

Meeting of the Regional Transport Committee

Date: 21 Feb 2025
Time: 10.00am
Venue: Council Chamber
 Hawke's Bay Regional Council
 159 Dalton Street
 NAPIER

Agenda

Item	Title	Page
1.	Welcome/Karakia/Notices/Apologies	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Regional Transport Committee meeting held on 6 December 2024	
4.	Public Forum	3
Decision Items		
5.	Regional Public Transport Plan review	5
Information or Performance Monitoring		
6.	Information on accepting cash fares	9
7.	Increase in public transport fares	13
8.	Regional Transport Programme February 2025 update	17
9.	RoadSafe Hawke's Bay update	19
10.	Public Transport February 2025 update	21
11.	Waka Kotahi/NZTA Central Region Regional Relationships Director's update	25
12.	Transport Rebuild East Coast (TREC) update	27
13.	Verbal Advisory Representative reports	
14.	Follow-ups from previous Regional Transport Committee meetings	29

Glossary of Transport terms

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

Hawke's Bay Regional Council
Regional Transport Committee

21 February 2025

Item 4

Subject: Public Forum

Reason for report

1. This item provides the means for Council to give members of the public an opportunity to address the Council on matters of interest relating to the Council's functions.

Background

2. The Hawke's Bay Regional Council's Standing Orders **(14.)** provide for public forums which are run as follows.
 - 2.1. Public forums are a defined period of time of up to 30 minutes, usually at the start of a meeting, put aside for the purpose of public input. Public forums are designed to enable members of the public to bring matters to the attention of the local authority.
 - 2.2. Any issue, idea or matter raised in a public forum must fall within the terms of reference and ideally, relate to an agenda item for that meeting.
 - 2.3. Requests to speak at public forums are to be submitted to the HBRC Governance Team (06 88359200 or governanceteam@hbrc.govt.nz) at least 2 working days prior to the meeting it relates to.
3. Some time limits and restrictions apply, including:
 - 3.1. A period of up to 30 minutes will be set aside for the Public Forum and each speaker allocated up to 5 minutes to speak. If the number of people wishing to speak in the public forum exceeds 6 in total, the meeting Chairperson has discretion to restrict the speaking time permitted for all presenters.
 - 3.2. The meeting Chairperson has the discretion to decline to hear a speaker or to terminate a presentation at any time if:
 - 3.2.1. the speaker's topic / issue is not within the terms of reference for the Committee or on the Agenda for the meeting
 - 3.2.2. the speaker is repeating views presented by a previous speaker
 - 3.2.3. the speaker is criticising elected members and/or staff
 - 3.2.4. the speaker is being repetitious, disrespectful or offensive
 - 3.2.5. the speaker has previously spoken on the same issue
 - 3.2.6. the matter is subject to legal proceedings
 - 3.2.7. the matter is subject to a hearing, including the hearing of submissions where the local authority or committee sits in a quasi-judicial capacity.
4. At the conclusion of a speaker's time, the Chairperson has the discretion to allow councillors to ask questions of speakers to obtain information or clarification on matters raised by the speaker.
5. Following the public forum no debate or decisions will be made at the meeting on issues raised during the forum unless related to decision items already on the agenda.

Decision-making considerations

6. 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 Hawke's Bay Regional Council receives and notes the *Public Forum speakers' verbal presentations*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

There are no attachments for this report.

Subject: Regional Public Transport Plan review

Reason for report

1. This report presents the final draft of the 2025-2035 Regional Public Transport Plan (RPTP) and seeks Regional Transport Committee's (RTC) endorsement of the Plan for public consultation in April, in conjunction with the Hawke's Bay Regional Council (HBRC) Annual Plan 2025-2026.

Staff recommendations

2. Staff recommend that the Committee endorses the draft RPTP for consultation in conjunction with the HBRC Annual Plan.

Executive summary

3. The 2025-2035 Regional Public Transport Plan (RPTP) reconfirms the intent to move to an efficient bi-directional public bus network, albeit it at a later date and with lower levels of service than initially proposed. The RPTP sets out a plan to increase levels of service in future years.
4. The RPTP sets out some Total Mobility policy changes aimed at strengthening the programme and making it more sustainable for the future.

Background /Discussion

5. Under the Land Transport Management Act 2003 (LTMA), every Regional Council must adopt a Regional Public Transport Plan unless it does not intend to enter into any contracts for the supply of public transport services, or provide any financial assistance to any operator or user of a Total Mobility taxi or shuttle service.
6. Hawke's Bay Regional Council's Regional Public Transport Plan (RPTP) was last adopted in September 2022, and developed under the new LTMA requirements, incorporating the principles of the Public Transport Operating Model. In 2024 the Sustainable Public Transport Framework (SPTF) was implemented, taking over from PTOM.
7. The Act states that an RPTP must be reviewed and, if necessary, renewed or varied at the same time as, or as soon as practicable after, the public transport components of a Regional Land Transport Plan are approved or varied. As the Regional Land Transport Plan has recently been reviewed and varied, it is timely for a review of the RPTP.
8. The 2022 RPTP established the proposed new network would be implemented in 2025, in line with the expiry of the current services contract. The Plan also provided for increases in both frequency and operating hours. Due to a range of constraints, including budget constraints since the 2022 consultation, HBRC are no longer in a position to implement the network as proposed in 2025. This provides another reason to consult the public on RPTP changes.
9. The new network will be implemented, but later than planned with increases in frequency and operating hours taking longer than initially signalled in the 2022 RPTP.
10. A first draft of the 2025-2035 RPTP was presented to the RTC at the 6 December 2024 Committee meeting for consideration. At this meeting, staff noted the main changes in the draft RPTP were new inclusions to the RPTP as a result of the move to the Sustainable Public Transport Framework. Examples include a section on integrated planning and delivery, setting

out how we will work with other investment partners to further enhance the public transport network and deliver for our communities.

