjusted times and route and the different type of vehicle. If this option is taken on, this fixed route service will be a temporary solution, and a combination of multiple routes into one.

We need to work with this group to support them in making phone bookings for this service and find sufficient businesses to call on their behalf once they're out in the city.

Students

Approximately 80% of users during Peak times are students, most of which are transferring to or from other buses either in the proposed On-Demand zone, or another area such as Flaxmere, Havelock North or Napier. If they were to be included in the user group for the On Demand trial, they could overwhelm the service at Peak times. For this reason, we had considered establishing a fixed school service to meet the needs of this user group and alleviate pressure on the On Demand trial. This also goes against the mode shift model and establishes a service that was not designed for school students, it was simply a service that was "taken advantage of".

This solution would have required engagement to design an optimal route that meets the needs of school students at school times, to consider transfers as well. One of the major challenges involved in the development of this fixed route would be designing a service to suit the variety in students' home locations and school choices as well as travel times. While we are aware that students will still use the On Demand service, we hope that a $2 fare will encourage more students to cycle or walk where possible, to manage demand. We are prepared to assess this on an ongoing basis.

We need to engage with students around journey planning and best use of the service. Students are great at taking up new technology and will be likely advocates for the service.

Commuters

There are two types of commuters that currently use the service. The minority are those using one bus to get to the center of Hastings to walk to work. The majority are those using one service to transfer to another to reach their work outside of Hastings. The risk associated with the commuters using the service to transfer, is that they will have more variable arrival times and will need to plan their ride accordingly, or otherwise walk or bike to their commuter bus stop in the center of Hastings. We would look to make transfers free, to keep the total trip under $2, however this does not address the variable arrival times. We aim to have a high number of transfer commuters on our pilot trial to test the timings and connections with other services. It should be noted that Timaru did not have connecting services to learn from their outcomes.

Buses on other routes within the network, and between Napier and Hastings would continue their normal services.

- Passengers can order rides through an app or over the phone using either a mobile or their landline, and if using a smart phone, can track their ride on the app.
- It is a 'corner to corner' service so passengers may have to walk around 200m to be picked up.
- The fare schedule is still to be confirmed but trips may be as low as $2.
- Waiting time for any trip should be no more than about 30 minutes.

Behaviour Change

The introduction of this on demand service will require a large behaviour change within the Hastings community. This will be for both users of the current service as well as non-users, requiring high levels of engagement and targeted communications to see behaviour change in the community.

We will follow three stages to support the community through this stage:

1. **Why.** Early acknowledgement that the current service isn't working to provide the urgency for change and explain 'what's in it for me'.
2. **How.** Explain the period of transition to manage expectations.
3. **What.** Be consistent about the desired outcome to gain buy-in through envisioning.

Key parts of the strategy for delivering this service and encouraging behaviour change will be employing key messages focused on the why and outcomes, engaging the right champions, and repeated communications.

Objectives

There are four objectives of this communications and engagement strategy.

1. **Trust**	Our community consider the engagement and trial launch approach to be inclusive, thorough, friendly, and trustworthy.
2. **Continuity**	Current users are engaged with, feel informed, and are supported to move to the new service.
3. **Leadership**	Our community sees the Regional Council as the leader around public transport and climate change mitigation (lowering carbon emissions around transport)
4. **Behaviour change**	Inspire and change perception of PT (ease and convenience), increase willingness of residents to use PT, and ultimately change travel behaviours

Objectives one and two are about building our relationship with the community and using open communication and trusted contacts within the community to share the message. This is critical to ensure information in the public arena is clear and accurate, avoiding unnecessary confusion around the trials' intent.

The third objective is focussed on the Regional Council owning the narrative around climate change mitigation and taking action to reduce emissions. This includes making the most of this opportunity to position the Regional Council in the longer term as a leader in the region' approach for climate action.

Objective four will focus on barriers, motivators and triggers to increase the appeal of PT, and ultimately uptake, resulting in a change to travel behaviours.

Issues and opportunities

There are several barriers to achieving the stated objectives which need careful consideration. Similarly, there are opportunities that the strategic approach should leverage.

Issues / barrier	Mitigation
Resistance to change	Use messaging to outline 'what's in it for me, get champions on board, and demonstrate benefits of service to individuals and community, create messaging campaigns targeted at customer segments, work with major employers and

	workplaces who have travel plans in place to distribute comms as part of their programme
Technology barrier	Use champions and messaging to reach people without smartphones and explain alternatives
Misinformation/confusion/unclear expectations	Use simple and consistent messaging and demonstrate benefits of lowered carbon emissions and better service to community
Trust – existing lack	Use trusted partners and champions to engage
Poor engagement – wrong audiences or champions, negative media attention leading to lack of community support	Ensure all communications are run past bus staff first, and there are regular updates. Use champions, on-bus messaging, and web and social media to get to audiences. Understand the community and who we are talking to before seeking out champions to ensure we get the right ones.
Cost	This will be more expensive to ratepayers than the current service

The following are some opportunities to achieve the objectives.

Opportunity	
Stakeholder engagement	Opportunity to build stronger relationships with Hastings community and build Regional Council's reputation. Work with major employers and those with existing travel plans.
Innovative trial	Show the Regional Council is at the forefront of new technology to support local community, mode shift, and reduce emissions.
Existing community channels	Across the community there are many well—established existing communication and engagement channels that can be used.
Responsive	As this is a trial, we can listen to the community and make changes to the network as required.
Media	Partner with media and use channels to get message out.

New travel option	Opportunity to demonstrate a fit for purpose and flexible service that can take people where they want to go, when they need to
Events	Increase awareness of service in relation to local events (eg, Regional Sports Park), life events (eg, start of school term, new movers)

Our community

This trial is a significant change for the Hastings community, and we need to know who we are talking to, what they are driven by, and what they want or need to know, as well as when.

For high importance community groups, we will provide them individually with a tailored workshop. For medium and low importance groups they will be invited to public workshops.

Our approach with individual groups will be based on seeking guidance from groups/champions on how to engage – e.g., marae hui vs Taiwhenua workshop. We will aim to build a relationship with key groups and have 'champions' from within those groups who will act as our liaison, offer advice on engagement, and be our testers for communication and the initial service. We will also use these champions alongside staff for a two-week trial before the service begins.

Alongside our champions, will be key businesses in Hastings who we will work with to develop a 'call on behalf' service, similar to what is currently offered at the supermarkets for taxi service. There may be overlap between the champions and call on behalf businesses.

These groups include current bus users, and potential future users of the service.

