

Meeting of the Regional Transport Committee

Date: 12 July 2024
Time: 10.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

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1.	Welcome/Karakia/Notices/Apologies	
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Glossary of Transport terms

CERF	Climate Emergency Response Fund
DSI	Death and serious injury
EECA	Energy Efficiency and Conservation Authority
ERP	Emissions Reduction Plan
GHG	Greenhouse gases
GPS	Government Position Statement The government's land transport priorities for a 10-year period. Includes details of how funding through NLTF can be utilised
ILM	Investment logic map
LTMA	Land Transport Management Act The core legislation that sets out how Councils can manage land transport
NLTF	National Land Transport Fund
NLTP	National Land Transport Plan
ODPT	On demand public transport A public transport service designed to suit the needs of the user, operating in the same manner / style as a service such as Uber rather than a regular scheduled service
PBC	Programme business case
PT	Public transport
RCA	Road Controlling Authority
RLTP	Regional Land Transport Plan A statutory document established by the RTC setting the strategic direction and transport investments across HB - reviewed every three years
RPTP	Regional Public Transport Plan Prepared by HBRC, this sets out the public transport services across HB and defines policies and procedures for public transport. It also details information and infrastructure supporting public transport.
RSHB	Road Safety Hawke's Bay
RSMP	Regional Speed Management Plan Plan sets a ten-year vision and a three-year implementation plan for speed management on all HB roads.
RTAG	Regional Transport Advisory Group Specialist council officers and subject matter experts that provide advice to the RTC
RTC	Regional Transport Committee – includes Councillors from every Council in HB
SH	State highway (SH5, SH2, SH50 etc)
SIP	Speed and Infrastructure Programme
tCO₂e	Tonnes of CO₂ equivalent
VKT	Vehicle kilometres travelled

Hawke's Bay Regional Council
Regional Transport Committee
12 July 2024

Subject: Public Forum

Reason for report

1. This item provides the means for the Committee to give members of the public the opportunity to address the Committee on matters within its terms of reference (attached).

Background

2. The Hawke's Bay Regional Council's Standing Orders provide for public forums as follows:

14. Public Forums

Public forums are a defined period of time, usually at the start of a meeting, which, at the discretion of a meeting, is put aside for the purpose of public input. Public forums are designed to enable members of the public to bring matters to the attention of the local authority.

In the case of a committee or sub-committee, any issue, idea or matter raised in a public forum must also fall within the terms of reference of that meeting.

Requests must be made to the HBRC Governance Team (06 8359200 or governanceteam@hbrc.govt.nz) at least one clear day before the meeting; however, this requirement may be waived by the Chairperson.

14.1 Time limits

A period of up to 30 minutes, or such longer time as the meeting may determine, will be available for the public forum at each scheduled Regional Council, Corporate & Strategic Committee, Environment & Integrated Catchments Committee and Regional Transport Committee meeting.

Speakers can speak for up to 5 minutes. No more than two speakers can speak on behalf of an organisation during a public forum. Where the number of speakers presenting in the public forum exceeds 6 in total, the Chairperson has discretion to restrict the speaking time permitted for all presenters.

14.2 Restrictions

The Chairperson has the discretion to decline to hear a speaker or to terminate a presentation at any time where:

- ☐ a speaker is repeating views presented by an earlier speaker at the same public forum
- ☐ the speaker is criticising elected members and/or staff
- ☐ the speaker is being repetitious, disrespectful or offensive
- ☐ the speaker has previously spoken on the same issue
- ☐ the matter is subject to legal proceedings
- ☐ the matter is subject to a hearing, including the hearing of submissions where the local authority or committee sits in a quasi-judicial capacity.

14.3 Questions at public forums

At the conclusion of the presentation, with the permission of the Chairperson, elected members may ask questions of speakers. Questions are to be confined to obtaining information or

clarification on matters raised by a speaker.

14.4 No resolutions

Following the public forum no debate or decisions will be made at the meeting on issues raised during the forum unless related to items already on the agenda.

Decision-making process

3. 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 *Public Forum speakers' verbal presentations*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

- 1 [↓](#) 2022-25 Regional Transport Committee Terms of Reference

Regional Transport Committee

Terms of Reference



Adopted by Hawke's Bay Regional Council resolution 29 March 2023

The purpose of the Regional Transport Committee is to:

1. Prepare the Regional Land Transport Plan (RLTP) and any significant variation to the RLTP for adoption by the Regional Council, in accordance with the Land Transport Management Act 2003.
2. In accordance with the Land Transport Management Act 2003, adopt a policy that determines significance in respect of:
 - 2.1. variations made to regional land transport plans under section 18D of the Land Transport Management Act 2003, and
 - 2.2. the activities that are included in the regional land transport plan under section 16 of the Land Transport Management Act 2003.
3. Prepare the Regional Public Transport Plan (RPTP) for adoption by the Regional Council, in accordance with the Land Transport Management Act 2003.
4. Monitor the implementation of the Regional Land Transport Plan and the Regional Public Transport Plan.
5. Plan and provide for emissions reductions through multi modal activities.
6. Plan and provide for active transport in the region.
7. Advocate on strategic regional and inter-regional transport matters to Central Government and other key stakeholders as appropriate.
8. Make recommendations in support of land transport activities that are eligible for national funding and align with the regional land transport plan.
9. Approve submissions to Central Government, local authorities and other agencies on Regional Transport Committee matters.
10. Monitor and provide advocacy on regional road safety matters.
11. Monitor passenger transport objectives and make recommendations to the Regional Council on public transport policies.
12. Provide the Regional Council with any advice and assistance it may request in relation to its transport responsibilities.

Members Voting Members

Two elected members of the Regional Council, being:

- Councillors Martin Williams and Jerf van Beek

One representative and one alternate, appointed by each of the following organisations, being:

- Wairoa District Council: Mayor Craig Little and Cr Chaans Tumataroa-Clarke as alternate
- Hastings District Council: Cr Tania Kerr and Mayor Sandra Hazlehurst as alternate
- Napier City Council: Cr Keith Price and Mayor Kirsten Wise alternate
- Central Hawke's Bay District Council: Cr Kate Taylor and Mayor Alex Walker as alternate
- New Zealand Transport Agency, being Linda Stewart and Sarah Downs as alternate

Advisory Members (non- voting)

- New Zealand Police (representing road safety), being TBC (& alternate if appointed)
- Automobile Association (representing access and mobility, including private motorists, pedestrians, cyclists and public transport users), being David Murray (& alternate if appointed)
- Port of Napier – representing the Port and coastal shipping- Nick Ganivet (& alternate if appointed)
- KiwiRail (representing rail issues) - Angus Hodgson (& alternate if appointed)
- Road Transport Association NZ (representing the road transport industry) being Ian Emmerson (& alternate if appointed)
- HBRC Māori Committee (representing cultural and environmental interests) – Api Robin
- Te Whatu Ora HB representative - Dr Bridget Wilson (& alternate if appointed)
- HB Regional Active Transport Committee (name to be confirmed) representing active transport, to be confirmed (& alternate if appointed)
- Hawke’s Bay Airport - Rob Stratford (& alternate if appointed)

Chair One Regional Council elected member, being Cr Martin Williams

Deputy Chair One Regional Council elected member, being Cr Jerf van Beek

Quorum Majority of voting members (4)

Voting In accordance with section 105(7) of the Land Transport Management Act, at any meeting of the RTC, the Chairperson, or any other legislated person presiding at the meeting:

- (a) has a deliberative vote and
- (b) in the case of an equality of votes, does **not** have a casting vote (and therefore the act or question is defeated and the status quo is preserved).

