

Meeting of the Regional Transport Committee

Date: 6 December 2024
Time: 12.30pm
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

Item	Title	Page
1.	Welcome/Karakia/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee meeting held on 6 September 2024	
4.	Public Forum	3
Decision Items		
5.	Regional Public Transport Plan review	7
Information or Performance Monitoring		
6.	Regional Transport Programme December 2024 update	17
7.	Speed Management	19
8.	Waka Kotahi/NZTA Central Region Regional Relationships Director's update	23
9.	Transport Rebuild East Coast (TREC) update	25
10.	Private share of public transport operating costs	27
11.	Public Transport December 2024 update	31
12.	RoadSafe Hawke's Bay update	37
13.	Verbal Advisory Representative reports	
14.	Follow-ups from previous Regional Transport Committee meetings	41

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
6 December 2024

Item 4

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 committee.

Requests must be made to the HBRC Governance Team (06 8359200 or governanceteam@hbrc.govt.nz) at least 48 hours 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 [!\[\]\(0f13e74bece43321be4542883500ac30_img.jpg\)](#) 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.

Subject: Regional Public Transport Plan review

Reason for report

1. This report introduces the key proposed changes to the Regional Public Transport Plan for the Regional Transport Committee's review and confirmation ahead of public consultation in April 2025.

Background

2. Under the Land Transport Management Act 2003 (LTMA), every Regional Council must adopt a Regional Public Transport Plan (RPTP) unless it does not intend to enter into any contracts for the supply of public transport services, or provide any financial assistance to any operator or user of a taxi or shuttle service.
3. Hawke's Bay Regional Council's (HBRC) RPTP was last adopted in September 2022. The RTC assisted with the preparation of the plan, which must be adopted by the Regional Council in accordance with the LTMA.
4. The Act states that an RPTP must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, the public transport components of a Regional Land Transport Plan are approved or varied. As the Regional Land Transport Plan has recently been reviewed and varied, it is timely for a review of the RPTP. Alternatively, an RPTP is to be reviewed, renewed, or updated every 3 years.
5. The purpose of an RPTP is to provide a public statement of:
 - 5.1. the public transport services that the Council considers integral to the network
 - 5.2. the policies and procedures, information and infrastructure that apply to those services
 - 5.3. how the services will be delivered to meet the needs of communities.
6. Development and review of an RPTP also provides an opportunity for public input into the design and operation of the public transport network.

Land Transport Management Act (LTMA) – amendments 2023

7. During 2023 the LTMA was amended to remove the previous public transport model, the Public Transport Operating Model (PTOM), and introduce the Sustainable Public Transport Framework (SPTF). The SPTF enabled a range of new measures a Public Transport Authority (PTA) could employ for the delivery of services. In essence, the SPTF enabled a PTA to fully deliver the services in-house, if desired, or retain a contract for services model as is common in public transport delivery.

Regional Public Transport Plan - 2022

8. Through August 2022 the HBRC consulted on a proposal to implement a new network, providing a step change in public transport services across the urban areas of Napier and Hastings from August 2025. The proposed new network would see a move away from the historic coverage model, featuring meandering loops, to an efficient bi-directional patronage model. This new network would be supported by increased frequency and extended operating hours. The frequency and span of operating hours would increase in future years.
9. Throughout the consultation period it became clear that the proposed network was supported by the community, with frequency, efficiency, and reliability being key themes in feedback.

10. The proposed implementation of August 2025 aligned with the completion date of the current contract to deliver public transport services. The proposed RPTP was ultimately adopted by HBRC following public consultation, hearings, and deliberations.
11. Following adoption, staff have been working towards the implementation of the new network.

National Land Transport Plan 2024-2027

12. The National Land Transport Plan (NLTP) is the primary funding vehicle to secure co-investment from the National Land Transport Fund (NLTF) to enable the operation of public transport services. Funding bids must be submitted via the Regional Land Transport Plan (RLTP) process. The 2024-2027 RLTP was finalised and adopted in July 2024.
13. Following the adoption of the NLTP, HBRC received notice of its funding allocation for public transport services. The funding allocation for the 2024-2027 period was materially reduced from the bid put forward, an amount which was needed to enable the new public transport network.
14. The reduction in funding will likely have a material impact on HBRC's ability to implement the network as consulted on.

Regional Public Transport Plan 2025 - 2035

15. The draft 2025-2035 RPTP re-confirms the commitment to move to an efficient bidirectional network model. However, given the funding constraints described above it is currently unlikely the full network, as consulted on, will be able to be implemented by August 2025. If HBRC is able to implement the new network it is likely this will be based on current levels of service, not those proposed in the 2022 RPTP.
16. The introduction of the Sustainable Public Transport Framework resulted in NZTA issuing updated guidance on the development of RPTPs. This included guidance around sections that must, should, and may be included in the development of plans. Staff have worked through the guidance and included sections that are required, along with those that are relevant to Hawke's Bay.
17. Public consultation specifically relating to the bus network will focus on reconfirming the move to a new network while communicating that it may take longer than initially anticipated for the Council to be able to enable the step change. Once implemented, even at current levels of service, any improvements to frequency or operating hours would be improvements in future years.
18. The 2025 – 2035 RPTP will set out a number of proposed changes to the Total Mobility scheme to ensure it continues to remain fit for purpose and serves the needs of users both now and into the future. The Total Mobility Scheme offers subsidised taxi travel for people with a permanent disability that cannot utilise any other form of transport.
19. In updating the RPTP staff have included a number of new sections in line with the new RPTP development guidance from NZTA. The options assessment following presents the material changes for the Committee to consider.
20. The changes / inclusions set out are largely commentary and / or ways of working. Staff do not consider them to be material to the Committee's decision-making process. The new / updated sections are:
 - 20.1. **Part 1: Land Transport Management Act (Regulation of Public Transport) Amendment Act 2023:** sets out the changes that were made to the LTMA in 2023, bringing about the introduction of the SPTF.
 - 20.2. **Part 2: Business case for Public Transport services:** supports the existing strategic case for public transport, focusing more on structural / physical / enabling assets. The Business Case sets out the two main challenges to the service from a planning and investment perspective.

- 20.3. Part 3: **Total Mobility**: was included in the 2022 RPTP but has been reviewed and strengthened in line with the proposed policy changes.
- 20.4. Part 4: **Integrated planning and delivery**: is about working with delivery partners is a new section that sets out the key delivery partners across the region, their responsibilities, and how we will leverage a relationship approach to strengthen integrated planning and delivery.
- 20.5. Part 5: **Funding**: an existing section, the commentary around funding has been reviewed and strengthened to better reflect the funding environment and to signal the option / opportunity for different / new / alternative funding or revenue streams, such as third-party revenue.