Group	Who they are	Importance	How we'll talk to them	Timing
Community				
Māori	Hastings residents, Waipatu Marae, Kaumātua	Primary - champions	In person, email and hard copy marketing material with request to collaborate: • Waipatu Marae • Te Taiwhenua • Te Wananga O Aotearoa	February initial contact
65+	Age Concern, Grey Power, RSA, Heretaunga Seniors, Enliven, PSEC	Primary - champions	In person and hard copy marketing material:	February initial contact

			• To all with request for collaboration invite to in-person workshop	
65+ lower socio-economic	Council flats, Masonic Villages	Primary	On the bus, mailout, visits, through council and masonic trust (new fixed route SG bus)	Initial contact made
Retirement villages and homes	Gracelands, Summerset in the Orchard, Brittany House, Eversley Care Centre	Secondary	In person visits, hard copy marketing material	February initial contact
Community groups	Rotary, Forest & Bird Hastings,	Secondary	Email and hard copy marketing material: • To all, with request for collaboration invite to in-person workshop •	March initial contact
Disability	CCS Disability Action Tairāwhiti Hawke's Bay, Blind Foundation, Community Connections, Deaf Aotearoa NZ, Disability Resource Centre HB Trust, Hōhepa Homes, IDEA services (IHCC)	Secondary	Email and hard copy marketing material: • To all, with request for collaboration invite to in-person workshop	March initial contact
Sports/leisure	Hawke's Bay Regional Sports Park, HB Netball, Hastings Sports Centre, Skate Park, Ellwood Park	Secondary	Email and hard copy marketing material: • To all, with invite to in-person workshop	March initial contact (Regional Sports Park & HB Netball contact made)
Religious	Churches	Secondary	Email and hard copy marketing material: • To all, with invite to in-person workshop	March initial contact
Women's/men's groups	Heretaunga Women's Centre (SuperGrans), Menzshed	Secondary	Email and hard copy marketing material: • To all, with invite to in-person workshop	March initial contact

			• SuperGrans could become advocates and mentor others in how to use the service well	
Parent groups	Plunket	Secondary	Email and hard copy marketing material	March initial contact
Neighbourhood Support	Neighbourhoods	Secondary	Meet with neighbourhood representatives and supply hard copy marketing material	March initial contact
Cyclists	Cycling Action Network (CAN), Hastings District Council Active Transport Group	Secondary	Meet with HDC Active Transport Working Group to discuss and identify how to engage with community and disseminate information, social media groups	April initial contact
Business				
Hastings inner city businesses	Hastings City Business Association, Chamber of Commerce	Primary – champions and call on behalf	In person, email, and hard copy marketing material • To all, with request for collaboration invite to in-person workshop	February initial contact
Recruitment agencies	One Staff, Adecco Personnel, Able Personnel, Drivestaff, Tradestaff, The Recruitment Company	Secondary	Email and hard copy marketing material: • To all, with request for collaboration invite to in-person workshop	March initial contact
Large employers	Watties, Unison, Countdown, New World, Pak n Save, The Warehouse/Mitre10,	Primary – call on behalf	In person, email and hard copy marketing material • To all, with request for collaboration invite to in-person workshop	February initial contact
Commuters	Inner city commuters	Secondary – champions	Through businesses, social media, marketing, with request for collaboration invite to in-person workshop	April onward

Shift workers	Watties, supermarkets, DHB etc.	Secondary – champions	Through businesses, social media, marketing, with request for collaboration invite to in-person workshop	April onward
Healthcare				
DHB	Hastings Hospital	Primary – champions and call on behalf	In person, email and hard copy marketing material, with request for collaboration invite to in-person workshop	February initial contact
Primary Health Organisations	Hastings Health Centre/Totara Health, The Doctors Hastings, The Doctors Gascoigne, Mahora Medical,	Primary – call on behalf	Email and hard copy marketing material: • To all, with request for collaboration invite to in-person workshop	March initial contact
Other health providers	Southern Community Labratories, Royston Hospital, opticians, dentists, physio/podiatry	Secondary	Email and hard copy marketing material: • To all, with invite to in-person workshop	March initial contact
Education				
Kindergartens/ ECEs Primary schools	To develop list https://www.educationcounts.govt.nz/directories	Tertiary	Email and hard copy marketing material: • To all	April onward
Secondary schools	Karamu High School, Hastings Girls High School, St Joseph's Maori Girls College, Lindisfarne College, Hastings Boys High School, St Johns College, Taikura Rudolf Steiner	Secondary - champions	Email with tailored marketing material to all schools requesting marketing in school newsletters and to speak at assembly: • To all	March initial contact
Adult education	EIT, Te Wananga O Aotearoa	Secondary	Email and hard copy marketing material: • To all, with invite to in-person workshop	March initial contact
Public/Government				
Hastings District Council	Library, Camberley Community Centre, i-Site	Secondary	Work with HDC staff to share marketing material	March initial contact

MPs	Anna Lorck	Secondary	Email	March initial contact
MSD/WINZ	Hastings office	Secondary	Email, provide hard copy material	March initial contact
Internal				
HBRC	Councillors, staff	Primary - champions		
HDC	Councillors, staff	Primary - champions		
GoBus	Drivers	Primary		
Partners/Collaborating				
Waka Kotahi	Co-funders	Primary	Ongoing engagement through project development	
Go Bus	Service delivery	Primary	Ongoing engagement through project development	
Via	Service delivery	Primary	Ongoing engagement through project development	
Other				
NCC	Councillors, staff	Tertiary	Keep informed through RTC	Ongoing from March
Napier	General public	Tertiary	Keep informed through media	Ongoing from March
Tourists	General	Tertiary	Engage through HB Tourism and i-Site	Ongoing from March
Unions	Bus drivers	Secondary	Engage through union delegate	Ongoing from March

Strategy

To achieve the stated objectives and in consideration if the identified issues and opportunities the recommended strategic approach is three-pronged:

Trust	The outcome of the trial is heavily dependent on trust – trusting who the message is coming from, trusting it's the right change for the community, and trusting that we have given all the information – no surprises.
Partnership	As our objectives state, we want to keep our current bus users, and reach potential bus users. Using champions and local businesses and working with other community organisations will help us reach our goals.
Language	We're asking the community to completely change the way they look at public transport and messaging is essential, focussing on accessibility, ease of use, thinking about traveling differently, and sustainability. It is also important to ensure literacy levels of all abilities are catered for.

Engagement activities need to begin by no later than mid-March, allowing two to three months to prepare the community for those changes/transitional phase when the service launches in June.

Key messages

When developing key messages, we need to consider the community's needs, interests, and access to channels. We need to talk about the wider picture and benefits of the trial as well as deep-dive into the detail so the community feel reassured about boundaries, operation times, fares, booking process, and bus stops. The change in lead in time for current bus users can be significant and will be factored into this engagement plan. Sharing this information openly will be vital when we are engaging face-to-face with the community ahead of the service launch.

There will be general key messages, and targeted messages for different user groups to address barriers, motivations, and confusion.

Budget

$50,000

Timeline – to be developed separately in excel spreadsheet

Engagement activities need to begin by no later than March, allowing two to three months to prepare the community for those changes/transitional phase when the service launches in June.

Measurement

Success is:

- The identified community groups and stakeholders are engaged with well and early
- We have strong champions who push comms through their channels
- Low phone call enquiries as the trial begins
- Commuter usage of the service
- High engagement on social media and website
- Media pick up
- Positive survey feedback

Appendix I: Channels

The engagement will be delivered using face to face engagement, and marketing and communications channels.

