



Meeting of the Hawke's Bay Regional Council Maori Committee

Date: Tuesday 9 April 2019
Time: 10.15am
Venue: Te Taiwhenua O Tamatea
Kitchener Street, Waipukurau

Agenda

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HAWKE'S BAY REGIONAL COUNCIL

MĀORI COMMITTEE

Tuesday 09 April 2019

SUBJECT: SHORT TERM REPLACEMENTS FOR 9 APRIL 2019 MEETING

Reason for Report

1. The Māori Committee Terms of Reference makes allowance for short term replacements (proxy) to be appointed to the Committee where the usual member/s cannot attend.

Recommendation

The Māori Committee agrees that _____ be appointed as member/s of the Māori Committee of the Hawke's Bay Regional Council for the meeting on Tuesday 9 April 2019 as short term replacements(s) for _____

Authored by:

**Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT**

Approved by:

**Pieri Munro
TE POU WHAKARAE**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****SUBJECT: FOLLOW-UPS FROM PREVIOUS MĀORI COMMITTEE MEETINGS****Reason for Report**

1. **Attachment 1** lists items raised at previous meetings that require follow-up, who is responsible, when it is expected to be completed and a brief status comment. Once the items have been 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 Māori Committee receives the “*Follow-up Items from Previous Māori Committee Meetings*” report.

Authored by:

Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT

Approved by:

Pieri Munro
TE POU WHAKARAE

Attachment/s

[1](#) Follow-ups from Previous Māori Committee Meetings

Follow-ups from previous Māori Committee Meetings

12 Feb 2019 Meeting

	Agenda Item	Follow-up action Required	Responsible	Status
1.	Regional Three Waters Review	Workshop on "Regional Three Waters Review" in the Council Chambers on 7 March 2019 between 1pm – 3pm .	P Munro	Invitation was sent out by email on 20 Feb 2019. 7 March meeting went ahead [Complete]
2.	Taiwhenua Representatives updates	Development of a monitoring tool for tikanga Māori-based monitoring framework for the Tukituki Awa with ICM staff	Iain Maxwell	Iain, Marei & Morry met early March. Tool to be socialised with ICM – Science Team. Discussions in progress re two further wānanga and tool development.
3.	Taiwhenua Representatives updates	Representative to present on Mahaanui Kurataiao	P Munro	In progress with Mahaanui Kurataiao. Invitation to gauge LG (Consents)
4.	Taiwhenua Representatives updates	Update on the Wairoa Catchment Surface Water Quality	P Munro	Status update coming from Nathan Heath, HBRC Team Leader, Te Wairoa
5.	Taiwhenua Representatives updates	<u>Wairoa:</u> Monitoring of E. coli and green algae river bed readings at both monitoring sites within the community – any further actions taken?	P Munro	Status update coming from Nathan Heath, HBRC Team Leader, Te Wairoa
6.	CHB wastewater discharge	Update on CHB wastewater discharge	L Lambert / M Miller	Further update will be provided at the April meeting
7.	Te Pou Whakarae – Māori Partnerships Verbal Update	Representative from Christchurch to present to the next Māori Committee meeting with regards to their Consents Processes.	P Munro	Refer to 3. above

HAWKE'S BAY REGIONAL COUNCIL

MĀORI COMMITTEE

Tuesday 09 April 2019

SUBJECT: CALL FOR ANY MINOR ITEMS NOT ON THE AGENDA

Reason for Report

1. Hawke's Bay Regional Council's standing order, 9.13 allows:

"A meeting may discuss an item that is not on the agenda only if it is a minor matter relating to the general business of the meeting and the Chairperson explains at the beginning of the public part of the meeting that the item will be discussed. However, the meeting may not make a resolution, decision or recommendation about the item, except to refer it to a subsequent meeting for further discussion."

2. The Chairman will request any items committee members wish to be added for discussion at today's meeting and these will be duly noted, if accepted by resolution, for discussion as Agenda Item 17.

Recommendations

Māori Committee accepts the following minor items not on the agenda, for discussion as item 17.

Authored by:

Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT

Approved by:

Pieri Munro
TE POU WHAKARAE

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: SEAGRASS IN THE PORANGAHAU ESTUARY****Purpose of Report**

1. This report updates the Committee on the issues and opportunities for the Pōrangahau Estuary.

Background

2. Pōrangahau Estuary (Figure 1 left) is a significant conservation area identified through the Regional Coastal Environment Plan (2014). The estuary and offshore area are a gazetted taiapure, and of great significance to Ngāti Kere. It is considered a nationally significant wildlife and fisheries habitat, and supports nationally significant dune vegetation.
3. The 85,000 ha. catchment consists of 83% in high producing grassland, 8% plantation forestry and 9% native vegetation. Much of the land adjacent to the estuary has been converted to pasture.
4. In March 2018 HBRC staff located patches of seagrass (*Zostera muelleri*) in the estuary (Figure 1 right). The last record of seagrass in estuaries within the Region is from the Ahuriri Estuary in 1978 and there are no prior records of seagrass in Pōrangahau Estuary.
5. Seagrass is an important habitat for many marine species, supporting primary productivity, stabilising the sediment, increasing biodiversity and providing food and habitat for many other marine species.
6. The loss of seagrass due to increased sedimentation and decreased light availability has been observed both locally and nationally, with an estimated 90% loss in Tauranga Harbour from 1959 to 1996. Protecting seagrass patches is important to maintaining biodiversity and ecosystem function, as seagrass provides variety in habitat type and form, and is an important habitat as a fish nursery.

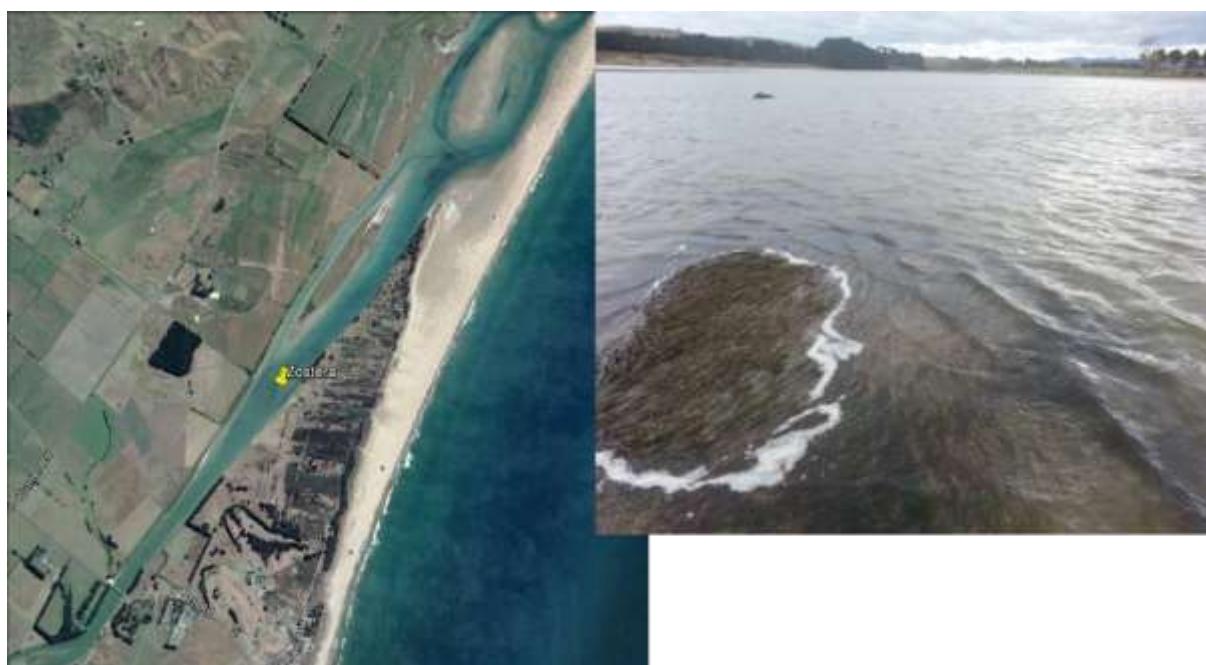


Figure 1: (Left) Aerial view of Pōrangahau Estuary, showing location of seagrass (*Zostera muelleri*) recorded in March 2018; (Right) Seagrass in the estuary.

7. Recreational water quality in Pōrangahau estuary has significantly decreased between 2001 to 2017, with increasing levels of bacteria associated with faeces, and is currently graded as Very Poor for contact recreation. The 2013-2018 State of the Environment report also showed significant increases in faecal indicator bacteria levels.
8. During the 2018-2019 recreational season the estuary has exceeded guideline values 12 times (Figure 2).

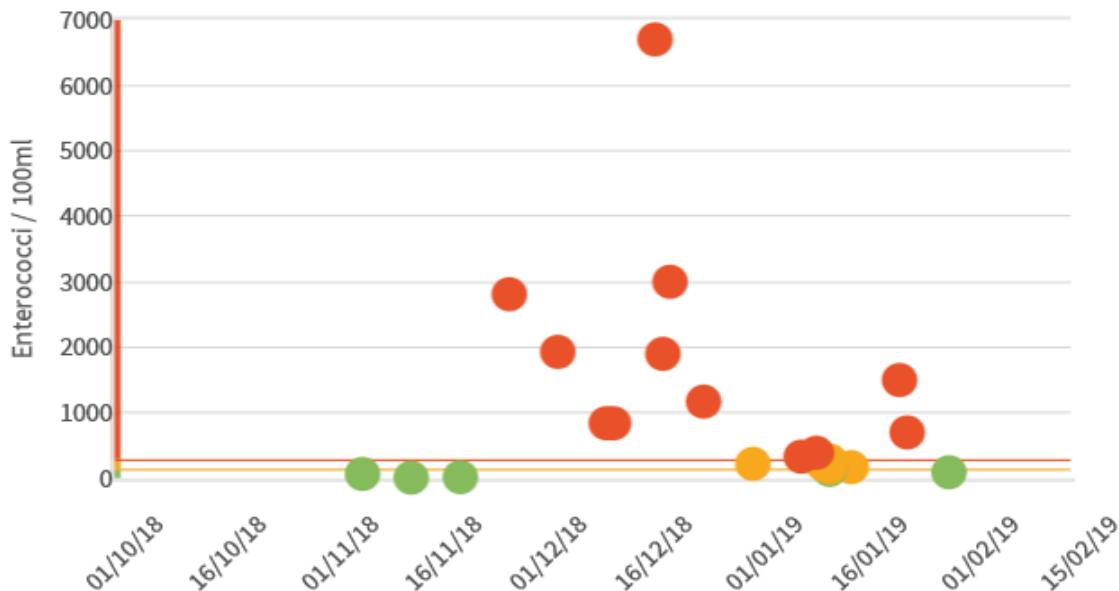


Figure 2: Enterococci levels in Pōrangahau Estuary from the 2018/2019 recreational season. Amber line and colour indicates samples exceed alert level guidelines, Red line and colour indicates samples exceed action level guidelines where the risk from contact recreation is considered unacceptable.

9. NIWA's report concluded that the conditions for longer-term persistence of seagrass in the Pōrangahau Estuary is likely to be marginal under current water quality conditions.
10. This means that the seagrass in Pōrangahau Estuary, while recently re-discovered, is at risk of loss because of the marginal water quality and sedimentation observed at the site.
11. The Southern Catchment's team have initiated several projects with the Porangahau catchment that will in time improve the water quality in the catchment. The existence of seagrass supports the imperative for this work.

Conclusions

12. To respond to the risk of seagrass loss, the NIWA report recommends:
 - 12.1. Annual monitoring of these populations
 - 12.2. Actions be taken to reduce nutrient and sediment inputs into the estuary
 - 12.3. Monitoring water quality and light availability at the site
13. Actions that might reduce sediment, bacteria and nutrient inputs in the estuary include restricting stock access, targeting land retirement and increasing riparian planting. This would assist seagrass to survive more readily in the Pōrangahau Estuary, and would also improve water quality in the estuary for recreation. As noted this work is beginning within the Southern Catchment's team's activities.

Decision Making Process

14. 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 Māori Committee receives and notes the “**Seagrass in the Porangahau Estuary**” staff report.

Authored by:

Anna Madarasz-Smith
TEAM LEADER/PRINCIPAL SCIENTIST
MARINE AND COAST

Approved by:

Iain Maxwell
GROUP MANAGER INTEGRATED
CATCHMENT MANAGEMENT

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: APRIL 2019 HOTSPOTS UPDATE****Reason for Report**

1. To provide an update on the Freshwater Improvement Fund and Hotspots environmental projects.

Tūtira Pine Harvest Update

2. Project vision: The Tūtira Pine Forest is harvested in a manner that minimises environmental and cultural impacts while maintaining financial return. Project Manager: Ben Douglas.
3. **Objective One:** Forest access roads will be established to allow harvest of Tūtira Regional Park pines
4. Braesomar access road: Construction of the second and final stage of forest access road through property owned by Braesomar Trust is expected to be complete by the end of April. It is approximately three weeks behind schedule due to wet weather in November and December reducing time available to carry out earthworks.
5. Sediment loss has been minimised by reinstating topsoil and regrassing as road construction has progressed, benching batters greater than 5m in height, installing greater than the required number of culverts and water cutouts to restrict water velocity, installing culvert socks over road fill.
6. Sediment that has been lost has been retained by sediment retention dams and silt fences.
7. There are two bridges crossings required to complete this access road, which cross the Papakiri and Kahakanui Streams respectively.
8. The first bridge on the Papakiri stream been identified as an ideal site to locate a hydrological monitoring platform. Engineering are currently modelling the impact of the proposed monitoring platform design and the bridge on flood capacity as part of the consenting process. Once that is done we will progress to detailed design which will take one month to complete.
9. Hydrological analysis and modelling work to set the height of the bridge over the Kahakanui Stream is underway and scheduled for completion on the 26 April 2019. Once completed structural and geotechnical design consultants will be engaged to complete the design.
10. Access to north of forest: Four options for the second forest access road have been generated. The confirmed route will be decided on the criteria of visual impact, sediment generation, impacts on native forest and cost. The decision will be made following discussion with the company awarded the contract to manage harvest of the forest. Construction of the road will be included in their contract.
11. **Objective Two:** A post-harvest replanting plan is created that best provides for the various identified values of the Tūtira Regional Park:
12. The post-harvest replanting plan has been put on hold pending the completion of a Tūtira Regional Park FEMP being carried out under the Te Waiū o Tūtira Project. A recommendation for replanting will then be presented alongside other recommended actions arising from the FEMP, to provide recommendation for most appropriate landuse options for the Park as a whole rather than the pine forest in isolation.
13. **Project budget update:** All costs of road and bridge construction will be repaid as log sales proceed on harvest of the forest.

14. The total cost of forest access is estimated at \$927,000 comprising: \$177,000 spent in Year One for tarsealed State Highway access way, 1300m of road, and two cattlestops. \$350,000 anticipated spending in Year Two (the current year) on a further 2600m of road and associated cattlestops and fencing.
15. Total anticipated expenditure for the design and construction of the two bridges required is \$400,000. Net returns from harvest are estimated at \$2,000,000.

Freshwater Improvement Fund (FIF) Project: Lake Tūtira (Te Waiū o Tūtira, The Milk of Tūtira), HBRC partnership with Maungaharuru-Tangitū Trust, 2018-2022.