Options assessment

- 21. **RPTP vision**: the current strategic vision for Public Transport, developed and consulted on in 2022 is:
“To deliver as public transport service that is safe, accessible, and supports the shift to reduce driving and emissions in Hawke’s Bay, while improving the economic, social, and environmental well-being of the people of Hawke’s Bay”.
- 22. Given the intent remains to move to an efficient bi-directional network and the network plan has not fundamentally changed, staff recommend retaining the vision.
- 23. **RPTP objectives**: The current objectives are from the Plan, as consulted on in 2022. As with the vision, the objectives are still consistent with the fundamental intent of the new service design.

Public Transport services

Network design objectives

- 24. A straightforward public transport network that runs all-day, seven days a week, with a hierarchy of routes at consistent levels of service.
- 25. An effective network that connects residential neighbourhoods to key employment, shopping, medical, entertainment, recreational and educational facilities, and other destinations to serve more types of journeys.
- 26. An efficient network that delivers good value for money by supporting the greatest number of journeys it can from the resources used to operate it.

Network operation and service quality objectives

- 27. Bus schedules are frequent, subject to suitable levels of funding, or run to a regular timetable to minimise waiting time and allow people flexibility for when they travel.
- 28. Bus routes are direct, clear, and legible to be easy to understand and use.
- 29. Services run right across the day to be available for people to use whenever they want to travel (where funding allows).
- 30. Buses are timely and reliable to create an attractive service that users can rely on.
- 31. Staff recommend the ‘Network design objectives’ and ‘Network operation, and service quality objects’ are retained as written and carried forward to the final draft RPTP.
- 32. The draft proposals below focus on the policy elements of the RPTP that may have a material impact on the implementation of the RPTP and ongoing public transport services in Hawke’s Bay. Each proposal sets out the draft changes (if applicable) in **red** text for ease of reference for the relevant element and policy area. Policy areas are grouped and numbered according to their relevant place in the draft RPTP.
- 33. The below sections present the Policies and Objectives that relate to the public transport network and service delivery. Subsequent sections set out proposed changes to other policies, such as the Significance Policy.

34. The following sections will examine draft changes to the **customer objectives and policies**.

Customer objectives

- 34.1. People in the urban areas of Hastings and Napier have access to public transport services to connect them to employment, shopping, medical, entertainment, recreational, and educational facilities.
- 34.2. Services are environmentally responsible and integrated with other transport modes, particularly walking and cycling.

Policy area	RPTP policy #	Policy
Network design	3.	Following the MyWay trial, continue to investigate options and opportunities for an on-demand service in the future public transport network
Access to services	5.	Subject to available funding, and where sufficient demand exists, look to introduce new services on a trial basis. Any trial should be subject to a minimum trial period of twelve months before any amendment or cessation
Transport disadvantaged	10.	Subject to available funding , ensure that the public transport network has accessible infrastructure that is fit for form and function, providing options to people of all abilities.
	12.	Actively engage with the disabled community to ensure accessibility needs and service design requirements are understood in the design and delivery of public transport services, with a long-term implementation horizon.
	13.	Continue to evaluate on-demand services as a tool to enable access to the wider public transport network for the mobility impaired and aged communities with a view that the mode is a complementary network enabler.
Integration with other modes	18.	Work with local authorities and key partners to improve integration of buses with cycling and walking.

35. The following section examines draft changes to the **HBRC service objectives and policies**.

36. The purpose of this section is to ensure the experience of the customer is enhanced by having appropriate vehicles and infrastructure. The objectives are:

- 36.1. Public transport operations provide comfortable and safe travel, minimise adverse environmental effects and improve health outcomes.
- 36.2. Provision of a high standard of infrastructure by **key delivery partners** that supports the network of bus services.

- 36.3. Users experience a consistent and reliable service, every time.**

Policy area	RPTP policy #	Policy
Buses	22.	Permit suitable commercial advertising on and in buses, where appropriate and applicable in line with the Bus Advertising Policy.
Information availability	27.	Provide up-to-date information on all services on the HBRC network and encourage Hastings District Council, Napier City Council, and other key partners to do the same.
	28.	Make information available through social media (e.g. Facebook) and other channels / mediums as applicable and as funding allows.

37. The following section examines draft changes to the **HBRC experience objectives and policies**.
38. The purpose of this section is to ensure the experience of the customer is enhanced by having appropriate vehicles and infrastructure. The draft objectives are:
- 38.1. Public transport operations provide comfortable and safe travel, minimise adverse environmental effects and improve health outcomes.
 - 38.2. Provision of a high standard of infrastructure **in key locations on the network** that supports the bus services.
 - 38.3. **All stops should adhere to NZTA Waka Kotahi Bus Stop Public Transport Design Guidance.**

Policy area	RPTP policy #	Policy
Buses	42.	Provide annual training for bus drivers focused on supporting disabled and mobility-impaired passengers.
Bus stops and timetable information	44.	Work with local authorities to add more bus shelters to the network, in locations of higher need .
	46.	Liaise with local authorities regarding improved access from bus stops to buses for people in wheelchairs and those who require other mobility aides .
	49.	Investigate the provision of multi – platform real time bus arrival and departure signs at key stops in the network.

39. The following section will examine draft changes to the **HBRC future network objectives and policies**.
40. The purpose of this section is to ensure that public transport services cater for the changing needs of the population, including changes in residential and commercial areas; make provision for potential growth in demand for passenger services caused by increases in fuel prices; and recognise future developments in infrastructure technology, **modal innovation, and service delivery innovations**.
- 40.1. The objective is: A flexible network that adapts to changes in demand.

Policy area	RPTP policy #	Policy
Demand Demand	50.	Improve service levels and the quality of the network to stimulate demand for public transport.
	51.	Work with key partners to consider ongoing potential changes in population, land-use and other factors that influence demand, to ensure the supply of services matches the demand.
	55.	Monitor and review the effectiveness, efficiency, and equity of a transition to a high frequency direct public transport model over time . Regular reviews should be undertaken with key stakeholders, annually
Technology	56.	Use changing technology where possible to provide a better service through improved ticketing systems and the progressive implementation of integrated real time end to end trip information across the network and applicable channels (e.g., bus stops, applications, online, in-bus).
Public transport services	60.	Consider the role of new and emerging technologies and mobility options as a means to manage travel demand, provide travel choice, and create efficient journeys for communities.
	61.	Continue to investigate, evaluate, and endeavour to secure funding to enable a Central Hawke's Bay commuter express trial.