Regional Council, Territorial Authority and NZ Transport Agency representative members have full speaking and voting rights on all matters.

In circumstances where both the member and alternate are in attendance, only the member’s vote will be counted.

Advisory Members The role of advisory members is to:

- Provide advice to the Regional Transport Committee on matters pertaining to their advisory portfolios, when requested by the Chair
- Report on relevant activities or events pertaining to their advisory portfolios.

Advisory members have full speaking rights on all matters, but no voting rights.

Meeting Frequency Quarterly, or as required

Staff Executive Group Manager Policy & Regulation and Transport Manager

Technical Advisory Group (TAG) The Transport Committee considers advice relating to strategic transport issues from a Technical Advisory Group (TAG), generally comprising roading and infrastructural planning officers from NZTA and the Territorial Authorities; and chaired by the HBRC Transport Manager. TAG members may attend RTC meetings and may provide advice at meetings when invited to do so by the Chair, but do not vote.

Hawke's Bay Regional Council
Regional Transport Committee

12 July 2024

Item 5

Subject: Regional Transport Programme July 2024 update

Reason for report

1. This agenda item provides an update on the progress on the Regional Transport Advisory Group (RTAG) workstreams and updated Regional Transport Programme Tracker (**attached**).

Background

2. The Regional Transport Programme Tracker was introduced in February 2023 and provides a snapshot of the RTAG workstreams in addition to the commentary provided in this paper.

Regional Land Transport Plan (RLTP)

3. The RLTP, focused on resilience, maintenance, connecting our communities, and our local / rural roading network, was consulted on from 16 March to 14 April 2024. The Committee heard from 14 submitters during the public hearings. Following deliberations, the Committee resolved to add a number of items, along with adjustments and amendments as needed.
4. The draft RLTP is scheduled for adoption by the Regional Council at the 24 July meeting.

Regional Speed Management planning

5. This work was stopped by the Transport Minister following the election. However, proposed changes to the existing 'Setting of Speed Limits Rule' were out for consultation, closing 11 July.
6. The proposed changes differ from the previous rule in a number of ways, most notably the requirement for a cost benefit analysis for each proposed speed change, robust consultation requirements, implementation of variable speed signs outside schools, introduction of a Ministerial speed objective, and updated certification requirements.
7. The proposed changes also seek to reverse speed limit changes made since 1 January 2020. No consultation will be required to reverse speed limits. Further, it is proposed that reduced speed limits on State Highways can be retained if NZTA can show community support.
8. TAG will present a discussion paper at the next RTC meeting, once the consultation period has closed and next steps are clearer.

RoadSafe Hawke's Bay

9. The Road Safety Strategy is progressing as staff time and resourcing allows.
10. A separate RoadSafe Hawke's Bay agenda item provides detailed updates on activities.

Transport Emissions Reduction Plan

11. The draft Transport Emissions Reduction chapter, endorsed by the Committee on 3 November 2023, has been built into the Regional Emissions Reduction Plan presented to the Climate Action Joint Committee. Transport-related actions were built into the draft RLTP where applicable.

Active Transport

12. Planned *Transport Choices* projects will not proceed as planned due to funding no longer being available.

13. Progress on the Regional Active Transport Strategy has been delayed. The primary reasons for this are the impacts of cyclone on staff time and RLTP development. It is expected work will resume throughout 2024.

Regional Public Transport Plan (RPTP) implementation

14. The RPTP, adopted in September 2022, set out a step change for public transport services across the urban areas. The RPTP outlined a move away from the current one-way loop coverage model to a frequent bi-directional patronage model.
15. Staff continue to work towards the new network, scheduled for mid-2025.

Decision-making process

16. 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 *Regional Transport Programme July 2024 update*.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [📄](#) Regional Transport Programme tracker