16. Project Vision: *To restore the mauri of Lakes Tūtira, Waikōpīro, and Orakai, making place that families can happily return to, and where children can swim". By empowering and aligning community, implementing well-researched actions now, the goal of restoring the mauri of Lakes Tūtira and Waikōpīro, making them swimmable by 2020, is achievable and realistic.*
17. Project Budget 2018-2022: The total project cost is \$3.35m. The total expenditure for Year 1 totalled \$213,242.58. Year 2 budget estimated is \$1,132,735.37.
18. Project Manager, Te Kaha Hawaikirangi, has left Hawke's Bay Regional Council and recruitment for the role is now occurring in partnership with Maungaharuru Tangitū Trust (MTT). It is expected the role will be filled by the end of April 2019.
19. **Objective One:** Iwi/hapū, Māori landowners, farmers, community and local authorities are aligned in their vision for Tūtira through establishment of an Integrated Catchment Management Plan (ICMP) and Farm Environmental Management Plans (FEMP).
20. Integrated Catchment Management Plan: The integrated catchment management plan for the Lake Tūtira catchment is nearing completion and will be available in draft for the Lake Tūtira Governance Group to review ahead of the May 2019 meeting. The Governance Group will also need to make a decision on the process and timeframe for socialising the draft ICMP with the community. Notwithstanding the extent of changes required to the draft, the ICMP could be endorsed by the Governance Group by the end of the financial year.
21. Farm Environmental Management Plans: There are 22 landowners targeted for environment plans in Tūtira. To date discussions have been had with seven landowners, and we have completed four FEMPs. We prioritised our efforts in developing the environmental plans on properties bordering the lakes and have carried out environmental assessments over 924 hectares. Nutrient budgets have been provided for two properties where benefits were thought to be likely.
22. There is a good buy in from landowners, and opportunities have arose from the plans as a result of a greater understanding of environmental issues on their property and the potential availability of financial assistance.
23. The farmers with environmental plans are now developing actions from their plans. Actions range from slope stability planting using both exotic and native plants, riparian planting and wetland development. The project funding will be used to assist this work and where possible we are utilising Te Uru Rakau - One Billion Trees fund and the Erosion Control Scheme funds as well. Works will occur over winter straddling the two financial years. Fencing will occur now (2018/2019) and planting will largely occur across the two FYs in June/July.
24. **Objective Two:** Maungaharuru-Tangitū Trust (MTT) will develop and establish a cultural monitoring programme (CMP) and will support the water quality education program in Tūtira.
25. Cultural Monitoring Programme update: Due to internal resourcing restraints MTT are looking at third party options to complete the Cultural Monitoring Programme.
26. **Objective Three:** The Papakiri Stream will be reconnected to Lake Tūtira, and an outlet will be created by 2021 at the southern end of the lake complex, to provide longitudinal flow and fish passage, improving the mauri of the lake.

27. **Papakiri Stream reconnection:** On-going engagement with the chairperson of the Tūtira B7 & B19 Land Blocks. At our last hui we discussed the budget and draft designs for the re-connection of the Papakiri stream. The Chairperson confirmed the Trust would call a meeting to determine whether they would support the proposed re-connection.
28. **Monitoring Platform:** Engineering are currently modelling the impact of the proposed monitoring platform design on flood capacity as part of the consenting process. Once that is done we will progress to detailed design and would hope to begin construction within one month of completing the design
29. **Southern Outlet:** An Environmental Effects Assessment (EEA) is being done internally and is due to be completed by the 30 June 2019, which will focus on potential effects to the lake ecosystems involved, as well as streams and fish populations. NIWA are also being contracted to ensure there will be no risk of Hydrilla spreading due to a proposed southern outlet.
30. **Objective Four:** Sediment mitigations will be established at critical source areas within the Kahikanui and Te Whatu-Whewhe sub-catchments, reducing sediment entering the lake system.
31. The previous sediment plan needed revision following an onsite review with various stakeholders and an internal peer review of the proposals. A consultant has been engaged to complete a revised sediment plan by the 26 April 2019.
32. **Objective Five:** An aeration curtain is installed in Lake Tūtira, improving the water quality to a swimmable level.
33. The air curtain experiment trial in Waikopiro is still not providing a clear answer. Oxygen levels and algae levels are relatively good at the moment, and no fish kills were observed this year despite very warm water.
34. Cyanobacterial blooms have been experienced in Waikopiro this season despite the air curtain operating quite well (physically). When the air curtain was off, the cyanobacterial blooms were far worse, which suggests the air curtain helps suppress the worst of the blooms.
35. Waikopiro, however, has had its worst cyanobacterial blooms in the season immediately before and since the air curtain went in. Dissolved phosphorus levels have been comparatively high in the lake since the oxygen crash in January 2018, and there is some evidence that water quality has been deteriorating since grass carp were introduced and the aquatic vegetation has reduced in cover.
36. These complexities confound our ability to make a clear assessment of the performance of the air curtain. By contrast, Tutira has had two seasons without bad blooms while the air curtain trial has been operating. Cyanobacteria counts have never breached the recreational water quality guidelines for the last two seasons (i.e. it has been ‘safe to swim’), and summer trout fishing has yielded fish in excellent condition.
37. There is, however, no oxygen in Tutira below about 10m of depth at the moment. Tutira has periods with and without algal blooms, and so it is difficult to say what next year will bring. A science slide show will be given to outline some of these complexities.

Hot Spot: Te Whanganui-ā-Orotu (Ahuriri Estuary)

38. Results of the aerial survey of the Ahuriri Estuary undertaken in December have been received, analysis is to take place. Results will allow us to estimate the volume of invasive tubeworm in the estuary and inform ongoing removal efforts. It will also let us know the success of our progress.
39. Contracting an external engineer to create the Wharerangi Stream stabilisation plan will take place in March, slightly later than initially anticipated. The Wharerangi stream is one of the largest tributaries to enter the Ahuriri estuary, the stream banks are highly erodible and a key source of sediment into the Ahuriri estuary. The purpose of this plan is to assess the lower stem of the stream in particular and provide mitigation/actions to prevent further erosion of the stream banks and reduce sediment loss.

40. Andrew has continued engagement with the landowners and has commitment from more farmers to do Hot Spot work. Where appropriate the \$1 Billion Trees funding is being utilised. Fencing has now started.
41. The Ahuriri SOURCE model development to identify water pathways and contaminant transfer mechanisms to support management of nutrients and bacteria is being reviewed by HBRC.

Freshwater Improvement Fund (FIF) project: Whakakī Lake (*Sunshine, wetlands and bees will revitalise the taonga of Whakakī*).

42. FIF application update: The FIF project team continue to work with landowners and have received more signed Affected Party forms. The consenting process has started. More landowners have been identified as being ‘affected’. On 14 March 2019, HBRC Consents team issued ‘Limited Notifications’ to 14 landowners. Submissions are due by 15 April. We are now waiting to see if landowners lodge any submissions. MfE provided HBRC with a 12 month extension to submit their FIF application, which ends 30 April 2019.
43. Update Hot Spot Whakakī FY18/19: On the ground activities are being delivered according to our plans. The construction of a new fence (1 km) along the Paatangata / Rahui channel will start early April.

Hot Spot: Lake Whatuma

44. Our focus is on collaborating with tangata whenua, and other key stakeholders, to establish options for Lake Whatuma. We want to help create a foundation that will provide a platform for establishing a shared vision and collaborative decision making, to pursue potential actions for enhancing Lake Whatuma.
45. Discussions with representatives from the lake owners syndicate and separately with tangata whenua have taken place over the last couple of weeks, this has been to clarify opportunities around lake ownership, expectations around a sale price and potential conditions of sale. These discussions are essential before furthering any consultation with the wider community, or Lake Whatuma neighbours on long term community involvement and desired outcomes.

Hot Spot: Marine

Subtidal Habitat Investigations

46. Contracting is underway for mapping of the Clive Hard area. Once contracts have been finalised, mapping is expected to occur before June 30.

Sediment Characteristics and Behaviour

47. Work is continuing on mapping sediment characteristics in Hawke Bay, and measuring the levels of silt and clay that enter the Bay during storm events.

Decision Making Process

48. 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 Environment and Services Committee receives and notes the “April 2019 Hotspots Update” staff report.

Authored by:

**Nicolas Caviale-Delzescaux
LAND MANAGEMENT OFFICER -
EXTENSIVE HILL COUNTRY**

**Ben Douglas
FOREST MANAGEMENT ADVISOR**

Dean Evans
CATCHMENT MANAGER
TUKITUKI/SOUTHERN COASTS

Jolene Townshend
**PROJECT MANAGER, RESOURCE
MANAGEMENT**

Anna Madarasz-Smith
TEAM LEADER/PRINCIPAL SCIENTIST
MARINE AND COAST

Approved by:

Iain Maxwell
**GROUP MANAGER INTEGRATED
CATCHMENT MANAGEMENT**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: DRAFT REGIONAL PUBLIC TRANSPORT PLAN****Reason for Report**

1. This item introduces the draft Regional Public Transport Plan, which has been released for public consultation.

Background

2. The Land Transport Management Act 2003 provides for regional councils to contract and manage public transport services in their regions. In order to carry out this function, the regional council must prepare a Regional Public Transport Plan (RPTP).
3. The purpose of an RPTP is to provide a public statement of:
 - 3.1. the public transport services that the Council considers integral to the network
 - 3.2. the policies and procedures, information and infrastructure that apply to those services.
4. Preparing and reviewing an RPTP also provides an opportunity for public input into the design and operation of the public transport network.

Public Transport Services Currently Provided by HBRC

5. HBRC contracts GoBus to provide bus services in the Napier-Taradale-BayView - Hastings-Flaxmere-Havelock North areas. There are 927 weekly services. Services run between Napier and Hastings every 20 minutes at peak times, and every 30 minutes off-peak during the week. There are reduced services at weekends.
6. Hastings, Havelock North and Flaxmere are served by five suburban loops while Napier-Taradale- Westshore- BayView has three. Taradale is principally serviced by the Route 12 services which run between Napier and Hastings via EIT and Pakowhai.
7. There were 666,127 passengers carried on these services in 2017-18.
8. HBRC also subsidises the Total Mobility service. This service assists eligible people with long-term impairments to access appropriate transport to meet their daily needs and enhance their community participation. This assistance is provided in the form of subsidised door to door transport services wherever scheme transport providers operate. A 50% discount is provided on fares, up to a specified maximum, which differs between regions.
9. Total Mobility currently operates in Napier, Hastings and Central Hawke's Bay. There are 14 transport operators providing Total Mobility services for HBRC, with most of these having multiple vehicles.
10. In 2017-18, there were 96,770 trips taken using Total Mobility in Hawke's Bay.
11. There is currently no public transport service in Wairoa that is subsidised by HBRC, although a community van service operates there for people with disabilities travelling to hospital appointments.

Review Process to date

12. Last May, passengers, user groups, councils and stakeholder organisations, including tangata whenua organisations, were contacted to seek their ideas for improving the public transport services in Hawke's Bay. Around 20 responses were received, with a range of suggestions for improvements. We have also kept a log recording all suggestions received from passengers or would-be passengers over the last three years.

13. We also conducted an investment logic mapping session with a varied group of stakeholders, in order to identify key issues or opportunities to be addressed by the public transport system in Hawke's Bay, the benefits of resolving these, strategic responses and specific actions. This process is required by the New Zealand Transport Agency, who fund our public transport services.
14. The outcomes of this workshop and public feedback have been distilled into a plan for investigations for service improvements over the next three years, as described below. The items in **bold** are higher priority.

DESCRIPTION
In partnership with the city and district councils, investigate the provision of improved secure cycle parking facilities at key bus stops.
Bus services between Napier and Hastings – investigate and implement ways to improve journey time and journey time reliability. To include consideration of <ul style="list-style-type: none"> • a direct service from Flaxmere to EIT • streamlining routes to reduce dead-running • timetable revision to more accurately reflect running times
Introduce a standalone goBay website for bus information, including journey planning facilities.
Investigate options to partner with organisations and businesses in order to promote commuter bus use through concession fare schemes.
Investigate trialing the Choice app in Hawke's Bay, in partnership with NZTA.
Introduce a new improved tag-on, tag-off ticketing system for the goBay service, including online top-ups and inter-operability with 8 other regions.
Investigate transport needs and possible solutions for Central Hawke's Bay and Wairoa. To include consideration of services for EIT students travelling from Central Hawke's Bay.
Investigate and possible trial of on-demand services to supplement existing goBay services – low density housing areas and destinations not currently serviced (e.g. Hawke's Bay Airport), extended hours, weekends.
In partnership with the Regional Ticketing Consortium, implement real-time information on goBay services when available.
Introduce the Ridewise system, an electronic management system for Total Mobility.

15. We have also reviewed and updated the policies under which Council manages its public transport services. These were mainly minor wording changes and updates, although a new policy has been added for special event services. The full draft Plan is attached.

Next Steps

16. The Regional Council has approved the release of the draft plan for public consultation between 5 April and 6 May 2019.
17. The plan and consultation process will be advertised through
 - 17.1. public notices in all regional newspapers
 - 17.2. media releases during the consultation process
 - 17.3. Facebook posts
 - 17.4. Mail-out to our list of stakeholder organisations and individuals
 - 17.5. Presentations at Council meetings and other organisations.
18. Submissions can be made online, by email or post, or delivered to any of the Regional Council offices.

19. As part of the consultation process, we are keen to talk to any groups who would like to know more about public transport in Hawke's Bay or to give us their views in person. We would appreciate any suggestions from the committee in this regard.

Recommendation

That the Māori Committee receives the “*Draft Regional Public Transport Plan*” report.

Authored by:

**Anne Redgrave
TRANSPORT MANAGER**

Approved by:

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

[!\[\]\(e82bb7a73cab40c77fe69a7e55ffd735_img.jpg\) 1 Draft Regional Public Transport Plan](#)



REGIONAL PUBLIC TRANSPORT PLAN

2019 - 2029

DRAFT

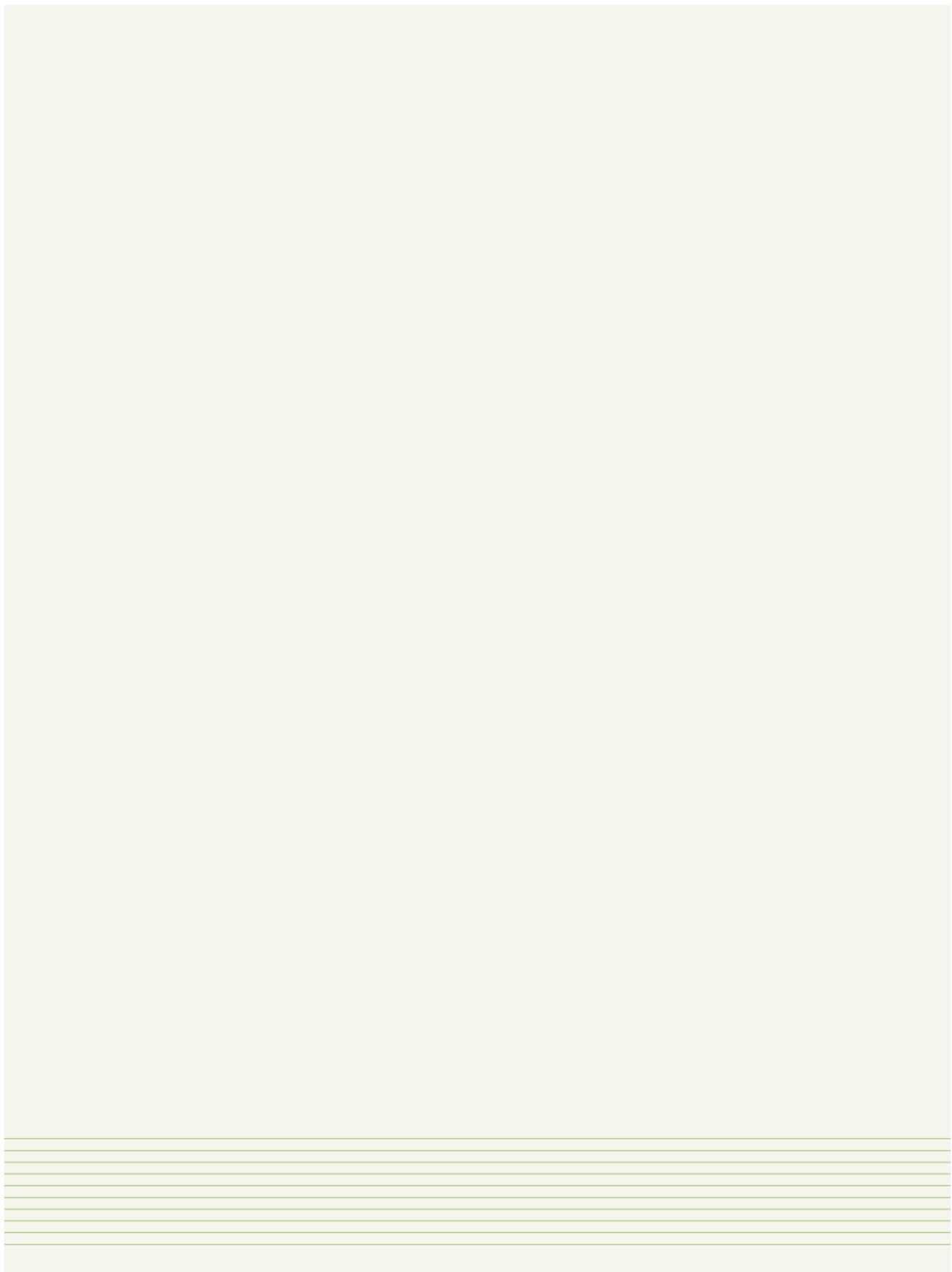


APRIL 2019



Attachment 1

Item 10





FOREWORD FROM REGIONAL TRANSPORT COMMITTEE CHAIR

Public transport in Hawke's Bay has been transformed over the last ten years. Thanks to increased funding from Hawke's Bay Regional Council and the New Zealand Transport Agency, we now have services which increasingly meet the transport needs of many of our residents. As a result, many more people are using our goBay bus and Total Mobility services than in the early 2000s. However, as for most of regional New Zealand, bus patronage has declined since its peak in 2014, due to lower fuel prices and increased car ownership.