Total Mobility section of the RPTP

41. The following section focuses on the draft changes to the Total Mobility objectives and policies in the draft RPTP.
42. Draft changes to the **HBRC total mobility customer policies**:

Policy area	RPTP policy #	Policy
Transport for people with a disability	62.	Continue to provide the Total Mobility Scheme in Napier, Hastings, Waipawa, and Waipukurau in line with the policy set out by NZTA, and for those passengers who meet the eligibility criteria and have a permanent disability , while reserving the right to limit resources subject to funding and to operate within budget.
	63.	Subject to NZTA funding, make wheelchair payments for each wheelchair transported in a vehicle at the applicable reimbursement rates set by NZTA .

43. The following section examines the draft changes to the **HBRC objectives and policies for Total Mobility services**.
44. The draft objective is funding system for Total Mobility services that is fair to ratepayers and users of the service, is efficient and effective, **is fit for form and function**, and recognises the different benefits occurring to each funding party.

Policy area	RPTP policy #	Policy
Fares	66.	Under current central government policy, a 75% concession applies to the maximum fare level, meaning the Total Mobility passenger pays 25% of the fare. This central government policy is subject to change.
	67.	A maximum concession fare will apply of \$50.
	68.	Total Mobility operators provide a fare schedule to the Council for approval on an annual basis along with necessary supporting information that may be requested from time to time. No provider can exceed the average fares of the other companies by more than 10%.
	69.	Average fares are calculated by distance, time, flagfall and minimum fare.
	70.	Fares charged will be a total for the applicable fare travelled including all transactional costs and applicable technology fees.
	71.	Fare subsidy will apply for the time the vehicle is travelling from location to location. In the avoidance of doubt, the subsidy does not cover or include companion time.
Funding and delivery	72.	The Regional Council will pay to the service provider the approved subsidy only up to the maximum fare specified in the Council's approved fare schedule, with any additional fare components, such as companion services, to be paid by the Total Mobility card passenger.
	74.	The Council will undertake regular audits of operator's and their vehicles to ensure contract compliance.
	75.	Assessment agencies will be required to seek and obtain accreditation with the Council annually.
Assessment	76.	Assessment agencies, and their assessments, will be regularly audited to ensure accreditation compliance.

Policy area	RPTP policy #	Policy
Assessment	77.	Assessment agencies will be required to implement any scheme changes made by the Council in a timely manner, following suitable communication and training by HBRC.

45. The following section examines the draft changes to the **HBRC Total Mobility experience objectives and policies**.
46. The objective is a Total Mobility service that provides comfortable and safe travel **that delivers value for money for users**.

Policy area	RPTP policy #	Policy
Accessible vehicles	78.	Subject to NZTA funding, provide grants for the installation of wheelchair hoists up to a maximum grant amount per installation .
	79.	HBRC will consider applications for grant installation on a case-by-case basis, while reserving the right to decline the applications where: 79.1 Suitable funding is not available. 79.2 The submitted quote covers works outside the scope of a hoist installation, for examples the installation / shifting of vehicle seats. 79.3 Where HBRC believes, on reasonable grounds, the vehicle to which the hoist is to be installed does not meet vehicle safety and age specifications.
Technology	82.	Operate Total Mobility user ID smartcard transaction technology for Total Mobility in the region, to support more independent travel.

47. The following section examines the draft changes to the **HBRC Total Mobility future network / service objectives and policies**.
48. The objective is a flexible service that adapts to changes in demand.

Policy area	RPTP policy #	Policy
Service delivery	85.	Continue to investigate options and opportunities, as they arise and are applicable, to deliver Total Mobility services in an innovative, responsive, and / or integrated manner with other public transport services.

Community Transport section of the RPTP

49. The following section focuses on the draft changes to the Total Mobility objectives and policies in the draft RPTP.
50. The objective for Community Transport is: Support existing and **the** implementation of new community-based transport solutions for smaller settlements outside of the **main** urban areas.

Policy area	RPTP policy #	Policy
Demand	86.	<p>Provide support for community transport services where:</p> <p>86.1 There is a demonstrated and validated need for a transport service in communities outside the urban areas of Hastings and Napier, i.e, Wairoa, Central Hawke’s Bay, and Cape Coast.</p> <p>86.2 There is willingness by members of the community to set up, operate and maintain a trust or similar structure to oversee governance of the service, and for people to volunteer to be drivers.</p> <p>86.3 There is sufficient funding available to support the establishment and administration of the trust and the purchase of vehicle(s).</p> <p>86.4 The establishment of the trust has the demonstrated support of the relevant territorial authority.</p>

Other Policies within the RPTP

51. Along with the network, service, experience, and other related policies in previous paragraphs the RPTP has several other policies that may have a material bearing on the RPTP.
 - 51.1. **Significance Policy** – The Significance Policy sets out how to determine the significance of any variation to the RPTP, and the level of significance change that would trigger the need to re-consult on the Plan. This policy is important because it informs HBRC on the level of change / demand / funding responsiveness the change has before needing to engage in a full public consultation. The Significance Policy is set out in **Attachment 1** for review and consideration.
 - 51.2. **Bus Advertising Policy** – This is a new policy included in the RPTP. HBRC intends to bring bus advertising in-house, helping to further develop third party revenue streams. The purpose of the policy is to outline the conditions under which advertising space on buses operated by HBRC may be sold and used. The policy is designed to ensure that bus advertising aligns with the Council’s values while generating revenue to support public transport services. The draft Bus Advertising Policy is set out in **Attachment 2** for review and consideration.
 - 51.3. **Farebox recovery Policy** – An existing policy that will require updating. GPS 24 places a focus on securing and increasing third party revenues and / or additional external revenue sources. Farebox recovery targets and the associated policy have been drafted by NZTA and the Ministry of Transport, along with draft regional targets. These have been presented to each region, with finalisation taking place in December. Staff have separately provided a briefing paper to this committee.
52. The draft RPTP 2025 uses the current (2022) RPTP as a base, reviewing and building on the content where necessary. A tracked-changes copy of the draft RPTP is set out in Attachment 3 for review and ease of reference.

Financial and resource implications

53. Development of the RPTP is a statutory obligation. Transport Team staff are working through the current review with the Technical Advisory Group.
54. The 2025 RPTP consultation will be taking place in conjunction with the HBRC 2025 Annual Plan consultation. This will help to reduce the overall cost of consultation via contributions from different business units.

Consultation

55. The RPTP 2025 consultation will take place in conjunction with the HBRC Annual Plan consultation, scheduled for April 2025. The RPTP will have a separate section in the Annual Plan

consultation, with relevant submissions being received by Transport officers.