N.N Workstream		Progress	Overall Status	Road Blocks	Next steps	Commentary	Milestones			Planned Date
N.N.N Sub-project							HBC resource	RCA resource	External resource	
1.1 Regional Land Transport Plan										
1.1.1	ILM	100%	●			Completed and built in to RLTP	20	20	75	
1.1.2	PBC	100%	●	Sub standard via peer review		Future form and function to replace	20	0	80	
1.1.3	Freight network distribution strategy	100%	●			Finalised, endorsed, adopted by Matariki	5	5	90	
1.1.4	RLTP planning	100%	●			Completed	50	50	25	
1.1.5	RLTP consultation	100%	●			Completed	70	30	10	
1.1.6	Develop programmes of work to reduce long term emergency spend in RLTP	100%	●			Programmes developed and submitted	30	70	0	
1.1.7	Develop regional strategy of network resilience within RLTP	100%	●			Largely built in to continuous programmes & LCLR	40	60	0	
1.1.8	Develop 'on the horizon' RLTP programme for inclusion	100%	●			Completed	50	50	0	
1.1.9	Adopt RLTP 2024 - 2034	95%	●		Adoption by full Council on 24 July		50	50		Adoption on 24 July
1.2 Speed Management Planning										
1.2.1	Principles & priorities	100%	●			RTC endorsed with changes at 14 Feb meeting	75	75	10	10-Feb-23
1.2.2	Draft regional speed management plan - front end	45%	●			Works ceased by minister - front end still in draft	50	20	0	
1.2.3	RCA speed management plans	10%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	20	80	0	
1.2.4	Draft regional speed management plan	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	75	40	0	
1.2.5	Regional speed management plan consultation	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	75	50	0	
1.2.6	Certification by Waka Kotahi	0%	●	Proposed changes being consulted on	Understand implications of proposal & develop next steps	TBC	10	10	75	
1.3 RoadSafe Hawke's Bay										
1.3.1	Strategic direction and framework	100%	●			RTC endorsed at 14 Feb 2023 meeting	100	10	0	
1.3.2	Rebrand	100%	●			Rebrand completed	25	0	75	
1.3.3	HDC strategy development	10%	●		Continue strategy development throughout year	Recent focus has been on Cyclone and RLTP development	50	50	25	Ongoing
1.3.4	WDC strategy development	5%	●		Continue strategy development throughout year	Recent focus has been on Cyclone and RLTP development	50	50	25	Ongoing
1.3.5	NCC strategy development	5%	●		Continue strategy development throughout year	Recent focus has been on Cyclone and RLTP development	50	50	25	Ongoing
1.3.6	CHBDC strategy development	85%	●		Continue strategy development	Development going very well. Engaged SME group	50	50	25	Ongoing
1.3.7	RoadSafe HB BAU activities	100%	●		Continue shift to community centric delivery	BAU activities continue with great success	60	40	50	Ongoing
1.3.8	RTC road safety strategy workshop	0%	●			No actions yet				
1.4 Emissions reduction Plan										
1.4.1	Emissions reduction prep work	95%	●				50	50		
1.4.2	SME workshop	0%	●			Did not happen	50	50		
1.4.3	Draft transport emissions reduction chapter	100%	●			Regional ERP not presented to CAJC. Transport actions to be owned by RTC	80	20		4-Aug-23
1.4.4	Ongoing ammendements / development	100%	●			Actions built in to RLTP and other plans				
1.5 Active Transport										
1.5.1	Review of draft regional cycling plan	100%	●			Review completed	50	25	15	
1.5.2	Develop whole of network view	40%	●		Whole of network view being developed with TAs and GIS	Work to be continued across 2024 with other pieces of work	50	50	0	
1.5.3	Gap analysis	0%	●		To commence following review	Will be conducted in RTAG workstream	50	50	0	
1.5.4	Develop active transport strategy	0%	●			To commence in 2024				
1.6 PT Implementation										
1.6.1	MyWay Hastings review	100%	●		Review service against Benefits Map	Review presented at 15 March RTC meeting	100		0	
1.6.2	MyWay Napier trial implementation	0%	●			Napier trial on hold due to funding constraints	50		50	
1.6.3	Develop transport procurement strategy	100%	●			Procurement strategy complete and endorsed by Waka Kotahi	20		80	
1.6.4	Review current PT contract	100%	●		Finalise review	Collate key elements of new contract ahead of RFP	80		20	Ongoing
1.6.5	Develop new PT contract	50%	●		EOI completed. Initial planning underway for RFP	Development of Business Case and draft contract	50		50	Business Case in development
1.6.6	Request for Tender (RTF)	0%	●		Develop in line with contract & business case		100			Ongoing
1.6.7	Rate reset	100%	●			Completed late December 23	50		50	
1.6.8	Short term RPTP change implementation	20%	●	Focus remains on core service reliability		Changes to take place with new network, pending funding	50		50	
1.6.9	CHB express trial	30%	●			Trial progress subject to NLTF funding	33	33	33	NLTP adoption & confirmation of funding
1.6.10	2025 contract implementation	15%	●		RFP developed with parties engaged	All next steps subject to funding	33	33	33	1-Aug-25

Hawke's Bay Regional Council
Regional Transport Committee

12 July 2024

Item 6

Subject: RoadSafe Hawke's Bay update

Reason for report

1. This report provides the Committee with an update on the business-as-usual activities of RoadSafe Hawke's Bay, including the 2024 Youth Road Safety Expo.

Strategic fit

2. RoadSafe Hawke's Bay provides education and interventions across the region linked to and informed by risk factors. By doing this, RoadSafe Hawke's Bay helps to reduce the impact and severity of road trauma, creating safer communities.

Discussion

Youth Road Safety Expo 2024

3. The Youth Road Safety Expo is a large-scale annual event run by RoadSafe Hawke's Bay, in collaboration with partner agencies such as Police, Fire and Emergency NZ, St. Johns, NZTA / Waka Kotahi and others. The expo runs across the first week of May, welcoming year 11 – 13 students from across the region.
4. Following three years of cancellations the key partners and Roadsafe Hawkes Bay were thrilled to get back in front of over 2,000 young drivers at the start of their driving journey. The Expo was well attended by 19 secondary schools and alternative education providers. Feedback from the schools show that the Expo has been well received by both the students and staff, with a good balance of strong messages that increase skills and knowledge of how young drivers can keep themselves and other road users safe.
5. The Expo had a range of interactive activities along with competitions to drive engagement and encourage learning. These also provided the ability to gain greater attendance insight and assist in the overall evaluation of the event. Post-event evaluation and feedback are underway.

Road Safety Week 2024

6. Road Safety Week is an annual event held across the country during mid May to raise awareness of risk factors and provide community education. Road Safety Week 2024 saw further check point / spotting campaigns to support the ongoing work of Police, resulting in enforcement action where necessary.
7. Complementing this, the 'caught being good' initiative is run alongside, seeking to reward drivers for favourable road safety behaviors, such as pulling over to use their cellphone.

Youth initiatives

8. RoadSafe Hawke's Bay has been involved with both the Building Futures programme, run out of Tumu Timbers, and the Ignite youth programme. Both of these initiatives involve regular engagement with youth in training, sharing road safety messaging, education, and best practice.
9. RoadSafe Hawke's Bay, along with a range of other funders and support partners, has enabled the Community Driver Mentoring pilot programme run by Ignite Youth Employment. The trial ran for 12 months and had an initial target of 50 clients. Experiencing substantial success, the trial has successfully helped 75 clients through their driver licensing journey.

10. Rangatahi education sessions with young offenders who have driving offences, being dealt with through the youth court, continue as needed. These interventions are intensive and targeted, delivering messaging and education directly to small groups of often at-risk youth. Sessions are conducted in collaboration with Police.

Other road safe initiatives

11. A joint initiative has been undertaken in collaboration with ACC and their 'Have a Hmm' campaign. This involved primary school students delivering road safety messaging to their community. Alongside this, a joint cycle pathway initiative was developed to offer safety and injury prevention advice and reminders to users of the trails. These flyers were delivered via i-sites, cycle shops, wineries, and cycling groups.
12. ACC provided joint funding to enable the initiative.

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *RoadSafe Hawke's Bay update* staff report.

Authored by:

Zavia Hands-Smith
Sustainable Transport Advisor

Bryce Cullen
Transport Strategy & Policy Analyst

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

12 July 2024

Item 7

Subject: Public Transport July 2024 update

Reason for Report

1. This agenda item provides an update on Public Transport operations in the region.

Background

2. The responsibility for contracting public transport services is assigned to regional councils under the Land Transport Management Act 2003, section 35.
3. As part of Council's responsibility to the transport disadvantaged, Total Mobility services are provided where suitable transport operators exist to deliver the service. *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).