There is much to be done to reverse this trend, broaden our range of passengers, provide services over a wider area and utilise new technologies to improve service provision and information. At present, the private motor vehicle is still the main transport choice for most of the region's residents and if we are to make the best use of our existing transport networks, minimise transport emissions and avoid further costly increases in capacity, we need to convince many more people to choose public transport at least occasionally.

Hawke's Bay Regional Council, in conjunction with its funding partners, intends to meet this challenge with a range of activities spelt out in this draft plan, as well as continuing to provide current levels of bus and Total Mobility services.

Councillor Alan Dick
Chairman Regional Transport Committee

goBay
HAWKE'S BAY
REGIONAL TRANSPORT

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Attachment 1**Item 10****HBRC'S VISION FOR PUBLIC TRANSPORT IS:**

To deliver a public transport system that is safe, increasingly used, integrated with other modes, and contributes to the economic, social and environmental well-being of the people of Hawke's Bay.



● 1.0 INTRODUCTION

» 1.1 ABOUT THE REGIONAL PUBLIC TRANSPORT PLAN

The Hawke's Bay Regional Public Transport Plan (RPTP), prepared by the Hawkes Bay Regional Council (HBRC), is a strategic document that sets the objectives and policies for public transport, contains details of the public transport network and development plans for the next ten years.

The RPTP provides a means for councils, transport operators, stakeholders and the public to work together to develop and improve the public transport network and supporting infrastructure.

Hawke's Bay Regional Council (HBRC) is responsible for providing public transport services in our region, which largely comprise bus services that operate in and between Napier and Hastings, and the Total Mobility service, which provides discounted transport for people with disabilities which prevent them from using buses. These services are provided under contract to, and are subsidised by, HBRC.

The money to pay for these contracts comes from fares from passengers using the service, the NZ Transport Agency and HBRC ratepayers.

» 1.2 TIMEFRAME

This RPTP covers the ten year period from 2019 to 2029, but must be reviewed in three years' time. However, the Plan may also be reviewed in the event of any major changes to the funding or planning environment.

» 1.3 STRATEGIC CONTEXT FOR THE RPTP

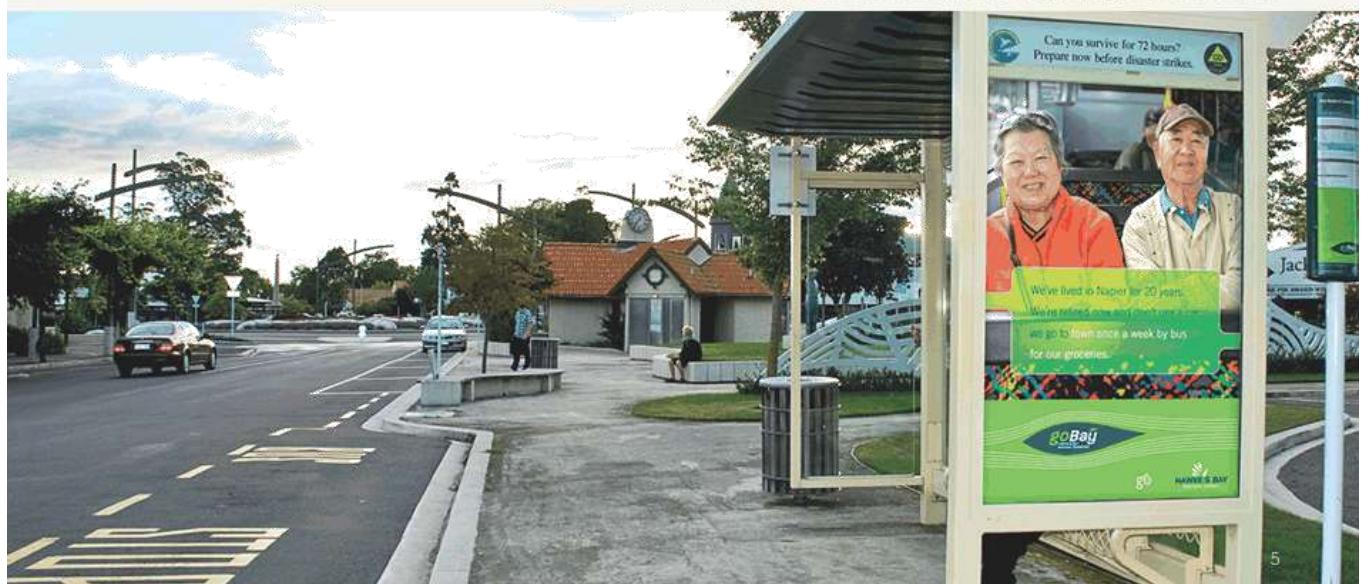
» 1.3.1 THE LAND TRANSPORT MANAGEMENT ACT 2003

The Land Transport Management Act 2003 (LTMA) was amended in 2013, repealing the Public Transport Management Act and bringing the relevant provisions into the LTMA. The amendments also legislated a new public transport operating model (PTOM) - a new framework for the planning, procurement and delivery of public transport services. There is a strong emphasis on early engagement and collaboration between regional councils, territorial authorities, and public transport operators.

The purpose of the LTMA is to "contribute to an effective, efficient and safe land transport system in the public interest", and requires regional councils to adopt a regional public transport plan (RPTP), which must be reviewed every three years. The LTMA prescribes how plans are to be developed, and sets out the matters that must be contained in a plan. It also describes the purpose of the plan, which is to:

- describe the public transport services that are integral to the public transport network
- define the policies and procedures that apply to those public transport services
- identify the information and infrastructure that supports public transport

Principles of the Public Transport Operating Model (PTOM) have been incorporated into the LTMA. PTOM is a system for planning, procuring and funding public transport. It aims to increase patronage with less reliance on public subsidies, through better collaboration between operators and regional councils. PTOM requires all bus services to be divided into units and provided under exclusive contracts to HBRC. However, services which do not form part of the core public transport network are exempt from operating under contracts.



» **1.3.2 THE GOVERNMENT POLICY STATEMENT ON LAND TRANSPORT FUNDING 2018**

The Government Policy Statement on Land Transport Funding sets out the Government's desired outcomes and priorities for the land transport sector, and broad funding allocations over the next decade.

The four strategic priorities are:

- Safety
- Access
- Environment
- Value for money.

Safety and access are the key strategic priorities for the Government and reflect the transport system it is striving for, with environment and value for money as supporting priorities.

Objectives for the access priority are:

A land transport system that

- provides increased access to economic and social opportunities
- enables transport choice and access
- is resilient

Public transport services contribute to all these objectives.

The GPS 2018 contains a significant increase in funding for public transport over the next three years in order to help achieve the strategic priority of providing a land transport system that enables transport choice and access.

» **1.3.3 THE REGIONAL LAND TRANSPORT PLAN 2015-25: 2018 REVIEW**

The Regional Land Transport Plan (RLTP) sets out the region's vision, objectives and funding for all modes of land transport for which funding is received from the National Land Transport Fund. It contains objectives relevant to public transport and also sets out the required funding for the provision of public transport services and infrastructure over the next three years.

The RLTP has the following vision:

"A safe, resilient and efficient transport system that supports the development of our economy and contributes to social wellbeing in our community".

Supporting strategic objectives include:

"Access to social, economic and cultural opportunities for all sectors of the community through effective transport links and services"

This is consistent with the vision for public transport contained within this draft RPTP, which is

"To deliver a public transport service which is safe, increasingly used, integrated with other modes and contributes to the economic, social and environmental wellbeing of the people of Hawke's Bay."

» **1.3.4 HAWKE'S BAY REGIONAL COUNCIL PLANS**

The HBRC Strategic Plan 2017-21 identifies four areas of focus for this period. One of these is for sustainable services and infrastructure, and the plan sets a strategic goal of a carbon neutral Hawke's Bay by 2040. The public transport services described in this RPTP will contribute to this goal.

The HBRC Long Term Plan sets out public transport activities and funding sources for the next ten years. The plan is reviewed every three years, but significant changes in activities or expenditure are captured in an annual plan.

» **1.4 STRATEGIC CASE**

This section provides a summary of the strategic case for the Regional Public Transport Plan. The strategic case forms part of the business case approach to investment in transport.

As part of this process, key stakeholders in public transport have jointly identified regional problems, the benefits of addressing those problems and responses to them, taking into account the feedback received from consultation with bus users and stakeholder organisations.

Problem 1:

The ease of driving in the region and general perception of public transport is leading to reduced usage from those that have their own vehicles.

Hawke's Bay's public transport network is centred on the two urban areas of Napier/Taradale and Hastings, approximately 25 kms apart, with satellite towns of Clive, Havelock North, Flaxmere and Bay View. The level of commuting between the two cities is significant; many people live in Napier and work in Hastings and vice versa. Similarly, school students traverse frequently between towns for secondary or special character schooling.

The Napier-Hastings Expressway is one of the main commuter routes used, and has seen growth in average daily traffic of as much as 36% on certain sections over the last seven years. Similarly, the number of vehicles registered per person in Hawke's Bay has increased significantly over the last three years, meaning that more people now have access to a vehicle.

Parking in both cities is plentiful and cheap; there is plenty of all-day free parking within easy walking distance of the CBD, and district plan rules ensure parking provision for businesses.

Public transport in the regions is traditionally viewed as a mode to be used by people without private transport options. In the

absence of significant deterrents to driving like congestion or parking availability/cost, many Hawke's Bay car drivers do not think public transport is for them. The convenience of driving often outweighs any other reasons for using public transport.

However, petrol price volatility may start to influence these decisions. Significant increases in the second half of 2018 have been followed by major reductions in early 2019, adding to the uncertainty. Nevertheless, businesses which have taken steps to actively incentivise the use of public transport, have seen an increase in patronage. The Hawke's Bay District Health Board introduced parking charges in the hospital grounds in 2017, but also provides bus subsidies for staff and patients. Both categories have seen a significant increase in use, indicating that pricing factors can over-ride issues of convenience.

Problem 2:

The current car focused investment model in rural and provincial areas is leading to a suboptimal transport system that does not effectively integrate public transport.

Transport planning and investment has been traditionally targeted at providing ever-improving roads, with public transport filling a secondary role. Added to this is Hawke's Bay's dispersed geography and location of essential services. These factors, coupled with low density housing, makes the provision of traditional public transport difficult and expensive.

Similarly, traditional land use planning means that the provision of public transport has often not been factored into planning decisions, with new residential areas increasingly full of cul-de-sacs and dead-end streets and industrial areas located some distance from the main centres.

Hawke's Bay is experiencing significant demographic change, with the population aging at a much faster rate than previously predicted. While the largest sector of the population is presently of working age, this will decline by about 13% by 2043 and the population over 65 will increase by 91% by 2043. The population under 15 will decrease by 14%. This points to the need for better integration of public transport into the transport system, which will need to play a much greater role in the future. There will be increased demand for off-peak services, better coverage into residential areas and a greater role for specialist services such as Total Mobility and demand-responsive services. This may require a new approach to provision of public transport

Problem 3:

Limited accessibility and frequency of bus services is leading to under-utilisation of public transport.

While significant improvements have been made to Hawke's Bay's bus network over the last ten years, there are still gaps in the network, and Central Hawke's Bay and Wairoa have limited public services. This problem could easily be resolved by adding new services, but the cost of doing so needs to be very carefully weighed against the potential use. The provision of traditional services is expensive, and even if new services could recoup half their cost in fares , this can still add a significant cost to ratepayer and taxpayer through subsidies. Other options, such as demand-responsive services, may need to be explored.

Suburban services in Napier and Hastings, which follow a traditional model of leaving from and returning to the CBD, have shown a consistent steady decline in patronage over the last four years. A new approach to provision of off-peak suburban services may also be needed.

While commuter services between cities have a reasonable frequency (20 minutes at peak times) and are showing some growth as fuel prices increase, the journey time is too long and more direct services are needed at peak times. Options to provide better connections to other modes of transport also need to be explored, so that commuters can use public transport for at least part of their journey.

Strategic Response

The strategic responses we have developed to address these issues are described in Section 5.

■ 2.0 BACKGROUND

» 2.1 CURRENT SERVICES

The current bus and other services supported by HBRC are broadly described below. Details of the services HBRC considers to be integral to the public transport network in Hawke's Bay for the life of this RPTP are described in more detail in Appendix A.

» 2.1.1 BUS SERVICES

HBRC currently contracts the provision of bus services in and between Napier and Hastings. This contract, which expires in July 2025, includes the following services:

- Between Napier and Hastings via Taradale and the Eastern Institute of Technology
- The Express between Napier, Hastings and Havelock North (via Clive)
- The Express between Napier and Hastings via the Hawke's Bay Expressway
- Between Havelock North and Hastings
- Between Flaxmere and Hastings
- Within Hastings (covering the suburbs of Camberley, Mahora, Parkvale and Akina)
- Within Napier (covering the suburbs of Tamatea, Taradale, Maraenui, Onekawa, Ahuriri, Westshore and Bayview).

» 2.1.2 OTHER SERVICES

Total Mobility Scheme

HBRC funds and manages the Total Mobility scheme in Hawke's Bay. Total Mobility is a nationwide scheme which provides discounted taxi travel for people with disabilities who are unable to use buses. The scheme also funds the provision of hoists for vehicles capable of carrying people in wheelchairs. The scheme operates in Napier, Hastings and Central Hawke's Bay.

SuperGold Card free travel scheme

This is a nationwide scheme, which provides free off-peak travel (between 9am and 3pm on weekdays and anytime on Saturday, Sunday and public holidays) on all local buses for SuperGold Card holders. The scheme is funded by central government and administered by HBRC.

HBRC has made many service and infrastructure improvements to bus services over the past few years. These improvements are listed below.