56. The Regional Transport Committee will hear RPTP related submissions in May 2024 should there be submitters that wish to be heard.
57. The Committee will deliberate on the RPTP 2025-2035 on 6 June 2025. A business-as-usual Committee meeting will follow.

Next steps

58. Following the discussion and decisions contained within this report, the Transport team will make necessary changes (if any) as directed by the Committee. Staff will also continue to work with the Technical Advisory Group to develop and further refine the draft RPTP.
59. The Transport team will present a final draft of the 2025-2035 RPTP to the Committee at the 21 February 2025 meeting. This will be the final opportunity for the Committee to make any changes before the Plan is taken to the Regional Council for adoption and inclusion in the Annual Plan consultation.

Decision-making considerations

60. 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:
 - 60.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
 - 60.2. This decision to endorse the proposed approach to the Regional Public Transport Plan review is not significant under the criteria contained in Hawke's Bay Regional Council's adopted Significance and Engagement Policy.
 - 60.3. The use of a public consultation process by the Regional Council is prescribed by legislation prior to adoption of a new Regional Public Transport Plan.
 - 60.4. The persons affected by this decision are public transport users.

Recommendations

That the Regional Transport Committee:

1. Receives and considers the *Regional Public Transport Plan review* staff report
2. Endorses the proposed changes to the 2022 Regional Passenger Transport Plan as detailed.
3. Agrees that Council staff will continue to review remaining sections of the Regional Passenger Transport Plan.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s - *Under separate cover available online only*

- 1 draft RPTP Significance Policy
- 2 Draft RPTP Bus advertising policy

Hawke's Bay Regional Council
Regional Transport Committee

6 December 2024

Item 6

Subject: Regional Transport Programme December 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**).

Regional Land Transport Plan (RLTP)

2. The final RLTP was adopted by Hawke's Bay Regional Council on 24 July and filed with NZTA Waka Kotahi for inclusion in the National Land Transport Plan (NLTP).
3. Funding allocations for continuous programmes, low cost / low risk improvements, and capital projects were released in September 2024.
4. Hawke's Bay performed relatively well in terms of significant capital projects, with the Four Lane Expressway being funded as one of the Roads of National Significance, and the Waikare Gorge receiving funding.
5. While continuous programmes were down against initial bids, most programmes received adequate funding to make material progress on their respective activities.
6. Walking and Cycling investment was significantly down, and is a nationwide trend.
7. Public Transport funding was also down against the initial bid.

Regional speed management planning

8. The new Setting of Speed Limits 2024 Rule came in to force on 30 October 2024, presenting some significant changes to the previous Rule.
9. A separate agenda Item covers off the changes and impacts of the new Rule.

RoadSafe Hawke's Bay

10. Road Safety funding is 66% down, significantly impacting the planned activities over the 2024-2027 period. A scaled-down activity list has been costed by staff to ensure operations remain within the funding envelope.
11. Business-as-usual activities (detailed in a separate agenda item) have continued across the region, focusing on 'coal face' initiatives. Some recent work includes:
 - 11.1. undertaking a Fatigue Awareness stop at Mohaka on Hawke's Bay Anniversary Day, alongside the police
 - 11.2. continued support of Police BAU activities, working alongside both the Impairment Prevention Team and the Road Policing Team enhancing opportunities to deliver engagement and education targeted to the main risks
 - 11.3. attending the Central Hawke's Bay A&P show as part of the safety precinct
 - 11.4. undertaking Rangatahi programme work with local police with at-risk youth involved in dangerous driving activities.

Active transport

12. Planning and further progress on the Active Transport Strategy will continue into 2025. The strategy will seek to develop the future Active Transport network across all uses, ensuring integration where it makes sense, and setting the region up for future success when the necessary funding / opportunities become available.

Regional Public Transport update

13. The RPTP adopted in September 2022 is currently being reviewed in line with 3-year review / redevelopment cycles – as detailed in a separate agenda item.
14. The first draft of the Business Case to support the implementation of the new step-change network is also being reviewed and necessary refinements being made ahead of finalisation, peer review, and submission to the NZTA Board.

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Transport Programme September 2024 update* staff report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- | | | |
|----------|-----------------------------|--|
| 1 | Transport Programme Tracker | Under Separate Cover
<i>available online only</i> |
|----------|-----------------------------|--|

Hawke's Bay Regional Council
Regional Transport Committee

6 December 2024

Item 7

Subject: Speed Management

Reason for Report

1. This report provides the Committee with an update on Speed Management Planning following the adoption of amendments to the Setting of Speed Limits Rule 2022.

Executive Summary

2. The *Setting of Speed Limits Rule 2022* (the Rule) was introduced as part of New Zealand's Road to Zero strategy to enhance road safety through structured speed management planning. It required Regional Transport Committees (RTCs) and Road Controlling Authorities (RCAs) to collaboratively develop Regional Speed Management Plans (RSMPs). Following Cyclone Gabrielle, Hawke's Bay received an 18-month extension for submitting its RSMP. This delay aligned with a broader pause on speed management plans initiated by the Minister of Transport in December 2023, pending a review of the process and the Road to Zero strategy. The review culminated in a new Rule effective October 2024, introducing key changes while retaining some foundational aspects of the earlier framework.
3. The new Rule shifts responsibilities to individual RCAs, eliminating the requirement for RSMPs and mandating that speed management plans be road-specific, with cost-benefit analyses for each proposed change. It introduces stricter consultation requirements, requires RCAs to reverse some recent speed limit reductions, and mandates new school zone speed limits by mid-2026. These changes emphasise economic considerations and public feedback, adding complexity and cost to implementation without clear funding provisions. Given the removal of regional planning requirements, the Hawke's Bay RTC need not resume work on its RSMP, but can preserve prior efforts as reference material for future RCA-led initiatives.

Background

4. The Rule was implemented as part of the wider safe system approach, set out in the Road to Zero strategy. The Rule set out the requirements for Speed Management Planning, both at a coordinated regional level and for each Road Controlling Authority (RCA) within the region, including Waka Kotahi.
5. As per the Rule, Regional Transport Committees were required to develop Regional Speed Management Plans (RSMP) with the Road Controlling Authorities in their region.
6. Work commenced on the RSMP with the Committee endorsing the principles and priorities at the 10 February 2023 Committee meeting ahead of further work being undertaken within each RCA.
7. Due to the impacts of Cyclone Gabrielle, Hawke's Bay secured an 18-month extension resulting in the final RSMP required to be submitted to the Director of Land Transport no later than 26 September 2025.
8. On 13 December 2023, following the 2023 General Election, The Minister of Transport requested all work on Speed Management Plans (SMPs) be stopped, pending a review of both the speed management planning process and the Road to Zero strategy. Work on SMP's across Hawke's Bay had already ceased due to the earlier extension and staff focus on Cyclone response, recovery, and more recently rebuild.