Total Mobility policies

11. Some changes have been made to policies contained in the Plan, with the majority of changes focused on strengthening the Total Mobility Scheme. These changes to Total Mobility policies, among others include:
 - 11.1. Confirming the fare concession cap of \$50.
 - 11.2. Setting out that the minimum fare chargeable within the fare concession scheme must not exceed \$25
 - 11.3. Providers cannot exceed the combined average fares of other companies by more than 10%
 - 11.4. Average fare will be calculated using industry standard kilometre rates
 - 11.5. Fare subsidies will apply for travel time from location to location and will not include any non-driving time
 - 11.6. Strengthening the relationship staff have with assessment agencies, requiring annual accreditation and audits.
12. The above policies seek to strengthen the Total Mobility scheme, making it more sustainable into the future. Targeted engagement and consultation with Total Mobility providers and users has taken place to assist staff with the refinement of the policy changes.

Public Transport content and policies

13. Generally, the draft RPTP seeks to reconfirm the intent to implement the bi – directional bus network, albeit it later than initially envisaged and at reduced levels of service than first consulted on in 2022.
14. As a result of the new Sustainable Transport Operating Framework (SPTF), implemented in 2024, the New Zealand Transport Agency released updated RPTP development guidelines. This has resulted in several additions to commentary in the RPTP, including:
 - 14.1. Setting out the business case approach along with the two primary identified challenges, supporting the strategic approach in the Plan.
 - 14.2. Refresh of strategies to drive funding performance, including increasing third party revenue.
 - 14.3. Articulating how we enable integrated planning and delivery, including the roles and responsibilities of each delivery partner and how we will work collectively to improve and enhance the public transport system for our communities.
 - 14.4. Providing further, and more recent, context around current network usage and patronage trends.
 - 14.5. Giving a brief overview of the MyWay trial and overall service performance.
15. Changes to policies to reflect the current funding and operating environment include:
 - 15.1. Highlighting all service, network, or system improvements / enhancements are subject to suitable levels of available funding – particularly improvements to frequency and span of operating hours (Levels of Service).
 - 15.2. Introduction of a Bus Advertising Policy.
 - 15.3. Discussion around the transitions to the National Ticketing System and opening a conversation around the role of cash fares.

- 15.4. Ensuring annual driver training is provided around disabled and mobility impaired users.
 - 15.5. Establishing a commitment to continue efforts to secure funding for a Central Hawke's Bay Commuter Express trial.
 - 15.6. Enhancements to the Significance Policy to clarify the threshold for wider public consultation.
 - 15.7. Development of a Third Party Funding, Farebox Recovery Monitoring, and Fare Setting Policy. Together, these effectively function as the Third Party Revenue Policy.
16. A tracked changes version of the draft RPTP is included in attachment 1 for ease of reference.

Significance and Engagement Policy assessment

- 17. The decision to endorse the RPTP for public consultation is not significant on the HBRC significance spectrum and is a requirement of the Land Transport Management Act.

Financial and resource implications

- 18. The development and public consultation of the Regional Public Transport Plan is both a statutory and regulatory requirement. Sufficient budget and resourcing allocations have been planned and provided for within the Regional Council's Transport budgets.

Consultation

- 19. Public consultation on the 2025-2035 RPTP will be carried out in conjunction with the HBRC Annual Plan consultation, scheduled to run through April 2025, via the traditional channels, such as print, social media, and others.
- 20. The main messages of the RPTP public consultation will be:
 - 20.1. We are reconfirming our intent to implement the step change network, featuring efficient bi-directional routes. However, we won't be able to implement it from 2025. Increases in Levels of Service will happen incrementally over time.
 - 20.2. We are making some changes to the Total Mobility Scheme to strengthen it for the future.
 - 20.3. As part of our network and system changes we will be transitioning to the National Ticket System. As part of this, we may consider removing cash fares from the service and are keen to understand public perspectives on this.
- 21. Given the scale of planned changes across the network, the Transport Team is planning a detailed and targeted engagement with communities that will experience significant change in the routes serving them. Targeted direct engagement will also take place with key user groups, such as disabled people and the elderly, to ensure their needs are understood and the changes are adequately communicated.
- 22. The Transport Team is currently developing a detailed engagement plan to supplement and support the public consultation. Targeted engagement and consultation will be carried out in line with the RPTP Significance Policy.