Face to face:

- On the buses
- At community meetings
- Hastings Farmers Market
- Library
- Supermarkets

Digitally

- App
- Website (our own as well as utilising community channels)
- Digital advertising
- Social media (our own as well as utilising community channels)
- Newsletter (our own as well as utilising community channels)
- Neighbourly
- Hastings Cinema

Hard copy

- Flyer
- Posters
- Bus stop and on-bus ads and posters

Media – media trial of service

- Hawke's Bay Today
- Hastings Leader
- Radio stations – Radio Kahungungu, Radio Kidnappers, The Breeze, More FM
- Hawke's Bay App

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: March 2022 Public Transport Update

Reason for Report

1. This item provides the Committee with an update on Council'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.

On-demand Public Transport Trial (also commonly known as DRT – Demand Responsive Transport)

4. With LTP and Waka Kotahi funding now approved, the project management team, including a representative of Hastings District Council, is working towards a trial start date of 6 June 2022.
5. An engagement plan has been developed outlining how we will undertake consultation with the wider community to understand their passenger transport needs, barriers and what incentives we can use to entice them to use the on-demand service.
6. Branding, service area, and payment provisions are now finalised. Details such as fares, wait times, and walking distances are discussed in a separate report in this agenda.

COVID-19

7. All buses have COVID tracer app QR posters displayed at the doors and onboard in several places. Our online trip register is also available, via the goBay website, for passengers who don't have smartphones.
8. Face coverings on public transport are now mandatory for all passengers including students in Year 4 and above. Compliance in adults is generally good, however this is not the case with high school students. The transport team have been in touch with some high schools requesting that they remind students of the rules.
9. We have been advised by our service provider, Go Bus Transport Ltd, that following a risk assessment, they do not intend to mandate vaccinations for bus drivers at this time.
10. Go Bus Transport Ltd has registered for the critical workers exemption scheme, which will entitle them to a free supply of RATs (rapid antigen tests) for bus drivers.

Reduced Timetable

11. On Thursday 10 February we were advised by Go Bus Transport Ltd that severe labour shortages meant that they were unable to operate the full timetable without high numbers of trip cancellations. The decision was made to move to a Saturday PLUS timetable from Monday 14 February until further notice. This reduced timetable includes Saturday services, plus Routes

10, 11, 16A, 16, 17, our two contracted school services (Taikura Rudolf Steiner and Hastings Boys' High School) and some other peak time services.

12. This has been communicated to the public via on-bus messaging, radio ads, community newspapers, the HBRC and goBay websites and Facebook pages. The Customer Experience and transport teams are dealing with an increased volume of enquiries from the public due to these changes.

13. This timetable will be in operation until further notice and until Go Bus Transport has been able to fill bus driver vacancies. (It should be noted that we are one of several regions also experiencing labour shortages resulting in reduced timetables.)

14. The latest update has this likely extending to the end of March 2022.

Network Review

15. A network review is currently underway as part of the preparation for the Regional Public Transport Plan. The review is being undertaken by MRCagney and is due for completion in March, with the following plan to be completed in May.

Passenger Survey 2022

16. Due to the reduced timetable, the passenger survey, which was scheduled for early March, has been postponed until further notice.

Public Transport Service Trips

17. Diagram 1 (attached) shows public transport trips made from July 2012 to January 2022.

18. 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

19. Diagram 2 (attached) shows the year-to-date net cost (after fares and excluding GST) of operating the goBay bus service from July 2012 to January 2022.

20. 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 flat fare schedule, the cost of paid breaks added to the driver hours as required by the Employment Relations Amendment Act and payment of the living wage to bus drivers.

Total Mobility Scheme

21. 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 Waka Kotahi.

Ridewise

22. The implementation of Ridewise is underway, with the first stage to be complete in the first two weeks of March. Ridewise is scheduled to be fully operational by late April or early May.

23. HBRC is currently cleansing data and working with Transport Operators to ensure they have compatible technology.

24. Once Ridewise is implemented, the process will experience increased automation, and will be managed predominantly by exception.

Total Mobility Scheme Trips

25. Diagram 3 (attached) shows the number of Total Mobility trips made from July 2012 to January 2022.

Total Mobility Scheme Cost

26 Diagram 4 (attached) shows the cost of the Total Mobility Scheme (excluding GST) from July 2012 to January 2022.

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 "March 2022 *Public Transport Update*" report.

Authored by:

Megan Welsby
Sustainable Transport Advisor

Approved by:

Katie Nimon
Transport Manager

Attachment/s

1⇩ Public Transport Service Trips and Costs

2⇩ Total Mobility Scheme Trips and Costs

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	51,529	61,549	50,328	45,685	48,975	37,751	33,721	53,760	49,743	42,371	54,263	53,128	582,803	48,107
2021-22	45,356	31,970	38,441	36,882	48,629	32,256	26,616						260,150	

Diagram 2 - Public Transport Service Costs - Waka Kotahi FAR (funding assistance rate) 51%

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	$ 234,658	$ 212,400	$ 345,851	$ 315,296	$ 242,879	$ 244,861	$ 318,266	$ 217,299	$ 233,106	$ 323,215	$ 223,550	$ 3,180,165
2021-22	$ 245,483	$ 375,825	$ 257,663	$ 257,464	$ 381,246	$ 260,142	$ 261,102						$ 2,038,924

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	7,640	8,133	7,417	7,982	8,530	93,438	7,723
2021-22	7,884	5,246	997	6,509	7,244	6,849	6,179						40,908	5,844

Diagram 4 - Total Mobility Scheme Costs - Waka Kotahi FAR (funding assistance rate) 60%

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	$ 57,561	$ 61,575	$ 58,582	$ 62,652	$ 65,558	$ 737,384
2021-22	$ 60,951	$ 39,442	$ 36,078	$ 48,843	$ 56,075	$ 51,927	$ 48,560						$ 341,876

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: Roadsafe Update

Reason for Report

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

Background/Discussion

2. There are three significant 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
   - 2.3. The Hawke's Bay Regional Land Transport Plan.
3. The current Regional Land Transport Plan (RLTP) addresses road safety and includes several strategic objectives and policies directed at reducing deaths and serious injuries. The RLTP also includes specific targets to reduce deaths and serious injuries aligning with the national Road to Zero strategy.
4. The Road Safe Hawke's Bay programme addresses road user choices and activities focus on the high-risk road safety for the region and includes the following projects over the next three months:
   - 4.1. Ongoing delivery of Youth/Rangitahi project presentations, in partnership with NZ Police and employment providers
   - 4.2. Operation Crest has run during February focussing region wide on return to school travel, car seats, adult seatbelts, distraction, and speed
   - 4.3. Supporting the ACC initiative 'Shiny Side Up' Motorcycle event promoting the Ride Forever motorcycle training programme
   - 4.4. Youth Road Safety social media campaign, which would have otherwise been delivered in person at the Expo in May. This campaign will target risk associated with young drivers.

