

## Meeting of the Regional Transport Committee

**Date:** Friday 29 August 2025  
**Time:** 10.00am  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

## Agenda

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Item	Title	Page
1.	Welcome/Karakia/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee held on 6 June 2025	
<b>Decision Items</b>		
4.	Public Transport Future – Options for Regional Approach to Delivery and Management	3
<b>Information or Performance Monitoring</b>		
5.	Public Transport Network implementation	7
6.	Regional Transport Programme August 2025 update	15
7.	Public Transport August 2025 update	17
8.	RoadSafe Hawke's Bay August 2025 update	23
9.	NZTA / Waka Kotahi Central Region Regional Relationships Director's August 2025 update	27
10.	Transport Rebuild East Coast (TREC) August 2025 update	29
11.	Verbal Advisory Representative reports	
12.	Follow-ups from previous Regional Transport Committee meetings	31

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## Glossary of Transport terms

<b>CERF</b>	<b>Climate Emergency Response Fund</b>
<b>DSI</b>	<b>Death and serious injury</b>
<b>EECA</b>	<b>Energy Efficiency and Conservation Authority</b>
<b>ERP</b>	<b>Emissions Reduction Plan</b>
<b>GHG</b>	<b>Greenhouse gases</b>
<b>GPS</b>	<b>Government Position Statement</b> The government's land transport priorities for a 10-year period. Includes details of how funding through NLTF can be utilised
<b>ILM</b>	<b>Investment logic map</b>
<b>LTMA</b>	<b>Land Transport Management Act</b> The core legislation that sets out how Councils can manage land transport
<b>NLTF</b>	<b>National Land Transport Fund</b>
<b>NLTP</b>	<b>National Land Transport Plan</b>
<b>ODPT</b>	<b>On demand public transport</b> 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
<b>PBC</b>	<b>Programme business case</b>
<b>PT</b>	<b>Public transport</b>
<b>RCA</b>	<b>Road Controlling Authority</b>
<b>RLTP</b>	<b>Regional Land Transport Plan</b> A statutory document established by the RTC setting the strategic direction and transport investments across HB - reviewed every three years
<b>RPTP</b>	<b>Regional Public Transport Plan</b> 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.
<b>RSHB</b>	<b>Road Safety Hawke's Bay</b>
<b>RSMP</b>	<b>Regional Speed Management Plan</b> Plan sets a ten-year vision and a three-year implementation plan for speed management on all HB roads.
<b>RTAG</b>	<b>Regional Transport Advisory Group</b> Specialist council officers and subject matter experts that provide advice to the RTC
<b>RTC</b>	<b>Regional Transport Committee</b> – includes Councillors from every Council in HB
<b>SH</b>	<b>State highway (SH5, SH2, SH50 etc)</b>
<b>SIP</b>	<b>Speed and Infrastructure Programme</b>
<b>tCO<sub>2</sub>e</b>	<b>Tonnes of CO<sub>2</sub> equivalent</b>
<b>VKT</b>	<b>Vehicle kilometres travelled</b>

**Subject: Public Transport Future – Options for Regional Approach to Delivery and Management**

**Reason for report**

1. The report seeks a decision from the committee on progressing a regional approach to public transport delivery and management.
2. The report stems from a workshop held at the December 2024 Regional Transport Committee meeting.

**Staff recommendation(s)**

3. Staff recommend that the Regional Transport Committee considers the options and agrees to Option 1. The Regional Transport Committee continues to explore and discuss future options for a regional delivery and management approach for public transport to ensure greater service delivery capacity and alignment with the wider transport network's physical assets.

**Executive summary**

1. A workshop was held prior to the 6 December 2024 Regional Transport Committee meeting to discuss different models for delivering public transport services across the region.
2. The workshop was prompted by the new Sustainable Public Transport Framework and the recognition that a better way to deliver services might exist.
3. The discussion favoured a joint management/delivery model as the most effective approach for delivery, policy alignment, capacity, and funding.
4. This model would allow Territorial Authorities (TAs) to engage directly with their communities to discuss and collaboratively deliver services, including funding options.
4. Officers were asked to engage with councils to discuss the options and advance the conversation into the next triennium.

**Background /Discussion**

5. A workshop was held prior to the 6 December 2024 Regional Transport Committee meeting to discuss potential models for public transport services.
6. The issue was raised due to amendments to the Land Transport Management Act and the new Sustainable Public Transport Framework, as well as a need to find a better way to deliver regional public transport services.
7. The workshop explored a range of options, including full ownership, a regional CCO, a mixed delivery model, and joint management.
8. After discussion, the joint management/delivery model was generally considered the best fit.
9. This model is seen as effective for delivery, policy alignment, capacity, and funding. A key principle of this approach is that TAs could engage directly with their communities to discuss funding and delivery as an adjunct to existing services.
10. Following the workshop, the Chair of the Regional Transport Committee and officers have had discussions with councils to advance the conversation. Presentations and discussions have been held with Central Hawke's Bay District Council, Hastings District Council and Napier City Council.

## **Options assessment**

11. Option 1: Recommend that the RTC continues to explore and discuss future options for a regional delivery and management approach for public transport. This is to ensure greater service delivery capacity and alignment with the wider transport network's physical assets.
12. Option 2: The RTC does not continue to explore future options for a regional delivery and management approach for public transport.

## **Strategic fit**

13. This paper meets the criteria of the Infrastructure and Services goal of providing sustainable and climate-resilient services and infrastructure as detailed in the Council's Strategic Plan 2020-25.
14. The actions in the strategy related to this goal are to connect urban communities via public transport and cycle networks and provide regional leadership and enhance relationships and partnerships.

## **Significance and Engagement Policy assessment**

15. The assessment of both options against Council's Significance and Engagement policy is low. There is no proposed change to service levels nor any financial implications.