Discussion

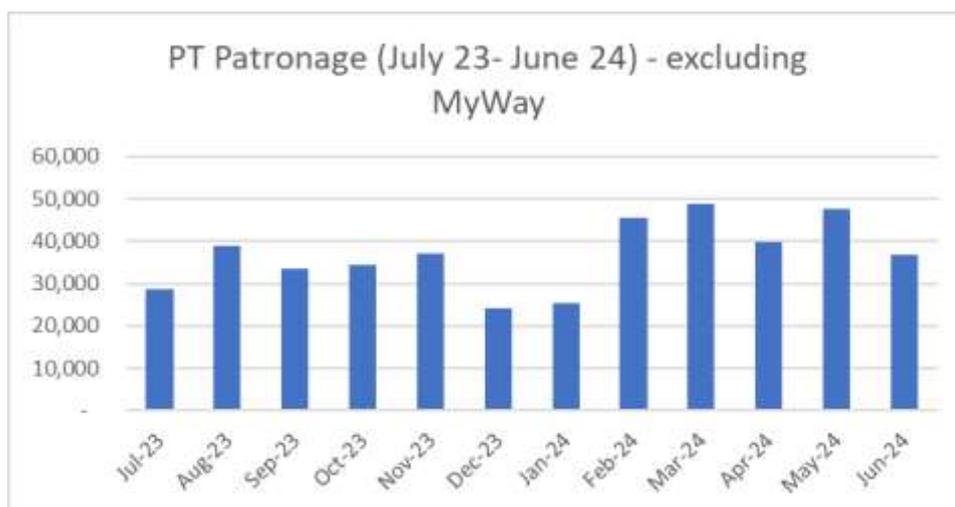
GoBay operations

4. Prior to year end 2023, HBRC entered into mediation with Go Bus, resulting in both parties reaching a mutually agreeable position on matters including driver wage uplift, gross price reset and non-compliance deductions. These agreements, particularly the driver wage uplift, enabled Go Bus to secure more drivers, allowing the reinstatement of full services.
5. All contracted GoBay services were reinstated on 28 January 2024. Following the reinstatement of full services some key highlights include:
 - 5.1. Route 12 returning to 20-minute frequency during peak times and 30 minutes off peak
 - 5.2. All Sunday Services reinstated
 - 5.3. Route 10 reinstated.
6. In March 2024, HBRC ended its contract with the live tracking operator, Track-A-Bus, in favour of Radiola, another New Zealand based provider. The Radiola platform is now used for the live tracking of all Go Bay buses, with a notable improvement in real time tracking and data reporting insights.

Public Transport Patronage

7. As Figure 1 shows, there has been a sustained increased in patronage following the full reinstatement of services from 28 January. Generally, patronage is sitting in the low to mid 40,000's monthly – a significant improvement on previous performance.

Figure 1: Public Transport patronage (July 23 – June 24)



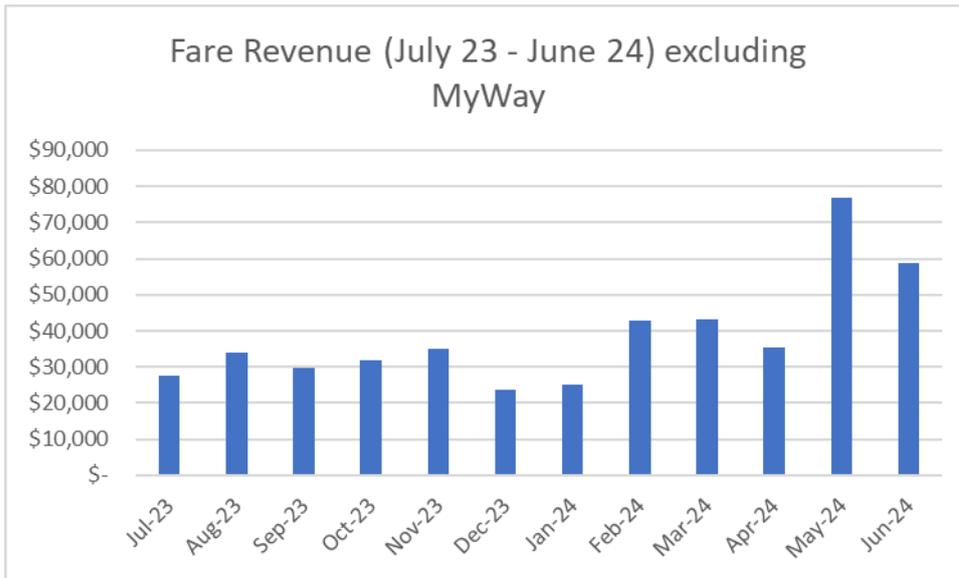
Fares

8. The Community Connect concession scheme ended 1 May 2024.
9. HBRC decided to increase bus fare prices from 1 May 2024. This was due to rising operational costs, and the removal of NZTA funding for specific age groups. These adjustments were necessary to ensure the sustainability of our service and ensure sufficient farebox recovery.
 - 9.1. Cash fares were increased from \$2 to \$3 for one zone travel and \$3 to \$4 for two zone travel.
 - 9.2. The new fares are outlined in the table below.

	One Zone From 1 May, 2024		Two Zones From 1 May, 2024		
	Cash	Beecard	Cash	Beecard	
Adult (18+)	\$3.00	\$2.00	Adult (18+)	\$4.00	\$3.00
SuperGold Peak	\$3.00	\$2.00	SuperGold Peak	\$4.00	\$3.00
Community Service Card	\$3.00	\$1.00	Community Service Card	\$4.00	\$1.50
Youth (5-18)	\$3.00	\$1.25	Youth (5-18)	\$4.00	\$1.50
Child (0-5)	Free	Free	Child (0-5)	Free	Free

- 9.3. A youth concession was implemented by HBRC as a result of public feedback. The concession sees youth riders paying \$1.25 for one zone, and \$1.50 to travel two zones.
- 9.4. Central government continues to subsidise community service card concessions at half the adult fare.
10. Figure 2 shows the farebox revenue over the last financial year. New fares were introduced from 1 May and there was a material increase in farebox revenue. In total, fare revenue in May was 117% above April.

