



Meeting of the Hawke's Bay Regional Council

Date: Wednesday 29 May 2019
Time: 9.00am
Venue: Council Chamber
Hawke's Bay Regional Council
159 Dalton Street
NAPIER

Agenda

| ITEM | SUBJECT | PAGE |
|--|---|------|
| 1. | Welcome/Apologies/Notices | |
| 2. | Conflict of Interest Declarations | |
| 3. | Confirmation of Minutes of the Regional Council Meeting held on 1 May 2019 | |
| 4. | Follow-up Items from Previous Regional Council Meetings | 3 |
| 5. | Call for Minor Items of Business Not on the Agenda | 15 |
| 6. | Significant Council Staff Activities through June 2019 | 17 |
| Decision Items | | |
| 7. | Hearings and Decision Making Processes for the Regional Public Transport Plan | 25 |
| 8. | Report and Recommendations from the Regional Planning Committee | 71 |
| 9. | Affixing of Common Seal | 75 |
| Information or Performance Monitoring | | |
| 10. | 11am Presentation of Environmental Certificates of Appreciation to Karituwhenua Strem Landcare Group and Jill Snelling | |
| 11. | May 2019 Napier Port IPO Transaction Project Update | 77 |
| 12. | Discussion of Minor Items Not on the Agenda | 79 |
| Decision Items (Public Excluded) | | |
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| 14. | Initial Public Offering of Minority Shareholding to Support Napier Port Capital Development | 83 |
| 15. | Majority Shareholder Director Appointments to Port of Napier Board of Directors | 85 |
| 16. | Chief Executive Performance and Remuneration Review | 87 |

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: FOLLOW-UP ITEMS FROM PREVIOUS REGIONAL COUNCIL MEETINGS

Item 4

Reason for Report

1. On the list attached are items raised at Council Meetings that staff have followed up on. All items indicate who is responsible for follow up, and a brief status comment. Once the items have been report to Council they will be removed from the list.
2. Also attached is a list of LGOIMA requests that have been received since the last Council meeting.

Decision Making Process

3. Staff have assess 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 Council receives and notes the "Follow-up Items from Previous Meetings" staff report.

Authored by:

Leeanne Hooper
PRINCIPAL ADVISOR GOVERNANCE

Approved by:

James Palmer
CHIEF EXECUTIVE

Attachment/s

[1](#) Follow-ups for May 2019 Council meeting

Follow-ups from previous Regional Council Meetings

Meeting held 1 May 2019

| | Agenda Item | Action | Responsible | Status Comment |
|---|---|--|-------------|---|
| 1 | Follow-ups from previous meetings | Farm Environment Management Plans – provide information on regulatory purpose, information collected and held by Council, and Privacy Act considerations | L Lambert | Item on 19 June Environment & Services Committee agenda |
| 2 | Annual Plan 2018-19 Progress Report to 31 March 2019 and Nine Month Reforecast for Financial Year Ending 30 June 2019 | Various queries noted in meeting | J Lawrence | Responses as collated, emailed to councillors 10 May (reference 2 following) |

Meeting held 27 March 2019

| | Agenda Item | Action | Responsible | Status Comment |
|---|-----------------------------------|--|-------------|--|
| 3 | Follow-ups from previous meetings | Schedule a public Transport focussed workshop for councillors | T Skerman | Scheduled 12 June, followed by Regional Public Transport Plan submissions hearings |
| 4 | Significant Activities | Preliminary view on potential for water quality monitoring in Napier inner harbour | I Maxwell | Will be an item on 7 August Environment & Services Committee agenda |

Reference follow-up 2

From: Joanne Lawrence
Sent: Friday, 10 May 2019 4:03 PM
To: Rex Graham; Cr Rick Barker; Neil Kirton; Paul Bailey; Alan Dick; Debbie Hewitt; Fenton Wilson; Tom Belford; Peter Beaven
Subject: Council Meeting on 1 May - Councillors' questions

Good afternoon Councillors

At last week's Council meeting you had a few questions relating to the non-financial information in the 9 month update on the 2018-19 Annual Plan. So that you have all the responses in one go I have pulled together all of your questions and gathered information from the across the business. Please see attached.

For ease of reference, I have also included the original paper to which your questions related.

I hope you find this additional information helpful.

Kind regards, Jo

Query 1

Cr Bailey was frustrated by the wording regarding the Awatoto exceedance 'looks a combination of windblown material and sea salt'. Cr Bailey said it either is or it isn't, saying 'looks like it' is not good enough.

Dr Kathleen Kozyniak's response:

Unfortunately the Beta Attenuation Monitors (BAMs) that we use for continuous monitoring aren't made for carrying out speciation analysis of the PM₁₀ mass. The BAM tapes are glass fibre and they don't work well with the methods typically used, i.e. X-ray Fluorescence (XRF) and Scanning Electron Microscopy (SEM) with Energy Dispersive X-Ray Analysis. The glass fibres make it difficult to see or separate signals coming from the fibres and those from the particles.

A way of overcoming that issue is to wash the particles onto another medium. Salt is soluble and washing the tapes means we have trouble quantifying the salt contribution, which we know, from past speciation projects, can be sizeable in the Awatoto airshed. This time the University of Canterbury trialled "on filter" analysis. At the time of reporting, the technician had identified significant, large salt crystals and calcium sulfate but a complete characterisation was hard due to problems with deconvoluting the spectra of small particles with filter fibres.

In addition to examining the BAM tape we can gauge a reasonable amount by the weather conditions, the activities we know of and the hourly profile of concentrations during the day. In this case winds were predominantly gentle onshore breezes and hourly concentrations ranged from 30-80 µg/m³ for most of the day. However, for a few hours around 9-10 pm concentrations rose above 200 µg/m³ and this was enough to push the 24 hour average to 53 µg/m³. I wouldn't expect such a pulse to be sea salt particularly as wind speed and direction hadn't changed markedly and significant wave heights were relatively steady and not exceptional, measuring 1-1.5 m all day. The concentrations during the spike were coarse – only 10% were in the PM_{2.5} fraction, and so unlikely to be related to combustion. The spike was outside of typical working hours.

My commentary on the LTP reflected the information we had at the time – onshore winds, coarse particulates, salt and calcium sulphate identified on the tape – but also the uncertainty of unresolved material on the tape and the short-natured rise in concentrations late in the evening which is difficult to explain by the environmental conditions alone.

Query 2

Cr Bailey commented on the statement in the report about 'Esk has capacity'. He has not seen any information regarding the Esk and is concerned about it and has been contacted by people in this area who have had issues of efficient bores becoming inefficient. How confident are we that the Esk has capacity for further water takes without it effecting bores in the area for home water supply? Can we

require any further consent have a condition for dealing with efficient bores becoming inefficient at a later date.

Malcolm Miller's Response:

The Esk reference is the Esk River surface water allocation. This report is a factual statement of the amount of water allocated compared with the allocation limit that is set in the RRMP Table 9. The allocated volumes are loaded into Opal3 and the % result is that it is 53.04% allocated. On that basis it has capacity for further allocation. The weekly allocation limit is 355,018m³, meaning 166,710m³ of water remains unallocated.