## **Considerations of tangata whenua**

16. There are no tangata whenua considerations. The proposed option is to further consider regional delivery and management options for public transport. There are no changes proposed at this time to service delivery.

## **Financial and resource implications**

17. Option 1 will require additional staff time. Current budgets do not provide capacity for additional staff or consultants. This work will be undertaken within current budgets, and councillor time within the Regional Transport Committee as the option discussions and resulting decisions are progressed.
18. There are no budget considerations if Option 2 is chosen.

## **Consultation**

19. If Option 1 is chosen, it is expected that consultation will be initially with the region's councils, and with other targeted stakeholder groups.
20. There are no consultation considerations if Option 2 is chosen.

## **Decision-making considerations**

21. 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:
  - 21.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
  - 21.2. The use of the special consultative procedure is not prescribed by legislation.
  - 21.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
  - 21.4. The persons affected by this decision are council officers, councillors and public transport stakeholders who will be widely consulted if Option 1 is chosen.
  - 21.5. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

## Recommendations

The Regional Transport Committee:

1. Receives and considers the *Public Transport Future – Options For Regional Approach To Delivery And Management* staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Continues to explore and discuss future options for a regional delivery and management approach for public transport to ensure greater service delivery capacity and alignment with the wider transport network's physical assets.

### Authored by:

**Bryce Cullen**  
Senior Advisor Transport Strategy & Policy

**Russell Turnbull**  
Manager Transport

### Approved by:

**Katrina Brunton**  
Group Manager Policy & Regulation

## Attachment/s

There are no attachments for this report.



**Subject: Public Transport Network implementation**

**Reason for report**

1. This report presents the finalised network to the Regional Transport Committee (RTC) for planned implementation from early 2026. Included is a high-level engagement, communications, and marketing plan setting out how we will take our users and communities on the change journey.

**Executive summary**

2. A finalised public transport network for implementation in early 2026 has been produced following extensive consultation via the Draft 2025–2035 Regional Public Transport Plan. Community submissions were generally supportive of the new network, but further targeted engagement ensured that routes were refined to better meet local needs. The final plan was adopted by Council in June 2025.
3. Key changes include a doubling of services in Flaxmere with one route extending via Omaha Road, a revised route through Taradale using Guppy and Wheturangi Roads, and the creation of a new Hastings circular service covering Mahora, the Hawke's Bay Hospital, Camberley, Raureka and the CBD.
4. A risk management framework has been established to address potential challenges such as infrastructure readiness, driver availability, timetable accuracy, and technology performance.
5. A comprehensive communications and marketing programme, led jointly by HBRC, Frank Engagement, and Band, will ensure existing users are well informed and opportunities to attract new riders are maximised. Next steps include confirming bus stop infrastructure with Napier and Hastings councils, finalising contractual arrangements with Go Bus, and delivering the engagement strategy in the lead-up to the network launch.

**Background**

6. The 2025 – 2035 Regional Public Transport Plan (RPTP) was out for public consultation through April 2025, with hearings and deliberations taking place in May and June respectively. Community consultation and engagement on the RPTP was extensive and submissions supported the new network.
7. The new network presents a significant change in how public transport services are delivered, signaling the start of a step change for the Hastings and Napier urban areas.
8. Following hearings and deliberations, the RTC agreed to make several minor changes to the RPTP as a result of community feedback. One of the recommendations was that officers continue targeted and specific engagement with several communities, in line with the RPTP Significance Policy, to ensure the planned routes worked for them and their wider community. This work is now complete.
9. The recommended changes were incorporated into the final version of the RPTP, adopted by the Hawke's Bay Regional Council at the 25 June Council meeting.
10. The plan allows for final curation of the routes and timetables post the RPTP being adopted.

## Discussion

11. Leading up to the public consultation period for the RPTP, Officers were aware the planned changes would present significant change for some users and communities. In response, a comprehensive engagement plan was developed and executed, aiming to engage with as many users and / or communities as possible.
12. An operational risk assessment has also been undertaken. These risks and their assessment is as follows:

### Risk Management Matrix: New Bus Network Implementation

This matrix is a framework for the identification, assessment, and planning a response to key risks associated with the January implementation of the new bus network.

Risk ID	Risk Description	Likelihood	Impact	Risk Level	Mitigation/Control Measures	Responsibility
R-01	Delays in Napier/Hastings Councils completing new bus stop construction by January.	Low	High	Med	<ul style="list-style-type: none"> <li>☑ Establish a joint project team with representatives from HBRC and both Councils.</li> <li>☑ Implement a weekly progress reporting cadence.</li> <li>☑ Secure necessary permits and funding well in advance.</li> <li>☑ Develop contingency plans for alternative temporary stops in critical areas if permanent stops are delayed.</li> </ul>	Napier City & Hastings District Councils
R-02	HBRC experiences delays in finalising contractual agreements with Go Bus.	Low	High	Med	<ul style="list-style-type: none"> <li>☑ Finalise all contract negotiations and legal reviews by a set deadline (e.g., October).</li> <li>☑ Maintain open and regular communication with Go Bus management to address any issues promptly.</li> <li>☑ Include performance clauses and clear penalties for non-compliance in the contract.</li> </ul>	HBRC
R-03	Insufficient number of qualified Go Bus drivers available to operate all	Low	High	Low	<ul style="list-style-type: none"> <li>☑ HBRC to require Go Bus to provide a detailed staffing plan and recruitment timeline.</li> </ul>	HBRC / Go Bus

