



# **HAWKES BAY**

## **REGIONAL COUNCIL**

TE KAUNIHERA Ā-ROHE O TE MATAU-A-MĀUI

### **Meeting of the Regional Transport Committee**

**Date:** 4 August 2023  
**Time:** 1.30pm  
**Venue:** Council Chamber  
Hawke's Bay Regional Council  
159 Dalton Street  
NAPIER

### **Agenda**

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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>

4 August 2023

**Subject: Follow-ups from previous Regional Transport Committee meetings**

**Introduction**

1. Attachment 1 is a list of items raised at previous Regional Transport Committee meetings that require action or follow-up. All follow-up items indicate who is responsible for each item, when it is expected to be completed and a brief status comment. Once the items have been completed and reported to the Committee they will be removed from the lists.

**Decision Making Process**

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

**Recommendation**

That the Regional Transport Committee receives and notes the *Follow-ups from previous Regional Transport Committee meetings*.



**Authored by:**

**Peter Martin**  
Senior Governance Advisor

**Approved by:**

**Bryce Cullen**  
Transport Strategy & Policy Analyst

**Attachment/s**

- 1   Follow-ups from previous RTC meetings



## Follow-ups from previous Regional Transport Committee meetings

## 5 May 2023 meeting

	Agenda Item	Follow-up required	Responsible	Status Comment
1	RTC Terms of reference and members appointments	Update ToR with minor amendments approved at RTC meeting 5 May 2023 including Advisory members having an alternate	Governance Team	Done
2	NZTA Regional Relationships Director's update	Circulate presentation made by L Stewart to all RTC members	Governance Team	Distributed by email to RTC members 26 May 2023
3	NZTA Regional Relationships Director's update	Create glossary of terms / acronym buster	RTAG/ Governance Team	Pg 2 of agenda



**Hawke's Bay Regional Council**  
**Regional Transport Committee**

**4 August 2023**

**Item 5**

**Subject: 2024-2027 Regional Land Transport Plan**

**Reason for report**

1. This item updates the Committee on development of the 2024-2027 Regional Land Transport Plan (RLTP) to enable its delivery as an input to the National Land Transport Plan, and seeks the Committee's agreement to the proposed Strategic Vision, objectives, policies, and priorities as the basis for the draft RLTP for public consultation later this year.

**Executive Summary**

2. Development of the 2024-2027 Regional Land Transport Plan is well under way to meet the deadlines for the adoption of a draft RLTP for consultation in December 2023.
3. The proposed Strategic Vision, objectives, policies, and ten-year transport priorities are key elements of the RLTP and set the strategic direction and policy environment, articulating what we want to achieve and how we will achieve it. These have been updated to take the impacts of Cyclone Gabrielle into account, as well as recognising and responding to the transport challenges facing our region.
4. The paper presents the current RLTP strategic vision, objectives, and priorities and compares / contrasts these with the proposed updates. The policies are set out as a draft and identify if they are new, existing, or updated. The proposed updates capture the scale and impact of recent events and seek to develop an ambitious future vision for the transport system in Hawke's Bay.
5. If the Committee has amendments, they would like to make to any of the proposed changes presented in the paper, these can be tabled, noted, and incorporated into the draft RLTP for consultation. It is important to agree the strategic direction and policy environment at this stage as it will enable the Technical Advisory Group (TAG) to develop projects and work programmes aligned with the agreed strategic and policy drivers.
6. Any agreed amendments will be incorporated into the draft RLTP that the Committee will adopt for public consultation in December 2023.

**Background**

7. RLTPs are six-year plans that document the region's land transport objectives, policies, and measures as well as providing a statement of transport priorities for the region. The plans incorporate programmes of regional land transport activities, including those activities proposed for inclusion in the National Land Transport Programme (NLTP), which are reviewed after three years.

**Discussion**

**Timeline**

8. In most cases Waka Kotahi aims to adopt the National Land Transport Programme (NLTP) by 30 June of the year immediately preceding the start of the NLTP. This means that the final RLTPs are required to be submitted to Waka Kotahi by 30 April of that year (2024) so that they might inform the NLTP and associated funding.
9. The date by which the final RLTP must be published is usually set at 31 July of the start year of the RLTP (2024).

10. Where development of the NLTP is delayed, e.g., due to late release of the Government Policy Statement (GPS), Waka Kotahi has until 31 August of the first year of the NLTP to adopt the NLTP. As a consequence of a delay, Waka Kotahi may adjust the deadlines for the RLTP submission.
11. Given the GPS has not yet been released, there is potential that the RLTP timelines may change. However, at the current time, Council officers are working to existing timelines that will see a draft RLTP adopted for consultation by December 2023.
12. As a result of the condensed timings and volume of work to be done, further RTC meetings will need to be scheduled. These will focus on RLTP policy, as well as project prioritisation. The timeline the Regional Transport Advisory Group (RTAG) is working to for the RLTP is set out in attachment 1.

### **Government Policy Statement (GPS) on Land Transport**

13. The GPS on Land Transport was being reviewed in the wake of Cyclone's Hale and Gabrielle earlier in 2023. A draft GPS for the 2024-2027 National Land Transport Plan (NLTP) period was due to be consulted on in early June 2023. To date a draft GPS has not been released.
14. Typically, RLTP strategic objectives and enhancement projects are linked back to the current GPS. In the absence of a GPS the advice from Waka Kotahi is to link strategic objectives and any investment decision back to the Transport Outcomes Framework, developed by the Ministry of Transport.

### **Investment Logic Map (ILM)**

15. The regional ILM has gone through a series of revisions and refinement since the initial draft was developed in December 2022.
16. An updated and revised ILM that considers the impacts of recent events was endorsed by the RTC at the 5 May meeting, with the caveat RTAG could slightly tweak the wording to refine the problem statements.
17. A small addition has been made to the front end of the resilience problem statement to reflect that the network is at the limit of its durability. This inclusion is tightly in line with the existing wording. The finalised ILM is included in attachment 2 for reference.

### **Integrating NLTF and direct Crown funding in RLTPs**

18. In May 2023 Waka Kotahi officials joined a Transport Special Interest Group (TSIG) meeting to discuss how RLTPs could be used to capture a range of new or additional projects, different funding opportunities, and incorporate VKT reduction programmes, where possible.
19. Further, Waka Kotahi indicated an appetite for all transport system projects, irrespective of funding (Crown, local share, or other) to be included and prioritised in upcoming RLTPs. The primary drivers of this approach are:
  - 19.1. To aid planning for and subsequent implementation of transformational change across the transport system nationally
  - 19.2. To provide a prioritised list of initiatives for consideration of funding from other sources outside of the NLTF, such as Transport Choices / CERF
20. This means that the information that RTCs share with Waka Kotahi via the RLTP process should include a range of activities that could be eligible for funding, not just from the NLTF, but from any other available funding sources. These initiatives should be developed in a 'projects for future consideration' section within RLTPs. Broadly, funding and investment decisions in this programme section will be at the discretion of ministers.
21. Once GPS 24 is released it is anticipated that it will prescribe that the Waka Kotahi board play a more active role in providing formal advice to Ministers and Ministry of Transport about what



initiatives should be considered for direct Crown funding opportunities. A collaborative approach between Waka Kotahi and the appropriate council/s would be taken to develop suitable proposals, should Crown funding become available.

22. It is envisioned that projects / initiatives included in the ‘activities for future consideration’ section will be formed up at a high level. An illustrative example is included in attachment 3.