There is no allocation limit set for groundwater in the Esk catchment. However there are issues with taking groundwater that would be assessed on a case by case basis. This has led to groundwater applications not proceeding because the effect on others bores was demonstrated to be more than minor and no written approval was forthcoming. That may have relieved the risk to some bores. Any surface water take from the Esk will be subject to the minimum flow condition so will have to cease taking at that flow. This should mitigate any effect on existing groundwater takes.

Efficient bores should be protected at the time of consenting any new takes that are calculated to have an impact on them. Options would include that they don't proceed, that they cease taking at an established level before impacting the existing take or that water be supplied at times that water is not available. A judgement on what is an efficient bore needs to be made at the time. The Esk Catchment will be subject to a Plan review over the next few years. Issues of minimum flow and surface and groundwater allocation will be able to be addressed.

We are not aware of concerns about bores losing access to water in this area but there have been concerns expressed in the coastal area south of the Esk. This area falls within the Ahuriri catchment.

Query 3

Cr Beaven raised an issue with the Level of Service Statement - HBRC will encourage efficient and effective water use to maximise the benefits of the water allocated and comply with regulations under the RMA for measuring and reporting water takes – no performance measure around water use efficiency. All seems to be based on measuring and reporting rather than encouragement of efficient and effective water use – this is a concern as he thought this would be a major ambition of ours.

James Palmer's Response (in meeting):

This is an LTP measure and will need to be looked at either during the next Annual Plan or LTP cycle.

Query 4

Cr Beaven was concerned that Raupare seemed to be over allocated by a very large amount but we still have it marked as on track – how can that be?

Malcolm Miller's Response:

Councils reporting tool doesn't deal with historical non-financial exceedances very well. "On track" was the only option available that seemed appropriate given that we are not proposing to reduce what has been historically allocated unless TANK establishes there is a need to.

The reason that it is so high is that the effects of groundwater takes were not counted as an effect on the Raupare Stream when the RRMP was developed. Their effect was not factored in until the expiry and replacement of the groundwater consents in 2009. Then the existing takes were re-consented with a minimum flow condition requiring them to cease taking at the Raupare minimum flow. But when all these were added to the allocation volume this increased the allocated amount significantly. At this time any requests for extra water were only issued with a higher minimum flow condition to prevent any further compounding of the effect of takes on the stream. This was initially contested by applicants some of whom had been erroneously taking more water than they had been consented. The effect of the principal allocation on the stream has been addressed partly by the Twyford Irrigation Cooperative Company global consent which includes provision for augmentation of the Raupare Stream flows.

The best option is to use TANK to redefine how water is allocated from surface and groundwater in this area and to establish how effects on flows may be offset through augmentation or other methods.

Query 5

Cr Beaven questioned whether we were actually on track with the FEMP. The target is 100% but we still have 50 farms to be submitted – how is this on track?

Shane Gilmer's Response:

FEMP Map - The map shows the area covered by FEMPs (green) at present time. The gaps are inclusive of the two main town centres (Waipawa, Waipukurau), smaller than 4 ha property and the farms that have not completed the farm plan requirement. The red boundary also shows some uptake outside of the Tukituki catchment. See map on page below.

The status "On Track" - The FEMP project manager's reporting presents a section/departmental view of farm planning at HBRC, and work has been completed in scope and within schedule. The department has provided the list of outstanding properties to the compliance section. Overall land area covered is 98% and the balance now sits with compliance. The list was given to compliance in June 2018. Communication was sent to farms without a farm plan in June/August 2018. There are 33 farms in-progress with a farm plan provider.

Compliance progress - The team began contacting those outstanding properties in February 2019. The properties have been analysed and investigative phone calls made. All of those people that have been contacted were cooperative and will be complete farm plans



Item 4

Attachment 1

Query 6

Cr Beaven questioned whether the Year 1 target for 2000ha of highly erodible land planted in trees is on target as the expected performance reported is 787ha of land cover – this is only a third of the target – how is this on track?

Response:

The 2000ha target is to be achieved by:

1. The use of the Erosion Control Scheme (Assumed to achieve 30% of target Refer; ECS Policy). Catchment Management team responsibility.
2. Afforestation investment scheme (Commercial venture assumed to achieve 70% of target Ref; ECS Policy). HBRIC responsible for current investigation of the viability of that scheme (still underway).
3. Using current funding to leverage outside funding. (Hill country Erosion Fund application to central government from Catchment Management team was successful). This will fund work for 4 years beginning next financial year.

The Catchment Management team ECS 30% target is on track. The 2000ha overall target is not, as it is reliant on the afforestation investment scheme being active.

Query 7

Cr Beaven questioned whether the Year 1 target of 100km of riparian margin protected is on target as the expected performance is 1-2 sites to be added. Are they 50km each? Is this on track? More information would be helpful.

Response:

Apologies, this was a mistake on the report writers part. This should've read:

Actual Performance: Planting season has not started yet

Expected Performance: With current orders and planting plans we should be on target to deliver 120km of riparian planting.

Query 8

Cr Barker requested an update on CDEM – we now collect all fees through HBRC – do we have an updated report on how well that has gone.

James Palmer's response (in meeting):

James mentioned that there is reporting on this topic to the Emergency Management group of which the Chair sits on with the regions majors. A discussion has been held with Ian to provide individual reports to the 5 councils on the progress. James' understanding is that Ian is producing a paper for all 5 councils on the performance of the year that has been under the new funding model. **A CDEM Report has been produced and was presented at the March Council meeting (feedback from Ian MacDonald).**

Query 9

Cr Kirton requested that sitting above this level of reporting is our overview of our strategic positioning and our ability to measure our progress. Are we making a difference? No information regarding climate change, our carbon footprint. Prior to 2018-19 data capture can we have a report around this topic to C&S so we have a clear picture on are we measuring the right things, are we capturing the right approach.

Response:

Jo Lawrence to ensure this is included in the next report to C&S.

LGOIMA Requests Received between 24 April and 22 May 2019

| Request Date | Request ID | Request Status | Request Subject | Request Summary | Requested By |
|--------------|------------|----------------|--------------------------|---|---|
| 21/05/2019 | OIR-19-025 | Active | WDC wastewater discharge | 1. Is it HBRC's view that consent conditions are being met now? 2. all correspondence between WDC & HBRC+ third parties re clearing of the discharge pipe | Marty Sharpe, Journalist |
| 9/05/2019 | OIR-19-024 | Active | shooting ranges | 1. # of firing ranges in Region with indoor & outdoor? 2. # of solely indoor firing ranges in region? 3. # of solely outdoor firing ranges in region? 4. How often are the firing ranges inspected by HBRC officers &/or Police? 5. What is your HBRC's regime for assessing exposure to lead at firing ranges? 6. Does HBRC require measures at firing ranges to mitigate the effects of lead exposure? What are they & how are they reported & enforced by HBRC? 7. What is the protocol for Council inspection of firing ranges, e.g, is there a checklist or similar? If so, please supply. 8. supply copies of all reports relating to firearms and firing ranges by or for HBRC over the last 3 years. | Marie Russell, Dept of Public Health, University of Otago |