Risk ID	Risk Description	Likelihood	Impact	Risk Level	Mitigation/Control Measures	Responsibility
	new routes.				<ul style="list-style-type: none"> <li>☑ Go Bus to launch a driver recruitment and training campaign well in advance (e.g., August-September).</li> <li>☑ HBRC and Go Bus to establish a joint working group to monitor driver readiness.</li> </ul>	
<b>R-04</b>	Errors or inefficiencies in final timetables and routes that lead to poor service or rider confusion.	Medium	Medium	<b>Medium</b>	<ul style="list-style-type: none"> <li>☑ HBRC to conduct thorough internal reviews and peer checks of all route and timetable data.</li> <li>☑ Use simulation software to test route efficiency and timing.</li> <li>☑ Publish draft routes and timetables for feedback before finalising.</li> </ul>	HBRC
<b>R-05</b>	Lack of public awareness about the new network, causing low initial ridership and confusion.	Medium	High	<b>High</b>	<ul style="list-style-type: none"> <li>☑ Launch a comprehensive, multi-channel public communication campaign (social media, print, radio, community meetings) starting at least three months before launch.</li> <li>☑ Provide clear, easy-to-read maps and timetables online and at major hubs.</li> <li>☑ Place signage at both new and old bus stops explaining the changes.</li> </ul>	HBRC
<b>R-06</b>	Public opposition to new bus stop locations or the removal of old ones.	Medium	Medium	<b>Medium</b>	<ul style="list-style-type: none"> <li>☑ Conduct community consultations on planned bus stop changes well in advance.</li> <li>☑ Provide clear rationale for each change.</li> <li>☑ Establish a process for handling public feedback and</li> </ul>	Napier City & Hastings District Councils

Risk ID	Risk Description	Likelihood	Impact	Risk Level	Mitigation/Control Measures	Responsibility
					complaints post-launch.	
<b>R-07</b>	Technology failure (e.g., issues with real-time tracking app, ticketing machines) on launch day.	Low	Medium	<b>Medium</b>	<ul style="list-style-type: none"> <li>☑ Conduct comprehensive end-to-end testing of all technology systems (apps, hardware) with Go Bus and HBRC staff.</li> <li>☑ Have dedicated IT support available on-site during the first weeks of launch.</li> <li>☑ Develop a manual backup plan for ticketing and information provision.</li> </ul>	HBRC / Go Bus
<b>R-08</b>	Negative media coverage or political scrutiny leading to a loss of public trust.	Medium	Medium	<b>Medium</b>	<ul style="list-style-type: none"> <li>☑ HBRC and Napier &amp; Hastings Councils to align on a single, clear communication strategy.</li> <li>☑ Designate official spokespeople to handle all media inquiries.</li> <li>☑ Prepare proactive, positive press releases to highlight the benefits of the new network.</li> </ul>	HBRC / Councils

## Engagement Plan

13. Preparation for informing the Engagement Plan has seen officers presenting, or having some form of presence, at many community events, meetings, or engagements. Officers have worked closely with Te Taiwhenua o Heretaunga to plan and roll out a series of public meetings at Marae, encouraging communities to provide input. These meetings were planned for communities that either had significant change planned (e.g. Flaxmere), or where there was clear potential for some form of future service (e.g. Omahu).
14. The Flaxmere community was identified as one with significant changes planned. Officers, in conjunction with Te Taiwhenua o Heretaunga, planned a public meeting, supported by a mail drop to all households in Flaxmere. The mail drop set out the two alternative route options, supported by QR codes to enable residents to see the options in detail and leave feedback.
15. Mechanisms such as those described in paragraph 11, along with signs and other marketing tools, were utilised to encourage and elicit public and community feedback on planned route changes and options. This ongoing engagement was an important tool in ensuring communities had ample opportunities to provide feedback and input.

- 16. Importantly, all extra / ongoing community engagement was done in line with the RPTP Significance Policy. It is worth noting that this Policy differs from the HBRC organisational Significance Policy and is a legislative requirement of the Land Transport Management Act.
- 17. Following further targeted community engagement, the new public transport network has been finalised and is set out in Appendix 1. The following sections discuss the main changes in more detail.

### Main route changes following consultation

#### Flaxmere

- 18. In reviewing the 2022 RPTP, which formed the basis of the new network, officers identified there may be an alternative route proposal for Flaxmere. In any case, the Flaxmere community will see a doubling of route capacity with the new network, moving from one loop service to two bi-directional services. The current proposal (forming the basis of consultation) set out that the two routes effectively met on Flaxmere Avenue, extending the entire way down.
- 19. Pre consultation engagement with key community figures within the Flaxmere Planning Committee highlighted broader community aspirations and a clear appetite for routes that served community need. As a thought starter, officers proposed moving one of the routes to go down Omaha Road. This had the potential to unlock greater access to employment, and offered potential for future route extensions. This thought was tested with several other key stakeholders, such as the HDC transport team, and Te Taiwhenua o Heretaunga before consultation.



- 20. The two route options for Flaxmere are set out below.
  - 20.1. Option 1 (original version) saw two routes travel through the centre of Flaxmere and diverge after the village, one traveling via the hospital and the other traveling via Raureka.
  - 20.2. Option 2 (updated version) saw the two routes operate separately with one traveling north and then to Hatsings via Omaha Road and the hospital, the other traveling south via Raureka.
- 21. Following ongoing engagement option 2 was the favored approach.

## Taradale

22. The original changes to Route 2 through Taradale to EIT received strong submissions when proposed to the community. Further investigation of the route, and options, revealed potential changes that could be made.
23. We re-engaged with the community via direct engagement with bus users at their stops to elicit feedback on the two options proposed.
  - 23.1. Option 1 (original version) travelled almost the full length of Avondale Road
  - 23.2. Option 2 (updated version) travelled along part of Guppy Road and part of Avondale Road, and Wheturangi Road
24. Option 2 was the favoured approach.