9. On 28 September 2024 the Minister of Transport announced the new Rule, with it coming into effect on 30 October 2024. The consultation set out the rationale for the proposed changes, highlighting the alignment with government goals and the retention of some of the core foundations of the previous Rule. The consultation document set out the seven main change proposals, being:
 - 9.1. requirement to develop and provide a cost / benefit analysis for speed limit changes (by road for consultation). Retained
 - 9.2. strengthen consultation requirements. Retained
 - 9.3. require variable speed limits outside school gates. Retained.
 - 9.4. introduce a Ministerial Speed Objective. Not retained
 - 9.5. changes to speed limits classifications (in line with One Network Framework classifications). Retained
 - 9.6. updating the Director's criteria for assessing speed management plans for certification
 - 9.7. reversal of recent speed limit reductions. Retained.

Discussion

10. Following the confirmation of the new Rule, the key points / changes for the Committee to note are:
 - 10.1. Speed management plans are now optional and now no longer need to include a 10-year vision. There are now just two types of speed management plan: State highway plans (prepared by NZTA as RCA) and territorial authority plans. The Rule no longer includes regional speed management plans.
 - 10.2. There's a new binding schedule of road classifications specifying permanent speed limits or ranges of speed limits for each class of road. RCAs must align proposed speed limits with this schedule.
 - 10.3. Should an RCA wish to propose a new speed limit they must now explicitly consider economic factors, including the impact on travel times, when proposing speed limits.
 - 10.4. Should an RCA wish to undertake speed management planning or lower the speed limit on a certain road this will now need to be conducted and consulted on a road-by-road basis with a cost / benefit analysis required for each road. As part of this, each change must be presented separately to enable consultation feedback on the specific roads.
 - 10.5. Consultation requirements are now more explicit. RCAs must publish summaries of submissions received during public consultation, explaining what has and hasn't changed as a result, and say why.
 - 10.6. Requirements for speed limits around schools have now been changed. In most cases, variable speed limits will need to apply to roads outside a school gate during school pick up and drop off times. RCAs must make all reasonable efforts to comply with the Rule's requirements by 1 July 2026.
 - 10.6.1. Speed reductions will be mandatory from 8 - 9.30am and 2.30 – 4pm on school days. Existing permanent slow speed zones will need to be updated to meet these new requirements.
 - 10.6.2. It is worth noting that the consultation document set the deadline of 31 December 2027 but the final Rule has pulled that deadline forward 18 months to 30 June 2025.
11. The following table summarises the overall changes from an RCA perspective.

Table 1: Required Rule actions and deadlines

Who	Action	Due
All RCAs	Reverse certain speed limit changes in the register when the Rule commenced on 30 October 2024 but not yet in force.	As soon as practicable
NZTA (as RCA, territorial authorities	Provide NZTA (as regulator) a list of all specified roads, including the following details for each road: <ol style="list-style-type: none"> The previous and amended speed limits Whether the road is a local street (residential or neighborhood street) and outside a school gates Whether the amended speed limit has been kept and whether: <ol style="list-style-type: none"> it was inappropriate to revert due to a significant change in surrounding land use since 31 December 2019 NZTA (as RCA) is satisfied of public acceptance for keeping the lower speed limit on an interregional connector 	Before 1 May 2025
NZTA (as RCA0, territorial authorities	Speed limits in force for specified roads requiring speed limit changes	1 July 2025
NZTA (as RCA), territorial authorities	Meet other Rule deadlines for speed limits around schools: <ol style="list-style-type: none"> Use reasonable efforts to comply with requirements in the Rule. 	1 July 2026

- The Ministerial speed objective was not retained in the final rule.
- The new Rule requires RCAs to reverse speed limit changes made since 1 January 2020. The implementation of this will come at a cost for RCAs in the form of new signs and staff time for administration and filing changes. Given the timing of the Rule, it is unlikely that provision for these costs were made in Council Activity Management Plans. As a result, in all likelihood, there will not be any LTP funding to enable the implementation.
- At the time of writing there is also no known centralised or NLTF funding made available for the implementation of the Rule.
- In line with the provisions of the final Rule, future speed management planning will revert solely to the relevant Road Controlling Authority to plan, manage, and implement where applicable.

Next steps

- As there is no longer a requirement to develop a Regional Speed Management Plan, staff have assessed that work on a Regional Speed Management Plan should not re-commence. All work completed to date, including the Principles, Priority areas, and draft strategic front end will remain on Council files.

Decision-making considerations

- 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 *Speed Management* staff report.

Authored by:

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

6 December 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 under separate cover – *available online only*

- 1 NZTA November 2024 detailed update for HB Regional Transport Committee
- 2 NZTA December 2024 HB RTC presentation

Hawke's Bay Regional Council
Regional Transport Committee
6 December 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 TREC update presentation Under Separate Cover
available online only

Hawke's Bay Regional Council
Regional Transport Committee

6 December 2024

Item 10

Subject: Private share of public transport operating costs

Reason for report

1. To inform the committee of a national initiative by New Zealand Transport Agency Waka Kotahi (NZTA) to increase the private share of public transport operating expenditure, which will have significant local implications to Napier and Hastings bus services.

Executive summary

2. The Government Policy Statement on Land Transport 2024 (GPS 2024) sets an expectation for increased private share revenue to support increased levels of public transport expenditure and reduce pressure on ratepayers and taxpayers.
3. NZTA released a national discussion document on 18 November 2024 providing context and information to support public transport authorities (PTAs) in setting and agreeing regional private share targets with NZTA.
4. Private share is deemed a measure of 'cost recovery' and includes:
 - 4.1. passenger fares
 - 4.2. payments by third parties for bus travel for employees and clients, such as educational institutes and corporates
 - 4.3. commercial revenue from bus advertising, rent from concessions on public transport infrastructure, etc
 - 4.4. any fines issued as a result of enforcement of non-fare payments.
5. Nationally, private share contribution towards total operating expenditure dropped from 33.0% in 2018-19 to 20.5% in 2023-24. In Hawke's Bay our private share percentage dropped from 24.0% to 7.3% over the same period.
6. Nationally, NZTA has proposed the following targets over the next three years: 2024-25 = 24-26%, 2025-26 = 28-33% and 2026-27 = 35-40%.
7. As a direct follow-up with this council, NZTA proposed that Hawke's Bay's targets would be 2024-25 = 11%, 2025-26 = 16% and 2026-27 = 25%.
8. The increase proposed by NZTA represents a 127% increase over three years. The principal tools to achieve this are fare increases and cost decreases. Using basic demand modelling the ability to achieve this target would see the network reduced to a shadow of what it is now.
9. Subsequent conversations with NZTA show an openness to receive a counter proposal which would present a plan to increase private share, but at a slower rate.
10. Staff are now working on options. A verbal update on an approach will be provided at the time of the December 6 meeting of the Regional Transport Committee.