Decision-making considerations

- 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 decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
- 23.4. The persons affected by this decision are all persons in the main urban areas of Napier and Hastings who current use, or may potentially use, the public bus network for any reason.

Recommendations

That the Regional Transport Committee

1. Receives and considers the *Regional Public Transport Plan review* 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 the relevant decisions without conferring directly with the community.
3. Endorses the draft Regional Public Transport Plan 2025-2035 for inclusion in the HBRC Annual Plan 2025-2026 public consultation.

Authored by:


Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1  draft 2025-2035 Regional Public Transport Plan for consultation Under Separate Cover
online only

Hawke's Bay Regional Council
Regional Transport Committee

21 February 2025

Subject: Information on accepting cash fares

Reason for report

1. The 2025-2035 Regional Public Transport Plan will outline the future of payment of fares on buses and this item provides further information for the committee underlying the proposed approach with the introduction of the National Ticketing System (NTS) in late 2025-early 2026.

Executive Summary

2. The transition to the NTS offers a good point in time to determine whether to continue accepting cash payments on buses.
3. While cash provides accessibility benefits for some users, eliminating cash can improve security, reduce boarding times, and lower operational costs.
4. This report evaluates these considerations to inform a decision.
5. On balance, removing cash fares off buses will have more positive impacts than negative.

Background /Discussion

6. The National Transport Strategy (NTS) introduces a streamlined payment system allowing passengers to use contactless payments or the new national Motu Move transit card. Currently, many public transport authorities are shifting toward cashless systems to enhance efficiency and security. Auckland Transport has not accepted cash on buses since 2020. However, cash acceptance remains an accessibility issue for some passengers, particularly those without bank accounts, families in constrained financial positions or those without digital payment options, typically the Transport Disadvantaged.
7. Currently card payments on buses are only via the Bee card system. Bee cards can be purchased and topped on the bus (with cash), or can be purchased and topped up on-line. The new NTS system will see a concerted move away from the use of specific transit cards, to passengers using debit or credit cards and digital payment methods such as Apple Pay and Google Pay on mobile phones and smart watches. This improves convenience for passengers and less card administration costs for councils. Customers without access to digital payment methods, for instance children, can use the new Motu Move card instead (essentially the same functionality as the Bee card).
8. The following is a typical monthly breakdown of fare payment types on our buses in Hawke's Bay.

	Cash	Bee Card	Other
Child	1%	5%	
Adult	7%	39%	
Youth	1%	20%	
Super Gold		1%	11%
Community Services		6%	
DHB			4%
Other		1%	2%

9. The 'Other' column counts when the passenger does not pay a fare and is 'counted' onto the bus by the driver.
10. For all passengers' journeys made within and across Napier and Hastings, less than 10% are paying in cash.
11. Looking at some of our more vulnerable communities covered by Routes 14 and 20, up to 14% of child fares are being paid for by cash. In absolute numbers this however equates to less than 10 child passengers per day on Route 20 and 1 on Route 13.
12. Advantages of accepting cash:
 - 12.1. **Accessibility:** Ensures inclusivity for unbanked individuals, visitors, and those unfamiliar with digital payments.
 - 12.2. **Equity:** Supports passengers with limited financial literacy, access to banking services or young people not yet equipped to pay with a card.
 - 12.3. **Ease of use:** Finding coins to pay for small transactions on a daily basis is easier for families on tight budgets, versus loading value onto a smart card.
 - 12.4. **Revenue protection:** By accepting cash there is less opportunity for passengers to claim they need to ride for free because they don't have a card.
13. Disadvantages of accepting cash:
 - 13.1. **Operational Delays:** Handling cash slows down boarding times, affecting service efficiency.
 - 13.2. **Security Risks:** Increases vulnerability to theft and fraud for drivers and the transport system.
 - 13.3. **Higher Costs:** Cash handling incurs costs for collection, banking, and administration.
 - 13.4. **Health & Safety:** Reducing cash handling aligns with post-pandemic hygiene measures.

Considerations

14. The change to not accepting cash supports a policy that best aligns with regional transport objectives, including bus driver safety, accessibility, operational efficiency, and financial sustainability.
15. That a comprehensive information campaign be undertaken on cash alternatives at the time of the transition, and that targeted activities, that remove some of the barriers to not accepting cash fares on buses, be implemented amongst vulnerable communities.
16. **Retain Cash Payments:** Ensures accessibility but maintains operational inefficiencies and risks.
17. **Phase Out Cash Payments with a Transition Period:** Allows time for adjustment, accompanied by public education and alternative payment support.
18. **Move to a Fully Cashless System:** Maximises efficiency but may disadvantage some user groups.

Climate Change considerations

19. Reducing cash payments contributes to faster, more efficient boarding, leading to reduced fuel consumption and emissions.

Considerations of tangata whenua

20. Ensuring equitable transport access is a priority, and consultation with tangata whenua is necessary to mitigate potential impacts on communities reliant on cash transactions.
21. Inclusion of a transition plan will be included in the Draft Regional Public Transport Plan, which

will be consulted on with tangata whenua.