## Hastings Circular (Route 7)

25. The original plan envisaged Flaxmere Route 4 deviating through Mahora on its way to the Hastings Library and a separate Hospital, Camberley, Raureka to Hastings Library service operating.
26. To provide a faster route into town for Flaxmere users, it was determined Route 4 would best take a direct route down Heretaunga Street, but this would leave Mahora unserved.
27. We have therefore created a circular service that includes Mahora, the hospital, Camberley, Raureka and the CBD.

## Network changes – Communications, Marketing and Engagement

28. Officers are working on a detailed communications, marketing and engagement plan with the community to ensure that both current users are well informed about the network changes (Phase 1), and also the opportunities for getting new users onto the new network were fully exploited (Phase 2).
29. Getting the implementation of the new network right is critically important. Delivering a well-considered network implementation, coupled with the sheer effort and breadth of the requirement to engage and communicate with users and potential users, officers recognised additional expert assistance is required. Officers reached out to four potential external parties to assist with a communications, engagement, and marketing programme – both planning and delivery.
30. Frank Engagement (who assisted with the MyWay launch) and Band (a creative agency) were ultimately successful in their joint proposal to us of how they would collaboratively assist internal HBRC resources to deliver the programme, enhancing our expertise and capacity. Importantly, external assistance and support for the network implementation was budgeted through the 2024 – 2027 RLTP bid.
31. An initial discovery and design workshop has been held with Frank Engagement and officers. This workshop was an opportunity for Frank Engagement to understand the work completed to date, both in terms of network design / RTP development, and the engagement already undertaken throughout the consultation process. It also provided officers the ability to outline key user groups / communities, and any known or anticipated risk and opportunities.



32. Following the discovery and design workshop, and detailed and extensive engagement and communications plan is being developed. A high-level overview of the timeline and key elements of the Communications, Marketing and Engagement plan are attached.

#### Next steps

33. Officers will work closely with Napier City and Hastings District councils on ensuring the required bus stop infrastructure is in place for the commencement of the new routes.
34. Officers will work closely with Go Bus to ensure all required resources are in place, and contract variations are signed, prior to the network change implementation.
35. Officers and Frank Engagement will continue to develop the engagement and communications strategy.

#### Decision-making considerations

36. 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 Network implementation* staff report.

#### Authored by:

**Bryce Cullen**  
Senior Advisor Transport Strategy & Policy

**Russell Turnbull**  
Manager Transport

#### Approved by:

**Katrina Brunton**  
Group Manager Policy & Regulation

#### Attachment/s

- |     |  |   |
|-----|--|---|
| 1 ➡ | Updated route plan (from the approved 25 June RPTP)      | Under Separate Cover<br><a href="#">Available online only</a> |
| 2 ➡ | Draft Communications, Marketing and Engagement Framework | Under Separate Cover<br><a href="#">Available online only</a> |



**Subject: Regional Transport Programme August 2025 update**

**Reason for report**

1. This agenda item presents an updated view of the Regional Transport Advisory Group (RTAG) workstreams and updated Regional Transport Programme Tracker (**Attachment 1**). The updated regional programme of work presents a snapshot in time and may change as work programmes and new / emerging policies take shape.

**Regional Land Transport Plan (RLTP)**

2. The 2024 – 2027 has been well embedded into work programmes across councils, with necessary programme adjustments undertaken.
3. The focus has started to shift to the next RLTP for the 2027 – 2030 period.
4. The New Zealand Transport Agency (NZTA) has released their evidence packs to the sector. This signals the initial step towards developing the 2027 – 2030 National Land Transport Plan. It is anticipated that RLTP's will be built off the NZTA evidence packs.
5. Officers are continuing to engage with NZTA on the further development and refinement of the Hawke's Bay evidence pack and examining initial ways to incorporate it into the 2027 – 2030 RLTP.

**Active transport**

6. The Active Transport Strategy remains paused as officer focus remains on rebuild and recovery activities.
7. As mentioned at previous Committee meetings, there is no existing budget for the development of the strategy. However, the proposed RMA reforms highlight spatial planning as an area of focus. This will require the development and integration of active transport.

**Public Transport – new network implementation**

8. The 2025 – 2035 Regional Public Transport Plan was adopted by Hawke's Bay Regional Council at the 25 June Council meeting. Following adoption, staff have commenced detailed implementation planning in collaboration with co-investment and delivery partners.
9. Detailed planning around supporting infrastructure is ongoing with both Hastings District and Napier City Councils. Officers have conducted detailed stop location planning and are in the process of progressively driving routes to ensure planned stops are in the most optimal location.
10. A detailed and targeted communications, engagement, and marketing plan is in development. A high-level overview of the planned approach is provided in a separate Agenda Item.

**Decision-making considerations**

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 *Regional Transport Programme August 2025 update* staff report.

**Authored by:**

**Bryce Cullen**  
Senior Advisor Transport Strategy & Policy

**Russell Turnbull**  
Manager Transport

**Approved by:**

**Katrina Brunton**  
Group Manager Policy & Regulation

**Attachment/s**

1 [↗](#) RTAG Programme Tracker August 2025

Under Separate Cover  
*Available online only*

**Subject: Public Transport August 2025 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. HBRC is progressing with the installation of 16 solar-powered real-time information displays at key stops in Napier, Hastings, and Havelock North. These displays use live GPS data to show accurate bus arrival times, greatly enhancing the passenger experience. Each unit also includes an audio button, enabling passengers to hear bus arrival information and other service updates, improving accessibility for visually impaired users. The project is currently on track to have all signs installed and operational by mid-September, with some expected to go live earlier.



Figure 1 Real Time signs undergoing testing

5. CCTV was recently installed on all GoBay buses to enhance passenger and driver safety, deter anti-social behaviour, and support incident investigations.