Hawke's Bay Statistics

5. Road death and serious injury (DSI) statistics are reported by the NZTA with data to the end of September, shown below.
6. The number of road deaths so far this year is 8, with 2 recorded for Hawke's Bay in quarter 2 of the 2021-2022 financial year.
7. The total number of DSI for Q2 is 58, with 56 being serious injuries.
8. This equates to 31.9 DSI per 100,000 population.

DSIs by quarter per 100,000 population in Hawkes Bay Region						
Quarter	**Date Covered**	**Population in Hawke's Bay**	**Deaths**	**Serious injuries**	**Total number of DSIs**	**DSIs per 100,000 population**
Q2	01/10/2021 - 31/12/2021	181,500	2	56	58	**31.955**
Q1	01/7/2021 – 30/09/2021	181,500	0	24	24	**13.223**

DSIs by quarter per 100,000 population in Hawkes Bay Region						
Q4	01/04/2021 – 30/06/2021	181,500	3	19	22	**12.121**
Q3	01/01/2021 – 31/03/2021	181,500	3	41	44	**24.242**
Full year	01/01/2021 - 31/12/2021	181,500	8	140	148	**81.542**

S17a Review

9. All stakeholders have had the opportunity to provide feedback.

10. Based on feedback, a matrix has been established to calculate the best possible outcomes for Road Safety delivery. Stakeholders at the workshop challenged the values attributed to some of the points in the matrix, which was discussed and finalised.

11. It is agreed that:

    11.1. Leadership should come from the RTC, and all expectations should be clarified

    11.2. The approach should be holistic (safety, social, and economic) and focussed on a 'safe system'

    11.3. Delivery should be approached regionally, with the right people in the right place

    11.4. The programme needs to be linked to the infrastructure programme as well as the Waka Kotahi programme, with focus on what message and why, and then where and how to deliver it.

12. There is an interest in working more closely with surrounding regions (Horizons and Tairawhiti) given we share state highways.

2022 Road Safety Expo

13. Due to event restrictions, and general uncertainty around organising events, HBRC have decided not to run the 2022 Road Safety Expo. Instead, HBRC has engaged MarComms to begin working on a communication plan to reach the audience digitally.

14. This is a good opportunity to investigate the success of road safety messaging through social media and will help us reach a targeted demographic that is most at risk. As a captive and engaged audience, in a way they are comfortable receiving information.

15. The stakeholders and committee members have been advised.

16. Over 2000 Hawke's Bay students would normally attend the expo across the week.

17. Stalls, activities, and displays would include: DHB (Trauma), DHB (Drug and Alcohol), St John (First Aid), FENZ, ACC, Dunstall's Funeral Services, Brain Injury HB, Helen Small (Personal Story), Police (Booze Bus), Police (Driver Licensing), Police (Crash), Police (Speed), RoadSafe HB (UCSR and ANCAP vehicle safety), RoadSafe HB (SOBAD), RoadSafe HB (Party Register), RoadSafe HB (Distracted Driving), RoadSafe HB (Driver Impairment).

18. The social media campaign will pull together and deliver road safety messaging from all stakeholders.

19. Feedback from students indicated that they'd like more time to participate in activities at the expo and would like more hands-on activities. This feedback will be taken into consideration when planning the social media campaign. While hands-on activities are unlikely, thought can be given to how the campaign can be interactive and participatory rather than passive.

Decision Making Process

25 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 considers the “Roadsafe Update” staff report.

Authored by:

Liz Schlierike
Roadsafe Coordinator

Katie Nimon
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: Transport Manager's March 2022 Report

Reason for Report

1. This 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.

Executive Summary

2. This report provides a summary of current national and local issues and work programmes from Waka Kotahi, Ministry for the Environment and Ministry of Education, the Passenger Transport Network/Service Review, Regional Cycling Governance Group, Regional Cycle Plan, On Demand Public Transport, Ridewise, Roadsafe, Driver Licensing Programme, and work programmes from the Transport Special Interest Group (TSIG).

3. Separate reports to this meeting cover the On Demand Public Transport Trial, Regional Cycling Governance, a Road Safety update, and the Public Transport service delivery.

Discussion

Network/Service Review & Regional Public Transport Plan (RPTP)

4. The network review is underway and due to be completed mid-March. The network plan will commence in the first week of March with a completion date of mid-May. MRCagney are working with multiple levels of data including current public transport statistics, population growth, district plans, and national policy.

5. Work will soon begin on the RPTP in conjunction with the review and plan, with the document to be finalized in June.

6. The RPTP should have been completed within six months of the adoption of the RLTP however the delay, due to Covid-19 and staffing issues, has been raised with Waka Kotahi.

Regional Cycling Governance Group (RCGG)

7. This group was established to govern the Hawke's Bay Trails under the Great Ride scheme, however, is now more focused on the overall regional cycle network. As a result, there is little connection to the Regional Transport Committee (RTC). Active Transport is now a key mode focus as part of the overall Transport picture, and as such, should be governed in the same way as public transport, total mobility, freight, engineering, and road safety.

8. A discussion document with officer recommendations is included in this agenda.

9. At the last meeting of the RCGG on 14 February, concerns were raised by members that cycling will not receive appropriate attention under the proposed structure. This will be addressed in the discussion document.

Hawke's Bay Regional Cycle Plan (RCP)

10. The RCP has been drafted by the RCGG but has not been presented to the RTC for endorsement.

11. Active transport is a key feature of a multi modal public transport network, and as such, the RCP should be finalized in conjunction with the RPTP engagement process and presented to the RTC together.

On Demand Public Transport (ODPT)

12. This project is currently on track and on budget. However, there are risks involved in the delivery dates, as it is reliant on external parties, such as the procurement and fit out of fleet, and procurement of technical equipment. Both are fundamental to the delivery of the service, and due to international shipping issues, we are expecting lengthened delivery times. We have mitigated the risk of delay by procuring a variety of fleet types and have been able to secure technical equipment from other regions' existing stock. Further details of the ODPT trial have been outlined in the On Demand Public Transport update.

Ridewise

13. The first migration of data to the Ridewise system has been completed, with very few issues found. There is a small amount of further cleansing required, before the system can be used as an internal database. The organization has contracted an external project manager to manage the process. This project manager has managed implementation the Ridewise system for all other regions.

14. Transport Operators are supportive of the system and are currently working with HBRC on implementation. Further details will be outlined in the Public Transport update.

RoadSafe

15. We are still operating the RoadSafe programme with 1.2 FTE, as opposed to 1.75, which is continuing to place pressure on the delivery capacity and reduces our ability to be reactive to community opportunities.

16. The Road Safety Expo 2022 has been cancelled due to Omicron and its associated event restrictions. HBRC has committed to delivering the messaging through a social media campaign, targeting the audience that would otherwise attend the expo. Work has begun on a comms plan, and the campaign will run in May, when the Expo would have been scheduled.

17. The s17a review has been completed by Morrison Low and the findings and proposed outcome presented to the RTC in a separate item on today's agenda.

Driver Licensing Programme

18. Contract variations have been signed by programme providers, and delivery will continue to the end of the financial year.