Strategic Fit

11. The Regional Public Transport Plan (RPTP), last updated in 2022, includes a Fare Recovery policy
12. Any agreement to change this policy, including setting of Fare Recovery/Private share targets, would be reflected in the forthcoming review of the RPTP, to be consulted on and adopted in 2025.

Background

13. A copy of NZTA's document, "*Increasing the private share of public transport operating expenditure, Discussion document, dated 18 November 2024*", is **attached**, which provides a full background to the issue.

Discussion

14. Fare Recovery/Private share percentages of public transport operating costs in Hawke's Bay have declined from 2018-19, in line with the following significant market challenges:
 - 1.1. Covid-19 – demand drop
 - 1.2. Half-price fares post Covid until May 2024 – revenue drop
 - 1.3. bus driver shortages – supply drop
 - 1.4. Cyclone Gabrielle - demand and supply drop
 - 1.5. Fare changes – delayed in line with the above challenges.
15. We are seeing a return to a 'new normal' with timetable stability since January 2024 and a fare increase in May 2024.
16. The 2022 RPTP review identified key actions to rebuild interest and use of the bus network. This involved removing routes with 'loops' and replacing them with bi-directional services. The review also proposed an improvement in bus frequency, span of hours and improved operation over the weekend. It was planned that these improvements would commence in 2025.
17. Constraints on both regional (LTP) and national funding (NLTP) have however limited our ability to roll out the new network and improve frequency, span of hours and days operated as per the plan.
18. Therefore, our ability to upgrade the network to attract more passengers, by creating a better product, is limited.
19. An increase of the Private Share component from 11% to 25% over three years is unachievable if we were to maintain the current network. A combination of service decreases to address cost components with fare increases to increase revenue would trigger decreasing levels of patronage.
20. We will, therefore, return the proposal from NZTA with our own proposal, with a challenging but more likely achievable approach.

Next steps

21. We are to provide our feedback to NZTA's proposal by 16 December 2024.

Decision-making considerations

22. 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 *Private share of public transport operating costs* staff report.

Authored by:

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- | | | |
|----------|--|--|
| 1 | Discussion Document - Increasing the private share of public transport operating expenditure | Under Separate Cover
<i>available online only</i> |
|----------|--|--|

Hawke's Bay Regional Council
Regional Transport Committee
6 December 2024

Item 11

Subject: Public Transport December 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. GoBay Survey: A survey was conducted with GoBay service users between 29 October and 15 November, gathering a total of 145 online responses and 72 physical submissions. Passengers were given the option to complete either an online survey form or a physical survey, both of which were made available on the bus. This survey was carried out in compliance with NZTA requirements, and we aim to finalise the results at the start of the new year.
5. On 11 November, the shelters and associated bus stops on Dalton Street were relocated to accommodate demolition work on the former Napier Library building. As a result, two shelters were placed on the regional council building side of Dalton Street, serving routes 11, 13, 14, and 15. One shelter was removed for storage, while routes 10 and 12 are now serviced by a stop outside Vautier House. We wish to install a third shelter outside Vautier House to better accommodate the public using that stop, however, this needs to go through a specific Napier City Council approval process.
 - 5.1. Additional improvements at the new stop locations include:
 - 5.1.1. Coloured route number signs attached to the poles.
 - 5.1.2. Footpath markings indicating the new stop locations.
 - 5.1.3. A safer crossing point.

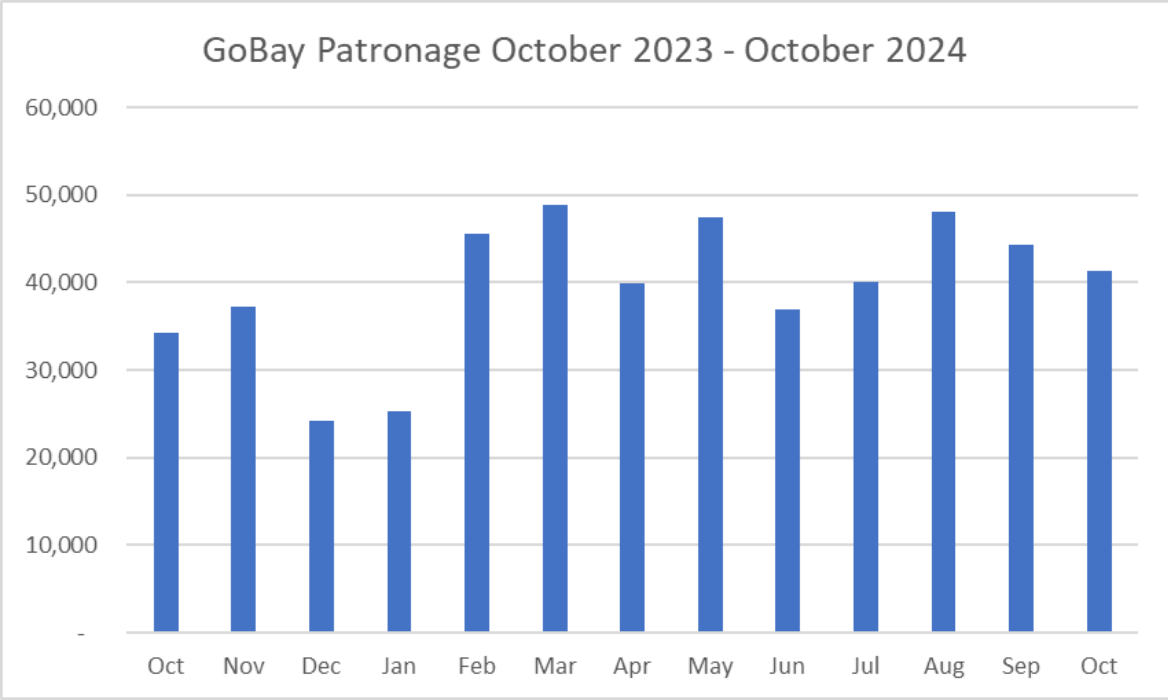
Image 1: Footpath markings, pole signage and new shelter location.



Public transport patronage

6. GoBay patronage has consistently improved since services were fully reinstated in January, with the slight dip in some months mostly attributable to school holidays. Figure 1 below now includes data for a full 12-month period, from October 2023 to October 2024.