Responses to requests Not Provided in April 2019 report

| Request Date | Request ID | Request Status | Request Subject | Request Summary | Requested By |
|--------------|------------|----------------|------------------------|---|--------------------------|
| 11/04/2019 | OIR-19-023 | Completed | Pan Pac investigations | 1. all documentation & communications re investigation into Pan Pac's leaky pipe and decision not to prosecute 2. any discussion about a potential conflict of interest between HBRC staff member analysing samples and consultant providing independent advice on the environment impact to Pan Pac 3. copy of consultant's advice/report to Pan Pac 4. all tests carried out of the water quality at Whirinaki Beach to date | Anusha Bradley, Radio NZ |

| Request Date | Request ID | Request Status | Request Subject | Request Summary | Requested By |
|--------------|------------|----------------|--|--|--------------|
| | OIR-19-023 | | Response: 2 May 2019 Liz Lambert emailed | <p>Good afternoon Anusha</p> <p>Please find attached the response to each of the separate requests ought by you in this LGOIMA request:</p> <ol style="list-style-type: none"> all documentation & communications re investigation into Pan Pac's leaky pipe and decision not to prosecute <p>The information requested is withheld on the following grounds.</p> <p>There are two emails between HBRC and Pan Pac that form part of the investigation, withheld under:</p> <ul style="list-style-type: none"> Section 6[a] of the LGOIMA, making available of that information would be likely to prejudice the maintenance of the law, including the prevention, investigation and detection of offences <p>The reasons for HBRC's decision not to prosecute are already publicly available, as clearly stated in the media release from Council CE, James Palmer on 20 March 2019. Following consideration of Council's own Enforcement Policy and the Solicitor General Guidelines to prosecution these reasons are:</p> <ul style="list-style-type: none"> Pan Pac's consistent outfall pipe maintenance regime The proactive way Pan Pac is approaching repairing the pipe, including its effective communication with the regional council and local residents, Pan Pac's willingness to plan for a replacement pipe in the future. <p>Further rationale and correspondence between HBRC employees, on the enforcement decision, are withheld under:</p> <ul style="list-style-type: none"> Section 6[a] of the LGOIMA, making available of that information would be likely to prejudice the maintenance of the law, including the prevention, investigation and detection of offences Section 7[2][f][i] of the LGOIMA, as release would prejudice the maintenance of the effective conduct of public affairs through the free and frank expression of opinion by Members or officials. <ol style="list-style-type: none"> any discussion about a potential conflict of interest between HBRC staff member analysing samples and consultant providing independent advice on the environment impact to Pan Pac <p>This information is not held by HBRC.</p> <ol style="list-style-type: none"> copy of consultant's advice/report to Pan Pac <p>This information is not held by HBRC</p> <ol style="list-style-type: none"> all tests carried out of the water quality at Whirinaki Beach to date <p>All sampling to date has been carried out by Pan Pac on a weekly basis since the beginning of the leak and will be continuing until the leak is fixed and for a few weeks following successful repairs. The discharge does not contain any human or</p> | |

| Request Date | Request ID | Request Status | Request Subject | Request Summary | Requested By |
|--------------|------------|----------------|--|---|--------------|
| | | | | <p>animal effluent but is wastewater from the pulp mill, sawmill, kiln and boilers. The wastewater undergoes extensive treatment prior to discharge including dissolved air floatation, moving bed biofilm reactor (biological treatment), activated sludge treatment and finally clarifying. The samples that have been taken have been assessed for e. coli, enterococci total coliforms and total faecal coliforms. This sampling suite was selected as the best identifiers from the Pan Pac discharge allowing HBRC to identify the extent of any plume. Additionally e. coli was added as an indicator species for public health.</p> <p>Please find attached the data from August 2018 – 31 March 2019.</p> <p>You have the right to, in the event of you not accepting this decision, complain to the Ombudsman under section 27[3] of Local Government Official Information Act 2002, and seek an investigation and review of Council's decision to withhold the information requested.</p> | |
| 8/04/2019 | OIR-19-022 | Completed | Lake Whakaki | <p>details of any contractors working on the Resource Consent and Freshwater Improvement Fund application for Whakaki Lake</p> | Hine Ropiha |
| | OIR-19-022 | | <p>Response 1 1 May 2019 Iain Maxwell emailed</p> | <p>Please find enclosed the contracts requested (the Council holds two such contracts), as relate to the Lake Whakaki resource consent application.</p> <p>In relation to the remainder of your request, the Council advises that as that request is for a large amount of information that will require a significant number of staff hours to identify and collate we seek your refinement and/or clarification (due particularity as per s.10(2)) as follows.</p> <p>If you are unable to refine your request to be more specific the Council, in accordance with s13(1)(a), can provide the information if you are willing to pay the costs associated with the significant number of staff hours required to identify and collate the information.</p> <p>I am therefore providing a range of costs in accordance with s13(1A) of the Act, as per the attached table, to provide the requested information; being between \$609.50 and \$2,543.80.</p> <p>The Council is also invoking s13(4) of the Act requiring part payment of the estimated charge to be paid in advance. As such the Council requires payment of \$487.60 (<i>calculated as 80% of the most conservative cost range figure</i>) to be paid in advance. Please make this payment by way of cheque or direct deposit no later than Friday, 10 May 2019 enclosed with the Public Enquiry Charge Form.</p> | |

Attachment 1

Item 4

| Request Date | Request ID | Request Status | Request Subject | Request Summary | Requested By |
|--------------|------------|----------------|---|--|------------------------------|
| | OIR-19-022 | | Response 2 | <p>22 May 2019 Iain Maxwell emailed:</p> <p>Council provided, on 1 May 2019, copies of contracts relevant to your request. In relation to the remainder of your request, the Council advised that as it was for a large amount of information that requires a significant number of staff hours to identify and collate, we sought your refinement and/or clarification. The Council also provided a range of costs in accordance with s13(1A) of the Act, to provide the requested information and a date for such payment by Friday 10th May 2019. As Council has not received any response to our 1 May request, I advise that LGOIMA request OIR-19-022 is refused in accordance with s17(f) that the information requested cannot be made available without substantial collation or research and has been closed.</p> <p>Should you provide the clarification requested at some future date, Council will register a new LGOIMA request for provision of that information.</p> | |
| 2/04/2019 | OIR-19-021 | Completed | Tukituki water quality | <p>1. Mangaonuku and Waipawa water quality data as far back as records go</p> <p>2. Ruataniwha plains monitoring bores - historic levels and water quality data as far back as records go</p> | Tim Aitken, CHBDC councillor |
| | OIR-19-021 | | <p>Response</p> <p>26 April 2019 Jay Barnard emailed</p> | <p>Hello Tim</p> <p>I have attached the requested data. I hope it meets your needs.</p> <p>Thanks</p> <p>Jay</p> | |

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: CALL FOR MINOR ITEMS OF BUSINESS NOT ON THE AGENDA

Item 5

Reason for Report

1. Hawke's Bay Regional Council standing order 9.13 allows:
 - 1.1. "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."

Recommendations

2. That Council accepts the following "Minor Items of Business Not on the Agenda" for discussion as Item 12.

| Topic | Raised by |
|-------|-----------|
| | |
| | |
| | |

Leeanne Hooper
PRINCIPAL ADVISOR GOVERNANCE

James Palmer
CHIEF EXECUTIVE

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

SUBJECT: SIGNIFICANT COUNCIL STAFF ACTIVITIES THROUGH JUNE 2019

Item 6

Reason for Report

1. The following commentary is provided for Councillors' information, to inform them of significant issues and activities coming up over the next couple of months.