All vehicles are easy to board and accessible by people in wheelchairs

» 2.1.3 SERVICE IMPROVEMENTS

Buses

Since 2008 the following improvements have been made by HBRC to bus services in Hawke's Bay:

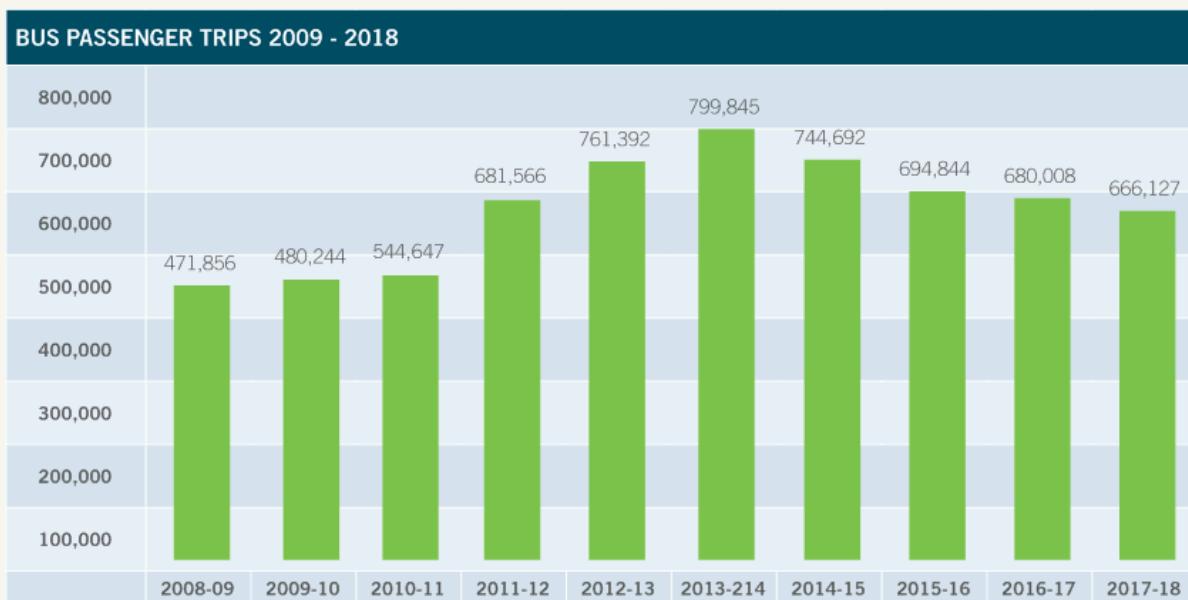
SERVICE	ROUTE	IMPROVEMENT
10 EXPRESS	Between Napier and Hastings via the Expressway	<ul style="list-style-type: none"> New service introduced in September 2008 (cancelled in May 2014 due to low patronage, re-introduced in September 2016 on a different route to coincide with the HBDHB's Workplace Travel Plan).
11 EXPRESS	Between Havelock North and Napier, via Hastings and Clive.	<ul style="list-style-type: none"> New service introduced in September 2008.
12N	Napier to Hastings, via Taradale, EIT, Hawke's Bay Hospital and Bay Plaza.	<ul style="list-style-type: none"> Introduced an extra 2.30pm service Monday to Friday in November 2009. Increased the number of Saturday services in November 2009 from 5 to 11. Introduced a new Sunday service in January 2011. Increased services to operate every 20 minutes in peak times and every 30 minutes in off-peak times.
12H	Hastings to Napier, via, K-Mart, Hawke's Bay Hospital, EIT and Taradale.	<ul style="list-style-type: none"> Introduced an extra 2.30pm service Monday to Friday in November 2009. Increased the number of Saturday services from 5 to 11 in November 2009. Introduced a new Sunday service in January 2011. Increased services to operate every 20 minutes in peak times and every 30 minutes in off-peak times.
13	Napier-Tamatea-Taradale-Tamatea -Napier	<ul style="list-style-type: none"> Route extended to include Taradale shopping centre in November 2009. Increased the number of services, Monday to Friday, from 9 to 11, in January 2011. Introduced a new Saturday service in January 2011. Route extended to cover Summerset Retirement Village, five trips Monday to Friday in 2017.
14	Napier-Maraenui-Onekawa-Napier	<ul style="list-style-type: none"> Changed Saturday services to provide coverage from 5 hours to 7 hours in January 2011.
15	Napier-Ahuriri-Westshore-Ahuriri -Napier	<ul style="list-style-type: none"> Trial made permanent in September 2012, operates Monday to Saturday. Route extended to cover Bay View, five trips Monday to Friday and all four Saturday trips, in 2016.
16A	Hastings-Camberley-Raureka-Hastings	<ul style="list-style-type: none"> Added an extra service at the end of the day, Monday to Friday, in November 2009.
16B	Hastings-Mahora-Hastings	<ul style="list-style-type: none"> Added an extra service at the end of the day, Monday to Friday, in November 2009.
17	Hastings-Parkvale-Akina-Hastings	<ul style="list-style-type: none"> Changed route to travel via Summerset Retirement Village in November 2012. Extended service coverage from 8 hours to 10 hours in 2016. Changed route to travel via Karamu High School in 2016.
20	Hastings-Flaxmere-Hastings, via The Park, Hastings	<ul style="list-style-type: none"> Re-timed early morning services in November 2009. Added an extra service in the middle of the day, Monday to Friday in January 2011. Extended Saturday service coverage from 6 hours to 9 hours in January 2011. Added seven extra daily services, Monday to Friday, in October 2012.
21	Hastings-Havelock North-Hastings, via The Park, Hastings	<ul style="list-style-type: none"> Added an extra service in the middle of the day in January 2011. Extended the route of the Saturday service to follow the same (wider) route as the Monday to Friday service in January 2011. Introduced a Sunday service, consisting of 3 trips, in 2016. Extended the route to cover the Summerset Village on Arataki Road and to better service the Lipscombe Crescent area.



2.0 BACKGROUND (CONTINUED)

SERVICE	ROUTE	IMPROVEMENT
BUSES	All routes	<ul style="list-style-type: none"> • All buses (with the exception of the Express services) wheelchair accessible from 2009. • All buses meet the Euro 4 emission standard. • Introduced Public Holiday services (Saturday/Sunday timetable applies) in October 2011. • Bike racks installed on most of the fleet in October 2012. • Bike racks available on all the buses from 2016. • All buses wheelchair accessible from 2016.
FARES	All routes	<ul style="list-style-type: none"> • Simplified the fare structure by reducing the number of fare zones from four to two in November 2009. • Introduced a "Smartcard" fare payment system in 2009. • Introduced a new concessionary fare category – 'Community Services Cardholders' to replace the 'beneficiary' and 'disabled' categories, in June 2010. • Set up system whereby passengers and caregivers travelling from Napier to Hawke's Bay Hospital for appointments/treatment can travel free of charge, with fares reimbursed by the Hawke's Bay District Health Board. • Fares are reviewed annually each September (though not necessarily increased). • Work with NGOs and government agencies to provide bespoke ticketing arrangements. • Free travel for hospital patients extended to passengers travelling to both Napier and Hastings for medical appointments (fares reimbursed by the HBDHB) in 2017. • Workplace travel plan arrangement established with the HBDHB (fares subsidised by the HBDHB) in 2017.

The number of bus passengers increased significantly between 2009 and 2015 but has declined since then.



» 2.1.4 THE TOTAL MOBILITY SCHEME

The Total Mobility Scheme is a nationwide scheme that provides discounted taxi transport for people with disabilities which prevent them from using public transport. Eligibility for the scheme is determined by the effect the impairment has on the individual's ability to undertake components of a journey on the public transport network.

Total Mobility services are provided under contract to, and are subsidised by, HBRC.

The use of the Total Mobility Scheme continues to increase. In 2017-18 there were approximately 3,598 registered users of the scheme in Hawke's Bay compared to 1,914 in 2008-09 and 2,640 in 2011-12.

As demonstrated in the graph below, Total Mobility trips continue to trend upwards and as Hawke's Bay's population is ageing, this trend is likely to continue.

TOTAL MOBILITY PASSENGER TRIPS 2009-2018



» 2.2 WHY HBRC SUBSIDISES PUBLIC TRANSPORT

Passengers do not pay the full cost of the public transport services they use. In Hawke's Bay in 2017-18 the passengers' contribution through fares to the cost of running the bus services was 37%, although HBRC is looking to increase this amount. Total Mobility passengers pay half the cost of their travel.

HBRC and the NZ Transport Agency subsidise public transport because it provides a range of benefits.

- Roading and parking: Public transport helps relieve/prevent road congestion and the need for new roads. It also reduces pressure on car-parking spaces.
 - Economic: Providing people with access to employment and educational facilities results in economic benefits for the individual and the community. There are also economic benefits from the reduced need for roads.

- Environmental: Buses save energy compared to car trips, and result in reductions in vehicle exhaust and noise emissions. Modern buses are extremely fuel efficient and have low emissions.
 - Health: Public transport has benefits to health, as most journeys involve a walk or bike ride to and from the bus stop. It may also prove less stressful than driving.
 - Access and mobility: Public transport provides a means of travel to work for those who may not have alternative transport options. It is an essential link for many between residential areas, commercial areas, recreational areas, educational facilities, health services and community events and activities.
 - Safety: Bus passengers are much safer travelling on a bus than using any other mode of transport.
 - Social: Many people do not have access to a car, with public transport the only viable option for travel. There is a significant social benefit from reducing community isolation.



» 2.3 INVOLVEMENT OF OTHER PARTIES

There are many parties involved with providing public transport services. While HBRC plans, funds and contracts the required services, other parties also have a role to play. The territorial authorities (in particular Napier City Council and Hastings District Council) play a major role through the provision of supporting infrastructure such as bus-stops. The NZ Transport Agency provides substantial funding for public transport.

The District Health Board funds the provision of free trips for hospital patients on all services and provides incentives to encourage its staff to use the bus. Community organisations also have a role to play as advocates for the needs of the users.

Under PTOM, service providers are critical partners. HBRC works with its service operators in a spirit of collaboration in order to improve the efficiency and effectiveness of services. Practices such as annual business planning, and financial incentive mechanisms will encourage all parties to work together to plan, innovate and improve public transport in Hawke's Bay.

This Plan cannot be successfully implemented without the support of all these parties. HBRC will work closely with these parties to facilitate the provision of the required services.

» 2.4 FUNDING

The funding for the services in this Plan comes from three sources:

- Fare revenue from passengers, organisations which purchase tickets on behalf of their members and a crown appropriation (through the Ministry of Transport but administered by the NZ Transport Agency), which pays for the cost of free off-peak travel for SuperGold card holders.
- HBRC, which raises its funds from local ratepayers via a targeted rate; and
- NZTA, which contributes between 50% and 60% of the cost of services after fares.



The Total Mobility Scheme is a nationwide scheme that provides discounted transport for people with disabilities.

● 3.0 THE TRANSPORT DISADVANTAGED

» Under Section 120(1) (viii) of the LTMA, the draft Plan is required to describe how the proposed services will assist people who are “transport disadvantaged”. Section 124(d) also requires HBRC to consider the needs of the transport disadvantaged when approving an RPTP.

The term “transport disadvantaged” is defined in the LTMA as those who HBRC has reasonable grounds to believe are the least able to travel to basic community activities such as work, education, health care, welfare and shopping. HBRC believes the following groups are transport disadvantaged:

- Children
- The elderly
- People with disabilities
- Tertiary students
- People on low incomes
- People who are unable to drive or have no access to a vehicle

HBRC believes that the range of services and the associated fare policies proposed in this Plan will assist the needs of these groups.

The services proposed in the Plan are designed to provide wide coverage of residential areas, linking them with commercial and community facilities.

The existing fare system provides fare discounts to children, tertiary students, the elderly and Community Service Card holders. The elderly also benefit from the SuperGold Card free travel scheme.

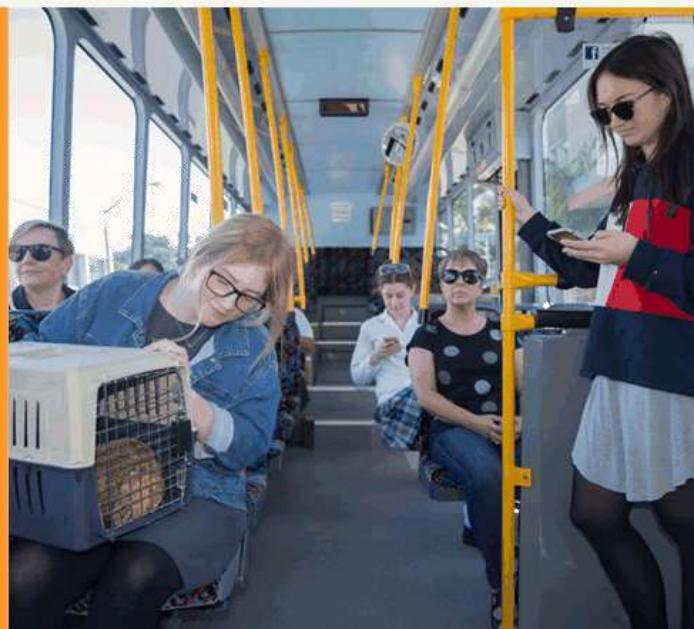
The buses used on the services in Hawke's Bay are all wheelchair accessible, which assists people with disabilities, older people and parents with young children.

All buses also have bike racks, which enables people to travel a greater distance to or from a bus stop.

The Total Mobility Scheme also provides services for those who are disabled and unable to use public transport.

HBRC has consulted with a range of groups representing those who are transport disadvantaged in the preparation of this draft Plan.

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



4.0 VISION, OBJECTIVES AND POLICIES

» 4.1 VISION

HBRC's vision for public transport is:

"To deliver a public transport system that is safe, increasingly used, integrated with other modes, and contributes to the economic, social, and environmental well-being of the people of Hawke's Bay".

» 4.2 OBJECTIVES AND POLICIES FOR GOBAY BUS SERVICES

The following objectives and policies set out how HBRC intends to achieve the vision.

» 4.2.1 OUR CUSTOMERS

Objectives:

4.2.1.1. People in the urban areas of Hastings and Napier have access to public transport services to connect them to employment, shopping, medical, entertainment, recreational and educational facilities.

4.2.1.2. Services are environmentally responsible and integrated with other transport modes, particularly walking and cycling.

POLICY AREA	POLICY
ACCESS TO SERVICES	<p>HBRC will:</p> <ol style="list-style-type: none"> 1. Endeavour to provide services that meet the needs of commuters and people travelling for non-work or education reasons. 2. Aim to provide services so that at least 90% of residences and businesses within the targeted rating areas are within the following walking distance from a bus-stop: <ul style="list-style-type: none"> 500m – normal conditions 600m – low density/outer areas. 3. Subject to available funding, and where sufficient demand exists, look to introduce new services on a trial basis. Any trial should be subject to a minimum trial period of six months before any amendment or cessation. 4. Provide separate buses for services where school students would otherwise overcrowd public buses on scheduled urban services. 5. Consider the provision of extra services for special events <ol style="list-style-type: none"> a. which are non-commercial b. where there is free entry for the general public c. where over 5,000 attendees are expected d. where organisers will contribute one-third of the net cost of additional services
TRANSPORT DISADVANTAGED	<p>HBRC will:</p> <ol style="list-style-type: none"> 6. Consider the needs of those who are transport disadvantaged when providing services. 7. Ensure all services are operated by wheelchair accessible buses.
HEALTH AND SAFETY	<p>HBRC will:</p> <ol style="list-style-type: none"> 8. Ensure vehicles operated under contract to HBRC meet the safety standards required by law, quality standards set out in the New Zealand Transport Agency Requirements for Urban Buses and that safety monitoring is undertaken through the Operator Safety Rating System. 9. Continue the current scheme with the Hawke's Bay District Health Board to facilitate ease of travel for those needing to attend health appointments, while DHB funding allows.
ENVIRONMENTALLY RESPONSIBLE	<p>HBRC will:</p> <ol style="list-style-type: none"> 10. Ensure vehicles operated under contract to HBRC meet the environmental standards as set out in the NZ Transport Agency Requirements for Urban Buses.
INTEGRATION WITH OTHER MODES	<p>HBRC will:</p> <ol style="list-style-type: none"> 11. Ensure that all buses in the goBay service have bike racks. 12. Work with local authorities to improve integration of buses with cycling and walking. 13. Work with local authorities to install secure cycle racks at major bus stops. 14. Work with local authorities to add more bus shelters to the network.