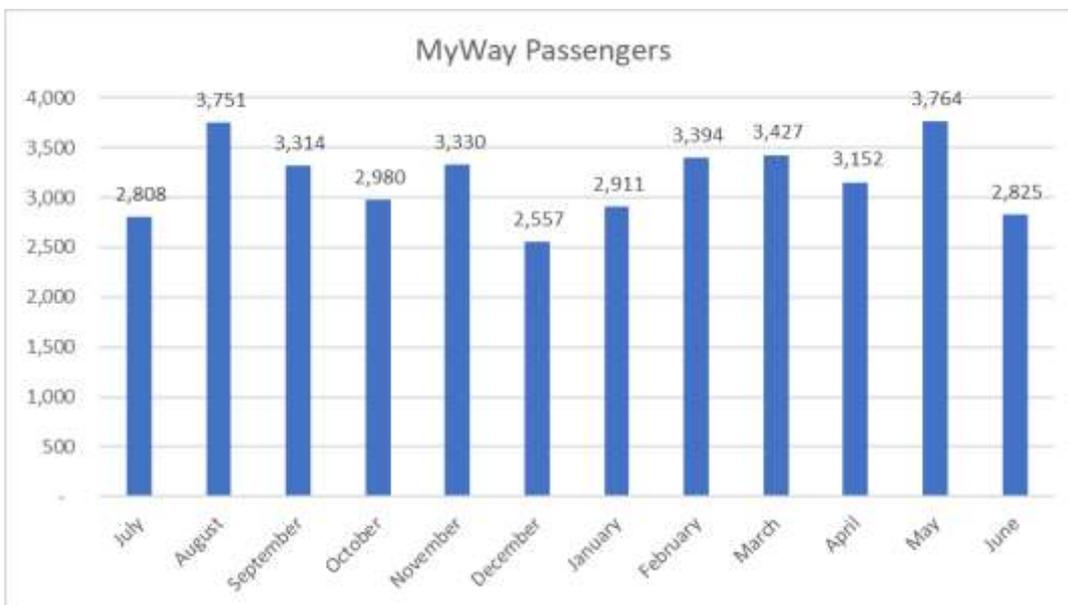
Figure 2: GoBay Fare Revenue (July 2023 – June 2024)



On Demand Public Transport (ODPT)

11. An agreement has been reached with GoBus to extend the MyWay service until the end of the current PT contract period, which ends 31 July 2025. There is currently no intention to continue the service beyond this date.
12. The accessible van has been off the road for several months with a range of mechanical issues. This has had an impact on both capacity and access.
13. Figure 3 below show the MyWay patronage over the past financial year.

Figure 3: MyWay Passenger stats (July 23 – June 24)

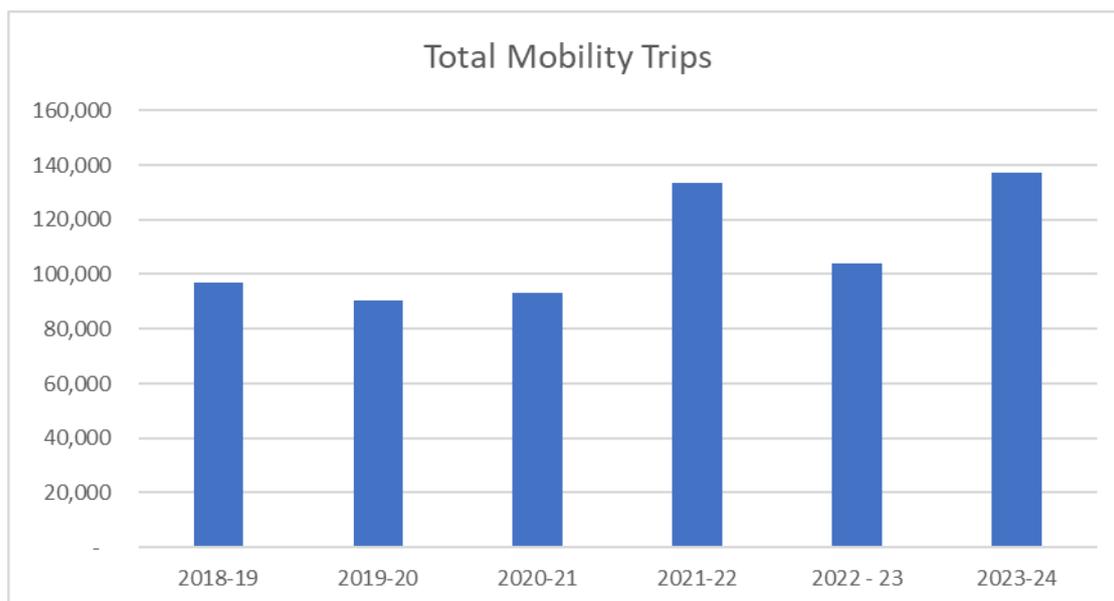
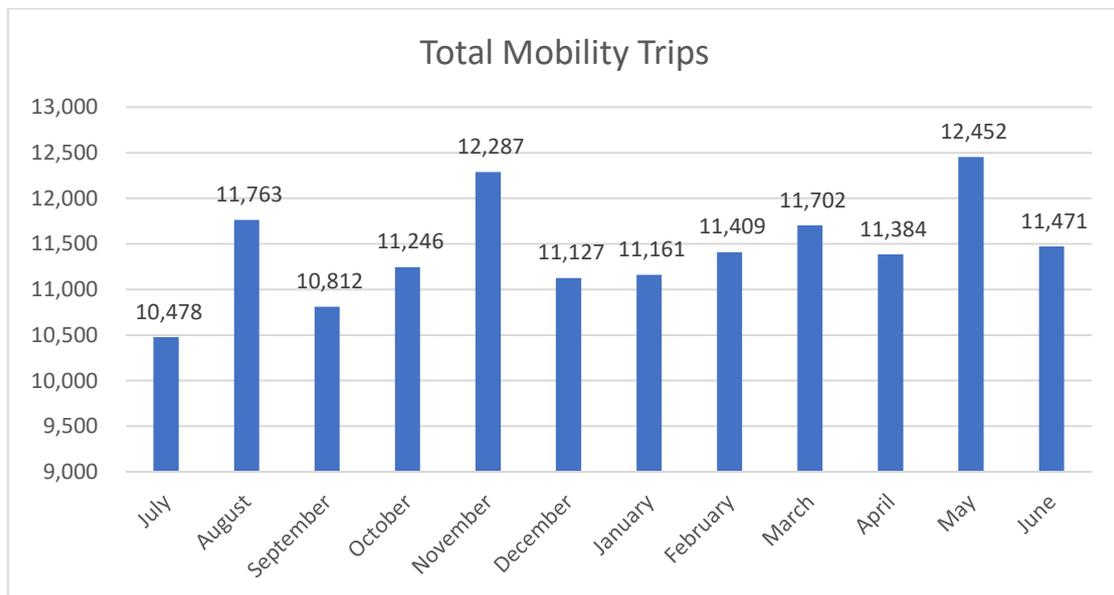


Total Mobility

14. 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 a 75% fare discount up to a maximum fare value of \$50. The scheme is administered by the Regional Council and funded by both the Council and NZTA / Waka Kotahi.

15. The Total Mobility Scheme has experienced significant growth over the past year. With an ageing population it is expected that this growth will continue. While the scheme provides connection and access for users, the costs to run the service are increasing. There has been an increase in the use of the service following the high levels of cancellation of the public bus, and again following the cyclone.
16. As a result of the sustained increases, HBRC will undertake a review of the scheme, focusing on conditions around eligibility for and use of the Total Mobility Scheme. This will also include carriage conditions, reporting and performance requirements for Total Mobility providers. Currently there is a lack of clear guidance, policy, and formal agreements with the individual operators.
17. Figure 4 below shows the trips over the last financial period. The average monthly trip count is 11,441 and the average monthly concession amount (fare portion not paid by the rider) is \$190,276.10. This continues to be the result of increased subsidies, longer journey travel times as experienced post-cyclone, and longer distances travelled due to greater subsidies.