Significant Work Streams

| NPSFM Plan Changes | | Project description | Activity Status Update |
|--------------------|---------|--|--|
| Group/Section | Team(s) | | |
| Strategic Planning | Policy | Progressing outstanding water bodies plan change (PC7) to notification | 1. RPC 15 May meeting recommended the (Plan change) identification of outstanding waterbodies in the region to 29 May Council. |
| | | Progressing TANK plan change (PC9) to notification | 2. 15 May RPC deferred this paper to the 3 rd July RPC meeting. It was agreed a focused workshop would be held in advance of the meeting. |

| New Initiatives (LTP) | | Project description | Activity Status Update |
|------------------------|---|---------------------|--|
| Workstream | Group/Team(s) | | |
| Erosion Control Scheme | Integrated Catchment Management and Client Services | | <ol style="list-style-type: none"> 3. With 49 applications being processed (total value approx \$2.58M), staff will continue to engage with landowners and establish erosion control plans, and also connect with suppliers to deliver on these plans. 4. Hill country erosion scheme funded by central government. Recruitment of a project coordinator will get underway. 5. Discussions about erosion control and the long term sustainability of the sea facing paddock currently underway with the landowner adjacent to Te Angiangi Marine Reserve. |

| Hotspots | | Project description | Activity Status Update |
|---------------------------------|----------------------|---------------------|--|
| Group/Section | Team(s) | | |
| Integrated Catchment Management | Catchment management | All | <ol style="list-style-type: none"> 6. Annual plan for Freshwater improvement project milestone covering proposed works at Tutira in the next financial year will be developed 7. Integrated catchment management plan will be taken to the governance group for feedback. 8. We have received consents for the proposed works associated with the Freshwater Improvement Fund Project at Whakaki. The project application is currently being revised and will be submitted to Ministry for the Environment shortly. |
| | Marine and Coast | Marine | <ol style="list-style-type: none"> 9. Contracts have been issued for Seafloor Mapping of the Clive Hard in June. |

| Hotspots | | Project description | Activity Status Update |
|------------------|------------------|---------------------|--|
| Group/Section | Team(s) | | |
| | Marine and Coast | Ahuriri | 10. Drone survey for Ficopomatus volume due to be delivered June. |
| Asset management | Engineering | Tutira | 11. Bridge and gauging structure for forestry road at Tutira design is completed and has been passed to a contractor for pricing. 12. Tutira Sediment Plan – Re-design in progress. Currently awaiting geotechnical lab test results in order to finalize design. Anticipate design will be completed in June |

| CHB Water | | Project description | Activity Status Update |
|---------------------------------|---------------------|--|--|
| Group/Section | Team(s) | | |
| Integrated Catchment Management | Groundwater Science | Ongaonga and Tikokino groundwater monitoring | 13. Data loggers and telemetry installation will be progressed for the new monitoring bores, to provide real-time data via internet |
| Strategic Planning | Policy | Scoping potential for plan change to amend dates for minimum flows | 14. 17 April Regional Planning Committee meeting made recommendation to Council to not proceed with a limited plan change delaying implementation of new minimum flows in Tukituki. Letters have been sent to consent holders and interested parties to notify them of the RPC decision. |

| Ngaruroro River & Clive River Water Conservation Order (WCO) application | | Project description | Activity Status Update |
|--|---------|--|--|
| Group/Section | Team(s) | | |
| Strategic Planning | Policy | Ngaruroro Water Conservation Order application- Special Tribunal proceedings | 15. Stage 2 of the hearing closed 8 March 2019. The Applicants have submitted their written closing statement. 16. Special Tribunal is yet to confirm and announce its next procedural steps & timings. |

| Hawke's Bay Drinking Water | | Project description | Activity Status Update |
|----------------------------|------------|----------------------------------|--|
| Group/Section | Team(s) | | |
| Office of CE & Chair | Governance | HB DW Governance Joint Committee | 17. Joint Committee meeting held 11 April, and next meeting scheduled 4 September. |

Significant Team Activities

| Integrated Catchment Management Group | | Project description | Activity Status Update |
|---------------------------------------|--------------------------|---------------------|---|
| Section | Team | | |
| Environmental Science | All teams Air Quality | Ahuriri Monitoring | 18. PM ₁₀ filters from air quality monitoring in Breakwater Road, near Napier Port, have been sent to GNS for analysis and the results are expected in June. Continuous measurements of PM ₁₀ , nitrogen oxides and sulphur dioxide continues until the end of May. |

| | | | |
|----------------------------------|---------------------------|---------------------------------------|---|
| Environmental Science | Land Science | Soil Quality – orchards and vineyards | 19. Field sampling of orchard and vineyard sites is underway, with field work to be completed by the end of May. Data analysis will be underway in June |
| | | Riparian Monitoring | 20. With 25% of sites being surveyed for our riparian monitoring programme, staff will continue to process collected data and prepare for the next round of field work in June |
| | | Wetland Inventory | 21. Work will continue on the wetland inventory during the month of June. We have currently completed 50% of wetlands in the Porangahau and Southern Coast catchments |
| | Hydrology/Hydrogeology | SkyTEM preparation | 22. Logistics planning and preparation for the SkyTEM survey is progressing. A ground-based TEM trial was undertaken in the Heretaunga Plains during April and a report is expected in June. |
| | Water quality and ecology | Data Management | 23. A productive SWIM meeting resulted in agreement to progress issues around 'Citizen Science', ecosystem health monitoring and national ecological data management using a shared KiEco platform. |
| | | Collaborative Monitoring Partnerships | 24. Exploring partnerships with community to collaborate on environmental monitoring (Te Awahanga Forest Trust for their upcoming harvest programme in the Mohaka catchment, and Ngati Pahauwera for Putere Lakes monitoring) |
| | Marine and Coast | | 25. State of the Environment Reporting |
| Environmental Information | | | 26. Isco sediment samplers will be installed at Tutaekuri at Puketapu and Esk at Waipunga Bridge. |
| | | | 27. Esk at Berry Rd flood warning site to be upgraded. |
| | | | 28. More data to be bought up to NEMS standards. |
| Biosecurity/Biodiversity | | Predator Free Hawkes Bay | 29. Whakatipu Mahia signup of landowners finalised |
| | | | 30. Work on area 1A & 1B of Mahia Peninsula finalised |
| | | | 31. Discussion with the Aotearoa Foundation about a potential ongoing partnership beyond December 2019 |
| | | Biodiversity priority ecosystems | 32. Focusing on getting works completed on the ground at Ecosystem Prioritisation sites, primarily fencing and weed control |
| | | | 33. Building partnerships in the marine biosecurity space and writing contracts for the next financial year |
| | | Plant pests | 34. Continuing urban Woolly nightshade checks |
| | | | 35. Old man's beard surveillance next to Kaweka ranges |