19. The contract variations included additional reporting requirements to align with the Vision Zero strategy.

20. Wairoa has now secured a local instructor, which will support the delivery of the programme operated by Wairoa College.

21. We are continuing to look at methods and opportunities for funding of businesses that mentor and license drivers to ensure that the funding removes the cost barrier. Providers in Central Hawke's Bay are doing well in this area already.

22. HBRC and Waka Kotahi have discussed the future of the driver licensing programme and agree that our regions' high number of adult learners and restricted license holders should be addressed. This is a growing number and could be considered for the future driver licensing programme funded by Waka Kotahi and HBRC.

Public Transport Operating Model (PTOM) Review

23. The Ministry of Transport have provided an update on the PTOM review.

24. The PTOM is likely to be replaced by "The Sustainable PT Framework" which focuses on mode shift, a sustainable labour market, environmental and health outcomes, and value for money and efficiency.

25. It will likely no longer be focused on commerciality, reducing reliance on subsidies, and competitive tendering.

26. The model will be managed by a procurement manual and guidelines, which will be developed by a working group with representatives from large, medium, and small regional councils. The working group will be established this quarter.

27. The Sustainable PT Framework will likely include a zero emission buses mandate.

28. The Ministry of Transport is looking to increase transparency of operator costs and financial performance, which will likely result in the ability to negotiate rather than competitively tender. The associated legislative process will commence in approximately 12 months.

Road User Charges Consultation

29. The Ministry of Transport has advised that they are seeking feedback on possible changes to the Road User Charges (RUC).

30. They are considering how RUC might be used to charge for greenhouse gas emissions and other factors such as noise pollution and congestion. Currently RUC predominantly contributes to road damage costs.

31. They are also considering removing paper label requirements and mandating electronic RUC for heavy vehicles. This can come at a cost of approximately $70 per vehicle per month, which is cost prohibitive for some companies. Ia Ara Aotearoa Transporting New Zealand (formerly the Road Transport Forum) is submitting feedback to the Ministry of Transport in this regard.

32. HBRC is aware that any increase in cost or requirements for heavy vehicle operators often results in adverse consequences, such as lower productivity and increased cost to the region. HBRC is also aware that national funding for transport is limited, and RUC is way to address this.

33. If the RTC was to submit feedback to the Ministry, it would be challenging to separate the climate and funding benefits from the cost and productivity implications.

Emissions Reduction Plan

34. MfE has released NZ's first Emissions Reduction Plan as required under the Climate Change Response Act 2002. The Transport Special Interest Group (TSIG) has sent a submission on the document, only commenting on the Transport section of the plan. HBRC has contributed to this, and the submission was supplied to the RTC at the December meeting.

35. The RLTP contains vision and objectives aimed at reducing transport emissions through increased use of public and active transport, increased use of rail for freight and integrated land use planning that reduces reliance on private vehicles. The newly developed ERP presents an opportunity to get strong national alignment and allow "the changing of hearts and minds" to be influenced at a Central Government level. Our focus must now be on alignment and integration of district and regional planning to ensure targets are met was a region.

36. It is agreed that a 20% reduction in vehicle kilometers traveled (VKT) requires a mode shift to PT and active modes.

37. Waka Kotahi is currently reviewing the Investment Decision Making Framework (IDMF) to better consider climate change.

Travel Demand Management (TDM)

38. The TSIG has established a TDM working group, which HBRC has representation. Work is already underway to find examples of best practice internationally and success stories in the public engagement space. As with the submission on the ERP, the focus of this group is ASI. The TDM group is also very aware of the different issues presented within the regions, such as a lack of congestion and motivation to seek a shift in modes, given that for many of the Territorial Authorities, parking is a priority. Integrated spatial planning plays a role in this, as does education and engagement.

39. The current student movement for free fares for anyone under 25, is collectively believed to not support Mode Shift. The movement was about social good rather than transport outcomes, and most regions would see around a 30% reduction in their fare revenue. Ultimately, if under-25s can travel for free, it's believed that those that might have traditionally walked or cycled will take public transport for shorter trips instead of getting those that might have otherwise travelled by car to travel by bus. Some regions are opting to review their fare policies rather than react to the free fares movement because of this.

Ministry of Education School Bus Network

40. The new 12-year contract for school bus services began at the end of January, with some disruption around the country and wider Hawke's Bay Region. HBRC has not seen an influx in public transport use because of any changes. There is a possibility that drivers changing operators during this time has impacted the driver shortage issue we face with our PT operator.

Regional Land Transport Plan (RLTP) Investment & Delivery Issues

41. The Technical Advisory Group meeting held on 14 February 2022 was largely dedicated to a challenge workshop for the s17a Road Safe review. Roading authorities were asked to submit any issues or delays via email, and none were received. HBRC considers that Wairoa, CHBDC, NCC and Hastings District Council all indicated their work programmes were on track.

Judicial review of the 2021-24 National Land Transport Plan (NLTP)

42. A judicial review has been brought against Waka Kotahi by transport advocacy organsiation, *Movement*, on the adoption of the 2021-24 NLTP. Movement claims the NLTP's adoption was unlawful because of the way Waka Kotahi considered greenhouse gas emissions in their decision-making – and as a result failed to give effect to the climate priorities in the Government Policy Statement for land transport (GPS).

43. Waka Kotahi is defending the claim. They believe the process in developing and adopting the 2021-24 NLTP was lawful, robust and that the programme gives effect to all four priorities within the GPS, as well as the Government's commitments.

44. Waka Kotahi recently shared the claim information with Approved Organisations – as it could have an impact on the funding and delivery of the current land transport programme.

45. If Movement's claim is successful, the 2021-24 NLTP will be declared void and Waka Kotahi will need to review and redevelop the 2021-24 NLTP. That means many of the activities would have to be reconsidered and may be reprioritised, including those that have already been approved for funding.

46. The High Court has given all Approved Organisations the opportunity to participate in the claim because of the potential impacts on work programmes. Waka Kotahi has been in touch to discuss the judicial review and HBRC's potential involvement.

47. HBRC has until 14 March to inform the Court if they would like to participate.

Decision Making Process

48. 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 receives and considers the *"Transport Manager's March 2022 Report"*.

Authored by:

Katie Nimon
Transport Manager

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

Subject: Waka Kotahi Central Region - Regional Relationships Director's March 2022 Report

Reason for Report

1. This item introduces the Waka Kotahi NZTA Central Region Regional Relationships Director's report.

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 *"Waka Kotahi Central Region – Regional Relationships Director's March 2022 Report"*.

Authored & Approved by:

Linda Stewart
Waka Kotahi
Central Region – Regional Relationships Director

Attachment/s

1⇩ Hawke's Bay Regional Update - March 2022

2⇩ Waka Kotahi March 2022 Presentation

Hawke's Bay Regional Updates

March 2022

Note: The following slides are detailed updates, and to be taken as read.

The Committee are welcome to ask questions relating to the information as required.