### Context

23. The impacts of Cyclone Gabrielle highlighted that our regional transport network is at the limit of its durability. The cyclone had a significant impact on communities, infrastructure, and our way of life. Along with the review of the ILM problem statements, the RLTP strategic vision was reviewed in the context of recent events. As a result, a new proposed RLTP strategic vision has been developed by RTAG.
24. The following sections outline the current RLTP vision, objectives, and priorities and articulate the proposed changes for review and consideration.

### Strategic vision

25. The strategic vision sets the long-term view and direction of the transport system in our region. It also acts as the foundation for transport-related investment decision making, including maintenance and operations.
26. The table below sets out the current strategic vision in box 1. It then proposes, in box 2, a new strategic vision that captures the impacts and extent of recent events, coupled with the existing and emerging challenges we face as a region.

1. From the current RLTP (2021-2024)	2. Moving to the future RLTP (2024-2027)
<p>Foster a vibrant, accessible, and sustainable carbon neutral Hawke’s Bay. We aim to:</p> <ul style="list-style-type: none"><li>❑ Reduce emissions and improve health outcomes by increasing the number of trips people make by foot, bike, or public transport.</li><li>❑ Tackle safety and achieve the Road to Zero vision.</li><li>❑ Improve freight connections by improving the reliability and resilience of journeys to Napier port and inter-regionally.</li></ul>	<p>Develop a vibrant transport system for future generations that is resilient, ensures safety and efficiency, provides genuine and equitable transport choice, and supports a low-emissions transport system in Hawke’s Bay.</p> <p>We aim to:</p> <ul style="list-style-type: none"><li>❑ Develop a safe, efficient, equitable and resilient transport system for future generations that connects communities, goods, and industry.</li><li>❑ Reduce emissions and Vehicle Kilometers Travelled while improving health outcomes by providing genuine inclusive travel choice across routes and modes regionally.</li><li>❑ Ensure critical routes, or suitable alternatives, are operating for communities, people, and freight at all times.</li></ul>

### Strategic objectives – headline objectives

27. RLTP strategic objectives are typically closely linked to the current version of the GPS. However, in the absence of a GPS, Waka Kotahi guidance is to link outcomes back to the Ministry of Transport (MoT) outcomes framework and the strategic vision. The strategic objectives set out what we want to achieve within our regional transport system. The Ministry of Transport’s outcome framework is in attachment 4.
28. The table below shows the five outcomes of the MoT framework and sets out the current and proposed RLTP strategic objectives. A strategic objective is required for each element of the MoT framework. The objectives are listed in order of importance to the region.

29. The MoT outcome framework is shown below for context around the five outcome areas, in no particular order.

**Figure 1 - Ministry of Transport Outcome Framework – five pillars**



1. From the current RLTP (21 – 24)				
Objective 1 A safe transport system for all users	Objective 2 A resilient, efficient, reliable network for journeys within Hawke's Bay, to Napier port and other regions	Objective 3 A transport system that contributes to a carbon neutral Hawke's Bay	Objective 4 Transport choices for all users to meet social, economic, and cultural needs	Objective 5 Land use planning and development to enable efficient use of transport networks and which minimises travel demand
2. Moving to the future RLTP (24 – 27)				
<b>Objective 1</b> Develop and further enhance a resilient, efficient, and reliable transport system for future generations	<b>Objective 2</b> Enable a low-emissions transport system	<b>Objective 3</b> Provide a safe transport system for all users and modes	<b>Objective 4</b> Provide fit-for-purpose, genuine and equitable transport choices for all users to meet social, economic, cultural, and environmental needs	<b>Objective 5</b> Integrate land use planning and development to enable effective efficient use of transport networks.

### Strategic objectives - policies

30. The following tables set out the policy environment within the RLTP. The purpose of this is to guide our RLTP partners in the development of projects and programmes to enable the delivery of our strategic vision.
31. The below objectives are the same as the proposed future strategic objectives in the above table and assumes minimal or no changes to the objectives.
32. The policies set out **how** we will achieve our strategic vision and objectives. The policies contained in the subsequent tables are draft for consideration.

### Objective 1: Develop and further enhance a resilient, efficient, and reliable transport system for future generations.

Policies		RLTP status
<b>P 1.1</b>	Maintain and enhance transport system resilience by replacing affected infrastructure and enhancing existing strategic assets to withstand changes in environment, land use, demand, and funding across all modes.	New

Policies		RLTP status
<b>P 1.2</b>	Protect the form and function of key freight routes, including rail, to Napier Port and key industry areas by minimising and managing conflicts between travel modes.	Existing - updated
<b>P 1.3</b>	Enhance and support the maintenance of critical transport network lifelines for Hawke's Bay so that strategic transport links will be resilient and operational in the event of an emergency, both within and in to the region.	Existing - updated
<b>P 1.4</b>	Invest in multi-modal transport including infrastructure for safe interconnected walking and cycling networks that prioritise direct connections with key destinations.	Existing
<b>P 1.5</b>	Advocate for a greater national level investment in the rail network to provide greater resilience and efficiency including for freight and commuter transport.	Existing - updated
<b>P 1.6</b>	Advocate to government for funding, including consideration of amendments to local government funding legislation, for the appropriate maintenance of the existing transport network, including rural roads to protect and maintain their intended form and function, and to ensure the transport system has effective network alternatives.	Existing - updated
<b>P 1.7</b>	Support and enable the Waka Kotahi Resilience PBC for SH2 & SH5 and HDC resilience PBC for network improvements and resilience enhancements to protect critical regional lifelines and community / commercial connections.	New
<b>P 1.8</b>	Proactively enhance the transport system to support growth projections (across communities, industry, freight) and modal shift sustainably by innovating for low cost – high impact solutions where practical.	New

#### Objective 2: Enable a low emissions transport system.

Policies		RLTP status
<b>P 2.1</b>	Implement the Regional Public Transport plan, focusing on reliability, efficiency, and a low or zero emission bus fleet to provide an attractive and realistic alternative to private cars for daily journeys in the main urban areas whilst actively reducing emissions.	New
<b>P 2.2</b>	Explore and implement, where practical, possible, and sufficient funding allows, transport options, particularly commuter routes, across modes (e.g. rail, road, ride sharing) in outlying areas outside the main urban areas of Hastings and Napier.	New
<b>P 2.3</b>	Develop and implement public transport infrastructure that enables easy and safe multi-modal integration at key hubs and locations across the public transport network.	New
<b>P 2.4</b>	Investigate and promote technologies and management solutions that reduce the need to travel.	New
<b>P 2.5</b>	Develop and expand safe, inter-connected Active Transport networks including with other with stakeholders that prioritise direct connections to key destinations such as places of work and education.	Existing - updated
<b>P 2.6</b>	Promote and support the uptake of low-emission vehicles and e-bikes, including advocacy for the provision of increased electric charging infrastructure within the region.	Existing - updated
<b>P 2.7</b>	Support and enable the introduction and development of alternative, emerging, new, and innovative fuel technology and associated infrastructure in the region.	New
<b>P 2.8</b>	Advocate for and support the use of and ongoing investment in rail for freight where possible and practical, leveraging the findings and recommendation of the Regional Freight Distribution Strategy.	Existing - updated
<b>P 2.9</b>	Council procurement processes will take into account and encourage low-emission transport measures and solutions, including the development and implementation of organisational Active Transport strategies enabling council staff to lead by example.	Existing - updated

Policies		RLTP status
<b>P 2.10</b>	Recommend to the local authorities that they leverage public parking (through supply, location, price and/or time limits) to disincentivise driving and encourage greater uptake of alternative modes.	Existing - updated