| | | | |
|------------------------------|-----|---------------|--|
| Biosecurity/ Biodiversity | | Animal pests | 36. 2018-19 Monitoring will be completed by the end of June. 37. 2019-20 Monitoring is finalised with notification letters sent out for a total of 81,000 and 1,444 monitoring lines. |
| Catchment Management | All | | 38. Main focus between now and the end of June is final logistical organization to ensure plants are supplied to farmers to complete works over winter. 39. All three teams are focused on finalizing orders of poles and native plants to erodible and riparian areas for winter planting. |
| | | Central | As above |
| | | Northern Team | 40. We have a new staff member replacing Erica Smith starting on 4 June – Abby Miller. We will also be starting the recruitment process for 2 additional staff members involved in the Hill Country Erosion Fund. 41. Staff are preparing their annual Catchment Management updates for the E&S Committee meeting |

| Regulation Group | | Project description | Activity Status Update |
|------------------|----------|--|---|
| Section | Team(s) | | |
| Compliance | | PanPac Outfall leak | 42. Repairs completed 16 May using a rigid pipe insert rather than the fibreglass patches and Swiss liner considered earlier. |
| Consents | Consents | Large/ significant application Processes | 43. Te Mata Mushrooms HDC related consents received 150 submissions. HBRC - HDC joint hearing scheduled for 31 July – 2 August. |
| | | | 44. The applications lodged with HBRC & CHBDC for mushroom composting on a Mt Herbert Road Waipukurau site are on hold awaiting provision of more information. |
| | | | 45. Following major consents on hold: <ul style="list-style-type: none"> ° HBRC gravel extraction Ngaruroro Tukituki, Waipawa and Tutaekuri. ° Landcorp and NCC consents for discharging stormwater and drainage water into the Ahuriri Estuary ° Ruataniwha Tranche 2 |
| | | | 46. Wairoa District Council waste water discharge replacement consent application in process. Information received from applicant in response to s.92 request now being assessed. |
| | | | 47. Takes from the Heretaunga Plains unconfined aquifer (approx. 200 lodged) expire 31 May and will be processed as a group, as requested by applicants, |
| | | | 48. CHB Wastewater working party reference group due to provide its recommendation on improved options to CHBDC by May for the Council to determine its options and to advise the Environment Court (by June 30 2019). |

| Regulation Group | | Project description | Activity Status Update |
|------------------|----------|----------------------------|---|
| Section | Team(s) | | |
| | Consents | Appeals/ Environment Court | 49. PanPac Environment Court hearing was held on 8 April. Awaiting decision |

| Strategic Planning Group | | Project description | Activity Status Update |
|--------------------------|--|---|--|
| Section / Team(s) | | | |
| Policy & Planning | | Statutory Advocacy | <p>50. Towards mid-2019, policy planning staff continue anticipating a variety of Bills, draft NPSs/NESs and discussion documents to be released for sector and/or public comment. These include:</p> <ul style="list-style-type: none"> (a) Bill for Stage 1 of RMA amendments (b) Freshwater NPS amendments and NESs (c) National biodiversity strategy review (d) NPS re indigenous biodiversity (e) NPS re productive soils (f) NES for outdoor storage of tyres (g) 12 month review of NES for plantation forestry implementation (h) 'Urban Growth Agenda' urban planning pillar (i) Zero Emissions Bill Select Committee process (j) Emissions Trading Scheme regulation changes. |
| Policy & Planning | | Heretaunga Plains Urban Development Strategy & NPS for Urban Development Capacity | <p>51. HPUDES Implementation Working Group (IWG) meeting anticipated mid-2019, HDC coordinating.</p> <p>52. Quarterly reporting on urban development metrics as required by the NPS for Urban Development Capacity is ongoing.</p> |
| Transport | | <p>Public Transport</p> <p>Regional Road Safety</p> | <p>53. The NZ Transport Agency is holding a road show on 10 June to explain changes to the National Land Transport Programme over the next two years. Elected members have been invited, as well as senior staff.</p> <p>54. All councils in the region and NZTA will commence a joint transport study in June, subject to final funding approval from the Agency. This study will replace the Heretaunga Plains Transport Study 2012 and is intended to evaluate the performance of the network in light of recent major improvements (e.g. Whakatu Arterial Link, Pakowhai-Links Roundabout), and identify future pressures and required improvements.</p> |

| Asset Management Group | | Project description | Activity Status Update |
|------------------------|-------------|---------------------|---|
| Section | Team(s) | | |
| Regional Assets | Engineering | Northern | 55. Nuhaka River Road – river realignment – design completed and passed to contractor to price. |

| Asset Management Group | | Project description | Activity Status Update |
|------------------------|----------------|--|---|
| Section | Team(s) | | |
| | | Central | <p>56. Awanui Stopbank – planning and discussion for last portion – right bank.</p> <p>57. Tutaekuri Stopbank Extension – upstream of Puketapu. Private funding, HBRC design and construction. Stopbank eventually to become part of HPFCS - initial modelling completed.</p> <p>58. Clive Dredging – Channel survey completed. Channel Design in progress. Consents planner to be engaged following completion of design. Various contractors approach for Early contractor engagement, and Heron Construction to provide early contractor involvement</p> |
| | | Southern | <p>59. Upper Tukituki Scheme analysis of options for changes to rating system is currently underway and a consultant has been engaged to work on this.</p> |
| | Open Spaces | Te Mata Park | <p>60. New parcel of jacks land purchased by trust, open spaces team have offered our assistance with planting plan, track design and fencing options for the new parcel. Need to assess maintenance options with the trust.</p> |
| | | Hawea Historical Park / Karamu Stream Diversion | <p>61. Draft park management plan prepared and under review. Management committee formed. Work on the Koru wetland underway.</p> <p>62. Trust Deed lodged with Māori Land Court – hearing held on December 5. Decision from court due in May.</p> |
| | | Waitangi Regional Park | <p>63. Waitangi Regional Park Stage 2 – draft plan complete. Consultation with Atea a Rangi Educational Trust and a heritage landscape consultant regarding William Colenso history referencing complete.</p> <p>64. Lower Tūtaekurī Floodplain Wetland (funded by NKII/Port/Te Wai Maori Fund/HBRC) earthworks complete. Site meeting with IPWEA held in 23 March 2019. Community planting day planned for 1st June 2019.</p> |
| | Cycle Networks | NZCT Priority Project Waimarama Road Safety Project | <p>65. MBIE approved funding, including addition of HDC section. Project plan is now to complete safer off-road section between existing off-road sections parallel to road, for trail users. Awaiting on HDC before proceeding. Extn of agreement will be required.</p> |
| | | New Zealand Cycle Trail Business Case Hawke's Bay Trails 2018-2023 | <p>66. Decision approved by Minister of Tourism. Funding for \$1.34m and to be matched by local co-share to \$2.68m for 3x new projects over next 5x years.</p> |
| | | NZCT Priority Project Ahuriri Underpass Flooding Safety Issues | <p>67. Working with NZTA around solutions – NZTA funding plan for southern end.</p> |

| Asset Management Group | | Project description | Activity Status Update |
|------------------------|---------|---|--|
| Section | Team(s) | | |
| | | Hawke's Bay Regional Cycle Plan 2015 - Review | 68. Review had taken place and document is being drafted for review. |

Decision Making Process

- 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 Hawke's Bay Regional Council receives and notes the **Significant HBRC Activities through June 2019** report.