Considerations of Transport Disadvantaged

22. Under the Land Transport Management Act, a Regional Public Transport Plan (RPTP) is required to identify the Transport Disadvantaged in the region and describe how the services will assist them. The RPTP sets out how the planned network and long term service improvements will assist the Transport Disadvantaged but creating more efficient routes, with greater connections and access to key services.
23. While cash fares make up slightly less than 10% of the payment type for fares, these users may have no other payment option available, and may rely on bus services.
24. During the public consultation on the 2025 – 2035 RPTP, schedule for April 2025, staff intend to seek public feedback on the future role of cash on public transport services in Hawke’s Bay. Based on feedback, insights, and the drive to enhance a safe and effective service, staff will make a recommendation on the role of cash in the future network.

Financial and resource implications

25. A phased transition with targeted support for vulnerable passengers will require additional communications related funding, but within existing budgets.
26. Transitioning to cashless bus fares will see a small initial reduction in total revenue as the cash price is higher than the equivalent card fare. The overall effect may be ~-5% revenue change.
27. The true benefits of reduced operational and cash handling costs however will not be realised until 2027 when the new bus contract commences.

Consultation

28. Consultation will be via the statutory requirements encompassed in the Draft Regional Public Transport Plan consultation process.

Decision-making process

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

Recommendations

That the Regional Transport Committee receives and considers the *Information on accepting cash payments on buses* staff report.

Authored by:

Russell Turnbull
Manager Transport

Bryce Cullen
Senior Advisor Transport Strategy & Policy

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

21 February 2025

Subject: Increase in public transport fares

Reason for report

1. This report informs the committee of a proposed 5% increase in bus fares across all Hawke's Bay services. This proposal aims to address rising operational costs, ensure the continued financial sustainability of the region's public transport services, and goes towards meeting the New Zealand Transport Agency (NZTA) directive to increase the private share component of public transport funding.

Executive Summary

2. In response to escalating operational expenses and the need to maintain service quality, a fare increase of 5% is proposed. The new fare structure has been calculated based on current rates and rounded to the nearest 10 cents for simplicity. Additionally, the fare increase aligns with the government's requirement, through an NZTA directive, to increase the private share component of public transport funding.
3. Currently, the private share of public transport funding in Hawke's Bay is tracking at 9.4% for the 2024-2025 financial year. The objective is to steadily increase this to 11.5% in 2025-2026 and 13.1% in 2026-2027. This will be achieved through consistent fare increases of 5% per year and initiatives designed to stimulate patronage, such as the introduction of the National Ticketing Solution (NTS) in September and the implementation of the planned new network, no earlier than Q1 2026.

Background /Discussion

4. The public transport system in Hawke's Bay has experienced increased operational costs due to factors such as inflation, labour wage increases, fuel price volatility, and maintenance expenses.
5. To sustain service levels and meet financial obligations, a fare adjustment is necessary. As well, the NZTA directive requires a gradual increase in the proportion of costs covered by fare revenue rather than government subsidies.

Current Fare Structure

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

Proposed Fare structure (effective 4 May 2025)

One Zone	Cash	Bee Card
Adult (18+)	\$3.20	\$2.10
SuperGold Peak	\$3.20	\$2.10
Community Service Card	\$3.20	\$1.10
Youth (5-18)	\$3.20	\$1.30
Child (0-5)	Free	Free
Two Zones	Cash	Bee Card
Adult (18+)	\$4.20	\$3.20
SuperGold Peak	\$4.20	\$3.20
Community Service Card	\$4.20	\$1.60
Youth (5-18)	\$4.20	\$1.60
Child (0-5)	Free	Free

6. The last fare increase was made on 1 May 2024. This increase is in line with an expectation fares are reviewed annually.
7. Maintaining a robust public transport system encourages its use over private vehicles, contributing to reduced greenhouse gas emissions and supporting regional climate change mitigation efforts.

Options considered

8. The following considerations influenced the staff's options assessment.
 - 8.1. **Private share funding:** Increasing fare revenue increases the farebox recovery ratio, ensuring both rate payers and central government see improvements to the proportion of the costs of public transport paid by passengers.
 - 8.2. **Revenue growth:** Addresses budget constraints and operational costs.
 - 8.3. **Patronage impact:** Avoid discouraging bus use, as excessive fare hikes can lead to reduced ridership.
 - 8.4. **Equity and accessibility:** Ensure affordability for users, particularly those on low incomes.
 - 8.5. **Long-term Public Transport growth:** Avoid short-term revenue-focused decisions that might undermine broader modal shift goals.

Option 1: No change to fares

9. **Pros:** Maintains affordability and ridership.
10. **Cons:** No improvement to farebox recovery, continued reliance on subsidies.

Option 2: 5% Fare increase

11. **Pros:** Small revenue increase with minimal impact on patronage.
12. **Cons:** Does not make significant improvements to the private share component.

Option 3: 10% Fare increase

13. **Pros:** Larger revenue boost, better farebox recovery, and stronger private share contribution.
14. **Cons:** May lead to moderate ridership decline, particularly for cost-sensitive users.

Option 4: Fare reduction

15. **Pros:** Increases affordability, may boost patronage, aligns with broader public transport growth strategies.
16. **Cons:** Reduces fare revenue, worsening private share contribution and putting at risk co-funder support.