**Objective 3: Provide a safe transport system for all users and modes.**

Policies		RLTP status
<b>P 3.1</b>	Develop a consistent and practical approach to speed management across the region through the preparation and implementation of a regional speed management plan.	Existing - updated
<b>P 3.2</b>	Develop, implement and report on proactive and innovative annual road safety action plans jointly with councils, NZTA, NZ Police, other road safety funding partners and stakeholders.	Existing
<b>P 3.3</b>	Ensure that safety infrastructure deficiencies within the transport system are prioritised and remedied according to level of risk.	Existing - updated
<b>P3.4</b>	Adopt or advocate evidence-based road safety programmes, initiatives, and innovations targeted to high-risk behaviours and major crash contributors including driver licensing and driver training programmes, enforcement, and investment in road safety infrastructure and long-term behaviour change in collaboration with funding partners and stakeholders.	Existing - updated
<b>P 3.5</b>	Develop a multi-modal network that prioritises the safety of all users, particularly vulnerable users (e.g. pedestrians, cyclists, mobility impaired, scooters, motorcycles) and provides adequate separation following best practice design guidelines.	Existing - updated
<b>P 3.6</b>	Collaboratively with the TAs and key stakeholders, develop and implement a long-term road safety strategy that takes a community first approach.	New
<b>P 3.7</b>	Develop and implement an innovative, responsive, and proactive regional road safety education, awareness, and marketing campaign targeted to risk and focused on sustained long term behaviour change.	New

**Objective 4: Provide fit-for-purpose genuine and equitable transport choice for all users to meet and social, economic, cultural, and environmental needs.**

Policies		RLTP status
<b>P 4.1</b>	Implement the adopted RPTP with a focus on service delivery, including: reliability, frequency, and efficiency and develop new services and solutions for attractive and efficient public transport, including working in partnership with stakeholders to promote the expansion of public and shared transport incentive programmes.	Existing - updated
<b>P 4.2</b>	Develop and expand safe, attractive inter-connected walking and cycling networks that prioritise direct connections to key destinations and lower socioeconomic areas.	Existing
<b>P 4.3</b>	Operate, maintain, and enhance roading networks to the level of service required for their agreed form and function(s), including to provide equitable access for marae and rural communities.	Existing - updated
<b>P 4.4</b>	Investigate, support, and provide for the opportunities presented by new technologies and innovations such as micro-mobility options, electric vehicles, and new information technology across transport modes.	Existing - updated
<b>P 4.5</b>	Operate transport routes in accordance with their agreed form and function and levels of service.	Existing - updated
<b>P 4.6</b>	Working with TAs and Waka Kotahi as key investment partners which closely value and incorporate community input in the design and development of context specific transport system solutions within communities.	New
<b>P 4.7</b>	Provide and promote travel choices that contribute to improved health and wellbeing.	New

**Objective 5: Integrate land use planning and development to enable effective and efficient use of transport networks.**

Policies		RLTP status
P 5.1	Ensure that the location and design of new brownfield and greenfield development enhances multi-modal access connectivity and support good urban form within new developments and between new and existing sites to: <ul style="list-style-type: none"><li>☐ minimise the number of private motor vehicle trips required</li><li>☐ support low-carbon and low-emission transport options</li><li>☐ increase the uptake of walking, cycling and public transport.</li></ul>	Existing
P 5.2	Ensure that land use controls protect key freight corridors and that impacts of heavy vehicle movements through urban areas are mitigated or avoided.	Existing
P 5.3	Support the development and implementation of urban design protocols and relevant place and movement frameworks (such as the HDC Urban Design Framework and CBD strategy, One Network Framework) to enhance place value of key urban areas and activity centers and identify performance gaps to prioritise future investments.	Existing
P 5.4	Promote the development of a regional spatial plan, incorporating the regional future development strategy findings and the outputs of the freight distribution strategy.	Existing - updated

**Ten-year transport priorities**

- 33. The ten-year transport priorities set out the most urgent and significant problems that require attention and action over the next ten years to enable progress towards the strategic vision. These priorities shape the direction of investment decisions and project prioritisation.
- 34. Our ten-year transport priorities should clearly link back to the regional Investment Logic Map and the problem statements and associated benefits, as well as the Transport Outcomes Framework.
- 35. The table below sets out the current ten-year priorities and proposes new ten-year transport priorities. These new proposed priorities will enable the region to develop a transport system for future generations throughout the rebuild process and into the future.

	From the current RLTP (2021-2024)	Moving to the future RLTP (2024-2027)	Level of change
1.	<b>Road Safety</b> <i>There are some major road safety issues in the region arising from network deficiencies and poor driver decision making.</i>	<b>A resilient and reliable low emissions transport system that is prepared for future risk and enhanced to support future growth, and respond to a changing climate</b> <i>Our transport system is at the limit of its durability; network improvement and enhancement are no longer appropriate for the environmental conditions or the intended form and function of the network. Existing infrastructure and operational practices do not fully support a low emissions transport system.</i>	Large change – Resilience remains, priority statement changed and definition broadened.

	From the current RLTP (2021-2024)	Moving to the future RLTP (2024-2027)	Level of change
2.	<b>A resilient, reliable, and efficient transport network</b> <i>The supply chain reliability is reduced because of a lack of resilience within the network, and a vulnerable and aging infrastructure, including for high productivity motor vehicles and competing user demands.</i>	<b>People have genuine transport alternatives / choice across routes and modes</b> <i>People and communities have limited travel choice and are particularly car dependent. Limited coverage, frequency, and reliability of public transport services couple with a disconnected and unsafe active transport network limit choice, impact our ability to reduce emissions and VKTs, and adversely impact the transport disadvantaged.</i>	Small change – VKT and ERP reductions amplified.
3.	<b>Sustainable transport choice</b> <i>People and communities have limited travel choice. The region is particularly car dependent resulting in poor health outcomes as well as preventing goals to reduce GHG emissions.</i>	<b>Our transport system is safe for all users</b> <i>The form of our roads, driver behaviour and the way people interact in the transport system (speed, unsafe cars, risk taking, poor driving behaviours, etc) and poor protection for active modes is resulting in harm to our communities</i>	Small change – definition and key elements broadened.

### Next Steps

36. On 15 August the RTAG has a regional collaboration day scheduled. The purpose of this is to review important documents, discuss district and city challenges, and delve into detailed project and programme planning.
37. In line with the current RLTP development timeline, as set out in attachment 1, draft continuous programmes will be developed by each TLA by 31 August and enhancement projects, including low-cost low-risk initiatives, will be developed by 29 September.
38. Following the draft projects and programmes being developed a regional programme of work will be pulled together and prioritised by the RTAG. This will subsequently be brought to the RTC for prioritisation. It is anticipated this will take place at the 3 November RTC meeting.
39. It is likely that at least one more RTC meeting will be required in 2023 to finalise and adopt a draft RLTP for consultation.

### Decision Making Process

40. 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:
  - 40.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
  - 40.2. The use of the special consultative procedure is not prescribed by legislation and the documents subject to the Committee's decisions made today will be the subject of consultation as part of the 2024-2027 Regional Land Transport Plan public consultation process.
  - 40.3. The persons affected by this decision are those interested in the region's transport networks.
41. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, the Committee can exercise its discretion and make the decisions today without consulting the community or those interested in the decision.