Authored by:

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Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: HEARINGS AND DECISION MAKING PROCESSES FOR THE REGIONAL PUBLIC TRANSPORT PLAN

Item 7

Reason for Report

1. To outline the process to be undertaken to hear and consider feedback received on the Regional Public Transport Plan, and to seek the appointment of the Hearing Panel to will hear the submissions.

Background

2. Submissions and feedback received during the consultation are attached to this cover report to read in advance of the Hearing on 12 June 2019.
3. Council approved the draft RPTP for public consultation on 27 February. The consultation period opened on 5 April and closed on 6 May. All information related to this consultation was available on the HBRC website and at all Regional Council offices.
4. The consultation was advertised through the following channels:
 - 4.1. Public notices in all regional newspapers
 - 4.2. An email list of approximately 250 organisations and individuals, including previous submitters
 - 4.3. Facebook and website advertising
 - 4.4. Posters on all buses
 - 4.5. Presentations to all councils except Wairoa, which disseminated the draft plan through a council agenda
 - 4.6. A presentation to the HBRC Māori Committee.
5. Thirty-five submissions were received, with nine submitters wishing to be heard.

Hearing and Deliberation on Submissions

6. This item seeks Council's approval to delegate the responsibility for the hearing and consideration of submissions to a panel comprising Crs Dick, Wilson and Bailey.
7. It is proposed to hold hearings from 1pm on Wednesday 12 June. (A Council workshop on public transport has been arranged for the morning of that day). An officer's report on submissions will be considered after the hearings have concluded.
8. The Hearing Panel's recommendations will be brought to the June council meeting for consideration and approval of the final RPTP.

Decision Making Process

9. Council and its committees are required to make every decision in accordance with the requirements of the Local Government Act 2002 (the Act). Staff have assessed the requirements in relation to this item and have concluded:
 - 9.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 9.2. The use of the special consultative procedure is not prescribed by legislation.
 - 9.3. The decision does not fall within the definition of Council's policy on significance.
 - 9.4. The persons affected by this decision are those with an interest in public transport in the region.
 - 9.5. The decision is not inconsistent with an existing policy or plan.

- 9.6. Given the nature and significance of the issue to be considered and decided, and also the persons likely to be affected by, or have an interest in the decisions made, Council can exercise its discretion and make a decision without consulting directly with the community or others having an interest in the decision.

Recommendations

That the Hawke's Bay Regional Council:

1. Receives and notes the "Hearings and Decision Making Processes for the Regional Public Transport Plan" staff report
2. Receives the written submissions on the draft Regional Public Transport Plan
3. Appoints the Hearing Panel comprised of Councillors Alan Dick, Fenton Wilson and Paul Bailey to hear and consider submissions on 12 June 2019 and make recommendations on the final plan to the Regional Council.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

- [!\[\]\(8c763f14a0950725fd01ba64d180e325_img.jpg\) 1](#) Submissions on the Regional Public Transport Plan

Bruce Bisset**Submitter 1**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

The obvious "missing link" in the strategy is rail. People are naturally attracted to rail services in a way they are not to buses. For example, instead of running "express" buses between Hastings and Napier, a regular railcar service fed by buses (which go in and out of the CBDs in any event) would likely see a significant increase in commuters using this option - which would also increase patronage on feeder buses, and have the spinoff of getting more people used to using public transport as a main option. Given the current very infrequent use of the line, there is no good reason why such a service could not be implemented in a relatively short timeframe, although some development of "park and ride" areas may be needed. This might also prove a better way (than by road) to connect CHB to Napier/Hastings, as well as adding a tourist-attraction element for sight-seers. At the least, rail services should be being explored, in detail, now; and i am frankly appalled that they rate no mention in this strategy.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

You ask people to consider "gaps" in the system and "better options" etc and come up with thoughtful ideas/solutions, yet provide no hard data for them to do so. For example, how many people use the Napier-Hastings bus services? Is patronage increasing or decreasing, and by how much? There's no way of knowing whether this (or any other) service is "viable" in terms of the proposed "fare recovery" targets without knowing the usage figures and trends. Therefor any public submitter is reduced to guesswork - which rather spoils the exercise, doesn't it. There's no reason why that data could not have been included, resulting in a far more robust consultation.

Rosemary Baldwin**Submitter 2**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

We need a bus that goes along napier terrace past the school and botanicals. I know many people how would use the bus and the only one at the moment goes along Shakespeare which leaves a 20 min walk to Napier central school

Do you wish to speak to your submission? (date to be confirmed) *

No

Terence Leonard**Submitter 3**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Works great as is . Online site is good. A change i would like is a stop at mitre10 and warehouse park area

How could we improve the quality of our public transport? A stop at mitre10/warehouse park

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service. na

Do our Total Mobility services meet your needs? what could be improved? ok

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add? no

Donna Joy Stevenson**Submitter 4**

Wed 10/04/2019 12:26 PM

Donna joy Stevenson <djthorne6752@gmail.com>

Hello

To Transport Submissions

Wish the buses went at beta times

Dan Elderkamp**Submitter 5**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

In general, I think the services provided are good. I think there are gaps, primarily in direct services between Napier and Hastings, and between Havelock North and the northern areas of Hastings. For example, there are no direct services between the hospital and Havelock North, and connectivity between the two services at present does not allow much time to transfer from one to the other - this could be looked at. Have no issue with the planned activities - they're generally on the right track. I do think that some services/routes are currently still overwhelmed by either school pupils or tertiary students, especially in the afternoons, so that needs some more work on how those issues should be addressed.

How could we improve the quality of our public transport?

Better timetable reliability, better weather protection for passengers at bus stops. May I suggest that bus drivers are surveyed for their suggestions, as they personally face many challenges and issues on a daily basis, and would have some very constructive ideas. One area where both Napier and Hastings Councils could significantly assist in reducing timetable delays is to synchronise traffic lights, which are a major cause of delays. I think annual surveys to determine the actual travel times/timetable times would help - sometimes they're not realistic, especially during peak hours and as annual traffic volumes increase. Bus stop signage could be improved - from a driver's perspective, some are difficult to see, especially in inclement weather.

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Yes, absolutely. Traffic on SH2 has significantly increased in the last couple of years, primarily driven by increased commuting between CHB and Napier/Hastings as a result of population increases. A survey should be commissioned to determine likely uptake by commuters from the various CHB towns, up to and as far as Takapau. Train services should also be investigated. Not sure re Wairoa, but may I suggest some discussions with Intercity re this question? Also further discussion with bus service providers in CHB and Hastings/Napier, as most have depots or arrangements in both CHB and Napier/Hastings.

Do our Total Mobility services meet your needs? what could be improved? Can't comment on this, as I have no experience of the TM services.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

In terms of the decline in use over the last few years, it would be useful to find out why, and perhaps a survey of people who used to use public transport and no longer do would identify areas that require improvement. I also think that legislation/regulation to allow buses preference in exiting bus stops would help a great deal in timetable reliability. This is done in some overseas countries, and is overdue here. As a driver, it is very frustrating to have to wait for a long line of traffic to pass by while waiting to exit a stop, with few other road users giving us the opportunity to re-enter the traffic stream. Lastly, I speak from experience as I am a professional bus and coach driver, and drive, or have driven, school buses, urban buses and inter-city coaches.