Strategic fit

17. This fare adjustment aligns with the strategic goal of maintaining a financially sustainable public transport system while continuing to provide accessible and reliable services to the community. It also ensures compliance with the NZTA request to increase the private share component of our public transport funding in this region.

Financial and resource implications

18. The proposed fare increase is projected to generate additional revenue, helping to offset rising operational costs and reduce the need for service cuts or increased subsidies. This aligns with the goal of increasing the private share component of public transport funding, which is set to reach 11.5% in 2025-2026 and 13.1% in 2026-2027 through fare increases and patronage growth initiatives.

Decision-making considerations

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

Recommendations

That the Regional Transport Committee receives and considers the *Increase in Public Transport Fares* staff report.

Authored by:

Russell Turnbull
Manager Transport

Bryce Cullen
Senior Advisor Transport Strategy & Policy

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.

Subject: Regional Transport Programme February 2025 update

Reason for report

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

Regional Land Transport Plan (RLTP)

2. The final RLTP was adopted by Hawke's Bay Regional Council and filed with NZTA Waka Kotahi for inclusion in the National Land Transport Plan (NLTP) in July 2024.
3. Across the region RCA programmes either have or continue to be adjusted to accommodate current funding envelopes and local share.
4. Initial work on the 2027 – 2030 RLTP will commence in late 2025.

Speed Management Planning

5. Changes to speed limits on some sections of State Highway were announced in late January. State Highway 5 will largely revert to 100kph with several localized sections being consulted to determine community support for an 80kph speed limit.
6. The sections of State Highway 5 that are being consulted on to retain their 80kph speed limit are:
 - 6.1. Tarawera
 - 6.2. Te Pōhue
 - 6.3. Between Turangakuma and Te Hāroto
7. The consultation period closes on 13 March 2025. Staff have assessed the consultation and recommend the RTC does not do a specific submission due to the localized nature of the consultation.
8. The Speed Management Planning workstream is closed.

RoadSafe Hawke's Bay

9. RoadSafe Hawke's Bay activities continue across the region with a focus on supporting Police with spotting operations and impairment check points.
10. Further detail is provided in the RoadSafe Hawke's Bay Agenda item.

Active transport

11. Planning and further progress on the Active Transport Strategy will continue into 2025. The strategy will seek to develop the future Active Transport network across all uses, ensuring integration where it makes sense, and setting the region up for future success when the necessary funding / opportunities become available.
12. Budget for the development of the strategy will be challenging. However, as we work towards the public transport implementation several opportunities for multi modal integration may be identified.

Public Transport Implementation

13. Funding constraints in the 2024 – 2027 NLTP mean the Regional Public Transport Plan will not be able to be fully implemented, as consulted on in 2022. Staff have been working to understand what can be achieved within the funding envelope and this will be set out in the 2025 Regional Public Transport Plan (RPTP)
14. The 2025 RPTP will go out for consultation in conjunction with the HBRC Annual Plan through April 2025. The RPTP re-confirms the intent to implement the new network, but at the current frequencies and operating hours, until additional funding can be secured.
15. Further detail is contained in the RPTP Agenda item.

Decision-making considerations

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

Recommendation

That the Regional Transport Committee receives and notes the *Regional Transport Programme February 2025 update* staff report.

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [🔗](#) Transport Tag Programme tracker 21 February 2025 Under Separate Cover *online only*

Hawke's Bay Regional Council
Regional Transport Committee

21 February 2025

Subject: RoadSafe Hawke's Bay update

Reason for report

1. This report provides the Committee with an update on the business-as-usual activities of RoadSafe Hawke's Bay.

Strategic fit

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

Discussion

3. Activities of RoadSafe undertaken since December 2024.

Qty	Activity	Comments
1	Motorcycle safety program	Joint motorcycle coast to coast initiative with Horizon's Regional Council promoting the Ride Forever programme.
18	Fatigue promotion and education Police BAU check points	9 Christmas summer series check points supporting Police with education and messaging in the lead up to Christmas with messaging around Fatigue, seatbelt use, speed, and distraction 9 check points supporting Police business as usual operations focusing on risks including distraction and restraints
3	Child restraint clinic and education	1 free child restraint and education clinic delivered in the new year 2 child restraint community fittings and education sessions delivered.
1	Business Road safety program	Higgins Contracting session delivered in the New Year
1	Youth Programme	1 intensive Rangatahi session delivered in partnership with Police early in the New Year

RoadSafe activity descriptions

Higgins Road Safety education sessions

4. Higgins Contracting invited RoadSafe Hawke's Bay to run an educational workshop with some of their front-line staff who are out and about on the roads frequently. The session consisted of a range of activities, such as the fatal vision goggles, to promote awareness of risk factors and deliver injury prevention measures. The session was well received with an appetite for further sessions in the future.

Child restraint checking clinic

5. Child restraint clinics continue, with the first one of 2025 being delivered at the Teen Parents Centre in Central Hawkes Bay. Supporting this initiative, the RoadSafe team have carried out two community child restraint fittings along with supporting education sessions.