### Public transport patronage

6. GoBay patronage continues to exceed monthly figures compared with the previous financial year, recording a 15.7% overall increase. Indications are that fare increases have not resulted in any decline in usage. Seasonal trends remain consistent, with lower patronage in December and January due to holiday breaks, and smaller drops during other school holiday periods.
7. The data indicates a return to more typical usage patterns and growing public confidence in the service. This is likely supported by service improvements such as enhanced real-time tracking and reliability.
8. Figure 2 below shows GoBay patronage over the past 13 months (compared to the previous 13 months).

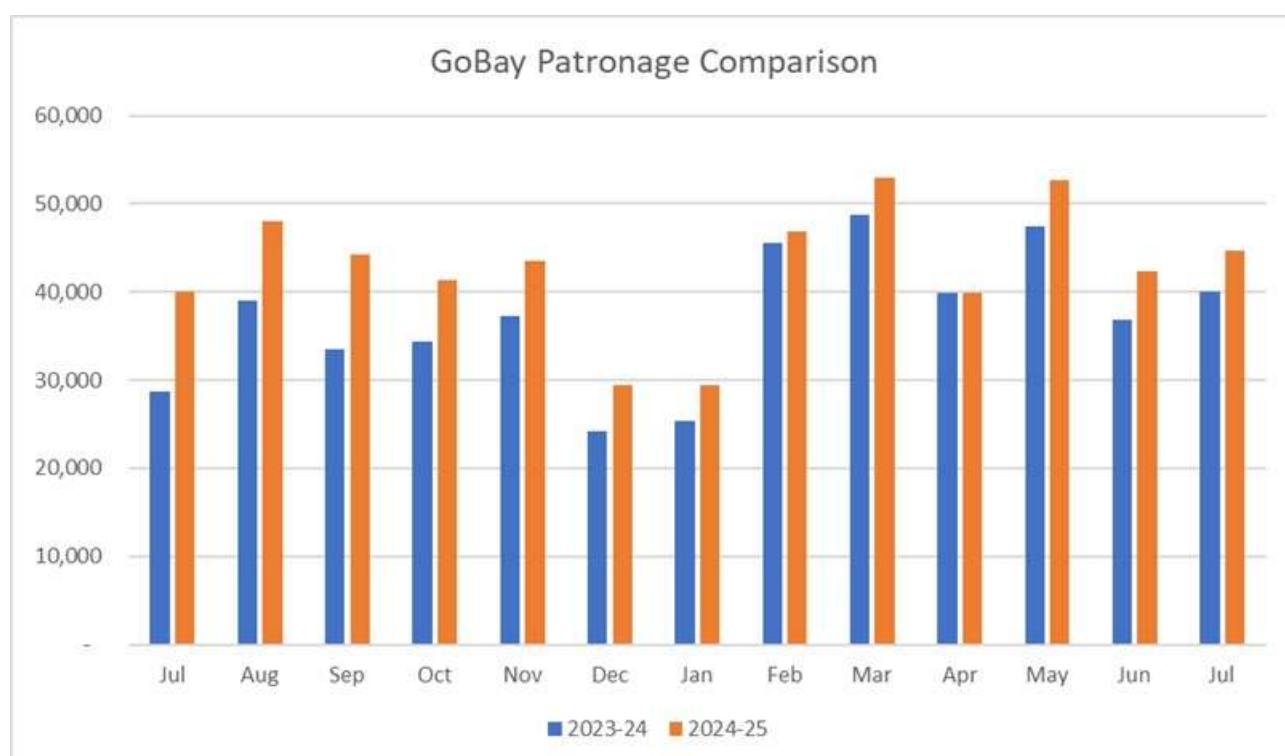


Figure 2 Figure 3 GoBay Patronage 13 Month Comparison

### Fares

9. Fare revenue continues to outperform previous years, showing strong and sustained recovery across the network. Overall, there was a 52% increase in farebox recovery in the 2024/25 financial year compared to that of the 2023/24 FY.
10. A fare increase of approximately 5% was implemented on 4 May 2025, following a previous increase in May 2024. Notably, there has been no obvious decline in patronage as a result of these adjustments. HBRC will continue with its annual fare reviews to ensure farebox recovery is aligned with operational and NZTA requirements.
11. Figure 3 below shows farebox recovery over the past 13 months.