Recommendation

That the Regional Transport Committee:

- 1. Receives and notes the 2024-2027 Regional Land Transport Plan staff report.
- 2. Agrees that the decisions to be made are not significant under the criteria contained in Hawke’s Bay Regional Council’s adopted Significance and Engagement Policy, and that the Committee can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
- 3. Agrees/adopts the strategic vision, objectives, policies, and priorities for the 2024-2027 Regional Land Transport Plan as proposed today.

OR

- 4. Agrees/adopts the Strategic Vision, objectives, policies, and priorities for the 2024-2027 Regional Land Transport Plan as amended to incorporate the following changes as agreed today:  
*for example* ↓
  - 4.1. Strategic Vision ...
  - 4.2. Objectives to include ...
  - 4.3. Policies ...
  - 4.4. Ten-year transport priorities ...

Authored by:





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Attachment/s

- |   |   |                                    |                      |
|---|---|------------------------------------|----------------------|
| 1 |  | RLTP development timeline          | Under Separate Cover |
| 2 |  | Investment Logic and Benefits maps | Under Separate Cover |
| 3 |  | Example of RLTP project inclusions |                      |
| 4 |  | MoT Transport Outcomes Framework   |                      |





### Appendix 3 – example of a ‘project for future consideration’ to be included in the 24 – 27 RLTP

The below examples illustrates how projects could be formed up at a high level for inclusion in the upcoming RLTP cycle. It is worth noting that projects included in this section should be prioritised irrespective of funding source and be prioritised based on regional importance over a 6 year horizon.

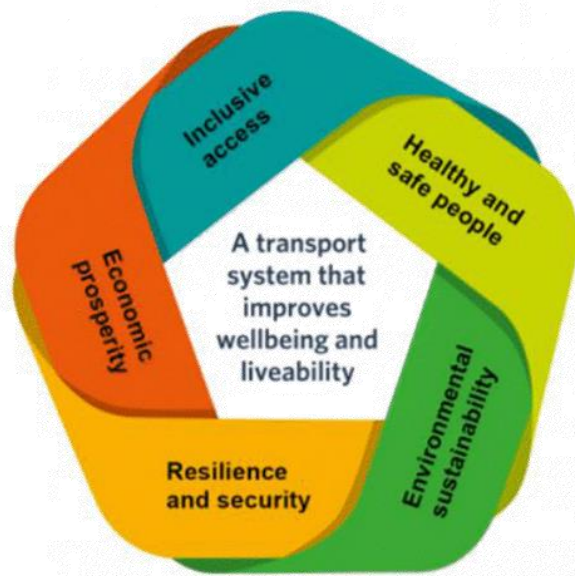
The example below is for illustrative purposes only.

Hoth Regional Transport Committee* Activities for future consideration			
Project/Programme (title)	Organisation	Description	Supporting info (if applicable)
Resilience improvements between Echo Base and Middle Hoth	R. Alliance	<p><b>Problem/opportunity</b> Corridor between Echo Base and Middle Hoth frequently experiences snowstorms, resulting in infrastructure breakdown and crashes. New materials are available to improve resilience and reduce infrastructure breakdown and reduce crashes.</p> <p><b>Location</b> Corridor between Echo Base and Middle Hoth, State Highway 4500.</p> <p><b>Strategic context</b> Hoth climate is set to worsen over the next decade with an increase in snowstorms, but people will still need to travel through some of the most vulnerable areas. Key routes need to have built up resilience to continue providing access and ensuring that the route can withstand snowstorms.</p> <p><b>Primary benefits sought/alignment with transport outcomes</b> Improving resilience, reducing death and serious injuries. Project aligns with security, resilience, and safety</p> <p><b>Total activity cost</b> \$100 million.</p> <p><b>Estimated delivery time</b> 2 years.</p>	Research has been carried out and shows that project could reduce rate of crashes during snowstorms by 45%, and infrastructure breakdown of 76%.
Echo Base public transport hub	R. Alliance	<p><b>Problem/opportunity</b> People need to wait for services outdoors snowstorms and people have been getting frostbite and hyperthermia, causing an unnecessary strain to the health system on Hoth. Hoth needs somewhere indoors for people to wait.</p> <p><b>Location</b> Echo Base public transport hub</p> <p><b>Strategic context</b> Building a public transport hub, combining facilities for public and commercial bus services, cycle storage facilities and related services for better integrating alternative transport modes.</p> <p><b>Primary benefits sought/alignment with transport outcomes</b> Improving access to public transport services, contributing to improved health outcomes, and reducing emissions.</p> <p><b>Total activity cost</b> \$200 million</p> <p><b>Estimated delivery time</b> 2 years.</p>	Consultation with local stakeholders showed that 85% of submitters support building a new public transport hub.

\*For the purposes of this example, Hoth Regional Transport Committee and its programmes are made up.



## Ministry of Transport Outcomes Framework

**High level overview of the five focus areas****Inclusive Access**

Inclusive access enables all people to participate in society through access to social and economic opportunities such as work, education, and healthcare.

To be inclusive, the transport system must be accessible to all people in New Zealand including those with disabilities, low income earners, and people of different ages, genders, and ethnicities.

**Healthy and safe people**

The system:

- Protects people from transport related injuries and harmful pollution, and
- Makes physically active travel an attractive option

**Economic prosperity**

The transport system supports economic activity via local, regional and international connections, with efficient movements of people and products.

**Environmental sustainability**

- Transitions to net zero carbon emissions, and
- Maintains or improves biodiversity, water quality, and air quality

**Resilience and security**

The transport system:

- Minimises and manages the risks from natural and human-made hazards
- Anticipates and adapts to emerging threats, and
- Recovers effectively from disruptive events



**Hawke's Bay Regional Council**  
**Regional Transport Committee**

**4 August 2023**

**Item 6**

**Subject: Transport emissions reduction**

**Reason for Report**

1. This paper provides the context for the development of the first draft of the Regional Emissions Reduction Plan with a chapter focused on transport actions, and seeks the Committee's endorsement of the proposed transport actions.

**Background**

2. Aotearoa New Zealand's legislated 2050 emissions reduction targets are:
  - 2.1. net zero greenhouse gas emissions (except biogenic methane), and
  - 2.2. a 24-47% reduction in biogenic methane.
3. In 2022, Government set emissions budgets to achieve these targets. These budgets detail the quantity of emissions allowed to be released across three emissions budget periods (2022-25, 2026-30 and 2031-35). Permitted emissions drop sharply from 72.5Mt of CO<sub>2</sub>e per year in the first period to a 15% reduction per year in the second period (61 Mt CO<sub>2</sub>e) and then a further 22% reduction (to 48 Mt CO<sub>2</sub>e).
4. Actions to achieve these emissions reduction goals have been detailed in the first National Emissions Reduction Plan released in August 2022 covering seven sectors: transport, energy and industry, agriculture, forestry, waste and fluorinated gases.
5. The implementation of transport actions at a national level is further detailed in the Decarbonising Transport Action Plan 2022-25.
6. To develop a Regional Emissions Reduction Plan and achieve the regional goal of carbon neutral by 2050, Hawke's Bay Regional Council agreed to the development of a regional emissions reduction plan at their September 2022 meeting.
7. At the 10 February 2023 Regional Transport Committee meeting, the Committee agreed that transport emissions reduction would form a chapter of the Regional Emissions Reduction Plan and would be developed through the established process coordinated by HBRC.
8. Originally, workshops were planned with a special interest group of the Regional Transport Advisory Group (RTAG) and the Emissions Reduction Plan practitioners' group. Following Cyclone Gabrielle, due to Council staff redeployment to recovery activities and a refocusing of efforts, this plan was revised so that the transport emissions reduction chapter would be primarily drafted collaboratively by Council staff and a draft version proposed to RTAG members for feedback, before going to the Regional Transport Committee for feedback.