Fatigue stops and Police BAU support

6. The Road Safe team supported Police with a range of check point operations in the lead up to Christmas. As roads got busier and socialising increased, the check points were primarily supporting the impairment prevention team, with RoadSafe delivering education.
7. Other Police operations included the team assisting Police with spotting operations, focusing on detecting mobile phone use, restraints, and impairment. The RoadSafe team assist Police by spotting certain risk factors, and Police carry out enforcement actions as needed.

Decision-making considerations

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

Recommendation

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

Authored by:

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.

Subject: Public Transport February 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

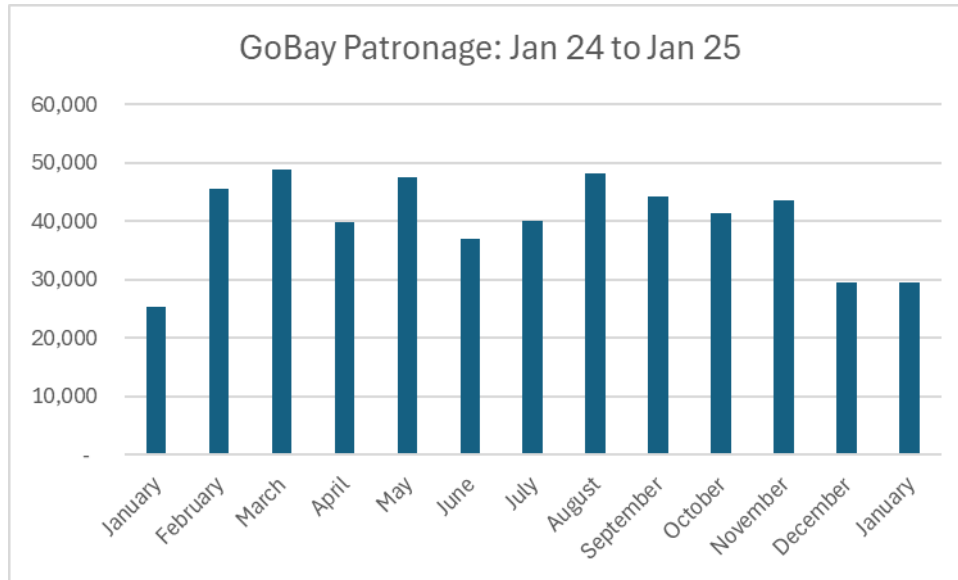
GoBay operations

4. As of May 2024, GoBay's live tracking provider switched to Radiola. Since then, we have integrated real-time tracking into additional mobile applications, including Google Maps, Apple Maps, and the Transit app. This allows bus users to view live bus locations within these apps, enabling more accurate travel planning. Detailed planning is being undertaken into the feasibility of installing physical real-time signs at high traffic stops across the region.
5. As part of a special NZTA funding category made available last year, and partly in response to recent incidents of assaults and theft on the GoBay network late last year, CCTV will be rolled out into the GoBay buses operating our Napier and Hastings network. Implementation is expected in quarter two of this calendar year.
6. The transition to the National Ticketing System (NTS) is currently underway in New Zealand. This system will introduce a nationally consistent payment method for public transport, allowing passengers to not only pay with a nationally consistent transit smart card, named "Motu Move", but also using debit and credit cards and smart devices using Apple Pay and Google Pay.
7. Hawke's Bay is third in line for the NTS rollout, which was initially planned to take place in September this year, but appears more likely to be in Quarter 1 of the 2026 calendar year, as timing is subject to the progress of earlier deployments.
8. A recent article in *Hawke's Bay Today* has created some uncertainty regarding the changes taking place with the transition to NTS, particularly around the use of cash and refunds for existing Bee Card balances. HBRC is continuing to assess the role of cash within our region, as each region has the authority to make its own decision—transitioning to the NTS does not mean cash is not an option. Additionally, a refund/balance transfer scheme is currently being developed.
9. The contract with Go bus has been officially extended to the end of July 2027. This provides greater certainty to council of funding requirements in this LTP period, whilst allowing the new network to be implemented without the risks of changing bus providers at the same time.

Public transport patronage

- 10. GoBay patronage has consistently improved since services were fully reinstated in January 2024, with the slight (traditional) dip in December and January, mostly attributable to school holidays and workplace closures. Figure 1 below includes data for a full 13-month period, from January 2024 to January 2025.