» 4.2.2 OUR SERVICE

Objectives:

4.2.2.1 A recognisable, branded transport system that is easy to use, which offers a consistent customer experience and generates customer loyalty.

4.2.2.2 Information is readily available, utilising the latest technology.

4.2.2.3 Fares are competitive with the costs of private cars to encourage the use of the public transport network.

4.2.2.4 A funding system for public passenger services that is fair to ratepayers and users, is efficient and effective and recognises the different benefits occurring for each funding partner.

POLICY AREA	POLICY
SERVICE BRANDING	HBRC will: 15. Ensure all vehicles providing services under contract are part of the goBay brand and colour scheme, while allowing reasonable operator branding. 16. Ensure all publications and marketing materials feature the goBay brand and colour scheme. 17. Permit suitable commercial advertising on the rear of buses only.
SERVICE PERFORMANCE	HBRC will: 18. Provide high quality reliable services which create a first class customer experience. 19. Specify high standards for reliability and customer service and incentivise good service performance through bus operator contracts.
INFORMATION AVAILABILITY	HBRC will: 20. Ensure service information is readily available and easy to understand. 21. Provide up to date information on all services on the goBay network and encourage Hastings District Council and Napier Council to do the same. 22. Make information available through social media (e.g. Facebook). 23. Ensure information for those with sight impairment is available.
FARES	HBRC will: 24. Ensure fare payment systems are easy to use and accurately record passenger trip information. 25. Set fares in accordance with the targets and policies contained in the farebox recovery and fare-setting policy set out in Appendix D. 26. Review fare levels annually in accordance with the policy set out in Appendix D.
PROCUREMENT, FUNDING AND DELIVERY	HBRC will: 27. Consider the following criteria when establishing public transport units: 27.1 Does the unit configuration form a marketable whole? 27.2 What customer market would it serve? 27.3 How attractive would it be to tenderers? (to encourage competition) 27.4 Will the unit configuration maximise efficiency and achieve the best value for money possible? 28. Procure bus services using the partnering delivery model and the price quality selection method as set out in NZTA's Procurement Manual 2009. 29. Maximise funding from NZTA. 30. Support the SuperGold Card free travel scheme funded by NZTA.

» 4.2.3 THE EXPERIENCE

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

Objectives:

4.2.3.1 Public transport operations provide comfortable and safe travel, minimise adverse environmental effects and improve health outcomes.

4.2.3.2 Provision of a high standard of infrastructure that supports the network of bus services.

POLICY AREA	POLICY
BUSES	<p>HBRC will:</p> <p>31.Ensure all vehicles operated under contract will meet the minimum vehicle quality specifications as set out in the NZTA Requirements for Urban Buses.</p> <p>32.Provide wheelchair accessible vehicles on all services to ensure easy access for wheelchair users, parents with young children and passengers with mobility difficulties.</p> <p>33.Ensure the appropriate size bus is used on each service by catering for peak loadings at the service peak time.</p>
BUS STOPS AND TIMETABLE INFORMATION	<p>HBRC will:</p> <p>34.Work with local councils to develop and implement bus-stop service level standards, whereby high use stops will be required to be well marked, with signage, shelters and timetable information; and less frequently used stops will have road markings and signage at a minimum.</p> <p>35.Liaise with Napier City and Hastings District Councils regarding improved access from bus stops to buses for people in wheelchairs.</p> <p>36.Ensure printed timetables are readily available, including large-print versions.</p> <p>37.Provide high quality web timetable and journey planning information.</p>

» 4.2.4 LOOKING FORWARD

The purpose of this section is to ensure that public transport services continue to cater for the changing needs of the population, including changes in residential and commercial areas; makes provision for potential growth in demand for bus

services caused by increases in fuel prices; and recognises future developments in infrastructure technology.

Objectives:

4.2.4.1 A flexible network that adapts to changes in demand

POLICY AREA	POLICY
DEMAND	<p>HBRC will:</p> <p>38.Regularly review all services to ensure they meet the travel needs of the population.</p> <p>39.Take into account changes in population, land-use and other factors that influence demand, to ensure the supply of services matches the demand.</p> <p>40.Monitor the demand for rural services.</p> <p>41.Carry out a two-yearly passenger survey in line with NZTA requirements.</p> <p>42.Investigate the longer term potential for park and ride facilities and improved terminus facilities.</p>
TECHNOLOGY	43. Use changing technology where possible to provide a better service through improved ticketing systems, real-time information or other improvements
INTEGRATION WITH OTHER SERVICES	44. Discuss any potential improvements for better integration and shared facilities for long-distance bus and/or tourism services with the relevant council.



» 4.3 OBJECTIVES AND POLICIES FOR TOTAL MOBILITY

» 4.3.1 OUR CUSTOMERS

Objective:

4.3.1.1 The mobility impaired who are unable to use conventional bus services have specific services to cater for their needs.

POLICY AREA	POLICY
TRANSPORT FOR PEOPLE WITH A DISABILITY	HBRC will: 45. Continue to provide the Total Mobility Scheme in Napier, Hastings and Waipukurau in line with the policy set out by NZTA, while reserving the right to limit resources subject to funding and in order to operate within budget. 46. Subject to NZTA funding, make wheelchair payments for each wheelchair transported in a vehicle.

4.0 BACKGROUND (CONTINUED)**» 4.3.2 YOUR SERVICE**

Objective:

4.3.2.1 A funding system for Total Mobility services that is fair to ratepayers and users of the service, is efficient and effective, and recognises the different benefits occurring to each funding party.

POLICY AREA	POLICY
INFORMATION	HBRC will:
AVAILABILITY	47. Ensure information on the Total Mobility Scheme is readily available and easy to understand.
FARES	HBRC will: 48. Ensure fare transaction systems are easy to use and accurately record passenger trip information.
FUNDING AND DELIVERY	HBRC will: 49. Maximise funding from NZ Transport Agency. 50. Consider applications from transport operators for the provision of Total Mobility transport services, while reserving the right to decline applications where: 50.1 Demand cannot be demonstrated 50.2 Adequate services are in operation 50.3 Value for money cannot be demonstrated.

» 4.3.3 THE EXPERIENCE

Objective:

4.3.3.1 A Total Mobility service that provides comfortable and safe travel.

POLICY AREA	POLICY
ACCESSIBLE VEHICLES	HBRC will: 51. Subject to NZTA funding, provide grants for the installation of wheelchair hoists.
HEALTH AND SAFETY	52. Ensure vehicles operated under contract to HBRC meet the safety standards required by law. 53. Ensure Total Mobility providers have health and safety policies and procedures in place which meet the requirements of the Health and Safety at Work Act 2015.

» 4.3.4 LOOKING FORWARD

Objective:

4.3.4.1 A flexible service that adapts to changes in demand.

POLICY AREA	POLICY
DEMAND	HBRC will: 54. Take into account changes in population demographics, land use and other factors that influence demand, to ensure the supply of services matches the demand.
TECHNOLOGY	55. Use changing technology where possible to provide a better service. 56. Implement smartcard transaction technology for Total Mobility in the region, when available.

■ 5.0 WHAT WE PLAN TO DO

» 5.1 STRATEGIC RESPONSE

In order to address the issues identified through our consultation and business case processes (refer Section 1), we have developed several strategic responses, and from these, a number of action points to be implemented over the next three years, in addition to the provision of our existing services.

Our strategic responses are:

1. To improve end-to-end journey experiences on the public transport system, including mode transfer

Although substantial improvements have been made to the bus service over the last ten years, there are a number of factors which hinder greater use. Examples include journey time and journey time reliability on some routes, lack of connectivity with other routes and other modes, limited ticketing options and journey planning facilities, and lack of real-time bus information.

2. Partner with organisations and employers to increase public transport commuting and change perceptions of public transport.

The perception that commuting by bus is a last-resort option needs to be challenged. Incentives to try the bus (such as cheaper fares) or deterrents to driving (such as higher fuel or parking prices) are often needed. HBRC intends to work with organisations to implement incentive schemes where appropriate.

3. Investigate innovative ways to provide better transport options in small towns and suburban areas, and to extend hours of operation.

HBRC would like to further improve access for residents in accordance with the objectives of the Government Policy Statement for Land Transport and intends exploring more flexible ways in which this could be achieved in a cost-effective manner. This will involve looking wider than conventional bus services and exploring options such as community van services, ride-sharing applications and on-demand services.

» 5.2 PLANNED ACTIVITIES

The following activities are planned for the next three years. These are not listed in any particular order, as programming will depend on resources available and external factors. However, the items 'in bold' are high priority.

DESCRIPTION
In partnership with the city and district councils, investigate the provision of improved secure cycle parking facilities at key bus stops.
Bus services between Napier and Hastings – investigate and implement ways to improve journey time and journey time reliability. To include consideration of
<ul style="list-style-type: none"> • a direct service from Flaxmere to EIT • streamlining routes to reduce dead-running • timetable revision to more accurately reflect running times
Introduce a standalone goBay website for bus information, including journey planning facilities.
Investigate options to partner with organisations and businesses in order to promote commuter bus use through concession fare schemes.
Investigate trialing the Choice app in Hawke's Bay, in partnership with NZTA.
Introduce a new improved tag-on, tag-off ticketing system for the goBay service, including online top-ups and inter-operability with 8 other regions.
Investigate transport needs and possible solutions for Central Hawke's Bay and Wairoa. To include consideration of services for EIT students travelling from Central Hawke's Bay.
Investigate and possible trial of on-demand services to supplement existing goBay services – low density housing areas and destinations not currently serviced (e.g. Hawke's Bay Airport), extended hours, weekends.
In partnership with the Regional Ticketing Consortium, implement real-time information on goBay services when available.
Introduce the Ridewise system, an electronic management system for Total Mobility.

● 6.0 REVIEW AND MONITORING

» 6.1 MONITORING

The purpose of monitoring the implementation of the Plan is:

- to measure whether the Plan has been successful in meeting regional public transport objectives; and
- to measure the quality of the services provided.

The region's objectives for public transport are set out in the Regional Land Transport Plan 2015-25: 2018 Review (RLTP).

The RLTP has the following vision:

"A safe, resilient and efficient transport system that supports the development of our economy and contributes to social wellbeing in our community".

Supporting strategic objectives include:

"Access to social, economic and cultural opportunities for all sectors of the community through effective transport links and services"

Policies to achieve the objective:

The region will:

- Plan and provide public transport services that facilitate mobility for the transport disadvantaged
- Encourage the use of public transport for commuting to education or work by providing efficient, reliable services and infrastructure
- Promote the use of public transport by all sectors of the community

This draft RPTP contains HBRC's specific vision for public transport in Hawke's Bay which is:

"To deliver a public transport service that is safe, increasingly used, integrated with other modes and contributes to the economic, social and environmental wellbeing of the people of Hawke's Bay".

With respect to the RLTP objective and methods and the vision statement of this Plan, we aim to:

- Achieve an annual increase in the number of passengers carried on the Napier Hastings bus services. (Baseline – 666,127 passengers in 2017-18)
- Achieve an increase in the public transport 'journey' to work mode share as measured by Census data. (Baseline – 0.7% in 2013 Census)
- Achieve an annual improvement in the fare recovery rate (Baseline – 37% in 2017-18)

HBRC will also closely manage, monitor and evaluate the performance of its bus units. Successful management of services under the PTOM model requires a cooperative approach between HBRC and its contractors, who will jointly develop an annual business plan which sets out key goals and improvements for the year ahead. Regular meetings will be held to evaluate progress against the goals set out in the annual business plan, and against the key performance indicators for the service. Overall service quality will be measured using the following Key Performance Indicators:

- a) Patronage
- b) Farebox revenue
- c) Service reliability and punctuality
- d) Customer satisfaction
- e) Complaints – number received and quality of resolution

» 6.2 INFORMATION REQUIREMENTS

HBRC will require information from public transport operators in accordance with LTMA requirements for information disclosure. The LTMA permits councils to require the operator of a public transport unit to supply fare revenue and patronage data. HBRC must publicise the patronage data and the extent to which a unit is subsidised.

» 6.3 REVIEW

The RPTP must be reviewed every three years. At that time, HBRC will consider whether a formal renewal of the Plan should be undertaken. If changes are warranted, the significance policy for variations to the Plan may be triggered (Refer Appendix E for our significance policy) and this will tell HBRC how widely it must consult affected parties and the community about the variation. However, in all cases HBRC will consult with persons who will or may be affected by or have an interest in the proposed variation in accordance with Sections 126(4) and 125(2) (a) of the LTMA and Section 82 of the LGA.

Reviews will be undertaken to coincide with the review of the Regional Land Transport Plan (RLTP). This will help to ensure that the RPTP is consistent with the public transport objectives of the RLTP.

7.0 LEGISLATIVE REQUIREMENTS

An RPTP must contribute to the purpose of the LTMA and meet certain other requirements. A description of how this draft Plan complies with those requirements is set out in Appendix B.

9.0 SIGNIFICANCE POLICY

The LTMA requires councils to include a policy in the RPTP that determines whether any proposed variation to the Plan is significant. This determines whether consultation on the variation is required. The significance policy for this Plan is in Appendix E.

8.0 FAREBOX RECOVERY POLICY

The NZ Transport Agency requires, as a condition of its funding, that regional councils include a farebox recovery policy in their regional public transport plans. Farebox recovery measures the percentage of the costs of providing public transport that is covered by passenger fares.

The farebox recovery policy for this region may be found in Appendix D.

The policy proposes that the farebox recovery be maintained at no less than 37% and if possible, increased by improving the efficiency of the services and increasing the number of passengers. Fare increases are expected to mirror operating cost increases only.

Farebox recovery measures the percentage of the costs of providing public transport that is covered by passenger fares.



10.0 CONSULTATION UNDERTAKEN

Consultation has been undertaken in the review of this plan, in accordance with the requirements of Section 125(1) of the LTMA.

- An early consultation round with approximately 50 stakeholders seeking initial ideas for service improvements and policy changes to the Plan. (May 2018).
- A review of HBRC's database of service improvement suggestions, received since 2015.
- A review of the biannual bus service surveys, containing suggestions for improvements to the service.
- An investment logic mapping session with key stakeholders, which has refined suggestions and issues into three key problem statements.
- A full public consultation process on the draft Plan.