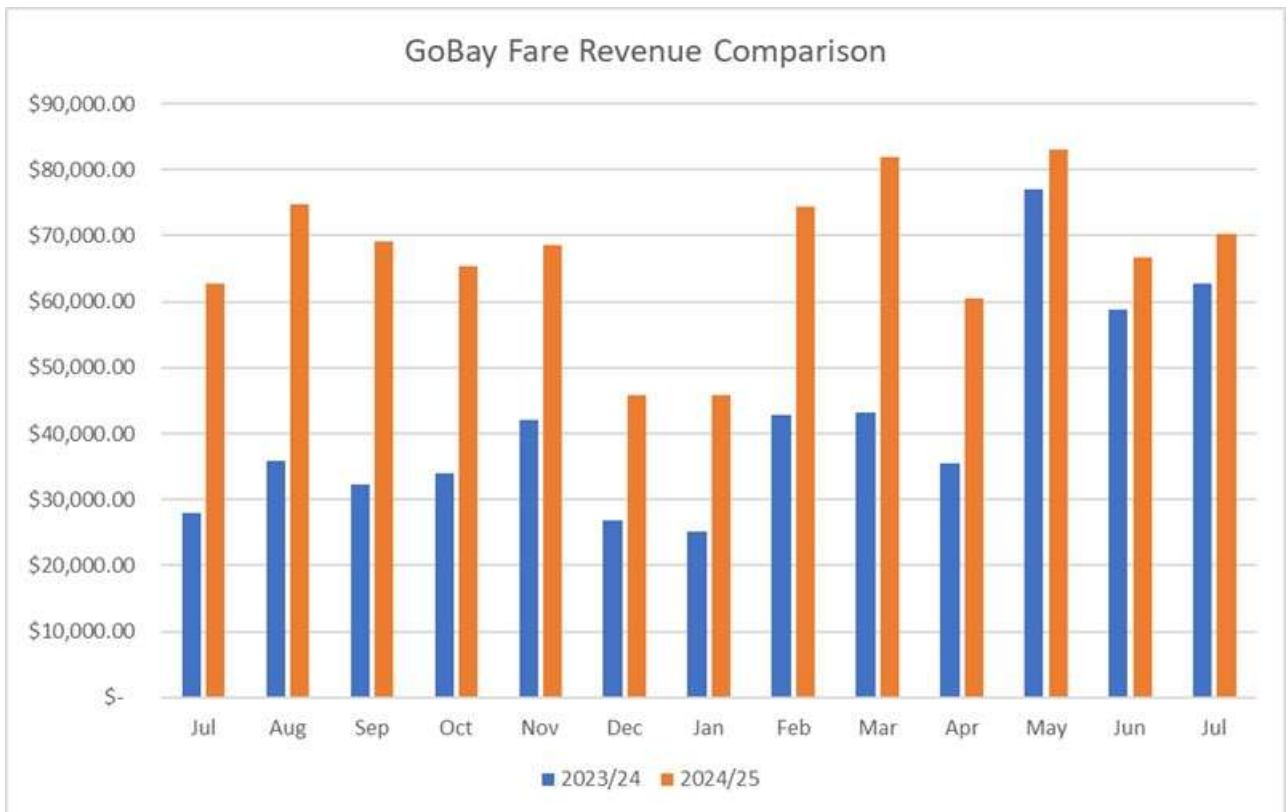


Figure 3 GoBay Fare Revenue 13 Month Comparison

**On-demand Public Transport (ODPT)**

12. The MyWay on-demand service has been extended through to January 2026 under an agreement with Go Bus.
13. This extension ensures continued coverage for Hastings until the new fixed-route services outlined in the Regional Public Transport Plan (RPTP) are introduced.
14. Figure 4 below shows MyWay patronage over the past 13 months.
15. Patronage growth has plateaued on the MyWay service, indicating the maturation of this service.

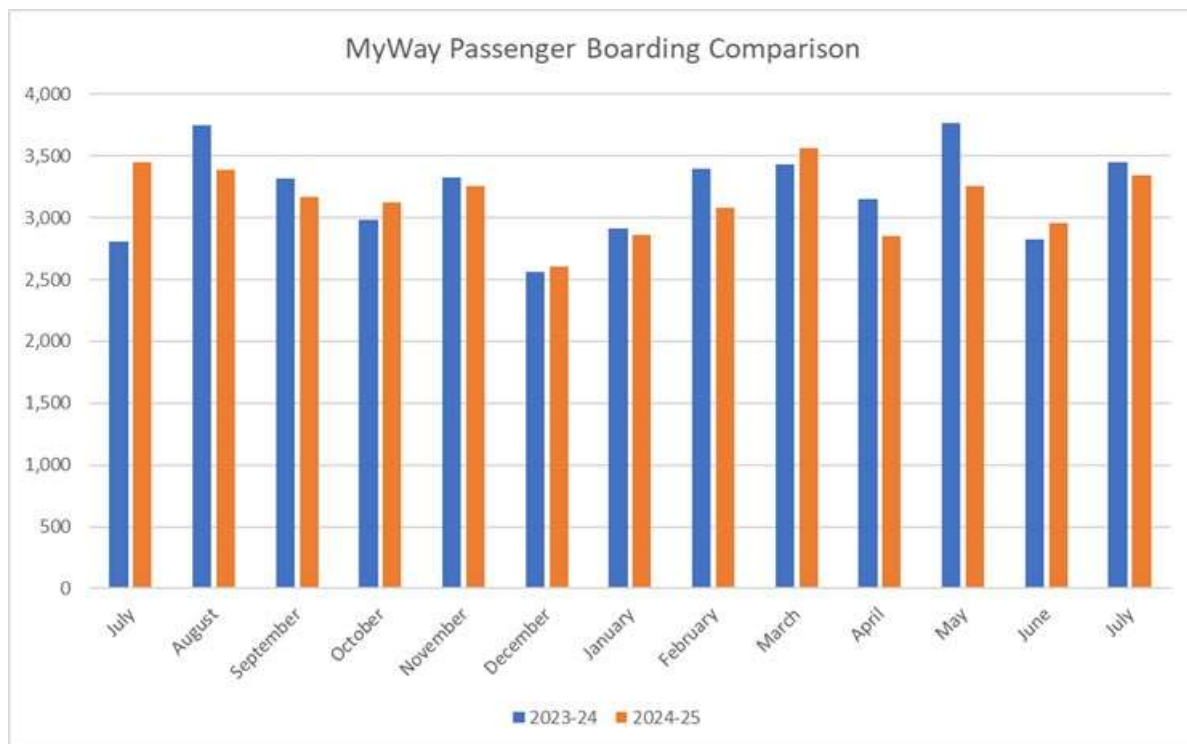


Figure 4 MyWay Passenger Boarding 13 Month Comparison

### Total Mobility

16. Whitelisting, where cards that have been cancelled are identified at the start of the trip, went live on 30 May. We average about five cards per month that come up as cancelled. Often, they are cards that were reported lost and cancelled but have been found and presented in error.
17. Total Mobility usage continues to increase with a 15.4% increase in trips in the 2024/25 financial year compared to that of the 2023/24 FY.
18. This significant increase in usage of the Total Mobility Scheme, as observed over the past 18-24 months, can be largely attributable to Central Government's move that 75% of the maximum concession (currently \$50) will be funded.
19. Whilst Central Government funds 50% of the 75% discount, the demand generated by this discount increase (was previously a 50% discount up to the maximum fare) has put pressure on Council's portion of the discount (25%). Council will need to review all the components of the concession scheme to look at how it can manage its exposure to this ever-increasing demand, which is costing more than the current budgets allows.
20. National policy directs there can be no limitations on eligible Total Mobility usage, but council can ensure strict adherence to how the providers of the service in this region are funded to provide the service. Council can potentially review the maximum concession it allows.
21. Figure 5 below shows the trips over the past 13 months and Figure 6 the \$ concession costs.