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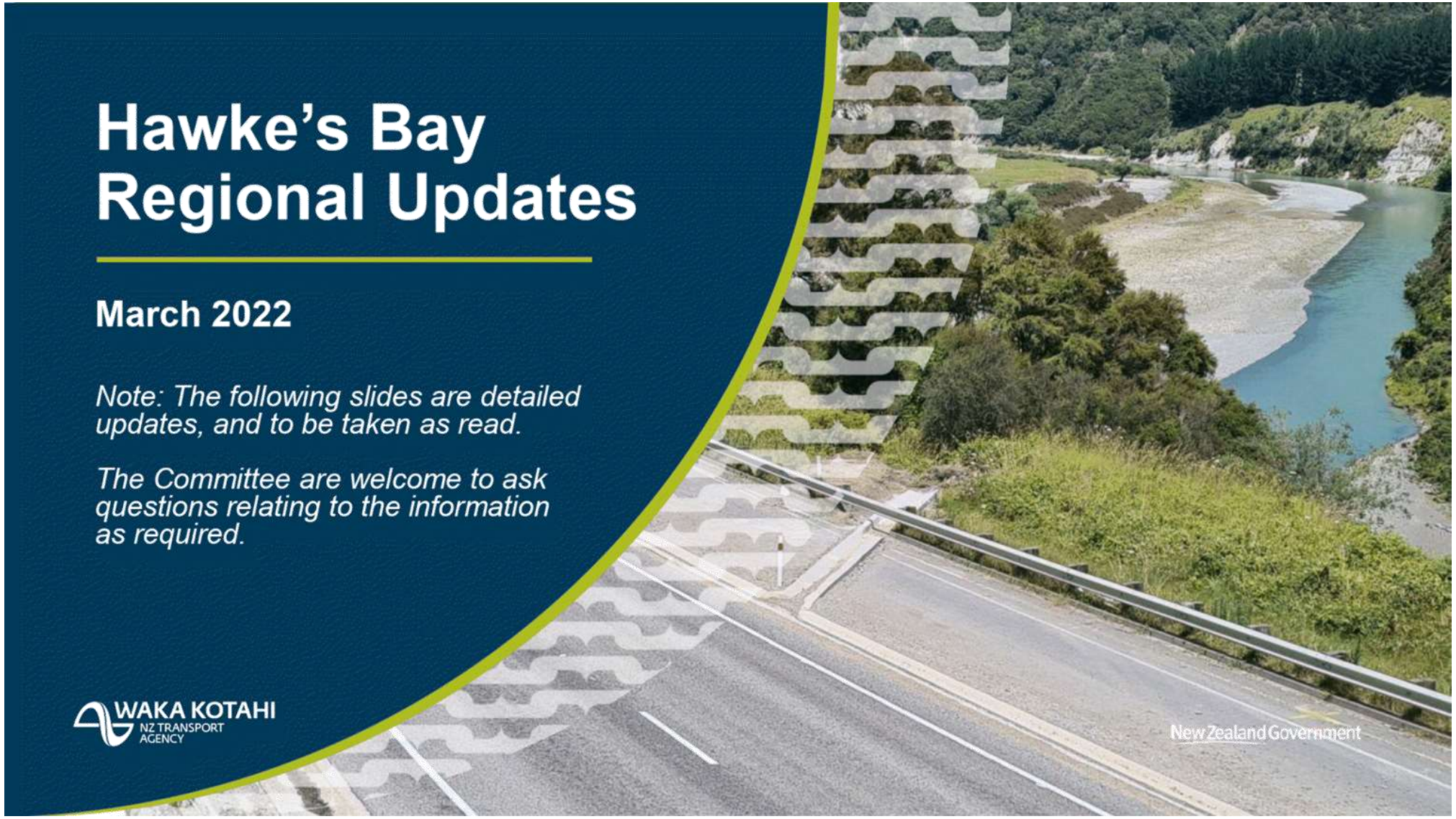
NZ TRANSPORT AGENCY



State Highway 2

Waipawa to Waipukurau shared path

- The 4.6km shared path connects Waipawa to Waipukurau and improves safety for cyclists and walkers, and encourages more active modes of transport.
- The estimated cost of the project is $2.8 million.
- The path was completed late-2021 and people are currently using it.
- The blessing / official opening has been postponed and we are working with Central Hawke's Bay District Council.
- There is a Point of Entry underway to seek funding to investigate the solution for the connection across the Tukituki River. This could be a clip-on and will be dependent on additional funding.

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State Highway 2
College Road to Silverstream

This $13m realignment project in Pukehou, Central Hawke's Bay, will add a passing lane and ease the curves of this part of State Highway 2.

The focus of works to date is:

- Construction of the southern tie-in (complete)
- Construction of new culverts under the road (underway)
- Build new alignment offline and seal
- Starting tie in works at the north of the project
- Delays in traffic are being closely monitored
- Landowner/stakeholder consultation is ongoing through construction
- Waka Kotahi are working with contractor to resolve performance issues which have resulted in time extensions.
- Work is to be complete in late-2022.

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Hawke's Bay Regional Update – Safety Projects

Activity	Funding	Key date(s)	Progress	Comments
Hawke's Bay Expressway safety treatments	$13.4M	June 2020 – Safety works completed September 2021 – completion of Pakipaki and shared path		• Working with local marae and school in Pakipaki on landscaping and artwork elements. This work is in development and expected to be completed by mid-2022. • New shared path between Taradale Road and Kennedy Road now complete with final inspection 25 November 2021.
SH2 Waipawa to Waipukurau shared path	$2.5M	17 Dec 2021 – Path opened		• Path now open for use • Tidy up work is now underway • Working with CHBDC and local iwi on a blessing
SH2 Tahaenui Bridge				• Practical completion, bridge open for use • Some associated works to be completed i.e. marae driveway, replanting farm boundary, stream banks.
SH51 Awatoto safety improvements		March 2022 – feasibility study complete		• Median barrier from Waitangi Road to south of Ellison Street • Roundabout at Awatoto Road • Ongoing engagement with business, councils, iwi

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Hawke's Bay Regional Update – Other

Activity	Funding	Key date(s)	Progress	Commentary
SH2 Raupunga Bluff Enhanced Resilience	$2.8m	Second coat seal – March 2022		• All major physical works completed and traffic running on the new section of road • Contractor working through a list of minor works to close out project • Opening blessing delayed in consultation with local iwi and likely to take place in March
SH50 Prebensen Hyderabad	$3.25m	Contractor established on site. Civil contract works due to be complete end of June 2022.		• Rescoped project approved and funding confirmed • Tender complete and contractor on site • KiwiRail engineer review underway • Working with Napier City Council and KiwiRail to build level crossings
Napier Port Weigh Right	TBC	2022/23 - Award physical works contract		• Multi-criteria analysis of site options underway • Discussion of selected site to be had with iwi, property owner and stakeholders • Survey and geotechnical testing to follow

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Hawke's Bay Regional Update

Activity	Funding	Key date(s)	Progress	Commentary
SH38 Wairoa to Murupara Business Case	$0.4m	Ongoing		• The Waka Kotahi Board approved an extended trial of Tall Oil Pitch on Waka Kotahi managed sections of SH38 between Frasertown and Aniwaniwa and funding at an estimated cost of $7.99m for the extended trial including safety improvements and short-term resilience work. • The Board noted a report would be provided to the Board once the extended trial of Tall Oil Pitch has been completed. The report is to confirm arrangements to seal the entire road.
SH5 Safety Improvements - Safe System	$100m+	Current - 2029		• $2.5m in safety boost for improvements which were delivered on budget at the end of June 2021. • Safer corridor interventions being investigated from the Road to Zero programme (medium to long-term plan) – at the feasibility stage • Speed review completed – speed reduction from 100km/h to 80km/h on 76km section of SH5 on 18 Feb 2022.