**Discussion**

9. This is the first iteration of a Regional Emissions Reduction Plan, proposed to cover four sectors:
  - 9.1. Waste
  - 9.2. Transport
  - 9.3. Working with nature, and
  - 9.4. Emissions in recovery.

10. Subsequent plans will incorporate the topics that were deferred post-Cyclone Gabrielle, being:
  - 10.1. Agriculture
  - 10.2. Planning & Infrastructure
  - 10.3. Energy
  - 10.4. Forestry.
11. In developing the proposed actions in the transport sector, we have drawn on the national context, including:
  - 11.1. Community carbon footprint with transport emissions study
  - 11.2. National Emissions Reduction Plan
  - 11.3. Decarbonising transport action plan
  - 11.4. National VKT reduction plan
  - 11.5. Modal shift plans and initiatives, such as Transport Choices.
12. The draft transport chapter sets out the national context and the strategic and policy environment underpinning it. This is coupled together with the Hawke's Bay regional context and considers key elements of the region. Critically, the chapter notes that Hawke's Bay is a significant primary production region with the need to balance supporting growth in the sector and adjacent supporting services with emissions reduction.
13. The chapter also notes that significant opportunities exist for modal shift within communities, particularly those in the larger urban areas. Modal shift opportunities will leverage Waka Kotahi's *Avoid, Shift, Improve* framework to support both vehicle kilometers travelled and emissions reduction activities.
14. The proposed transport actions largely encompass the national policy context and seek to have a material impact on transport emissions with existing strategies and plans, such as the Regional Land Transport Plan, being primary pathways for implementation.
15. The full draft of the Regional Emissions Reduction Plan will be presented to the Climate Action Joint Committee (CAJC) at their meeting on 14 August for comment and modifications.
16. The Climate Action Joint Committee will also discuss regional goal setting for emissions targets.
17. The table below presents the proposed transport sector emissions reduction activities as proposed in the Regional Emissions Reduction Plan. Short, medium and long-term refer to Council Long Term Plan (LTP) cycles. A short-term action would be expected to be completed in the next LTP cycle, mid-term in 1-2 cycles and long term in 3+ cycles.

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T1	Phase in low or zero emission buses as part of the new Regional Public Transport Plan.	Mitigation	HBRC	Medium	RPTP
T2	Use the Waka Kotahi Climate Assessment of Transport Investment (CATI) model to understand and take into account climate impact of transport investment.	Investigation / Mitigation	HBRC	Short	All councils' officers
T3	Develop public transport infrastructure that enables multi-modal integration.	Mitigation	HBRC	Long	RPTP + TAs
T4	Investigate and advocate for new and innovative travel options and choices.	Investigation	All	Ongoing	All (RLTP inclusion)

	Action	Mitigation/ Adaptation/ Investigation	Responsible	Timing	Strategy pathway
T5	Advocate for increased electric charging and alternative fuel infrastructure both within the region and beyond.	Mitigation	All	Ongoing	RLTP inclusion
T6	Enable closer integration of transport and spatial planning.	Mitigation / Adaptation	Territorial authorities	Short	Spatial plans
T7	Develop and implement a connected, integrated, and safe regional active transport strategy, leveraging and building off existing regional and district plans.	Mitigation / Adaptation	RTC	Medium	Active transport strategy
T8	Work with key industries and Kiwi Rail to investigate feasible modal shift options for freight and primary production through Regional Freight Distribution Strategy and RLTP.	Mitigation / Adaptation	RTC	Medium	RFDS and RLTP
T9	Fast track applications for resource consents for new decarbonised and / or innovative fuelling infrastructure.	Mitigation	Territorial authorities	Ongoing	
T10	Council-managed on-road car parking. Establish a coordinated approach to parking pricing and availability to remove parking interventions that undermine modal shift initiatives.	Mitigation	Territorial authorities	Short	Long term plans
T11	Investigate the possibility of park-and-ride options for the regional public transport plan to increase accessibility.	Investigation	RTC	Short	RPTP
T12	Enable car-pooling scheme / app where reduced car parking costs could be introduced in Napier and Hastings (VKT reductions).	Mitigation	NCC, HDC	Short	RLTP
T13	Explore commuter options across modes for communities and districts outside the main urban areas (e.g. rail, road, ride-sharing app).	Mitigation	RTC	Short	RLTP & RPTP
T14	Ensure each council has an Active Transport plan for staff to lead by example.	Mitigation	All councils	Short	
T15	Utilise Transport Choices support to slow and/or discourage vehicle use for short trips and within neighbourhoods.	Mitigation	RTC	Short	RLTP
T16	Encourage mode shift for trips to and from school and slow/discourage vehicles around schools – supported by Transport Choices and Streets for People.	Mitigation	RTC	Short	RLTP
T17	Encourage more people to cycle by expanding the cycleway network and improving separation from vehicles on existing cycle lanes.	Mitigation / Adaptation	RTC	Short	RLTP

### Next Steps

18. RTC is asked to endorse the transport actions for inclusion in the wider Regional Emissions Reduction Plan, with any necessary amendments.

19. Staff will incorporate feedback from today's Regional Transport Committee meeting into the transport chapter for the 14 August CAJC meeting.
20. Following CAJC consideration of the draft, refinements will be made to the Regional Emissions Reduction Plan.
21. Adoption of the final Plan is anticipated at the CAJC meeting in December 2023.
22. The RTC will consider ongoing advice and input from the CAJC on the wider Emissions Reduction Plan and transport specific goals as required throughout the development stage of the Plan. Staff will actively ensure RTC visibility.

### **Decision Making Process**

23. 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:
  - 23.1. The decision does not significantly alter the service provision or affect a strategic asset, nor is it inconsistent with an existing policy or plan.
  - 23.2. The use of the special consultative procedure is not prescribed by legislation.
  - 23.3. The persons affected by this decision are those interested in transport emissions reduction.
24. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, the Committee can exercise its discretion and make the decisions today without consulting the community or those interested in the decision.

### **Recommendations**

That the Regional Transport Committee:

1. Receives and considers the *Transport emissions reduction* staff report.
2. Endorses the proposed transport actions for inclusion in the Transport Chapter of the Hawke's Bay Emissions Reduction Plan.

### **Authored by:**

**Bryce Cullen**  
Transport Strategy & Policy Analyst

**Pippa McKelvie-Sebileau**  
Climate Action Ambassador

### **Approved by:**

**Mark Allan**  
Transport Manager

**Katrina Brunton**  
Group Manager Policy & Regulation

### **Attachment/s**

There are no attachments for this report.



4 August 2023

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

**Reason for Report**

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

**Decision Making Process**

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

**Recommendation**

That the Regional Transport Committee receives and notes the *Regional Relationships Director's update* and presentation.