GLOSSARY AND ABBREVIATIONS

TERM / ACRONYM	MEANING
DHB	District Health Board
HBRC	Hawke's Bay Regional Council
GPS	Government Policy Statement
LTMA	Land Transport Management Act
LTP/Long Term Plan	A plan prepared by all local authorities under the Local Government Act which covers a period of at least ten years (also known as the Ten Year Plan)
MoE	Ministry of Education
NGO	Non-governmental agency
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme
NZ Transport Agency/The Transport Agency	New Zealand Transport Agency
PTOM	Public transport operating model
RLTP	Hawke's Bay Regional Land Transport Plan
RLTS	Hawke's Bay Regional Land Transport Strategy
RUB/Requirements for Urban Buses	The RUB is New Zealand's common standard for urban bus quality
SuperGold Card	A discount and concessions card issued free to all NZ residents aged 65 and over and those under 65 receiving a Veteran's Pension or NZ Superannuation. SuperGold Card holders can travel free of charge on public transport between 9am and 3pm on weekdays and anytime at the weekend or on Public Holidays
Ten Year Plan	A plan prepared by all local authorities under the Local Government Act which covers a period of at least ten years (also known as the Long Term Plan)
The Plan, RTPP	Hawke's Bay Regional Public Transport Plan
Total Mobility Scheme	A nationwide scheme which provides discounted taxi travel for people with disabilities which prevent them from using buses

APPENDICES

- A. STRATEGIC CONTEXT FOR THE REGIONAL PUBLIC TRANSPORT PLAN
- B. DESCRIPTION OF SERVICES TO BE PROVIDED
- C. LEGISLATIVE REQUIREMENTS
- D. FAREBOX RECOVERY AND FARE-SETTING POLICY
- E. SIGNIFICANCE POLICY

APPENDIX A

» DESCRIPTION OF SERVICES INTEGRAL TO THE HAWKE'S BAY PUBLIC TRANSPORT NETWORK AND UNIT DELINEATION

The following bus services form the Napier Hastings Bus Unit.

SERVICE	ROUTE	APPROXIMATE FREQUENCY	UNIT DESCRIPTION
10 Express	Between Napier and Hastings	Peak time weekday service, 2 in the morning and 1 in the late afternoon between Napier and Hastings. Two in the late afternoon between Hastings and Napier	
11 Express	Between Havelock North and Napier, via Hastings and Clive	Peak time weekday service, 4 in the morning and 4 in the late afternoon	
12N	Napier to Hastings via Taradale, EIT, Hawke's Bay Hospital and Bay Plaza	Every 20 minutes in peak time and 30 minutes in off-peak times, 6.30am to 6.30pm weekdays Every hour on Saturdays/Public Holidays between 8am and 6.30pm Every 2 hours on Sundays/Public Holidays between 9am and 5.40pm	
12H	Hastings to Napier, via Bay Plaza, Hawke's Bay Hospital, EIT and Taradale	Every 20 minutes in peak times and 30 minutes in off-peak times, 6.30am to 6.30pm Every hour on Saturdays/Public Holidays between 8am and 6.30pm Every hour on Sundays/Public Holidays between 8am and 4.55pm	
13	Napier-Maraenui-Onekawa-Napier	Every hour between 7am and 6pm, weekdays Approximately every 1½ hours on Saturdays/Public Holidays, between 8am and 5.20pm	
14	Napier-Maraenui-Onekawa-Napier	Every 40 minutes in peak times and hourly in off-peak times, between 6.50am and 5.55pm, weekdays Every 1½ hours, between 9am and 4.25pm on Saturdays/Public Holidays	
15	Napier-Ahuriri-Westshore-Bay View, Westshore, Ahuriri-Napier	Every hour between 6.45am and 6.20pm, weekdays (5 trips per day to Bat View) Every two hours between 10am and 2pm on Saturdays/Public Holidays	
16A	Hastings-Camberley-Raureka-Hastings	Every hour between 7.25am and 5.15pm, weekdays	
16B	Hastings-Mahora-Hastings	Every 2 hours between 8am and 5.15pm, weekdays	
17	Hastings-Parkvale-Akina-Hastings	Approximatley every hour between 7.30am and 5.15pm, weekdays	
20	Hastings-Flaxmere-Hastings	Every 30 minutes in peak times and hourly off-peak times between 6am and 6.05pm, weekdays Every 1-2 hours between 8am and 5.50pm on Saturdays/Public Holidays. Three trips on Sundays	
21	Hastings-Havelock North-Hastings	Every 30 minutes in peak times and hourly in off-peak times between 6am and 6.05pm, weekdays Every 2 hours between 9am and 4.50pm on Saturday/Public Holidays. Three trips on Sundays	

NAPIER HASTINGS UNIT
Commences 1 July 2016



In forming the Napier-Hastings bus services into units, HBRC took into consideration the principles set out in Policy 27. We considered that there were two possible options for the goBay public transport operation:

ONE UNIT: This would include all the services deemed integral to the Napier–Hastings network - suburban services in Napier, suburban services in Hastings, and inter-city services between Napier and Hastings (Routes 10, 11, 12, 13, 14, 15, 16a, 16b, 17, 20 and 21); or

THREE UNITS:

Napier suburban services (Routes 13, 14 and 15)

Hastings suburban services (Routes 16a, 16b, 17, 20 and 21); and

Inter-city services between Napier and Hastings (Routes 11 and 12).

Taking into consideration the principles of Policy 27 and given the size of the public transport operation, HBRC's preference was for one unit. It was felt that the service:

- Forms one marketable whole as, although it has two main customer markets (commuters/school children, and off-peak passengers), these can be successfully catered for in one unit with a mix of commuter and suburban routes and free transfers available for all passengers
- Is of sufficient size to attract competition while also allowing smaller operators a step into the urban transport market
- Maximises the efficient use of operator and council resources and therefore promotes value for money.

TOTAL MOBILITY

The Total Mobility Scheme caters for those people with disabilities who are unable to use buses. HBRC intends to continue to operate the scheme in:

Napier (24 hours a day, 7 days a week, Napier city and suburbs, and between Napier and Hastings)

Hastings (24 hours a day, 7 days a week, Hastings city and suburbs, and between Hastings and Napier)

Central Hawke's Bay (14 hours a day, 6 days a week)

EXEMPT SERVICES

The LTMA requires all exempt services in a region to be registered before operation. The following services are exempt:

- inter-regional public transport services,
- a public transport service, that:
 - a. begins, or is to begin, operating after the Plan is adopted

- b. is not identified in the Plan as integral to the public transport network, and operates without a subsidy for the provision of the service
- c. ferry services, registered with council as a commercial public transport service before 30 June 2011
- d. bus services, registered with council as a commercial public transport service before 30 June 2011 that did not offer fares in accordance with the fare schedule published by HBRC
- e. a public transport service that began operating after 30 June 2011 that is not identified in the Plan and operates without a subsidy, and
- f. a public transport service that is specified as exempt by an Order in Council

Exempt services are not included in this Plan. Potential operators of exempt services should contact HBRC for details or refer to Section 133 of the Land Transport Management Act 2003 for details of registration requirements. Registration is free but must be completed at least fifteen working days before the commencement of the service

In Hawke's Bay there are some exempt services that operate without any financial support from HBRC. As these services operate independently, operators are able to set fares, timetables and routes as they see appropriate. HBRC's general approach is that there is no need to intervene in the provision of an exempt public transport service.

The LTMA does however, enable regional councils to require information from operators of commercial units, where these are included in the Plan for public transport planning, contracting, and monitoring purposes. If HBRC considers that a contracted commercial public transport unit does not meet the needs of the community, HBRC and the operator will review the service. Following the review, if improvements cannot be made commercially, HBRC may choose to intervene by

- a. developing a unit and providing a concessionary fare scheme or
- b. offering improved services by way of competitive tender and securing a contracted operator.

There are currently no contracted commercial units in Hawke's Bay.

APPENDIX B

The Land Transport Management Act 2003 (LTMA) requires a council to consider certain matters when preparing its plan.

Section 124 requires councils to:

- a. Be satisfied that the plan
 - i. Contributes to the purpose of the LTMA
 - ii. Has been prepared in accordance with any relevant guidelines that the Agency has issued
 - iii. Is, if it includes a matter that is not within the scope of the RLTP, otherwise consistent with that plan.
- b. Be satisfied that it has applied the principles specified within Section 115(1).

- c. Take into account
 - i. Any national energy efficiency and conservation strategy
 - ii. Any relevant regional policy statement, regional plan, district plan or proposed regional plan or district plan prepared under the RMA
 - iii. The public transport funding likely to be available within the region
 - iv. The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services; and
 - v. The views of public transport operators in the region.
- d. Consider the needs of persons who are transport disadvantaged.

HBRC is satisfied that this draft Plan contributes to the LTMA requirements, as set out in the table below.



APPENDIX B CONTINUED

LTMA REQUIREMENT	CONTRIBUTION OF THIS PLAN
Contributes to the purpose of the LTMA which is to contribute to an effective, efficient and safe land transport system in the public interest.	The draft Plan sets out policies that will improve access and mobility, efficiently use existing capacity and resources and encourage use of the Hawke's Bay public transport network. Safety is improved through high vehicle standards. Increased public transport use reduces the personal risk of car crashes.
Has been prepared in accordance with any relevant guidelines that the Agency has issued.	NZTA's 2013 "Guidelines for Preparing Regional Public Transport Plans" have been followed when preparing this plan.
Is, if it includes a matter that is not within the scope of the RLTP, otherwise consistent with that plan	Matters considered within this draft Plan are within the scope of the Regional Land Transport Plan.
<p>Be satisfied that it has applied the principles specified within section 115 (1), namely</p> <ul style="list-style-type: none"> a. HBRC and public transport operators should work in partnership and collaborate with territorial authorities to deliver the regional public transport services and infrastructure necessary to meet the needs of passengers b. The provision of public transport services should be coordinated with the aim of achieving the levels of integration, reliability, frequency , and coverage necessary to encourage passenger growth c. Competitors should have access to regional public transport markets to increase confidence that public transport services are priced efficiently d. Incentives should exist to reduce reliance on public subsidies to cover the cost of providing public transport services e. The planning and procurement of public transport services should be transparent 	<p>Section 2.3 outlines how HBRC will work with public transport operators and territorial authorities.</p> <p>The definition of one unit for the Hawke's Bay bus network will ensure full integration of services. Frequency and coverage have been given consideration in the network review undertaken prior to the development of the draft Plan. Reliability is addressed through the policies contained in this plan on the performance of the bus service.</p> <p>The definition of one unit for the Hawke's Bay bus network encourages competition, being large enough to achieve economies of scale but not too large to discourage smaller operators. The procurement policies in this draft Plan will also encourage competition.</p> <p>Incentives such as the Financial Incentive Mechanism and performance monitoring (key principles of PTOM) should help to encourage high quality performance and innovation, leading to increased patronage and reduced reliance on public subsidy.</p> <p>The draft Plan describes how HBRC plans and procures services.</p>
<p>Take into account</p> <ul style="list-style-type: none"> i. Any national energy efficiency and conservation strategy; and ii. Any relevant regional policy statement, regional plan, district plan or proposed regional plan or district plan prepared under the RMA iii. The public transport funding likely to be available within the region iv. The need to obtain the best value for money, having regard to the desirability of encouraging a competitive and efficient market for public transport services; and v. The views of public transport operators in the region 	<p>One of the priority focus areas of the New Zealand Energy Efficiency and Conservation Strategy 2017 is efficient, low emissions transport. Provision of commuter bus services will contribute to this priority. The high vehicle standards required by the plan are consistent with the objectives of the 2017 strategy.</p> <p>These plans are supportive of the integration of public transport network planning and land use planning. The planning of commuter bus routes and neighborhood access routes takes land use into consideration.</p> <p>The services listed in this plan take available funding into account and are deemed affordable. Proposed future developments will be evaluated in terms of affordability and available funding when investigated.</p> <p>Policies in Section 4 of the Plan set out how HBRC will procure its services to encourage competition and achieve value for money. These principles are further elaborated in HBRC's procurement strategy.</p> <p>All public transport operators in Hawke's Bay and neighboring regions were invited to provide their views on a range of matters during the development of the draft Plan.</p>
Consider the needs of persons who are transport disadvantaged	Section 3 of the draft Plan sets out how the needs of the transport disadvantaged have been considered.

APPENDIX C

» FAREBOX RECOVERY AND FARE-SETTING POLICY

INTRODUCTION

In accordance with New Zealand Transport Agency (NZTA) requirements, HBRC has adopted a farebox recovery policy. Farebox recovery measures the percentage of the costs of providing bus services that is covered by passenger fares (the balance of the costs is met in equal proportions by local ratepayers and NZTA).

The farebox recovery ratio for Hawke's Bay bus services for the 2017/18 financial year was 37%.

HBRC policy aims to increase this for the next three years and achieve a target of 40%.

NZTA requires that all regional councils prepare a "farebox recovery policy", and include that policy in the Regional Public Transport Plan. NZTA prescribes the formula for establishing the farebox recovery rate.

SERVICES INCLUDED

The public transport services to be included in the calculation of the fare recovery are all HBRC contracted services operating in the region. Long-distance (e.g. inter-city services) services, privately funded school services, Ministry of Education funded school services; tourist and charter services are not included.

The farebox recovery target

In applying its farebox recovery policy, HBRC has decided to measure farebox recovery of the system as a whole rather than measuring individual routes or trips. Individual routes or services, particularly those that might be regarded as 'social' services, are not necessarily expected to achieve the target set out in this policy.

The table below shows the actual farebox recovery level for the latest full financial year (1 July 2017 to 30 June 2018), and the target range set by HBRC for the three years to 2018. All figures have been calculated using the NZTA farebox recovery formula.

Actual farebox recovery (2017/18)	Target (2018/19)	Target (2019/20)	Target (2020/21)
37%	38%	39%	40%

Historical farebox recovery rates are set out below.

Year	Farebox Recovery Rate
2011-12	33.00%
2012-13	32.500%
2013-14	37.53%
2014-15	38.94%
2015-16	37.80%
2016-17	38.50%
2017-18	37.00%

Patronage on the bus service has fallen since 2015, a trend which has been seen throughout regional New Zealand. Stable costs helped to reduce the effect of this on the fare recovery rate until 2017-18 when inflationary pressures, related to fuel and wage increases, began to have an effect. A higher target was therefore not considered appropriate.

A lower target was also not considered appropriate – HBRC believes that passengers should pay a reasonable share of the costs, particularly given the level of investment HBRC is making in public transport. HBRC considers that a slightly higher passenger contribution will provide a suitable balance between the contributions of ratepayers/ taxpayers and passengers.

» METHOD OF CALCULATION

The formula used to calculate farebox recovery is prescribed by NZTA and is set out in detail on its website. In essence the formula is total fare revenue divided by total costs.

HBRC may need to intervene if progress is not made towards farebox recovery targets. Four intervention strategies are set out below. These strategies will require HBRC to work with transport providers to achieve the targets. The needs of the transport disadvantaged will need to be considered in any intervention.



» STRATEGY 1: IMPROVE OPERATING EFFICIENCIES

Improvements to operating efficiencies will reduce costs and therefore improve farebox recovery.

HBRC in association with the transport provider is constantly monitoring the costs and revenues of services, and investigating how to improve efficiency. Services with poor farebox recovery will be identified, and efforts made to improve the performance of those services. Changes may include better coordination and integration of services, which may for example be achieved through small timetable changes and/or route optimization.

» STRATEGY 2: INCREASE PATRONAGE

Increasing patronage will increase revenues, and thus improve farebox recovery.

HBRC will look to increase patronage by

- undertaking general and targeted marketing
- improving service quality through improving infrastructure, maintaining high vehicle quality standards, and optimizing routes and service levels to increase accessibility, while optimising integration with walking and cycling initiatives.
- working with employers and education providers to implement travel plans

» STRATEGY 3: REDUCE POOR PERFORMING SERVICES

Reducing poorly performing services will have the effect of reducing costs and thus increasing farebox recovery.

Poor performing services (i.e. those services with high costs and/or low patronage) can be improved by reductions to frequencies and routes, and assessing vehicle size/suitability. HBRC will also consider alternative ways of providing services, such as on-demand and dial-a-ride options, in order to ensure transport needs continue to be met but in a more cost-effective manner.

» STRATEGY 4: REVIEW OF FARE PRODUCTS AND FARE LEVELS

Increasing fares will lead to increases in revenue and thus improve farebox recovery.

Small increases in fares are likely to be required occasionally to cover the increases in costs of providing bus services.