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Hawke's Bay Regional Update – RLTP Significant Related Activities

Activity	Activity description	Status	On track
Maraekakaho Road/ York Road Roundabout	Identified as a high risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme	Council and Waka Kotahi are working to progress a business case and options	
Hastings bridges strengthening	Programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDAM (2016) class 1 limits on local roads	Funding approved	
Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection.	Council project – probable funding (no change)	
SH2 Napier to Wairoa road re-alignment	Develop a strategic case to investigate alternative road network options	A Point of Entry is scheduled for 22/23 (year two of the 2021-24 NLTP).	

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NZ TRANSPORT AGENCY
New Zealand Government

Regional Transport Committee

Hawke's Bay March 2022

Te kāpehu
Our compass

WAKA KOTAHI

Our focus in 2022
• Working with MoT to review land transport revenue.
• Updating our emissions reduction and adaptation strategy.
• Implementing the One Network Framework.
• Forging ahead with Road to Zero initiatives.
• Beginning to plan for the development of the 2024-27 NLTP.
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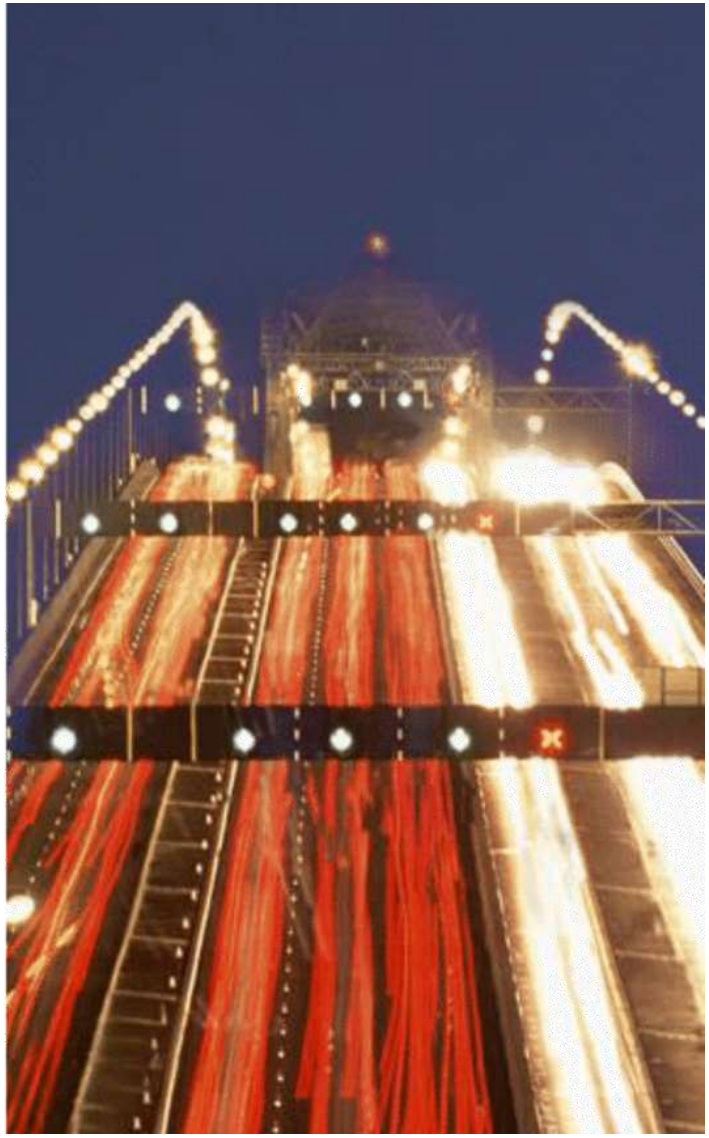
Land transport revenue review

- NLTF funding has been under pressure for some time from:
  - increasing demands
  - rising cost of labour and materials
  - the impact of COVID-19.
- The review is focused on short-term changes and will be completed by August 2022.
- The review is an important first step in future-proofing our land transport system.

Reducing emissions

- The Emissions Reduction Plan is on target to be finalised in May 2022.
- We are also working on the National Adaptation Plan to be released around August 2022.
- We anticipate that this is going to impact on our work.
- We are looking at how we make investment decisions and how these can help achieve national climate change mitigation and adaptation objectives.



Public awareness campaign

- Aims to disrupt attitudes about people dying and being seriously injured on our roads.
- Resources are available to help you join this important conversation.

ROAD TO ZERO
TE ARA KI TE ORA

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One Network Framework

Links with Road to Zero

- Each RCA has classified their networks using the Framework's categories.
- The next step is to classify the public transport routes, freight, walking and cycling paths and general traffic, alongside a future function view of the network.
- Over the next 18 months, our focus is to integrate the Framework into policies and processes.
- This includes how the street categories link with speed management planning.
- We aim to deliver the Framework in time for the development of the 2024-27 NLTP.

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Speed Management Programme

Road to Zero

What we're working on in 2022:

- a new speed management framework
- the new Aotearoa New Zealand Speed Management Guide
- introducing the National Speed Limit Register
- a new Speed Management Planning Solution
- updating MegaMaps

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ROAD TO ZERO
TE ARA KI TE ORA

Safety camera transfer and expansion

Road to Zero

- We'll begin to transfer the management of safety cameras from mid-2023.
- We are implementing a new approach on how we use safety cameras, including:
  - expanding the network, and
  - putting cameras on the highest-risk roads.
- We are increasing the number of safety cameras and want to work with you about where they should go.

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ROAD TO ZERO
TE ARA KI TE ORA

Vehicle safety rating update

Road to Zero

- The Rightcar website has been updated with the latest vehicle safety ratings.
- The ratings assesses the safety of all road users, including:
  - drivers
  - people in other cars
  - pedestrians
  - cyclists
  - motorcyclists
- Carbon emissions values were also updated.