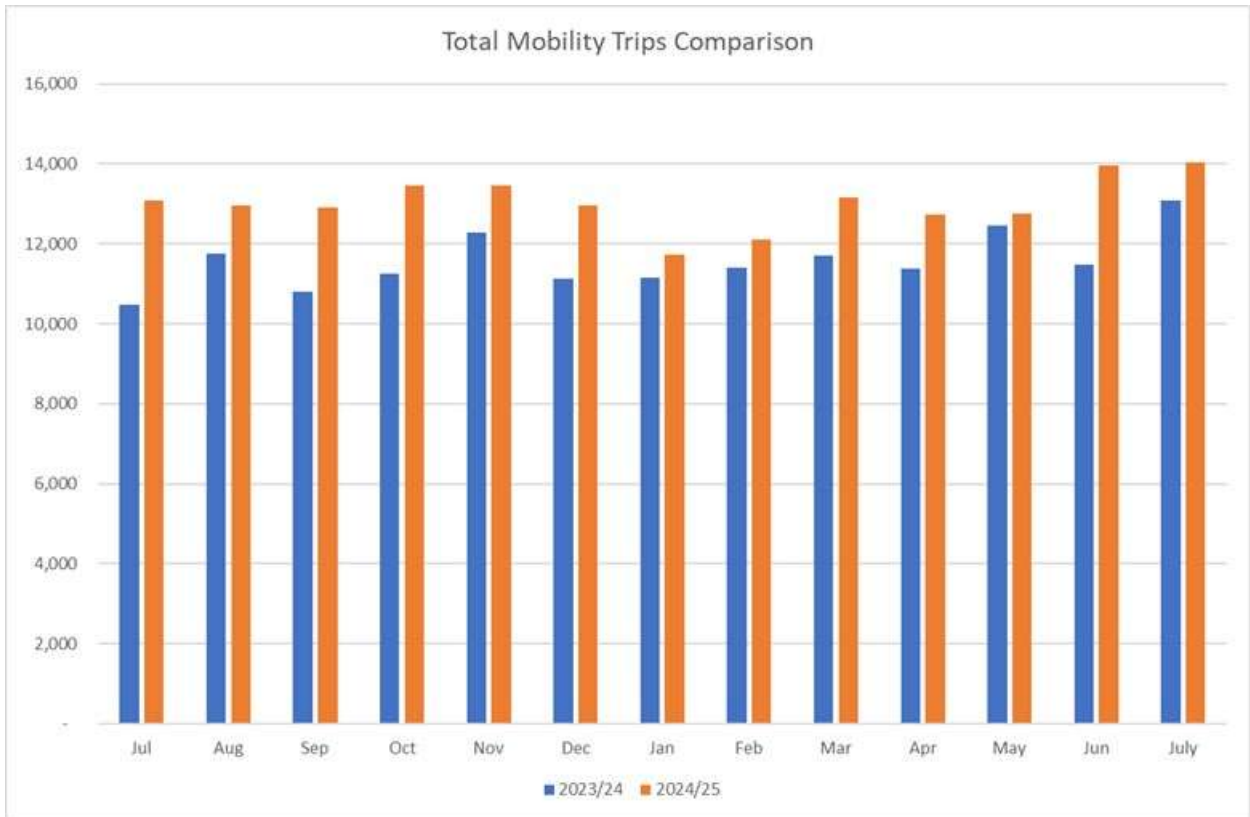


Figure 5 Total Mobility Trips 13 Month Comparison

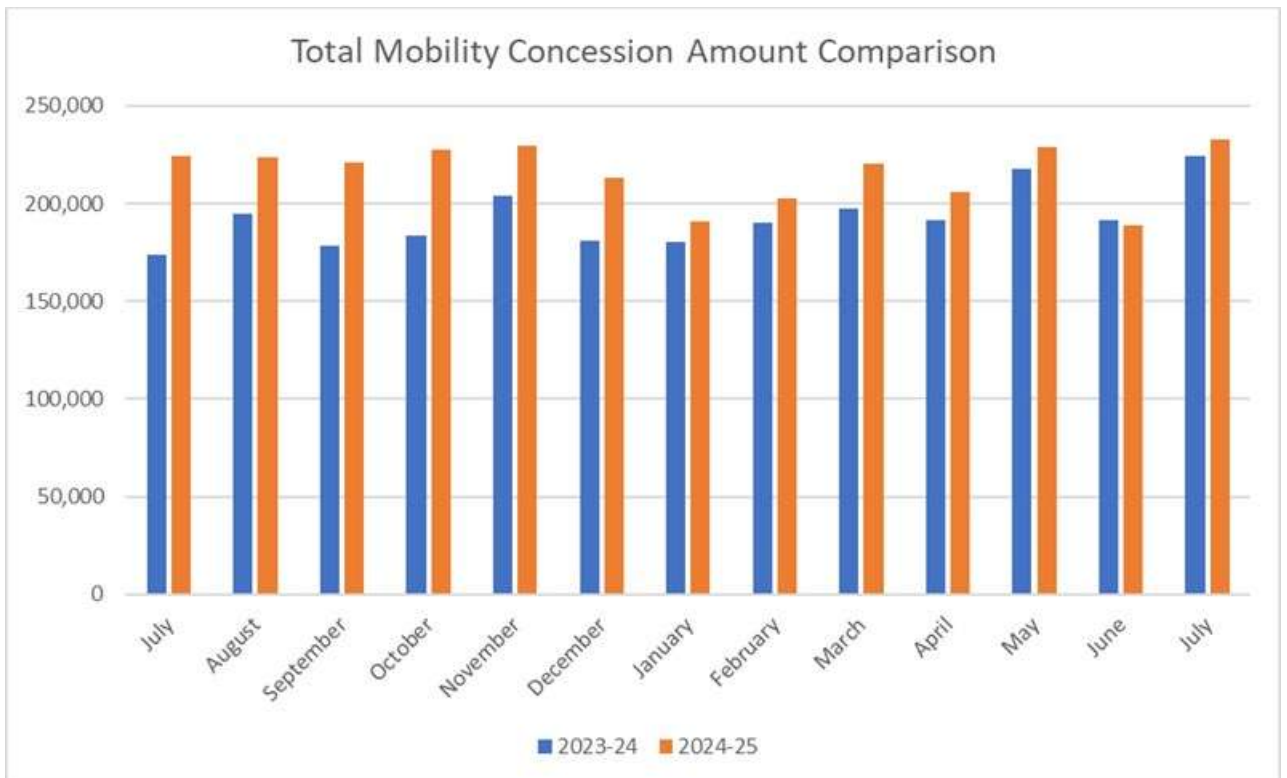


Figure 6 Total Mobility Concession Amount 13 Month Comparison (\$'s)

### **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 *Public Transport August 2025 update*.

### **Authored by:**

**Zavia Hands-Smith**  
Sustainable Transport Advisor

**Bryce Cullen**  
Senior Advisor Transport Strategy & Policy

**Russell Turnbull**  
Manager Transport

### **Approved by:**

**Katrina Brunton**  
Group Manager Policy & Regulation

### **Attachment/s**

There are no attachments for this report.

**Subject: RoadSafe Hawke's Bay August 2025 update**

**Reason for report**

1. This item 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 RoadSafe has undertaken in the last quarter:

Qty	Activity	Comments
13	Child restraint clinic and education	Free child restraint and education clinics
7	Youth Programmes	Ignite/Building Futures/Police Rangatahi
6	Driver Fatigue Stops	In Association with NZ Police
2	Motorbikes	Crash card promotion alongside community event Ladies course
8	Community events	School Mini Safety Expos, children's day, road safety day, distraction focus

**RoadSafe activity descriptions**

**Education sessions**

4. We continue to support NZ Police by participating in their Rangatahi road safety sessions to targeted at-risk youth.
5. We provide road safety education kits to schools throughout the region.

**Child restraint checking clinic**

6. Child restraint clinics continue, with the RoadSafe Team now having a regular presence at Tumbling Tots, and other local parent and baby play groups.

**School education days**

7. Three schools have had RoadSafe education activities at them this quarter.
  - 7.1. Havelock North High (full morning)
  - 7.2. Hastings Boys and Girls combined (full morning)
8. Napier Girls (morning) is programmed for 28 August.



Figure 1 The Road Safety team visiting schools in Wairoa in August.

9. For the schools who receive the full morning programme, they start with a 30-minute road safety presentation, led by RoadSafe and NZ Police. They then break into groups to rotate amongst the various RoadSafe activities. Lunchtime events only do the RoadSafe activities.