Figure 4: Total Mobility Trips



Climate Emergency Response Fund (CERF) Transport Choices Package

18. Last year HBRC was in the process of securing funding from central government to upgrade several bus stops around the region with real-time bus information, new shelter design and security lighting all powered by solar. The CERF fund was discontinued and HBRC and other councils across the region missed out on the funding opportunity for a range of projects.

New network and contract

19. The contract for the provision of Public Transport services is due to end on 31 July 2025. In preparation for a new contract, staff released a Request for Interest (RFI) document on the Government Electronic Ticketing System (GETS) website during December 2023. The intent of the RFI was to provide basic information around the planned new network requirements to seek expressions of interest from bus companies which may be interested in tendering for the new contract. Staff received interest from five companies wishing to take part in the next steps.
20. As part of the new network, HBRC is required to undertake a robust business-case process for NZTA. The main cause of this requirement is that the new network will provide a different model / improvements for public transport services, thereby requiring the development of a business case for sign off.
21. Staff are working with MR Cagney and Taith Consulting (specialist public transport consultants) to produce the business case required for Waka Kotahi to proceed with the transition from looped routes to the new, bi-directional services outlined in the RPTP.
22. Indicative funding has been provided to HBRC from Waka Kotahi. Funding levels remain a challenge in order to implement our full adopted RPTP. This will mean service levels are likely to remain fairly similar to the current levels offered but on a new bi-directional network.

Decision-making process

23. 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 *Public Transport July 2024 update* staff report.

Authored by:

Zavia Hands-Smith
Sustainable Transport Advisor

Bryce Cullen
Transport Strategy & Policy Analyst

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

12 July 2024

Item 8

Subject: Waka Kotahi/NZTA Central Region Regional Relationships Director's update

Reason for report

1. This item introduces the Waka Kotahi/NZTA Central Region Regional Relationships Director's update and presentation.

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/NZTA Central Region Regional Relationships Director's update*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

- 1 NZTA detailed update - July 2024 Under Separate Cover
- 2 [↓](#) NZTA update - July 2024 presentation

Hawke's Bay Regional Transport Committee

July 2024



Te Kāwanatanga o Aotearoa
New Zealand Government



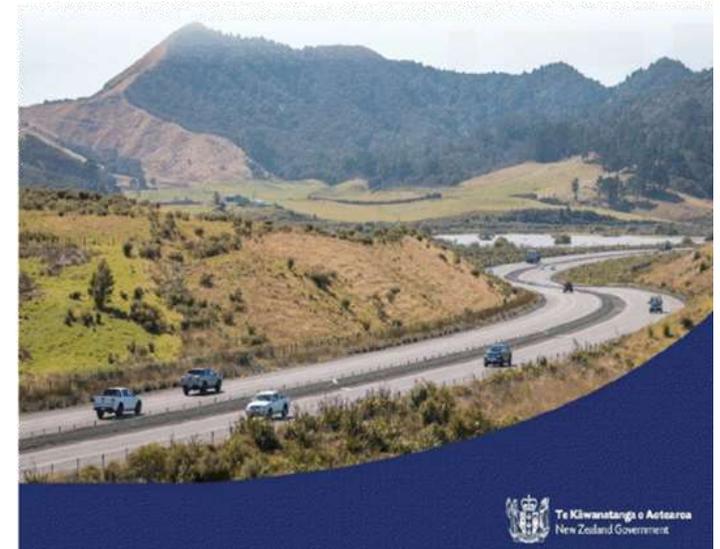
2024-27 NLTP Development

- The Government has released the final GPS 2024.
- You can read it online at: www.transport.govt.nz/GPS2024
- GPS 2024 signals investment of \$22 billion in the land transport system during 2024-27
- The overarching priority for transport investment will be supporting economic growth and productivity to deliver greater prosperity
- The other three priorities are increased maintenance and resilience; safety; and value for money
- GPS 2024 identifies 17 Roads of National Significance and 11 Roads of Regional Significance to prioritise for investment during the 2024-27 NLTP
- We've finalised our Investment Prioritisation Method (IPM) – and are now prioritising improvement activities
- Our Board will adopt the 2024-27 NLTP at the end of August, for publication early September

NZ Transport Agency

Government Policy Statement on land transport 2024-34

June 2024



Roads of National Significance (RoNS)

- The RoNS will support economic growth.
- All RoNS projects remain subject to investment decisions and funding.
- While awaiting confirmation of the 2024-27 NLTP, we're establishing each project's scope, estimate costs and timelines, and better understand the inter-dependencies with other state highway activities.
- Initial conversations with industry are underway to understand market capability and capacity, ahead of procurement beginning later this year.
- The SHIP 2024-34 proposes staging individual projects over 3 NLTP periods.
- Planning is underway to set up a 10-year pipeline of work for all projects.
- To inform the pipeline, we have grouped projects into 3 waves to indicate the likely NLTP period where each of the projects could commence construction.
- Pending confirmation of funding (under the 2024-27 NLTP), we'll begin early planning for all projects by June 2025 and construction on some of the RoNS within the next 3 years.



Safety camera programme update

The expansion of the number and type of safety cameras is continuing as part of NLTP 2021-24:

- *Recently completed:* groundwork on 12 average speed camera sites in Auckland and one site in Waikato
- *Underway:* final preparations for first-NZTA camera to start issuing infringement notices in Northland
- *Engaging:* with NZ Police, local RCAs, iwi and hapū on short listed sites
- *Planning:* continues and is dependent on the priorities for road safety set by the Government and funding.
- *Transitioning:* NZ Police cameras to NZTA from August 2024



Why safety cameras?

International evidence shows safety cameras reduce harm by encouraging people to drive within speed limits and respect red lights

Camera Type	Death & serious injury reduction
Average speed	48%
Fixed spot	20%
Red light	27%
Mobile safety	15%

Consultation on setting speed limits

Draft Land Transport Rule: Setting of Speed Limits 2024

- Public consultation is open until 11 July 2024.
- The draft rule sets out criteria, requirements and procedures to be followed by RCAs when reviewing and setting speed limits for roads within their jurisdictions.
- It proposes an approach to setting speed limits that seeks to ensure economic impacts – including travel times – and the views of local road users and communities are considered, alongside safety, when setting speed limits.
- The proposed rule and the consultation document are available on the Ministry of Transport website.
- Feedback and questions can be sent to speedrule@transport.govt.nz.