Christina Williams**Submitter 6**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Services should be available in all suburbs.

How could we improve the quality of our public transport?

Increasing peak frequencies on Route 12, spreading the loads so the buses travel quicker.

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Yes, buses from CHB to Hastings/Napier, there is a lot of traffic computing these days.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

I rely on buses solely for all my transport needs. Some suggestions i have are, airport bus, more services via Clive during the day, buses to Frimly and Mayfair, I find that I can't get to various locations in Havelock North, there needs to be a second services travelling to the other areas of Havelock North and to the village.

I believe Go Bus do a fantastic job of operating the services, I recall catching a nimbus back in the day, I was the only one on and the driver pulled over by the Pakowhai store and had a nap! I was late for work.

Leone Andrews**Submitter 7**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

The planned activities look good and am glad the tag on/off systems is going to be implemented; this will save time.

Also having a bus service to accommodate travellers from the airport is important.

How could we improve the quality of our public transport?

The #11 express bus is good but would be better if we didn't have to go through Hastings to Clive; just Havelock to Napier via Clive - perhaps for just one trip each way per day? However appreciate this may not be cost effective.

Think you would get more public using the bus service if it was a tad cheaper - perhaps a flat fee?

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service. NA

Do our Total Mobility services meet your needs? what could be improved? NA

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

I use the bus every week day to and from work and find most of the drivers very polite and helpful.

I especially appreciate the HBRC staff discount.

Natalia R**Submitter 8**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

The planned activities are right ones. Especially, the new tag on and off system with the online top up.

How could we improve the quality of our public transport?

Being on time or revise the timetable. The current bus 12 is late most of the time. Weekdays mornings up to 10-15 min late is a norm now.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

The bus stops are smoke free, please ensure bus drives don't smoke there while on break. I understand it is a tough job. But bus stops are smoke free for a reason.

Especially, when they smoke at the bus stop which is opposite the HBRC office in Napier.

Tiffany Gray**Submitter 9**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Yes I agree with these particular activities, although I believe that there needs to more consideration of public transport between links between Napier/Hastings and Central Hawke's Bay. It has recently come to my attention that there may be quite a few people that commute to work over this distance but there is no public transport option. The only option that I can see is a \$22 bus; it would be far cheaper to just drive.

Do you wish to speak to your submission? (date to be confirmed) *

No

Sharleen Baird**Submitter 10**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Train travel - far more comfortable. Plans for easy transport to new Hospice when built.

Gaps - out of area transport. Reinstatement of train services between Napier, Palmerston North and Wellington. Napier/Wellington even if once a month Friday to Sunday could increase visitors from that region to Hawkes Bay. HBRC could lobby central government to assist with this one.

Marketing needs increased spend re environmental and economic benefits of reduced need for cars/carparking structures. Encourage people to feel good about making the positive change even though it may take more time and effort to get used to.

Do you have a version of opalcard/red snapper?

Timetable suits my rare trips from Hastings to Napier.

I like other options e.g. rideshare.

How could we improve the quality of our public transport?

Buses used seem fine on the few occasions I've used them. Unfortunately, if travelling for more than 30mins, buses are far less comfortable than trains and people unable to use computer or read easily.

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Vital. There's a growing number of older CHB residents wanting/needing to stop driving and an increasing awareness of environmental/health risks (eg. declining eyesight)

I'd love a Commuter train(or bus if unable to convince Central government and Kiwirail to assist with train trial) daily between Waipukurau and Napier terminating at Napier airport which could be workable.

In my role at CHB Visitor Centre, I had an ongoing number of requests from young workers unable to get to Hastings/Napier employment and airtravellers (including myself) with flights earlier than 1.30 Intercity bus who had no vehicle/ inability/not wanting to selfdrive.

10-12 seater minivan trial perhaps?

Rideshares happen informally at present - would get more uptake if formalised through HBRC online booking system

Do our Total Mobility services meet your needs? what could be improved?

N/A. Goldcard's great encouragement for older people - I've started using it in other cities.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

Changes from private to public transport take time so factoring in initial losses until people learn about alternatives and trust their reliability should be considered before cancelling short term trials.

Grenville Christie**Submitter 11**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Train service as more civilised, people able to work or read and more likely to enjoy the journey.

Endorse Goldcard option

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Vital. Our older population becoming less able and younger population with no access to private transport.

Commuter service- trains preferably or bus/minivan terminating at Napier airport for CHB travellers

Rideshare uptake could be enhanced by HBRC online booking system

Do our Total Mobility services meet your needs? what could be improved? N/A at present

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

My points all agree with Sharleen Bairds' submission which has a fuller description I concur with.

Maureen Llewellyn**Submitter 12**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Buses need to be better serviced Some have faulty fold down seats not working for several months drips from ceiling in rain , 99 has had drip for 6 years Need security cameras in buses . Also TOTAL MOBILITY SCHEME needs overhauling as I know a lot of people that were/are under mental health that are quite capable of catching a bus They can walk to/from bus . My friend just uses it for groceries because she will not carry anything Walks to gym and home walks all over town so yes the system needs reviewing

How could we improve the quality of our public transport?

Buses are needed to service mitre 10 new pool etc Also why can't buses run every 1/2 hour on a circle 1 going via Kennedy Rd the other via CLIVE WE have a huge amount of tourists and this would act/ double as a sightseeing bus If it goes out thru Clive it comes back via Kennedy or vice versa Makes more sense than how its done now and Clive gets a workable bus service As to Bay View do we need it??

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Yes we do I didn't even know there was transport to central Hawkes bay or Wairoa

Do our Total Mobility services meet your needs? what could be improved?

As before overhaul the system To many are getting it when they are capable of catching the bus Yearly reviews I am NOT talking about those in Wheelchairs walkers etc

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

Just as an aside The pic [in the draft]of Bus driver helping a gentleman in wheelchair onto bus Well Jimmy [the driver] left 4 years ago

Janine Gard**Submitter 13**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

I would like to see eftpos facilities aboard buses. My daughter takes a bus to school and so often we haven't had the correct amount or no cash at all. It makes for a very stressful moments. If eftpos was available it would be so much easier Thanks

Do you wish to speak to your submission? (date to be confirmed) *

No

Donna Holder**Submitter 14**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Route 21. Now that this bus service goes to Arataki Road and turns here, can you please stop it turning up Everest Ave, looping through Belmont street. There are approx 45 houses in these narrow streets, with several cars parked along Everest ave there is no room for a bus and car to pass alongside each other. I have seen several near misses, incl cars reversing out driveways into the bus pathway. They just cannot see it coming w all the parked cars.

The bus travels too fast for these narrow roads and is an accident waiting to happen. Children are also playing up and down the streets all the time and I worry for them.

Now that the 21 bus goes to Arataki road I see no need for it to continue the loop in Everest/Belmont. Stops are conveniently located a 2 minute walk on the much wider Te Mata Road. I'm sure if you surveyed how many people use a stop in our vicinity it is v few and far between, hence why the bus travels at speed in these suburban streets.

Please change this loop before an accident occurs in Everest Ave and use main roads only.

How could we improve the quality of our public transport?