**Authored by:**

**Linda Stewart**  
**Waka Kotahi Director Regional Relationships –**  
**Central North Island**

**Approved by:**

**Katrina Brunton**  
**Group Manager Policy & Regulation**

**Attachment/s**

- |   |   |  |                      |
|---|---|--|----------------------|
| 1 |  | Waka Kotahi August 2023 update         | Under Separate Cover |
| 2 |  | Waka Kotahi 4 August 2023 Presentation | Under Separate Cover |



**Hawke's Bay Regional Council**  
**Regional Transport Committee**  
**4 August 2023**

**Item 8**

**Subject: Regional Transport Programme August 2023 update**

**Reason for Report**

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

**Background**

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

**Regional Land Transport Plan**

3. The Investment Logic Map (ILM) was endorsed at the 5 May RTC meeting with caveat that the RTAG refine with minor tweaks in wording. After consultation with the independent ILM facilitator, a small addition was made to the resilience ILM problem statement.
4. The addition included the words "the network is at the limit of its durability" added to the front end of the problem statement. RTAG is supportive of the addition and agrees with the inclusion. A copy is attached.
5. In the absence of a current Government Position Statement (GPS), the Regional Land Transport Plan (RLTP) will be linked back to our ILM and the Ministry of Transport's Outcomes Framework. Detailed discussion can be found in the *2024-2027 Regional Land Transport Plan* agenda item.
6. Guidance has been released from Waka Kotahi asking that all projects, regardless of funding approval, be included in RLTPs. The horizon for these projects should be the next 6-10 years. More detail can be found in the *2024-2027 Regional Land Transport Plan* agenda item.

**Network Resilience and Rebuild**

7. This workstream has been absorbed into the RLTP.

**Speed Management Planning**

8. The principles and priorities for the Regional Speed Management Plan were signed off at the 10 February RTC meeting.
9. In the wake of Cyclone Gabrielle, most of the Road Controlling Authorities (RCAs) expressed a desire to seek an extension to the 5 October deadline. This extension has subsequently been requested from Waka Kotahi.

**RoadSafe Hawke's Bay**

10. The Road Safety Strategy development continues in collaboration with district and city councils as staff resourcing and time allows.
11. The rebrand process is progressing well. Detailed campaign planning is about to commence.

**Transport Emissions Reduction Plan**

12. The Transport Emissions Reduction Plan will form a chapter of the Regional Emissions Reduction Plan.

13. A draft of the transport chapter has been completed. Draft actions focus on supporting and enabling material progress through the RLTP and the recently adopted Regional Public Transport Plan, as well as supporting and enabling new and emerging fuels and increased Active Transport. These sit alongside several other initiatives.

### **Active Transport**

14. Planned *Transport Choices* and *Streets for People* projects are moving ahead as planned.
15. Progress on the Regional Active Transport Strategy has been slower than anticipated. This is due to the increasingly constrained resources across councils, and the immediate and ongoing need to refocus attention on response to and recovery from the cyclone. This work will commence following adoption of the RLTP.

### **Regional Public Transport Plan (RPTP) implementation**

16. The RPTP was adopted in September 2022 and will provide a step change for public transport services in the region.
17. Initial planning is underway for the new network. The HBRC Transport Manager is currently preparing a draft contract for tender that is anticipated to go out at the end of 2023.

### **Decision Making Process**

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

### **Recommendation**

That the Regional Transport Committee receives and notes the *Regional Transport Programme August 2023 update*.

### **Authored by:**

**Bryce Cullen**  
**Transport Strategy & Policy Analyst**

### **Approved by:**

**Mark Allan**  
**Transport Manager**

**Katrina Brunton**  
**Group Manager Policy & Regulation**

### **Attachment/s**

- 1  Regional Transport Programme tracker 4 August 2023      Under Separate Cover

**Hawke's Bay Regional Council**  
**Regional Transport Committee**

**4 August 2023**

**Item 9**

**Subject: Regional Road Safety update**

**Reason for Report**

1. This agenda item updates the Committee on RoadSafe Hawke's Bay strategy development, rebrand, and business as usual activities.

**Background**

2. RoadSafe Hawke's Bay (RSHB) initiated a strategy refresh process in December 2022 following a previous Section 17a review of the business unit. Accompanying the new strategic direction, a rebrand has been undertaken, providing a new visual identity and tone of voice. Business as usual activities continue with new innovative initiatives under development.

**Discussion**

**Strategy development**

3. The new strategic approach and framework requires the relatively detailed development of plans specific to Territorial Authorities (TAs). These plans are based around risk factors specific to the TAs.
4. As a direct result of Cyclone Gabrielle, staff time and focus has been significantly constrained and redirected across councils as the response and recovery works continue. Understandably, this has impacted on the strategy development process, which continues across the TAs at a varying pace and is likely to take longer than initially anticipated.
5. Positively, some innovative initiatives and interventions are being uncovered as the strategy development progresses.

**RoadSafe Hawke's Bay (RSHB) rebrand**

6. Earlier in 2023 staff engaged two external consultants to support and enable the rebrand. Little Red Robot was commissioned to develop the new visual identity and word mark, which is now complete.
7. Unlimited Ltd has been commissioned to develop the overall creative approach. This includes the RoadSafe tone of voice used, messaging style, campaign concepts and other conceptual collateral. Essentially, Unlimited Ltd has been commissioned to bring the new strategic framework to life.
8. A significant range of different campaigns and supporting messaging and information material has been developed across a variety of channels, formats, and mediums. For the RSHB relaunch, staff have agreed to focus on four key campaigns to support the rebranding process and to launch the new strategic direction. These four campaigns have been built in to 'campaign families'.
9. Following refinement of content and creative concepts, the four main campaign families have been agreed as the focus for the relaunch – *Paths Crossing*, *Each of Us*, *Speed of Life*, and *Distraction*.
10. Each campaign family will have a maximum of four risk factors or behaviours associated with it, with content and messaging mapped back to the overall campaign family. A conceptual campaign family hierarchy is included in attachment 1 along with a snapshot example of each campaign family. These examples are for illustrative purposes.

## RoadSafe Hawke's Bay Business as usual update

### Existing initiatives

11. Rangatahi road safety education sessions, in conjunction with New Zealand Police, continue with great success. This direct and intensive intervention model has seen some notable behavioural shifts in attendees over the last quarter.
12. RoadSafe Hawke's Bay continues to support the RYDA programme in schools via the Road Safety Education Trust.
13. Fatigue stops continue throughout the region at varying scales with some smaller fatigue stops at key locations from time to time. A large-scale fatigue stop is planned on State Highway 5 over the Labour / Hawke's Bay Anniversary weekend.

### New innovative initiatives

14. A motorcycle crash card has been developed as a joint initiative between RoadSafe Hawke's Bay and ACC's Ride Forever programme. The crash card is kept inside the rider's helmet and has key personal information to assist first responders in the event of a crash where a rider is unresponsive. Design is now finalised with first responder education sessions underway with FENZ, St John, and Police.
15. Promotion is planned across several channels to promote awareness and uptake within the motorcycle community. The crash card will be launched at the inaugural Bikers Ball in late August, and a promotional campaign planned through September. This coincides with motorcycle awareness month. An example of the crash card can be found in attachment 2.
16. In collaboration with Police community education officer Chrissy Leppin, a Hawke's Bay-centric driver licensing education resource has been developed. The resource provides a video covering key elements of vehicle operation and safe driving behaviours, closely supported by well-designed tip sheets.
17. The driver licensing resource will be made available to a range of stakeholders and providers of driver licensing services as well as secondary schools and the wider community. An example of the video and tip sheets can be found in attachment 2.