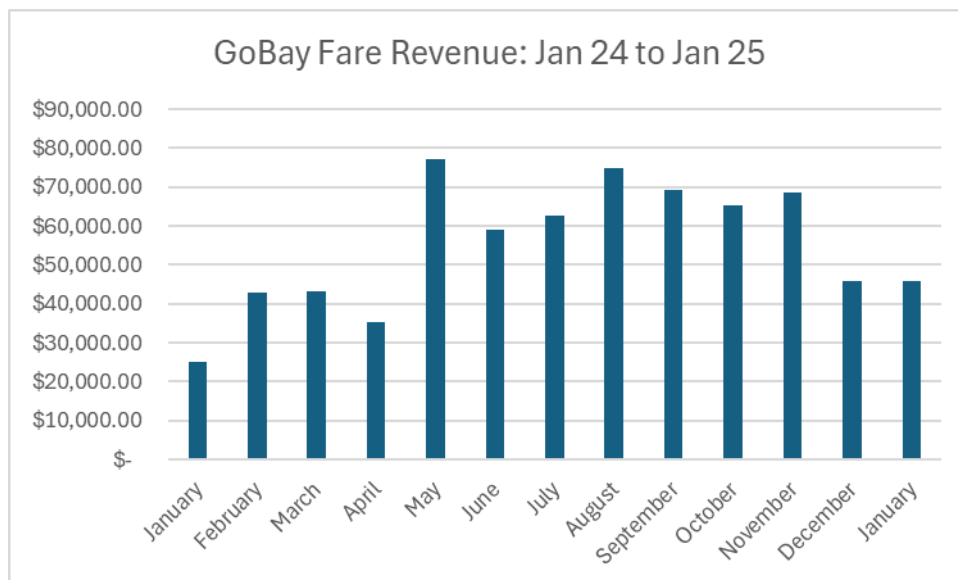
Figure 1: GoBay patronage



Fares

- 11. Revenue from fares continues to show a positive trend following the last fare increase in May 2024. Seasonal trends reflect lower fares income in December and January due to school holidays and workplace impacting passenger demand. A full 13 months can be seen in figure 2 below.

Figure 2: GoBay fare revenue (January 2024 – January 2025)



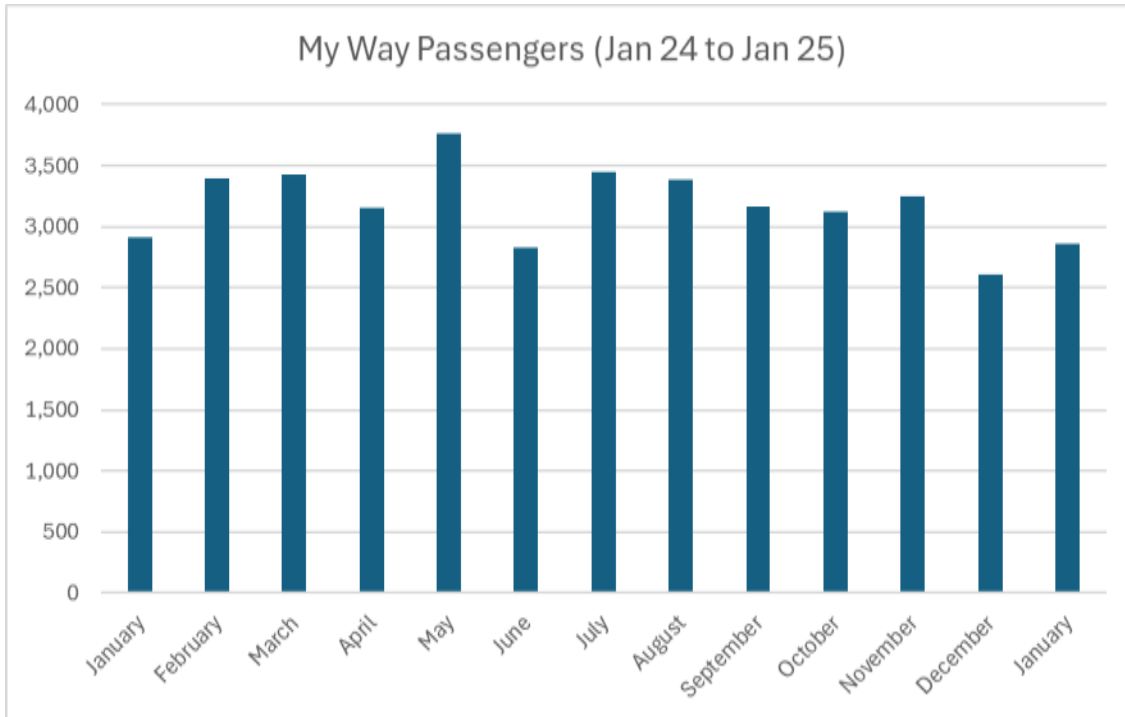
On-demand Public Transport (ODPT)

- 12. An agreement has been reached with GoBus to extend the MyWay service until the end of July 2025, with discussions ongoing for a further extension until the launch of the new bi-directional network, which is scheduled for rollout in January 2026. There are no plans to continue MyWay beyond this date, as it will be replaced by fixed-route services. MyWay may well serve other

transport needs in the region however, in the future.

- Figure 4 below shows MyWay patronage over the past 13 months.