Figure 2 Havelock North High, Woodford and Iona Road Safety Expos

### **Fatigue stops and police support**

10. The Road Safe team continues to support Police with a range of check point operations, including impairment prevention.
11. We specifically work with Police on operations focusing on detecting mobile phone use, restraints, and impairment. The RoadSafe team assists Police by spotting certain risk factors, and Police carry out enforcement actions as needed.
12. Several fatigue stops and spotting operations have been carried out in and around Wairoa over the last quarter.

### **Decision-making considerations**

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 August 2025 update* staff report.

### **Authored by:**

**Bryce Cullen**  
Senior Advisor Transport Strategy & Policy

**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**

**Friday 29 August 2025**

**Item 9**

**Subject: NZTA / Waka Kotahi Central Region Regional Relationships Director's August 2025 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 *NZTA / Waka Kotahi Central Region Regional Relationships Director's August 2025 update*.

**Authored by:**

**Leeanne Hooper**  
**Team Leader Governance**

**Approved by:**

**Desiree Cull**  
**Strategy & Governance Manager**

**Attachment/s**

- 1 [🔗](#) NZTA Waka Kotahi Detailed Update - August 2025 Under Separate Cover  
*Available online only*



**HAWKE'S BAY REGIONAL COUNCIL**

**Regional Transport Committee**

**Friday 29 August 2025**

**Item 10**

**Subject: Transport Rebuild East Coast (TREC) August 2025 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) August 2025 update*.

**Authored by:**

**Leeanne Hooper**  
**Team Leader Governance**

**Approved by:**

**Desiree Cull**  
**Strategy & Governance Manager**

**Attachment/s**

There are no attachments for this report.



**HAWKE'S BAY REGIONAL COUNCIL**

**Regional Transport Committee**

**Friday 29 August 2025**

**Item 12**

**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**  
Senior Advisor Transport Strategy & Policy

**Approved by:**

**Katrina Brunton**  
Group Manager Policy & Regulation

**Attachment/s**

- 1 [↔](#) Follow ups for August 2025 RTC meeting      Under Separate Cover  
*Available online only*