### Decision Making Process

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

### Recommendation

That the Regional Transport Committee receives and notes the *RoadSafe Hawke's Bay Update*

### Authored by:



**Bryce Cullen**  
Transport Strategy & Policy Analyst

### Approved by:

**Mark Allan**  
Transport Manager

**Katrina Brunton**  
Group Manager Policy & Regulation

### Attachment/s

- |  |                            |                      |
|--|----------------------------|----------------------|
| <b>1</b>  | RoadSafe HB Rebrand update | Under Separate Cover |
| <b>2</b>  | RoadSafe HB BAU update     | Under Separate Cover |

**Hawke's Bay Regional Council**  
**Regional Transport Committee**  
**4 August 2023**

**Subject: Public Transport August 2023 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. Following the disruptions from Cyclone Gabrielle not all GoBay services have been reinstated, being:
  - 4.1. Route 15 to Bay View.
  - 4.2. Route 11 is not currently extending to Havelock North (connection using 21 is available)
  - 4.3. Route 12 is not currently extending past EIT due to the road closure at Waiohiki
  - 4.4. Route 10 is not operating due to the extreme congestion on the Expressway preventing a service to operate on a reliable timetable.
5. While the current varied service is in place post-cyclone there have been intermittent trip cancellations due to driver illness and other operational challenges on the reduced operating schedule. Hawke's Bay Regional Council and Go Bus continue to monitor the impacted corridors and options to restore services, particularly following the upcoming reopening of the Redclyffe/Waiohiki Bridge. As roads and bridges are repaired and re-opened, re-establishing services will also rely on GoBus' ability to recruit and retain additional drivers to deliver them.
6. There is ongoing focus to address driver wage levels to support the current driver shortage. Without addressing this shortage, restoring suspended routes would result in cancellations of trips across the current network.

## Public Transport Patronage

Month	Total Patronage	Peak Patronage	Total Pax KMs	Total Fare Revenue
Jul-22	32,964	17,714	359,852	\$19,620.00
Aug-22	44,621	27,172	460,202	\$26,241.00
Sep-22	47,562	28,442	471,112	\$30,501.00
Oct-22	38,157	20,566	383,367	\$24,404.00
Nov-22	41,168	23,876	412,889	\$26,852.00
Dec-22	31,332	14,755	317,811	\$20,238.00
Jan-23	29,376	13,317	294,802	\$20,114.00
Feb-23	16,361	9,960	173,553	\$10,801.00
Mar-23	27,660	16,141	248,507	\$15,458.00
Apr-23	24,843	11,601	207,938	\$14,809.50
May-23	37,709	21,376	314,411	\$22,676.85
Jun-23	33,808	18,980	290,012	\$20,900.90
<b>Total</b>	<b>405,561</b>	<b>223,900</b>	<b>3,934,456</b>	<b>\$252,616.25</b>

Figure 1: Public Transport patronage (July 22 – June 23) incl. MyWay

## Half Price Fares

- The Government-funded Half Price Fares scheme has been in operation since 1 April 2022, to mitigate the impact of rising fuel prices and encourage the use of public transport. During the scheme, we have not seen a noticeable increase in patronage as a result. The scheme ended on 30 June 2023. From 1 July 2023, the Half Price Fares will stay in place for Total Mobility users, as well as Public Transport users with Community Services Cards (CSC). This is now superseded by Community Connect.
- Community Connect went live on 1 July 2023. This has resulted in an increase in Bee Card sales, and the requirement to set up the concessions required for CSC holders to access the concession. The new Community Connect fare scheme provides the following discounts.

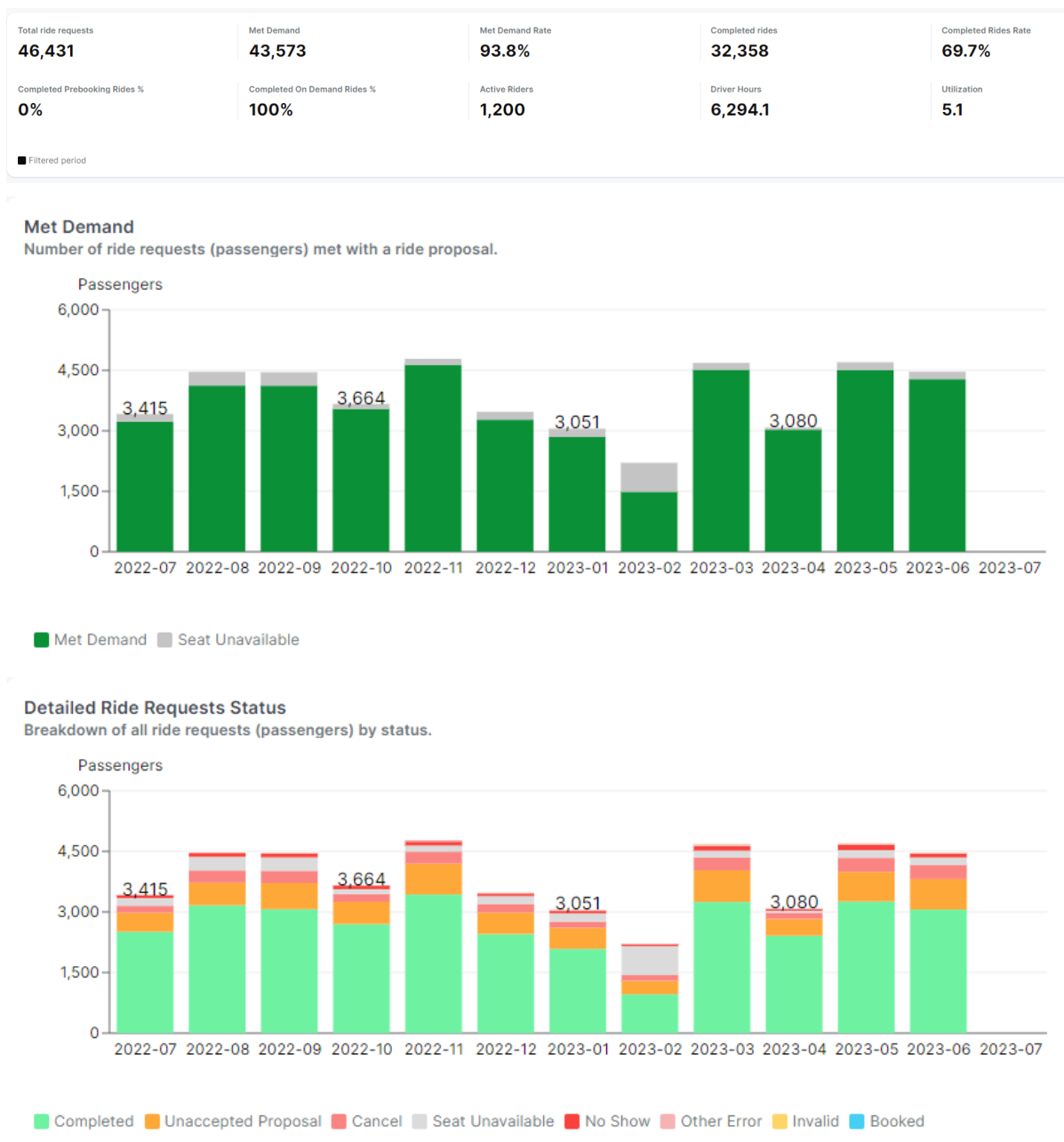
	Normal		Community Connect with Bee Card
	1 Stage	2 Stages	
Child 5-12 years	1	\$2.00	Free
Youth 13-24	1	\$2.00	\$.50c and \$1
Community services card holder	1	\$2.00	\$.50c and \$1
Super Gold Card/CSC	1	\$2.00	\$.50c and \$1
Cash Adult and Child	1	\$2.00	\$1 and \$2

- Community Connect discounts have not been applied to MyWay On Demand Public Transport, however the discount for additional riders being paid for on one Bee Card or in one booking continues to be half the standard fare.