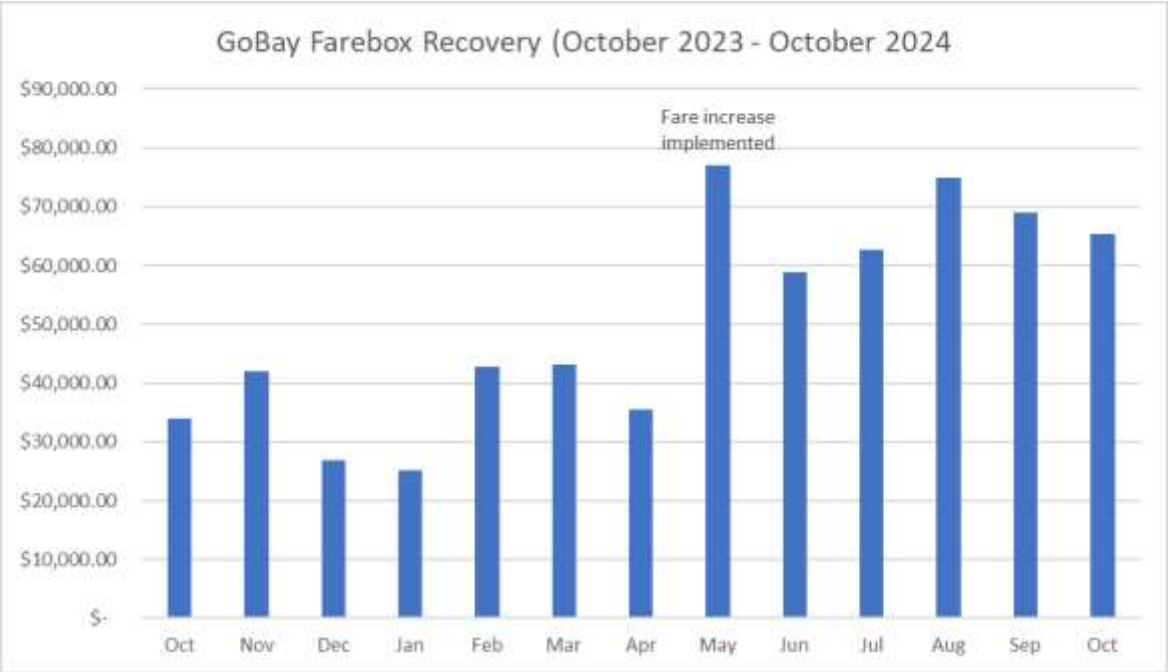
Figure 1: GoBay patronage



Fares

- 7. Farebox recovery has shown consistently improved figures since the fare increase was introduced in May 2024, reflecting a positive trend in revenue. A full 12 months can be seen in figure 2 below.

Figure 2: GoBay fare revenue (October 2023 – October 2024)

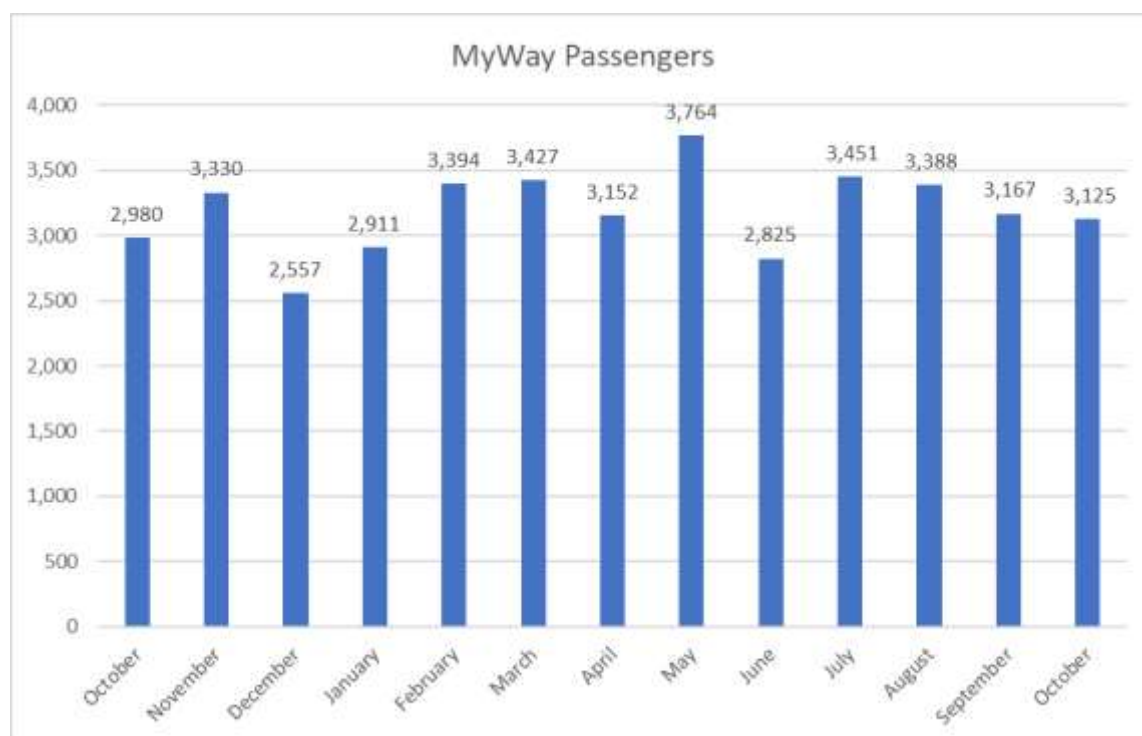


On-demand Public Transport (ODPT)

- 8. 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 still currently no decision yet to continue the service beyond this date.