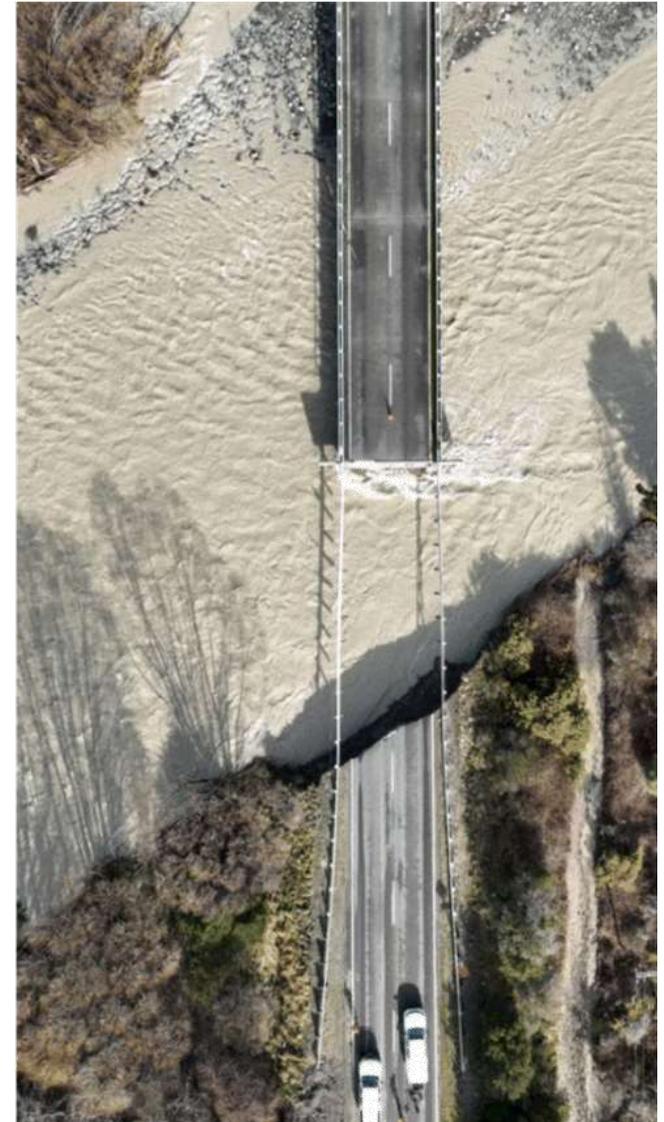
NZ Transport Agency



Emergency works policies review

- More frequent and intense weather-related events are putting increasing pressure on the funding available for emergency works response and recovery.
- In recent years, emergency works funding has significantly exceeded its National Land Transport Fund (NLTF) allocation.
- We've had to rely on substantial Crown funding for severe nationally significant weather events that overwhelm the NLTF.
- We've reviewed our current emergency works policies and Funding Assistance Rates (FAR) to make sure the policies are fit for purpose and the NLTF can sustainably fund emergency works in 2024-27.
- We've consulted on the proposed changes and are currently analysing the submissions.
- Policy and process changes will be published in July 2024. Decisions on FAR will be made by the end of 2024. If approved, they would take effect on 1 July 2025.

NZ Transport Agency



Regional Update – RLTP Significant Related Activities

Activity	Activity description	Status	On track
1 SH5 Napier to Taupo Corridor Improvements	Programme Business Case (PBC) addressing safety, efficiency and resilience, to be delivered alongside shorter-term Low Cost/Low Risk safety improvements (SIP)	PBC completed and endorsed by Waka Kotahi Board. SH5 Improvements from the PBC were included in the State Highway Investment Programme 2024-2034 and the Value for Money Safety Improvements Programme SIP work, funded to \$13m, is in progress.	On track
2 Maraekakaho Road/York Road Roundabout	Identified as a high-risk intersection and recommendation for intersection transformation and endorsed in the Road to Zero programme	Maraekakaho York Rd Roundabout has had expenditure from council claimed in the pre-implementation phase of the project but no property costs to date. The construction costs have been allocated to the 24/27 NLTP with final design and construction to be delivered in 2024/25.	At Risk
3 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 was approved in 2017 and since then over 75% of the bridge strengthening programme has been completed. However, work has now re-prioritised due to Cyclone Gabrielle, and will not continue in the 2024-27 period	Off Track
4 SH51 Napier to Hastings (Safety Improvements)	Implementing safety improvements on SH51 between Ellison St and Waitangi Road (Road to Zero / SIP)	Roundabout construction, road realignment, road widening, and the installation of flexible median and roadside safety barrier on SH51 between Awatoto St and Ellison St are complete.	On track
5 Mahia connectivity	Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection	Wairoa District Council have not included the Nuhaka-Opoutama Road – Blowhole realignment/retreat and coastal protection in the 24/27 RLTP transport programme.	Off Track
6 SH38 Wairoa to Aniwanuiwa	NZTA are working with Tūhoe, Wairoa, Whakātane District Council and Ministry of Business Innovation and Employment to rollout Tall Oil Pitch pavement improvement over three sites (approximately 20km) on SH38 including safety and resilience work .	The project is progressing well with all safety improvements complete, and two of the three Tall oil Pitch sites now complete. Target completion date is December 2024.	On track
7 SH2 Ōpōtiki to Napier Corridor Resilience	Single Stage Business Case addressing cyclone rebuild and long-term resilience	TREC has completed a Corridor Business Case identifying a range of possible interventions including underslip and overslip work, flood protection, structural improvements and drainage. This was endorsed by the NZTA Board in April. No funding has been confirmed at this time. It is included in the State Highway Investment Proposal for prioritisation as part of BAU NLTP funding processes. This work built on the Resilience Strategic Response plans endorsed by the NZTA Board in 2023.	On track

Regional Update – Speed and Infrastructure 2021-2024

Speed

SH No.	Area	Length of speed review	Infrastructure interface	Timeframe	Status
SH51	Napier to Hastings (excl. Clive urban)	13.8km	Y		Completed
SH5	Taupō SH1/SH5 RAB to Bay View	120km	Y	February 2022	Completed
SH2	Hastings to Norsewood	72km		2024 – 2027*	*SH2 and SH50 corridors were being assessed to see if they would progress in the 24-27 NLTP State Highway Speed Management Plan (SH SMP)
SH2	Matawhero to Bay View	197.8km		2024 – 2027*	
SH50	Napier to SH2 Takapau	82.8km		2024 – 2027*	

Infrastructure

Project name	Primary treatment Type	Timeframe	21-24 NLTF contribution	Status
SH51 Napier to Hastings	Median barrier/ Awatoto roundabout	FY 22 - 24	\$21M	Project complete
SH5 HB Regional Boundary to SH2	Barriers and wide centre line	FY 22/23 – 28/29	\$15M	\$13M of implementation funding approved. Two sites, the Tarawera slow vehicle bay and Marshall's Bridge in Eskdale, have been completed. There are seven active sites remaining between Eskdale and Waipunga, which are due to be completed by late 2024.
SH5 HB Regional Boundary to Taupō	Barriers and wide centre line			

NZ Transport Agency

Summer Maintenance and Operations Programme

- We have completed the biggest summer M&O programmes the Hawke's Bay network has ever seen. This has included deferred sites from the cyclone, plus planned works, and some additional resurfacing funded through recovery.
- The Hawke's Bay Maintenance and Operations spend this season was \$34m compared to pre-cyclone levels between \$12-15m.
- Hawke's Bay is at 100% completion (with approximately 50% greater programme delivered over typical years).
- The additional resurfacing sites (recovery rehabilitations) were sites severely affected by the cyclone. These would not have been done in programmed works for at least another two years.
- This season 130.6 lane kilometres in Hawke's Bay have been resurfaced.