Other options may include reviewing the availability and eligibility criteria for concession fares, reviewing the levels of discount available and seeking supplementary sources of funding.

» HOW THE POLICY WILL BE APPLIED

Revenue recovery is able to be easily monitored on a monthly basis, and thus any reduction in farebox recovery will be quickly identified. If the recovery rate is dropping, HBRC will then decide which of the intervention strategies will be applied.

» IMPLEMENTATION DATE

This policy will apply once the Regional Public Transport Plan is approved.

» FARE-SETTING

An annual fare level review will be undertaken at the conclusion of each financial year. This review will take into consideration the farebox recovery levels but may also include any other factors HBRC considers relevant. As a general principle, fare levels should remain competitive with the price of private car travel to encourage patronage growth, particularly for commuting. However, this will need to be balanced with ensuring that passengers contribute sufficiently to the cost of operating the service.

The review will also address the level of discounts and concessions within the existing fare structure.

» FARE STRUCTURE REVIEW

The fare structure on the goBay service currently provides for a 33% discount on fares for tertiary students and community service card holders and up to 50% for school students and seniors. Current fare levels are available on the HBRC website.

HBRC will review fare structures at least every six years. The fare structure review will address all aspects of the fare system, including

- the appropriateness of zones as the base for the system, and
- the availability of (and discount to be applied to) concession fares
- the availability of discounts for bulk purchases of fares through the use of GoBay smartcards

» POLICY REVIEW

This policy (including the targets) will be reviewed at least every three years or when the Regional Public Transport Plan is reviewed. It may also be reviewed immediately if NZTA policy or practices affecting farebox recovery change.

APPENDIX D

» SIGNIFICANCE POLICY

This policy sets out how to determine the significance of variations to this Plan, in accordance with the requirements of Section 120(4) of the Land Transport Management Act.

» APPLICATION

This Plan can be varied at any time. However, public consultation as set out in Sections 125(1) and 125(2) will be required if the variation is found to be significant under this policy.

The approach to consultation will reflect the level of significance of any proposed variation. Consideration will be given to the costs and benefits of any consultative process or procedure, and the extent to which consultation has already taken place.

However, HBRC may undertake targeted consultation on matters affecting specific communities and stakeholders, even if the significance threshold outlined in this policy is not invoked.

GENERAL DETERMINATION OF SIGNIFICANCE

The significance of variations to this Plan will be determined on a case by case basis. When determining the significance of a variation, consideration must be given to the extent to which the variation:

- Signals a material change to the planned level of investment in the public transport network
- Affects the consistency of this Plan with the RLTP or any of HBRCs' long term plans
- Affects residents (variations with a moderate impact on a large number of residents, or variations with a major impact on a small number of residents will have greater significance than those with a minor impact); and
- Affects the integrity of this Plan, including its overall affordability.

SIGNIFICANT AND NON-SIGNIFICANT MATTERS

Matters that will always be considered 'significant' are:

- Any variation that amends this policy on significance; and
- Any variation that introduces a new public transport unit
- Any variation that alters the cost of the provision of public transport services by more than 10% in one financial year.

Matters that will always be considered 'not significant' are:

- Minor editorial and typographical amendments to this Plan; and
- Minor changes to fare levels in accordance with current policy and funding levels

Matters that will usually be considered 'not significant' are:

- A matter that has already been consulted on
- Minor changes to the description of services following a service review, e.g. changes to the route, frequency and hours of a service that may include a reduction in service levels on a route or routes, but which result in the same, or better, overall level of service across the network
- Changes to the description of services or grouping of services as a result of an area wide service review, provided that there is no significant increase in cost
- Any variation that alters the cost of the provision of public transport services in one financial year by less than 10%.

TARGETED CONSULTATION ON NON-SIGNIFICANT VARIATIONS

Where HBRC determines that a proposed variation is not significant, HBRC may still undertake targeted consultation as follows:

- Consultation for minor changes in the delivery of public transport services
- Minor changes in service delivery that are required to improve efficiency, such as the addition or deletion of trips and minor route changes that have only a local impact.

In these cases, consultation will generally be undertaken at a local level with the operator/s involved, the relevant territorial

- » authority and passengers who use the services.

OTHER NON-SIGNIFICANT VARIATIONS

Any proposals for changes that affect only a sector of the community or the industry (e.g. a change in Total Mobility provision, or a change to specific vehicle quality standards) will be worked through with those most



Attachment 1

Item 10



For further information visit www.hbrc.govt.nz or call 06 835 9200

ISBN 978-0-947499-26-6 HBRC Publication Number 5366

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: HBRC 2019-20 ANNUAL PLAN APPROACH****Reason for Report**

1. The Annual Plan 2019-20 is in draft so this report outlines the 'no consultation' approach the Regional Council is taking, and provides the high level messages that will be made available to the public commencing 9 April. The full content of the Annual Plan will be available for review at the Corporate and Strategic Committee meeting on 5 June.

Background

2. Every three years, the Council must adopt a ten year Long Term Plan (LTP). An Annual Plan (AP) is created for years two and three between the LTP. The 2019-20 financial year is year two of the 2018-28 LTP.
3. The Annual Plan process focuses on annual budgets and variations or material changes to the information provided in the LTP. Annual plans are adopted before the financial year starts on 1 July and have typically been subject to community consultation.
4. Changes to the Local Government Act in 2014, enable councils to adopt an annual plan without consultation if there are 'no significant or material differences' between the financials and service levels to what was forecast in the relevant year of the LTP.

No consultation Approach

5. The work programme for the upcoming year (2019-20) is a continuation of the step change in activity communicated to the community through the 2018-28 LTP. A 7.9% average rates increase was forecast in the LTP for 2019-20 and has not changed. There is also no significant or material change proposed to the levels of service. Therefore, the recommendation was made by staff (and agreed by Council on 6 March) not to consult on the upcoming Annual Plan 2019-20.
6. Instead, a communications programme will take place between April and June to **inform** the public about the Annual Plan 2019-20 using newspapers, social media and our website. Details of this communications programme are outlined following. The focus of the programme will be key messages drawn from the Introduction and Highlights parts of the Annual Plan.
7. A number of councils have taken a 'no consultation' approach for previous annual plans. Locally, this includes Napier City and Central Hawke's Bay District Councils.

Annual Plan Contents

8. The contents of the 2019-20 Annual Plan comprise three sections.
 - 8.1. Section 1: Introduction
 - 8.2. Section 2: Highlights
 - 8.3. Section 3: Financial Information

Communications Plan

9. A small number (approx. 50) of 2019-20 Annual Plan documents will be printed for minor distribution and staff reference. The entire document will be available online at <https://www.hbrc.govt.nz/documents-and-forms/>.

Date	Activity
09Apr	Media release: Annual Plan 2019-20 – On track with Our Plan
09 April	Web content: content to be current in readiness for plan
05June	Web content : Draft Annual Plan 2019-20 (content to remain current)
05June	Media release: Annual Plan 2019-20 – Accelerating our work
05June	Facebook post : HBRegionalCouncil page A series of 'boosted' posts lightly covering the annual plan work programmes.
07June	Email: to regional key stakeholders
11-12 June	Newspaper ads: (one page*) informing the community about Annual Plan 2019-20, appearing in: Hawke's Bay Today, Wairoa Star, CHB Mail *This can also serve as an internal/ external poster to explain our work programmes.

10. Local Government Act (LGA) requirements state: "A local authority must, within 1 month after the adoption of its Annual Plan:
- 10.1. make its Annual Plan publicly available; and
 - 10.2. send copies of that plan to—
 - 10.2.1. the Secretary for Local Government; and
 - 10.2.2. the Auditor-General; and
 - 10.2.3. the Parliamentary Library.

Next Steps

11. The following are the key milestones.

Date	Meeting	Purpose
09Apr	Public information communications will commence	Advise the public of our No consultation approach for Annual Plan 2019-20
01 May	Regional Council meeting	Communications package with key talking points will be provided to Councillors
05Jun	Corporate and Strategic Committee meeting	Present final content for all sections for feedback
26Jun	Regional Council meeting	Adopt Annual Plan 2019-20

Decision Making Process

12. 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 Māori Committee receives and notes the "*HBRC 2019-20 Annual Plan Approach*" staff report.

Authored by:

Drew Broadley
**COMMUNITY ENGAGEMENT AND
COMMUNICATIONS MANAGER**

Karina Campbell
SENIOR PROJECT MANAGER

Manton Collings
CHIEF FINANCIAL OFFICER

Approved by:

Jessica Ellerm
GROUP MANAGER CORPORATE
SERVICES

James Palmer
CHIEF EXECUTIVE

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: UPDATE ON THE PAN PAC DISCHARGE AT WHIRINAKI****Reason for Report**

1. This item provides an update on activities undertaken to fix the broken Whirinaki pipeline and the situation as it stands currently. It is current as at 2 April 2019 and any changes following this date will be verbally advised at the meeting.

Background

2. On or about the 16th September 2019, the outfall pipe from the Pan Pac Mill developed a leak within 100m from shore.
3. The leak was discovered quickly by members of the public, through a detected change in colour of the sea, and confirmed by HBRC and Pan Pac staff.
4. Immediate steps were taken to locate the exact location of the leak and to determine the size of the breach.
5. Pan Pac undertook two attempts to repair the leak, over a period of weeks. This involved uncovering the pipe from beneath the seabed and attempting to seal the leak externally. Ultimately both attempts were unsuccessful and severely hampered by sea and weather conditions that made access and work very difficult.
6. Pan Pac then undertook an internal inspection of the pipe and engaged overseas professionals to provide a final repair solution. That solution was to install an internal sleeve that would seal the leak and strengthen the length of pipe to where it was applied.
7. Initially the repair was forecast to be completed by mid-February but complications arose through damage being done to the exterior of the pipe during underwater retention work that is required before the interior repair can be executed. Additional engineering and weather challenges have caused delays that have been unavoidable.
8. Pan Pac have completed a further CTV inspection that verified that they are dealing with corrosion perforations along a two metres long section of the pipeline, and an internal, steel protrusion located approximately one metre inshore of the corroded area of pipe.
9. Weather permitting, on Wednesday April 3rd water, sand and debris will be flushed from the pipe from the onshore access point using water jetting equipment. Fibreglass patches will then be applied across the corrosion damage. Attempts will be made to remove the protrusion using a robotic cutter before a patch is applied to that area as well. If the protrusion cannot be removed the patch will still be applied over it to protect the subsequent liner.
10. In conjunction with the fibreglass patch solution, a Swiss-made liner will be installed the following week to further provide a secondary protection layer to prevent leakage. The liner will be drawn through the pipe from the offshore end and secured in place, covering both patches.
11. We are assured that Pan Pac are treating the matter with urgency and they are keeping HBRC informed of their progress. HBRC is comfortable with the reasons for the delays in repair and accept the importance of the repairs being of a sufficient standard and robustness to prevent further leakages before the pipe line is replaced.
12. Pan Pac has almost completed a full planning assessment to replace the old section of pipe [the old section was where the leak was] and have indicated to HBRC that they will be replacing the old pipe in the very near future.

Decision Making Process

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

Recommendation

That the Māori Committee receives and notes the “*Update on the Pan Pac discharge at Whirinaki*” staff report.

Authored by:

**Wayne Wright
MANAGER COMPLIANCE**

Approved by:

**Liz Lambert
GROUP MANAGER REGULATION**

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: APRIL 2019 STATUTORY ADVOCACY UPDATE****Reason for Report**

1. To report on proposals forwarded to the Regional Council and assessed by staff acting under delegated authority as part of the Council's Statutory Advocacy project since the last update in May 2018.
2. The Statutory Advocacy project (Project 196) centres on resource management-related proposals upon which the Regional Council has an opportunity to make comments or to lodge a submission. These include, but are not limited to:
 - 2.1. resource consent applications publicly notified by a territorial authority,
 - 2.2. district plan reviews or district plan changes released by a territorial authority,
 - 2.3. private plan change requests publicly notified by a territorial authority,
 - 2.4. notices of requirements for designations in district plans,
 - 2.5. non-statutory strategies, structure plans, registrations, etc prepared by territorial authorities, government ministries or other agencies involved in resource management.
3. In all cases, the Regional Council is **not** the decision-maker, applicant nor proponent. In the Statutory Advocacy project, the Regional Council is purely an agency with an opportunity to make comments or lodge submissions on others' proposals. The Council's position in relation to such proposals is informed by the Council's own Plans, Policies and Strategies, plus its land ownership or asset management interests.
4. The summary outlines those proposals that the Council's Statutory Advocacy project is currently actively engaged in. This period's update report excludes the numerous Marine and Coastal Area Act proceedings little has changed since the previous update.

Decision Making Process

5. 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 Māori Committee receives the "**April 2019 Statutory Advocacy Update**" report.

Authored by:

Ceri Edmonds
MANAGER POLICY AND PLANNING

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

[1](#) Statutory Advocacy Update April 2019

Statutory Advocacy Update (as at 1 April 2019)

Received	TLA	Activity	Applicant/ Agency	Status	Current Situation
Nov 2018	NCC	Napier City District Plan Review Review of District Plan has been initiated. Preliminary phase of review underway with notification of proposed reviewed plan in 2020/21.	Napier City Council	Draft review discussion document released-public feedback closed	<p>Previously...</p> <p>Napier City Council have publicly launched a review of their district plan. Public feedback was invited on the key themes about future planning needs and opportunities for Napier City. NCC are working through the public feedback it received to influence further drafting. HBRC's roles and activities will have interests in at least the following matters of the district plan review process: transport, natural hazards, water quantity, water quality, coastal environment, urban growth management, infrastructure planning, stormwater and wastewater management, biodiversity and open spaces.</p> <p>There will be further opportunities during NCC's District Plan Review process for HBRC to provide feedback and influence content.</p>
9 Dec 2017	n/a	HB Fish and Game Council's Draft Sports Fish and Game Management Plan A draft management plan under the Conservation Act to eventually replace the current 2005 Sports Fish and Game Management Plan for the HBFG region.	HB Fish and Game Council	Notified, Submissions closed. Hearing pending	<p>Previously...</p> <p>Submission lodged. A copy of HBRC's submission can be found at HBRC Submissions.</p>
13 July 2016	HDC	Howard Street Rezoning Variation 3 Variation to rezone 21.2 hectares of land from its current Plains zone to General Residential zone in between Howard Street and Havelock Road.	Hastings District Council	HDC Decisions issued Subject to appeal, mediation ongoing	<p>Previously...</p> <ul style="list-style-type: none"> Following Environment Court-assisted mediation and discussions between engineering experts, parties have indicated resolution is achievable regarding land for stormwater management. Final documentation is being drafted by HDC for Court's approval. Parties to the appeal have been discussing recently completed stormwater engineering investigations and geotechnical assessments and how the District Plan rezoning appeal might now be resolved. HDC issued its decisions on 25th March 2017.