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ROAD TO ZERO
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RLTP: Significant Related Activities

Activity	Activity description	Status	On track
SH5 Napier to Taupō Corridor Improvements	Programme Business Case addressing safety, efficiency and resilience and subsequent Detailed Business Case phase, delivered alongside shorter-term Low Cost/Low Risk safety improvements.	PBC – awaiting funding, update expected late-March. Feasibility studies expected completion March – will need to align with PBC, although short-term measures will be identified.	
Maraekakaho Road / York Road Roundabout	Identified as a high-risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme	Council and Waka Kotahi are working to progress a Business Case and options.	
Hastings Bridges strengthening	Programme proposed to improve Hastings District's transport accessibility needs for HPMV, 50Max and VDAM (2016) class 1 limits on local roads	Funding approved.	
SH51 safety improvements	Implementing safety improvements on SH51 between Ellison Street and Farndon Road (Road to Zero)	Mana whenua engagement underway, feasibility phase can be completed once input received.	
SH2 Waipawa to Waipukurau shared path	Implementation of the shared path linking Waipawa to Waipukurua, including option to address the connection across the Tukituki River	Funding being sought to investigate options for crossing the river (this could be a clip-on). POE being developed.	
Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection.	Council project – probable funding (no change)	
SH38 Wairoa to Murupara	Develop and implement the business case to address the safety, resilience and levels of service issues on the corridor.	The Waka Kotahi Board approved an extended trial of Tall Oil Pitch on Waka Kotahi managed sections of SH38 between Frasertown and Aniwaniwa and funding for the extended trial including safety improvements and short-term resilience work.	
SH2 Napier to Wairoa road re-alignment	Develop a strategic case to investigate alternative road network options	A Point of Entry is scheduled for 22/23 (year two of the 2021-24 NLTP).	

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Hawke's Bay Regional Update – Maintenance

Pavement Rehabilitation Sites – 2.6km

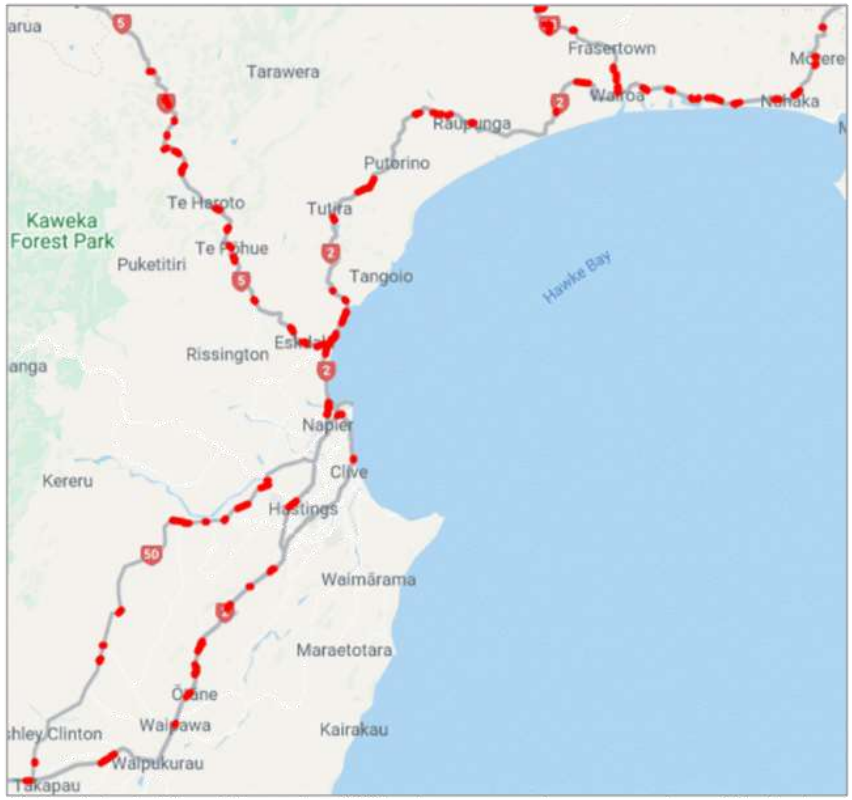
SH No.	Location	Progress to date	Timeline	Comments
2	Mangaone II	Completed	08/02/22 – 22/02/22	
2	Putorino Sth III	Completed	16/11/21 – 20/12/21	
2	Esk River Bridge North I	Completed	01/11/21 – 15/12/21	
2	Bay View No.2	In Progress	25/01/22 – 23/03/22	45% complete
5	Kings Woolshed	Deferred	03/12/21 – 11/02/22	resource constraints
5	Windy Gap	Completed	01/12/21 – 02/02/22	
50	Waima Orchard	Completed	05/11/21 – 09/02/22	

Thin Ashphaltic Surfacing Sites – 0.6km

SH No.	Location	Progress to date
2	Wairoa Roundabout	Planned 2nd week of March
2	Nth Waikare II	Deferred
2	Waikare River Bridge	Completed
2	Devil's Elbow	Completed
2	Devil's Elbow Ascent	Planned 2nd week of March
5	Tarawera Hill IV	Planned 2nd week of March
50	Eastern Port Gate	Completed
5	Tamatea Roundabout	Completed
50	Omahu Road Intersection	Completed
51	Kennedy Road Intersection	Completed
51	Marine Parade Intersection	Completed

Hawkes Bay 21/22 Chip Sealing Programme

State Highway	Lengths programmed – various sections	Progress to date
002	37.5 km	54% completed
005	10.2 km	65% completed
050	7.7 km	60% completed
051	0.4 km	To be commenced
038	5.7 km	100% completed



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Hawke's Bay Regional Update – Speed and Infrastructure

Speed

SH No.	Area	Length of speed review	Infrastructure interface	Timeframe	Status
SH51	Napier to Hastings (excl. Clive urban)	13.8km	Y		Implemented – speed lowered to 80km/h.
SH5	Taupō SH1/SH5 RAB to Bay View (Napier)	120km	Y	April 21 – Feb 2022	Speed lowered to 80km/h on 76km winding section
SH2	Hastings to Norsewood	72km	Y	2023	Technical assessment
SH2	Matawhero to Bay View	197.8km		2023	Technical assessment and internal review
SH50	Napier to SH2 Takapau	82.8km		2023	Technical assessment and internal review

Infrastructure

Project name	Primary treatment Type	Timeframe	21-24 NLTF contribution	Potential total funding (subject to approval)	Status
SH51 Napier to Hastings	Median barrier/ Awatoto roundabout	FY 22/23 – 25/26	$9.1M	$28.7M	Feasibility work underway, due to be completed in March 2022.
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	$24M	$100M	Initial feasibility work to be completed in March 2022.
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			$17M	Initial feasibility work to be completed in March 2022.

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State Highway 5

Safety and resilience

- 2021-24 NLTP has indicated probable funding for a Programme Business Case, awaiting funding approval (expected Mar/Apr). PBC will take 12 months to complete.
- A $117m package of safety improvements is in the feasibility study phase. If approved, these projects will be delivered between 2022 and 2029.
- Continued focus on the maintenance programme, including 15 reseal sites (covering 10km) and one rehab site within the Hawke's Bay boundary in the 21/22 construction season.
- An evaluation of the 80km/h speed limit will be undertaken 12 months after implementation (March 2023).

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ROAD TO ZERO
TE ARA KI TE ORA

Hei konā mai

HAWKE'S BAY REGIONAL COUNCIL

Regional Transport Committee

11 March 2022

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.

Topic	Raised by