Figure 4: MyWay passenger stats (January 24 – January 25)



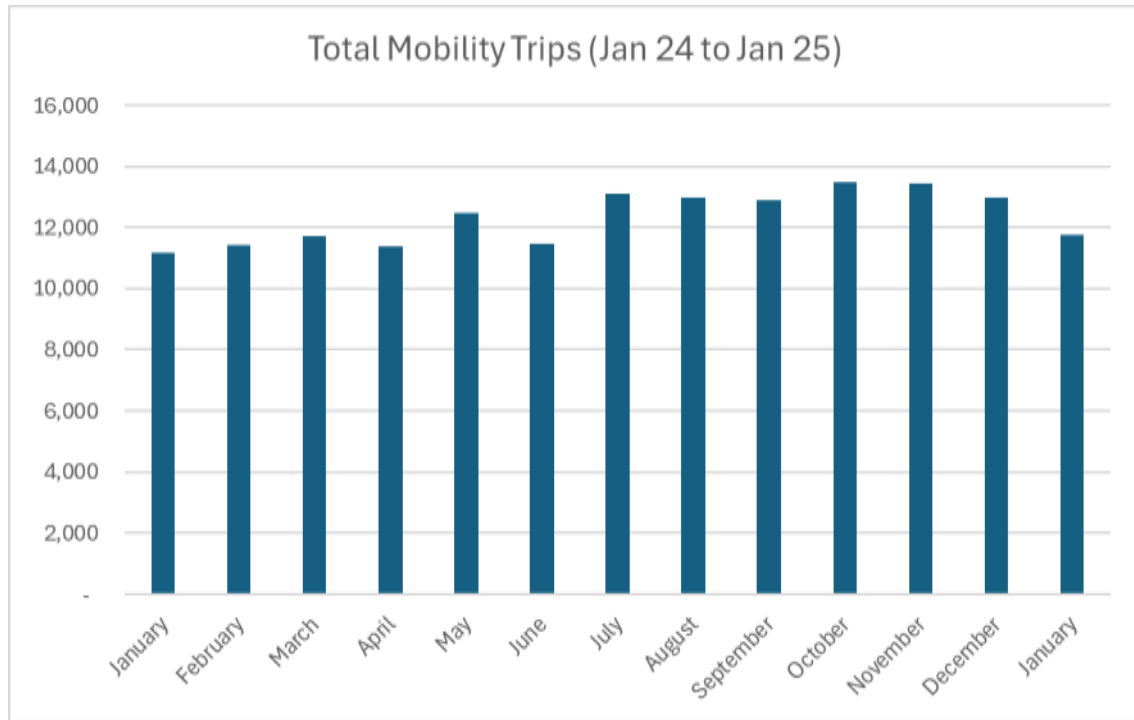
Ministry of Education school routes

- The Ministry of Education (MoE) is continuing its review of Ministry-funded bus routes operating in Hawke’s Bay to assess student eligibility. Where possible, HBRC will collaborate with the Ministry and schools to minimise any significant impacts on student travel options if the provision of MoE funded buses change, particularly when a public route has been identified as a suitable alternative.
- In general, council can only utilise existing resources to provide additional capacity to accommodate any increase in school student patronage if MoE services are cancelled.

Total Mobility

- Usage of the Total Mobility Scheme continues to increase and put council’s budgets for this area under pressure.
- As part of the 2025 Regional Public Transport Plan (RPTP) review, we are proposing to create a more rigorous qualification of what council will subsidise and why. National policy means 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.
- The Draft RPTP will propose that fares across operators will be inside a range comparable with all other operators, and that subsidies paid are only for when the wheels of the operator are turning. No wait time is to be subsidised.
- Figure 5 below shows the trips over the past 13-months.

Figure 5: Total Mobility Trips (January 2024 – January 2025)



Decision-making considerations

- 20. 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 February 2025 update* staff report.

Authored by:

Zavia Hands-Smith
Sustainable Transport Advisor

Bryce Cullen
Transport Strategy & Policy Analyst

Russell Turnbull
Manager Transport

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

There are no attachments for this report.

Hawke's Bay Regional Council
Regional Transport Committee

21 February 2025

Item 11

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

Reason for report

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

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *Waka Kotahi/NZTA Central Region Regional Relationships Director's update*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

- | | | |
|-------------------|---|---|
| 1 | HB RTC Waka Kotahi FEB 2025 detailed update | Under Separate Cover <i>online only</i> |
| 2 | HB RTC February 2025 NZTA presentation | Under Separate Cover <i>online only</i> |

Hawke's Bay Regional Council
Regional Transport Committee

21 February 2025

Item 12

Subject: Transport Rebuild East Coast (TREC) update

Reason for report

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

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *Transport Rebuild East Coast (TREC) update*.

Authored by:

Leeanne Hooper
Team Leader Governance

Approved by:

Desiree Cull
Strategy & Governance Manager

Attachment/s

- 1 [🔗](#) TREC presentation for HB RTC 21 February 2025 Under Separate Cover *online only*

Subject: Follow-ups from previous Regional Transport Committee meetings

Reason for report

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

Decision-making process

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

Recommendation

That the Regional Transport Committee receives and notes the *follow-up items from previous Regional Transport Committee meetings*.

Authored by:

Leeanne Hooper
Team Leader Governance

Bryce Cullen
Transport Strategy & Policy Analyst

Approved by:

Katrina Brunton
Group Manager Policy & Regulation

Attachment/s

- 1 [↓](#) Follow-ups for February 2025 RTC meeting

Follow-ups from previous Regional Transport Committee meetings

6 December 2024

	Agenda Item	Follow-up required	Responsible	Status Comment
1	Regional Transport Programme December 2024 update	New regional programme of work	R Turnbull	Will be presented to the June 2025 Regional Transport Committee meeting