9. Figure 4 below shows MyWay patronage over the past year and has been updated to include October 2024 data.

Figure 4: MyWay passenger stats (October 23 – October 24)



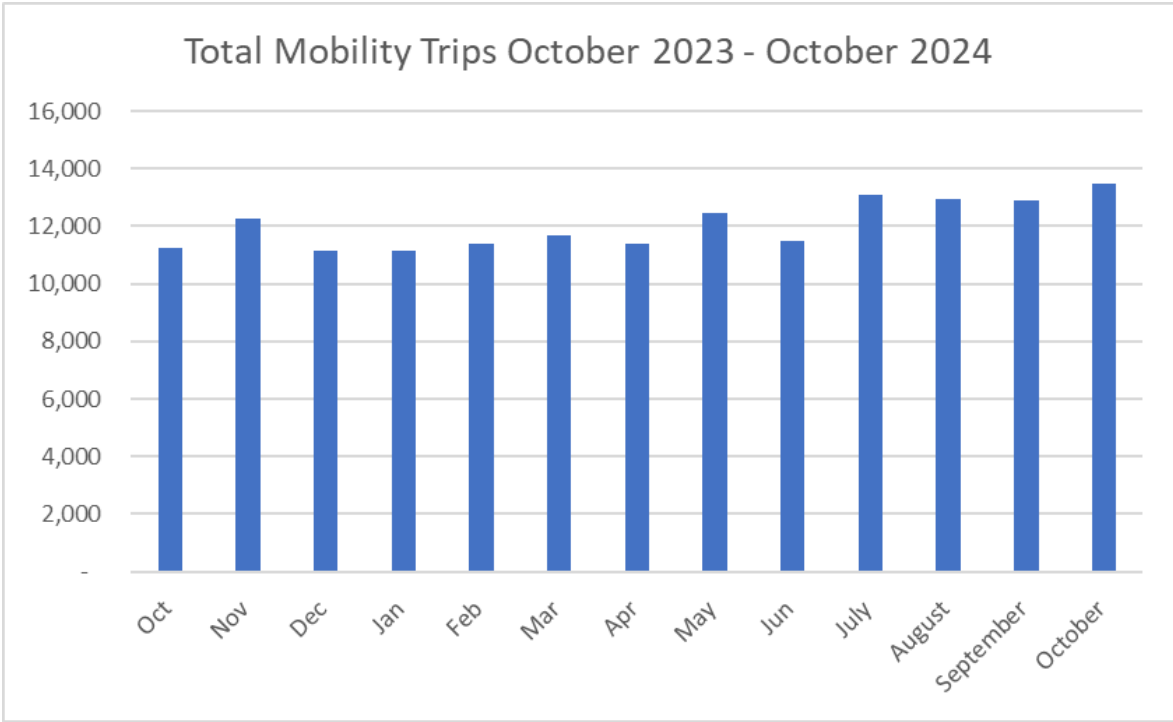
Ministry of Education school route cancellations

10. The Hawke's Bay Regional Council has been briefed by the Ministry of Education about plans to reduce several school bus routes based on student eligibility and proximity to public transport routes. We anticipate that this may lead to an increase in patronage numbers; however, we do not foresee all newly defined ineligible students using public transport. We have received frequent requests from schools and parents for adjustments to GoBay operations to provide direct school routes. Although we have investigated many options, in the main these cannot be accommodated due to financial and operational constraints.

Total Mobility

11. 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 Council and NZTA / Waka Kotahi.
12. There has been a significant increase in demand for the Total Mobility service over the past year and the current budget will not be able to accommodate this growth if it continues. We have therefore instigated a review, which commenced with an operator's forum on 27 August 2024 to discuss the seriousness of the issue, and to look at immediate and future measures to better manage within the budget we have. We have also largely completed visits to assessors to have the same discussion.
13. The TM review will be wrapped up into a review of the Regional Passenger Transport Plan which will be completed next calendar year. New contracts with operators will then be agreed and issued.
14. Figure 5 below shows the trips over a full 12-month period (October 2023 to October 2024).

Figure 5: Total Mobility Trips (October 2023 – October 2024)



Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *Public Transport December 2024 update* staff report.

Authored by:

Zavia Hands-Smith
Sustainable Transport Advisor

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

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
6 December 2024

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.

Strategic fit

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

Discussion

3. Activities of RoadSafe this last quarter:

Qty	Activity	Comments
2	Motorcycle safety program	Ladies night Motoland Ride Forever promotion. Blue September RF Promo (with ACC)
4	Fatigue promotion and education	Heavy vehicle stop SH2 Raupunga x 2 Heavy vehicle stop (with Taupo Road Safety) at Iwitihi (SH5) Labour weekend SH5 Mohaka
10	Child restraint clinic and education	4 Free checking clinics – CHB & Flaxmere 6 Parent centre sessions
16	Check points	Restraints/impairment/distraction/stop signs/child restraints
0	High School education days	
3	Business Road safety program	2 Prison visits for staff training. Feedback from staff was that this was an extremely positive and beneficial session (see feedback attached)
5	Youth Programmes	Ignite, Building futures, Police Rangatahi
2	Cycle/community	CHB Safety precinct at show – Roadsafes HB were part of this initiative working collaboratively with key stakeholders. Feedback from visitors to the precinct very positive (see attached). Rebus - Hastings

RoadSafe activity descriptions

Prison Road Safety education sessions

4. These staff wellness sessions are being very well received, promoting great conversations around how each individual can contribute to road safety.
5. The staff member in charge of the facilitation has sent through amazing feedback from staff (see **attachment**).

Child restraint – Free Hastings checking clinic established

6. We have managed to secure the Western Rangers football clubrooms free of charge as the location for our free monthly carseat checking clinic.
7. The first one to be carried out on 11 December. We will promote this initially through the kindergarten and early child care centres nearby along with social media through Plunket and parenting centre pages.



SH5 Labour weekend Fatigue stop

8. A successful fatigue stop was carried out alongside Police, and was extremely well received by the public. Drivers were given a hot cup of coffee and fatigue information, along with the opportunity to have a rest and a bite to eat.
 - 8.1. 107 vehicles visited the rest stop
 - 8.2. 1,050 breathalysers carried out by police
 - 8.3. 54 feedback forms completed, 48 stating that they are now more aware of the risks of fatigue while driving.
9. People are travelling vast distances across our motu and fatigue is a contributing factor in approximately 12% of crashes.



Community capability build

10. A core intent of the new strategic direction for RoadSafe Hawke's Bay is to develop long term capability within communities to enable community-centric delivery. Staff have secured the services of two experienced contractors, Helen and Kelly, to help further embed a community delivery approach. As with any capability build initiative, this is a long-term programme.

Decision-making process

11. 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:

Liz Schlierike
Roadsafe Coordinator

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- | | | |
|---|---|--|
| 1 | HB Prison staff Road Safety Clinic feedback | Under Separate Cover
<i>available online only</i> |
|---|---|--|

Hawke's Bay Regional Council
Regional Transport Committee
6 December 2024

Item 14

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 under separate cover – [available online only](#)

- 1 Follow-ups from previous meetings
- 2 2 October 2024 Ltr from RTC Chair to Julia McLean re horse riders petition
- 3 17 September 2024 Letter to Hon. Eric Stanford re MoE School buses
- 4 2 September 2024 Ltr from RTC Chair to NZTA re expressway project
- 5 27 September 2024 NZTA Response to RTC expressway project ltr
- 6 4 October 2024 HB RTC submission re Te Ahu a Turanga tolling
- 7 11 July 2024 HB RTC submission on Setting of Speed Limits Rule 2024