Status of programme delivery – 2023/2024		
Renewal Type	Planned	Complete
Reseal (lane km)	111	111
Rehab (lane km)	9.98	9.98
Thin asphalt (lane km)	3.268	3.268
ATP – 'rumble strips' (lane km)	34.1	34.1
Drainage (sites)	7	7



Recovery work

- Through the Government's Budget 2024, NZTA and TREC have been allocated an additional \$250m in a highly contestable and constrained budget
- Actual figures may vary as Recovery works progress, but it does signal the approximate scale of funding allocated and gives more certainty for this next phase of the programme. This funding follows the \$384m investment announced in 2023
- This additional investment will allow TREC to continue to deliver state highway Recovery work effectively and efficiently for communities across Hawke's Bay and Tairāwhiti



May 2024

East Coast state highway Recovery funding update

Additional Recovery funding for East Coast: \$250m

East Coast	Tairāwhiti
<p>East Coast</p> <p>Additional funding allows works to continue on the recovery of the state highway network across Hawke's Bay and Tairāwhiti.</p> <p>Repairs include slope stabilisation, retaining wall construction and river scour protection as well as more significant works such as bridge replacements.</p> <p>Hawke's Bay</p> <p>This includes the replacement bridge at the existing SH2 Waikare Gorge alignment as well as further works on the existing SH2 Devi's Elbow corridor.</p> <p>Areas with a lower number of faults, such as SH50, SH51 and SH2 south of the junction with SH5 will see repairs. Similarly, SH5 through the Esk Valley up to Waipunga, will have all repairs completed. SH38 north of Wairoa to Waikaremoana will also see a number of repairs.</p>	<p>In Tairāwhiti, the funding allows NZTA to continue the recovery work on SH25, including through the Mangahauini Gorge which will re-open this section of state highway to two lanes.</p> <p>SH2 north of Gisborne to Ōpōtiki will see significant works take place to ensure this key freight route into Tairāwhiti is safe and accessible.</p> <p>Outside this funding, maintenance and operations of the network will continue as usual.</p>

Te Kaitiaki Take Kōwhiri
 New Zealand Government

TREC business case update

	Activity	Activity description	Status	On track
8	SH5 Napier to Taupō Corridor Resilience	Single Stage Business Case addressing cyclone rebuild and long-term resilience	TREC has completed a Corridor Business Case identifying a range of possible interventions including underslip and overslip work, flood protection, structural improvements and drainage. This was endorsed by the NZTA Board in April. No funding has been confirmed at this time. It is included in the State Highway Investment Proposal for prioritisation as part of BAU NLTP funding processes. This work built on the Resilience Strategic Response plans endorsed by the NZTA Board in 2023.	
9	SH2 Devil's Elbow	Single Stage Business Case addressing cyclone rebuild and long-term resilience	The business case is under development, due to be completed end of July 2024. Targeting September NZTA Board endorsement. No funding has been confirmed at this time. It is included in the State Highway Investment Proposal for prioritisation as part of BAU NLTP funding processes. This work built on the Resilience Strategic Response plans endorsed by the NZTA Board in 2023.	
10	SH2/SH5 Eskdale	Single Stage Business Case addressing cyclone rebuild and long-term resilience	The business case is under development, due to be completed end of July 2024. Targeting September NZTA Board endorsement. No funding has been confirmed at this time. It is included in the State Highway Investment Proposal for prioritisation as part of BAU NLTP funding processes. This work built on the Resilience Strategic Response plans endorsed by the NZTA Board in 2023.	



Rebuild work – remains unfunded

- The Government has not funded any potential 'Rebuild' projects in Hawke's Bay through Budget 2024.
- Rebuild projects will need to seek funding approval through the NZTA's National Land Transport Fund (NLTF).
- Rebuild projects compete for funding against other NLTF priorities, this means their progression is not guaranteed. An NLTF announcement is expected in September 2024.
- NZTA has requested that TREC complete the SH2 Devil's Elbow and SH2/SH5 Eskdale business cases.
- Wrap up of the business cases is underway with partners, communities and stakeholders to share the Emerging Preferred Option for each location.
- Engagement summaries and other information will be available on the NZTA/TREC web pages.

Hei konā mai

NZ Transport Agency

Hawke's Bay Regional Council
Regional Transport Committee

12 July 2024

Item 9

Subject: Transport Rebuild East Coast (TREC) update

Reason for report

1. This item introduces the Transport Rebuild East Coast (TREC) update by way of a presentation.

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 *Transport Rebuild East Coast (TREC) update*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

- 1 12 July 2024 TREC presentation Under Separate Cover

Hawke's Bay Regional Council
Regional Transport Committee
12 July 2024

Subject: Follow-ups from previous Regional Transport Committee meetings

Reason for report

1. Attached is a list of items raised at previous Regional Transport Committee meetings that require action or follow-up. Each follow-up item indicates who is responsible, 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 list.

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-up items from previous Regional Transport Committee meetings*.

Authored by:

Leeanne Hooper
Team Leader Governance

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [↓](#) Follow-ups from previous RTC meetings

Follow-ups from previous Regional Transport Committee meetings

24 May 2024 RLTP deliberations

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Regional Land Transport Plan 2024-2034 deliberations	Prepare and report on a Delivery Programme for the RLTP policies directed to driving greater uptake of active and public transport within funding constraints	Transport TAG	Will form part of the overall TAG programme of work once the NLTP has been adopted on 1 September 2024 and funding allocations are confirmed.
2	Regional Land Transport Plan 2024-2034 deliberations	A letter introducing the Regional Land Transport Plan 2024-2034 to be written	Cr M Williams/ K Brunton	Letter being drafted by staff.

3 May 2024 RLTP submissions hearing

	Agenda Item	Follow-up required	Responsible	Status Comment
3	Regional Land Transport Plan submissions – Carol Ann Guard	Invite Carol Ann Guard to join the Disability reference group	Transport TAG	Staff met with Napier Disability Action Group (Carol-Anne is a member) to discuss next steps / the future of PT in Hawke's Bay. It was agreed a working group would be established to work through network and service design.