## On Demand Public Transport (ODPT)

- MyWay has been operating as a separately funded improvement activity under Public Transport Programme since June 2022, with the intention to trial a new mode of transport to increase patronage.
- MyWay performs well compared to similar services around Australasia. The Hastings Trial has met its successful ridership targets; however, we can see that the service is vulnerable to driver shortages and struggles to meet demand during peak time due to the size of the zone and number of vehicles. Figure 2 shows the trends across the year in relation to meeting demand and ride requests.





**Figure 2: MyWay Service Operation (January 23 – June 23)**

12. MyWay has undergone several service-parameter changes to increase service levels in response to feedback and pressure points in delivery. These changes have included:
  - 12.1. Increased detour rates (the time the rider spends in the vehicle can increase to allow additional riders to be collected who might be further out of range), which allows MyWay to offer more rides to users at peak times. This has now been reduced from high to medium, as all three vans are now operational.
  - 12.2. Increased booking window (increased from 30 minutes to 45 minutes), which improves the likelihood of being offered a ride. Although this results in a longer wait time, the rider can secure a ride and doesn't need to make ongoing attempts to book.
  - 12.3. Reduced virtual stops (eliminating several possible stops that are within a close walkable distance to the same likely location, i.e. Kmart and Hastings Hospital) which results in a faster trip time for the passengers.
13. The Hastings MyWay service is still in its trial period. The planned review of this service using a benefit map and an evaluation plan has not been completed on time due to Cyclone Gabrielle response and resourcing constraints. The review is currently underway, and is intended to

determine whether the service becomes permanent, varies, ends, or continues as a trial until a later date.

14. The success of the trial is not only dependent on increased patronage, but also determined by customer satisfaction, mode shift, number of new trips, cost, revenue, capacity, and service sustainability; this is all in comparison to the previously operated fixed route service, and the proposed 2025 network routes. While there has been an increase in patronage compared to the previously operated routes, the capacity is considerably lower, and the anecdotal customer experience is mixed due to its suitability for aged and disability groups but unsuitability for school students or those without access to technology and communication. The service also has a significant demand on staff support, not only in the call centre but also the operations, monitoring, and customer resolutions.
15. A decision has been made by HBRC that the Napier MyWay trial will not proceed. Due to indexation, the cost to deliver a viable service is no longer what was estimated at the time of writing the long-term plan. To deliver the MyWay service that was presented in the long-term plan, increased funding would be required. Due to Cyclone Gabrielle and recovery expenses across the region, additional funding is not available.

### Total Mobility

16. The Total Mobility Scheme provides subsidised taxi travel for Hawke's Bay residents who are unable to use public transport due to a significant, permanent impairment. People assessed for and registered to the scheme receive taxi vouchers entitling them to a 50% fare discount (which is currently subsidised to 75% under the Half Price Fares scheme) up to a maximum fare value of \$50. The scheme is administered by the Regional Council and funded by both the Council and Waka Kotahi.
17. Figure 3 shows the trips compared to total fares. The concession amount is the amount of subsidy the scheme covers per month. There is a visible increase in trips in March, likely due to the reduction in intercity bus services, which would increase the need for those without private transport to access subsidised options.

Month	Total Trips	Total Fare	Concession Amount
Jul-22	5,002	\$90,242.90	\$63,929.28
Aug-22	8,181	\$156,511.04	\$110,948.68
Sep-22	8,627	\$167,754.17	\$119,641.10
Oct-22	8,348	\$164,278.81	\$115,913.21
Nov-22	9,247	\$187,423.20	\$132,424.56
Dec-22	8,850	\$174,783.10	\$123,713.01
Jan-23	8,118	\$163,098.23	\$116,112.84
Feb-23	6,564	\$128,926.85	\$92,567.42
Mar-23	10,293	\$219,658.92	\$155,686.33
Apr-23	9,039	\$192,859.96	\$137,203.76
May-23	11,135	\$254,718.42	\$179,022.78
Jun-23	10,744	\$251,699.29	\$177,880.09
<b>Total</b>	<b>104,148</b>	<b>\$2,151,954.89</b>	<b>\$1,525,043.06</b>

Figure 3: Total Mobility Trips and Cost (including flat fee hoist charges)

### Contract price reset

18. The Napier Hastings Bus Unit contract requires a gross price rate reset at the end of the sixth year of the contract. This was due in July 2022 and is currently underway in accordance with section 2.4 of the Contracting Manual for SD-16-000, which is advised by the Waka Kotahi

Procurement Manual, Section 10.28:

### **Section 10.28 – Gross Price Resets for PT units**

#### **Rule**

1. *Bus public transport unit contracts procured through an open supplier selection process will have a cost reset of the annual gross price informed by benchmarked price data (see appendix I Contract negotiation processes for bus public transport units) at six years of the nine-year term.*
2. *This section does not apply to contracts for commercial units.*
3. *Approved Organisations with small or medium-sized bus markets and where suitable price benchmark information is not or is unlikely to be available, can reconfirm the contract price at the current contract price when undertaking a gross cost reset.*

#### **Guidelines**

*Bus public transport unit contracts longer than six years, will have the annual gross price reset at year six of the contract to ensure confidence in costs. This is a reset of the price only. It is not a review of the contract terms, or an opportunity to end the contract early.*

*The reset price will apply for the start of year seven of the contract, and if necessary, will be paid in arrears.*

*The price reset is intended to recognise that agreements need to ensure best value for money is being achieved in the longer term, and a reasonable balance is being maintained between operator profit and the expenditure of public funds.*

*Over time, indexation payments, changes in farebox recovery and financial incentive mechanisms may shift the balance between best value for money and sustainable revenue. The reset process is designed to restore the balance.*

*This reset may result in the annual gross price increasing or decreasing.*

### **Climate Emergency Response Fund (CERF) Transport Choices Package**

19. Hawke's Bay Regional Council has successfully secured funding of \$1.39 million from central government to spend on projects aimed at the Transport Choices package. The funding is part of a \$350 million Transport Choices package included in the Government's Climate Emergency Response Fund (CERF) led by Waka Kotahi.
20. The funding secured by the Regional Council will upgrade ten bus stops in the region, as well as creating two new stops. This package is fully funded by Waka Kotahi. Bus stops will be upgraded at key locations across the network, designed in accordance with expected patronage and use style, i.e. main terminus, transfer point, high-volume stop. This also includes the development of two new bus stops at locations new to the network: Whakatu, and the Hawke's Bay Regional Sports Park. Upgrades to the stops will include real-time bus information, solar power for real-time travel information displays, charging for scooters, bikes, and phones, as well as WiFi capability, secure bike/scooter parking, 24-hour security lighting and cameras. The bus stops will be designed for all abilities and allow bus users to get a sense of the improved services that they can expect to the region's bus network from mid-2025.
21. The programme is currently in the development phase, with the communication and engagement plan, and the monitoring and evaluation plan both underway. The programme is currently one month behind schedule due to Cyclone Gabrielle but is still due to be completed on time.
22. Hawke's Bay Regional Council is working with Waikato Regional Council and Horizons Regional Council to procure real time tracking software and hardware as a consortium, due to the similarities in the regions' projects.
23. This project is considered low risk, as there is little disruption to the user, and resourcing is available. The project will consider the ability to generate new interest in the use of public transport based on the improvements to both hard and soft infrastructure surrounding the network.

**Decision Making Process**

24. 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 2023 update* staff report.

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**Attachment/s**

There are no attachments for this report.