Received	TLA	Activity	Applicant/ Agency	Status	Current Situation
24 July 2017	n/a	Application for Water Conservation Order (WCO) Application for a WCO for the Ngaruroro River & Clive River	Applicants NZ Fish & Game Council, HB Fish & Game Council; Whitewater NZ; Jet Boating NZ; Operation Patiki Ngāti Hori ki Kohupatiki Marae; Royal Forest & Bird Protection Society	Notified, Submission period closed. Special Tribunal completed Stages 1 & 2 hearing	<ul style="list-style-type: none"> Stage 2 hearing has now been completed. Stage 2 of the hearing focussed on the lower Ngaruroro River and Clive River whereas Stage 1 had earlier focussed on the upper catchment (above Whanawhana). The Special Tribunal has invited the Co-applicants to file a written closing statement by the end of March 2019. The Tribunal is yet to announce any further timetabling or milestone events prior to it preparing a report and recommendations on the application.
18 Jan 2016	WDC	Resource Consent Application Consent is sought to clear 248 hectares of Manuka and Kanuka on Part Umumanfo 2 Block on Kopuawhara Road, Mahia.	Applicant R & L Thompson Agent Insight Gisborne Ltd	Limited Notified WDC hearing pending	<p>Previously...</p> <ul style="list-style-type: none"> HBRC has opposed the application based on concerns relating to the loss and degradation of soil (erosion) and water quality. A copy of the submission can be found at HBRC Submissions. HBRC staff and applicants have held discussions about potential alternative clearance proposals.
8 Nov 2013	HDC	Proposed Hastings District Plan Review of the Hastings District Plan in its entirety. Includes the harmonisation of district wide provisions between the Napier District Plan with the Hastings District Plan where relevant.	Hastings District Council	Notified HDC decisions issued, subject to appeals	<p>Previously...</p> <ul style="list-style-type: none"> Over 40 separate appeals were lodged against HDC's decisions by other groups and individuals. HBRC joined as a section 274 interested party to proceedings on eleven (11) of those appeals. All but one of those appeals has been resolved. That last one will be awaiting the appellant to prepare a draft 'structure plan' for their development area in Havelock North. HDC issued its decisions on 12 September 2015. Council staff reviewed the decisions and were satisfied that HBRC's submission has been appropriately reflected so did not need to lodge an appeal itself.

NOTE: The following matters appearing on previous Statutory Advocacy activity updates have been removed from this edition. The following matters have reached a conclusion and there is no further 'statutory advocacy' role for HB Regional Council.

- Hastings District Council's District Plan Variation 5 regarding inner city living
- Hastings District Council's District Plan Variation 6 regarding heritage provisions for 'Vidal House.'

HAWKE'S BAY REGIONAL COUNCIL**MĀORI COMMITTEE****Tuesday 09 April 2019****Subject: TAIWHENUA REPRESENTATIVES' UPDATES****Reason for Report**

1. This item provides the opportunity for representatives of the four Taiwhenua (Te Whanganui-a-Orotū, Tamatea, Wairoa/Kahungunu Executive and Heretaunga) to raise current issues of interest in their rohe for discussion at the meeting.

Tamatea Taiwhenua

2. Report attached.

Heretaunga Taiwhenua

3. Report attached.

Te Whanganui-a-Orotū

4. Report attached.

Wairoa/Kahungunu Executive

5. Report attached.

Decision Making Process

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 the Maori Committee receives and notes the "**Taiwhenua Representatives' Updates**" report.

Authored by:

Joella Brown
MAORI ENGAGEMENT COORDINATOR

Approved by:

Pieri Munro
TE POU WHAKARAE

Attachment/s

- [1](#) Brian Gregory - Tamatea Taiwhenua report
- [2](#) Marei Apatu - Heretaunga Taiwhenua report
- [3](#) Peter Eden - Ahuriri Taiwhenua report
- [4](#) Katarina Kawana - Ngati Kahungunu Taiwhenua report
- [5](#) Michelle McIlroy - Wairoa Taiwhenua report

Hawke's Bay Regional Council Māori Committee Members Report

9th APRIL 2019

Brian Gregory.

Tai Whenua O Tamatea.

REASON FOR REPORT:

This regular report provides the committee with a snapshot of any relevant issues, matters of concern and updates that may concern our Rohe on issues raised at the Tai Whenua o Tamatea Meeting.

1. Upcoming NKII Elections:

Tamatea Candidates

Johnny Nepe Apatu for Chairperson

JB Heperi-Smith and Johnny Nepe Apatu for delegate.

2. Taiwhenua Ō Tamatea Elections:

Sunday 16th June 2019. 10 am

Waipukurau Tai whenua Office.

3. Matariki 2019, Friday 7th June 5pm

Back paddock Lakes,

Speedy Rd Takapau

Buses will be run from Waipawa, Porangahau, and Te Hauke

A great night of celebrations to be held.

HAWKES BAY REGIONAL COUNCIL MĀORI COMMITTEE MEMBERSHIP

REPORTS

Name: Te Taiwhenua o Heretaunga

Meeting date: 9th April 2019

Members: Marei Apatu

Topics

- A. Preliminary discussions on resource consent applications prior to notification are held; where early engagement and sufficient lead in time is required with affected tangata whenua to fully address key or complex issues. (examples outlined)
- B. Recent HBRC gravel extraction resource consent.

Request to the Māori Committee

- A. **Pre-discussions required on key resource consent activities prior to notification.**
 - 1. There are at times situations where certain applications require tangata whenua input beforehand i.e. early intervention may be required to work through the issues.
 - 2. There is also no resource to compensate for the cultural advice or technical advice support where required.
 - 3. *Example;* There are approximately 200 Ngaruroro water take consents due to expire. The process to engage and discuss the key issues with tangata whenua beforehand has been fortunately picked up by Council officers.
 - a. But rather than rely on a reactive process, a mechanism is in place to work out the issues and desired outcomes.
 - b. It's looking likely these consents will be rolled over again for another term? This may be the 3rd time / term these have been rolled over.
 - c. Consent holders are not required to demonstrate best practice performance in their applications, but what if we are giving a consent to a dodgy applicant, for whatever reason? Failing to demonstrate good ecology standards? Or they are not fully using their water take? When do we get the opportunity to consider these factors?
 - d. There has been a consistent presence and oversight provided by TToH for well over 25 years on all the Ngaruroro water take consents to date.
 - e. If the current RPC role is to provide the level of engagement and oversight required then this needs to be fully known and acknowledged
 - 4. The timing of the expiry looks likely to consider the current TANK Plan process therefore another layer of process looks imminent.
 - a. Looks imminent that the plan will roll over the applications? The question is for how long?

- B. Recent HBRC gravel extraction resource consent.**
- a. This is fundamentally a consent to yourself over the Ngaruroro, Tukituki and Tutaekuri catchments
 - b. Gravel extraction is an important issue for tangata whenua, keeping the marae hapu informed would go a long way in the relationship HBRC could well benefit from?

Recommendation/s to the Hawkes Bay Regional Council

- A. Pre-discussions required on key resource consent activities prior to notification.**
1. A preliminary assessment be conducted on all consent applications to determine whether there is a likely impact on tangata whenua values. A traffic light system could be put in place to identify the type of response when consents are coming up
 - a. Red; Council officer informs RPC/ NKII/Taiwhenua to advise follow up required
 - b. Amber; Council officer/ Taiwhenua are advised with follow up required
 - c. Green; Council officer can proceed to notification.
 - d. Resource be committed
- B. Recent HBRC gravel extraction resource consent.**
- a. That a Kaitiaki group of tangata whenua be formed to provide cultural input and advice on a regular basis

Authored: Marei Apatu

Date: 27th March 2019

HAWKES BAY REGIONAL COUNCIL MĀORI COMMITTEE MEMBERSHIP**REPORTS**

Name: Peter Eden

Meeting date: 9 April 2019

Members: Māori Standing Committee Te Whanganui Orutu(TWO)

Topics

1. Compliance Pan Pac discharge pollution whanau/hapu concerned about failure HBRC to hold Pan Pac accountable for environmental impact
2. Resource Management Process strengthened through HBRC process to protect cultural beliefs and values that form part of the cultural and social wellbeing considerations under section 5 of the RMA and are protected as matters of national importance under section 6(e) of the RMA.
3. Tuna/Eel Tutaekuri HB Regional Council report and solution to stop this from happening again.
4. Napier Port update
5. Mohaka Plan Change (notification TWO)
6. Consents and sub-division within the Hawkes Bay Region

Request to the Māori Committee

As above.

Recommendation/s to the Hawkes Bay Regional Council

Korero to points identified and plan moving forward to address or answer concerns.

Authored: Peter Eden

Date: 29/3/2019

**HAWKES BAY REGIONAL COUNCIL MAORI COMMITTEE
TAIWHENUA REPORTS**

Name: Te Taiwhenua o Te Wairoa - Ngati Kahungunu

Meeting Date: Tuesday 9 April 2019, Waipukurau, Te Matau a Maui

Members: Katarina Kawana and Bill Blake (QSM), Pakeke

Topic 1

THREE WATERS

Tuesday 12 February 2019 held 1-3 pm. First workshop of the year for Three Waters Kaupapa (Storm, Water Supply and Wastewater) was held in Napier at the Council Chambers of the Hawkes Bay Regional Council attended by Katarina Kawana and elder pakeke Bill Blake (QSM). Upon review the tino kaupapa was to look at how Matauranga Maori can shape 'Three Water' planning. The brainstorm and contribution from the WDC Maori Standing Committee was outstanding and upon reviewing and the adding of additional korero from the HBRC Maori Committee, provided the team with a robust contribution in relation to Three Waters.

Request to the Maori Committee

To follow up on Three Waters

Topic 2

SUSTAINABLE HOMES

Thursday 14th February 5-7 pm, Wairoa Yacht Club.

A joint WDC and HBRC kaupapa actioned! A huge thank you to Mark Heany for presenting the Sustainable Homes Package to our Wairoa community hui of which was well attended with predominantly 95 percent Maori in attendance. Interest rates were questioned 6%? Easier to go to bank, there are other programs out there that are cheaper, shop around. Interest free suggested similar to Heat Smart program. Wairoa is a socio economically deprived district with over 400 houses in Wairoa requiring legal stormwater connections and replacement septic tanks. The savings will be met when the houses all contribute to tidying up the infrastructure. Local Wairoa suppliers suggested being added to the list of approved suppliers for the HBRC contracts to save fuel costs.

Reported back to the board of trustees at the Wairoa Taiwhenua and concensus was reached to explore cheaper options or the reduction of interest rate or totally waived based on income.

Request to the Maori Committee

Topic 3

RONGOA - GROWING PEOPLE

Rongoa workshops under the Kahutia kaupapa growing well, the 1st wananga began on 29-31 January 2019, with Tanes Tree Trust held at Tutira, to look at the various work programs of the trust and site visit the Holts Forest Trust to witness the vision and dream of growing a forest.

Following on from Tutira on the 1st-2nd February 2019, Te Reinga marae hosted the first rongaoa workshop where a 'wairea' was performed at the base of the mountain 'Whakapunake a Te Matau a Maui TikiTiki a Taranga' to prepare for the long term vision of growing people in rongoa knowledge.

Over a dozen rongoa tauira from around the district participated which set the foundations down for future Wananga. Karaka berries were collected, cooked, tasted and shared.

On the 4th-5th March 2019, Jill and Doug Snelling hosted the Rongoa wanagna at their property Waiparere, Tukumokihi, with Whakapunake in the backdrop, a Queen Elizabeth 11 covenant block transition from farm to native bush. Walks and identifying plants, track cleaning and getting ones eye into the form and composition of the plant, tree, fruit and leaves, stories and sharing of knowledge was part and parcel of the wananga. The venue dates for the next Wananga was discussed and looking at coastal plants and trees. Seed sourcing locally was discussed and methods of collecting, protecting and storing too. Mahia, Mahanga was chosen and the dates are planned for the second week in April 2019.

Topic 4

OUTSTANDING WATERBODIES

Wednesday 20th March 2019 5-7 pm, Wairoa War Memorial Hall

Nigel How (Wairoa Taiwhenua Chair), Bill Blake (Wairoa Taiwhenua Vice Chairman, Elder Pakeke), Katarina Kawana (HBRC Maori rep) attended the hui held at the Wairoa Memorial Hall not only on behalf of their roles but also for their respective land blocks and marae to listen and participate in the Outstanding Waterbodies dialogue. Also in attendance was Te Rangihau Gilbert and two members of Tatau Tatau o Te Wairoa, Phil Beattie and Johnina Symes.

The question of one waterbody over another was tabled and what criteria has been adopted and how many are selected for each takiwa. Wairoa felt that they had already contributed their outstanding waterbodies to cover the four corners of the district only to be filtered down to a couple. What framework was used to arrive at these outstanding waterbodies? Please update the Deed of Settlement for Te Rohe o Te Wairoa SOS - Sites of Significance.

Request to the Maori Committee

To follow up on Outstanding Waterbodies kaupapa and rationale applied to each waterbody. What guarantees are there for the waterbodies not included?

Request to the Maori Committee

Decolonisation workshop request with Mereana Pitman and Moana Jackson.

Topic 5

Wairoa River Cultural Impact Assessment - Urupa and Marae adjacent river erosion

"Only after the last tree has been cut down, only after the last river has been poisoned, only after the last fish has been caught, only then will you find that money can't be eaten "... Cree Native Indian Prophecy.

Whilst not fully completed, this report is being compiled, analysed and recommendations being suggested in preparation to report back to full council. The contract was amended out two further weeks to enable senior and associate engineers to assess the sites with the assistance of cultural advisors on 25, 26 and 27th March 2019 and the application of the Mauri Compass framework over the mahi. Out of the 18 marae, 3 were identified as requiring immediate work while the other 15 sites require general maintenance. To be continued. Nga mihi nui ki te Taiwhenua o Te Wairoa for their support towards this kaupapa.

Na

Katarina Kawana

HAWKES BAY REGIONAL COUNCIL MĀORI COMMITTEE MEMBERSHIP**REPORTS**

Name: Kahungunu Maori Executive Committee Representative

Meeting date: Tuesday, 9 April 2019

Members: Michelle McIlroy

Topics**1. KAHUTIA RONGOA WANANGA:**

Attended Wananga at Waiparere Farm, QEII Block which is an excellent example of regeneration of native trees on Doug & Jill Snelling Property, Mangapoike Road 4-5 March 2019. Pa McGowan and myself also attended a Right Tree, Right Place hui with James Powrie at the NKII office where a discussion took place on the appropriate native trees for the Wairoa rohe and the kaupapa of seed islands based on what was witnessed at Waiparere. James has indicated interest to visit Waiparere in the near future.



The third and final wananga will take place on 10-11 April 2019.

Overview 2: HANGAROA RIVER

Action request - Follow up on Action request from my 12 February 2019 report with regard outcome of Wairoa Sediment Reduction initiative funding involving the Hangaroa. Our Kahungunu Executive Proxy Teresa Smith, who is Mana whenua in this area mentioned that she raised this during her attendance at the recent 3 waters workshop.

I also understand there has also been a further funding of \$5 million from the Erosion Fund - could we please have an update on what this will address other than further staffing?

Overview 3: MATITI URUPA

The first scheduled repatriation of tupuna from Matiti urupa will begin next week with the powhiri at 3pm on Tuesday, 2 April 2019. Dawn karakia of the new Hurumua Marae urupa will occur at 5am the following day with a planned exhumation of 5 per day up until 7 April 2019, 21 tupuna in total. The process will continue again in November of 2019 and again in April and November of 2020. Our thoughts and aroha are with our whanaunga on this very pouri kaupapa.

Deforestation of marginal land has resulted in a devastating impact to our hapu and we as a people are now on the receiving end of bad decisions from the past.

Understandable therefore that we as Wairoa representatives take our role seriously and will continue to advocate for our taiao and our rohe when we are witness to its impact on our people not only culturally but spiritually.

Request to the Māori Committee:

That the Report of the Kahungunu Maori Executive Committee Representative be received.

ACTION 1: Report from Wairoa Catchment Manager on recent Erosion Funding for Wairoa as above and what that entails, what are the expected outcomes of the fund.

Authored: Michelle McIlroy

Date: 26 March 2019

HAWKE'S BAY REGIONAL COUNCIL

MĀORI COMMITTEE

Tuesday 09 April 2019

SUBJECT: DISCUSSION OF ITEMS NOT ON THE AGENDA

Reason for Report

This document has been prepared to assist Committee members note the Minor Items Not on the Agenda to be discussed as determined earlier in the Agenda.

Item	Topic	Raised by
1.		
2.		
3.		
4.		
5.		