Service the whole of Havelock down Arataki toad

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service. Unsure

Do our Total Mobility services meet your needs? what could be improved?

Can scooters be allowed for transporting? My boys have been refused passage home for having scooters w them.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

Thankyou for your time. I do feel the route overdue some changes with the growth in population in our area, both removing Everest/Belmont loop and extending into Arataki/brookvale

Sam Redmond**Submitter 15**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

I believe that changing the card ticketing terminals on the bus to the same ones used by Auckland Transport would be a great improvement. I've seen the slowness of the current system - and very tedious! Some additional motivation to change the terminals is the old NFC cards (using Mifare 1k) which are insecure and likely could allow bus credit to be manipulated, such as adding extra money without requiring a top up.

Do you wish to speak to your submission? (date to be confirmed) *

No

Napier City Council

Submitter 16

17 April 2019

Councillor Alan Dick
 Chairman – Regional Transport Committee
 Hawke's Bay Regional Council
 Private Bag 6006
NAPIER
 Email: transport@hbrc.govt.nz

Tēnā koe Alan

Thank you for the opportunity to provide a submission on the draft Regional Public Transport Plan 2019 -2029 ("the Plan"). Our comments below include feedback we received during development of the Positive Ageing Strategy, Youth Strategy and the Disability Strategy for Napier.

As you know, Hawke's Bay Regional Council (HBRC) has a Public Transport Infrastructure Memorandum of Understanding with Napier City Council, which focuses on contracted public transport infrastructure. This Memorandum provides flexibility for working jointly with HBRC on potential changes to bus services in support of Napier City Council's transportation strategies and we look forward to continuing to work together.

The overall intent of our submission is to support HBRC's vision to provide public transport that is safe, increasingly used, integrated with other modes and contributes to economic, social and environmental wellbeing of the people of Hawke's Bay. We trust this feedback will be given due consideration by HBRC in finalising the Plan.

Bus routes

- We appreciate HBRC's intent to investigate and trial on-demand services to areas not currently serviced. Given the expansion of the airport and a dramatic increase of 47% in passenger movements in the last three years, we would like to see a regular bus service (or extension of current service, or similar) to the Hawke's Bay airport – perhaps a flexi route, fixed schedule service which remains responsive to flight scheduling. Some certainty and timeframes to introduce this would be useful.
- We request a review of bus routes that accommodates new and reactivated facilities now with ongoing responsiveness as new facilities are added. For now, a route that incorporates Parklands, Prebensen Drive (with Mitre 10 and soon Kmart located there), and the new Napier Aquatic Centre location would be appropriate. We also ask HBRC to consider extending or introducing routes to areas of Napier with new residential development e.g. Te Awa, including weekend services.

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- During development of the Youth Strategy, we engaged widely with young people who emphasised the need for cheaper night time public transport options within Napier city and between Napier and Hastings, especially on weekends so young people can enjoy night time activities and functions safely. Working professionals also highlighted the need for extended hours.
- We recommend investigating the introduction of 'hail and ride' along parts of existing routes (particularly in areas with a high population of older people). This concept is used in other cities in New Zealand and would be particularly beneficial to seniors and members of the community with mobility issues. Napier's population is expected to age, with seniors comprising one in four residents by 2030.

Bus accessibility

- We strongly support the introduction of real time bus information, especially since we receive comments about buses leaving ahead of schedule or running late. Compromises to reliability result in poor perceptions of public transport and potentially less uptake. We ask HBRC to consider the channels through which real time information will be communicated to ensure it is able to be easily read by people of different abilities.
- The Plan includes information about easy read and large print timetables being available. It appears these will only be available to a limited extent in hard copy. We would like HBRC to consider having more readable physical timetables at bus stops.
- We ask HBRC to consider introducing a shuttle service between essential services, and perhaps also tourist sites, within Napier City – including the Napier Health Centre, Library, and NCC Customer Service Centre (recently relocated to Hastings Street), which are all heavily used by those most likely to require public transport. Council services are now located some way from the central bus stop in Dalton Street, which has an impact on bus users.
- We are supportive of more wheelchair hoists, as well as the Ridewise system for Total Mobility (TM) services. This will greatly assist members with visual impairment in our community. Are there any plans for HBRC to require buses that 'kneel' on request through renewed contracts? This would assist those using wheelchairs and walkers accessing the bus, without relying on assistance from drivers to get on board, creating a higher level of independence.
- It would be helpful for people with a disability if buses stop for them without having to wave it down, if they are at a bus stop. Many people with a disability can't see the number of the bus or the destination displayed as the bus comes toward them. Our advice to HBRC is to directly engage with disabled members of the community to understand the barriers and offer solutions that will work for them.

Affordability and usage

- Does HBRC intend to revise fare structures? While Appendix C contains some details about this, it also notes that fares will be reviewed every six years. However, Page 15 of the Plan states that the fare levels will be reviewed annually, including the appropriateness of current zones and concessions. We strongly suggest these are reviewed, since fares remain prohibitive in the achievement of the overall vision for Public Transport. Also, we know that other jurisdictions have experienced increased number of passenger trips when prices are reduced.
- The simplified fare structure, while easy to understand, disadvantages those travellers wishing to make short trips – to either get into town or to move around town. Under the current structure, a person living in Maraenui or Marewa wishing to travel into the city, pays the same one-way fare as someone living in Taradale wishing to travel to the city. We would like HBRC to introduce a city zone and associated fare or similar mechanism to improve equity. This will encourage more travel and increased passenger numbers.
- As you know, EIT has approached Councils to contribute funding towards further subsidies for students using the bus service. We have suggested to EIT that this burden shouldn't be placed on Napier's ratepayers, when EIT stands to be the main beneficiary of such support. Our recommendation is that EIT leverages their onsite parking revenue to offset a subsidy and encourage higher usage of public transport by both staff and students.
- We would like HBRC to consider increasing the subsidy rate for the Total Mobility Scheme. At 50% of a taxi fare, people with disabilities, often on fixed and low incomes, are paying significantly more than an equivalent public or private transport alternative. The cost of their disability is not being covered by the current subsidised rate.
- We invite HBRC to consider offering free or significantly reduced fares on special days of the year to encourage increased bus usage and raise awareness of sustainable transport. Public promotions of this kind have contributed to increased passenger numbers and kilometres travelled in other New Zealand cities (e.g. Bay of Plenty). Suggestions for free or subsidised travel include International Children's Day (for kids travelling with a paying adult), International Day of the Disabled Person, International Day of the Older Person (offering free travel outside of the free Gold Card travel hours), and World Environment Day. Other promotions offered elsewhere include free travel days for Smartcard holders and free Saturday or Sunday travel prior to Christmas.
- We appreciate HBRC's plans to support free large public events (with a subsidy from the organiser) with public transport, however it appears from the criteria mentioned that very few Hawke's Bay events would qualify for this service.

Other

- It would be useful to have firm timeframes for the investigation and implementation of the Planned Activities listed on page 19.
- One of the Planned Activities includes trialling the Choice app in partnership with NZTA. Given the collaborative work (HB5C) underway to become a smart region, we suggest it would be more effective to consider having public transport information being available on a platform like SmartView (in Christchurch) instead of a standalone app.
- We suggest HBRC retains the ability for residents to purchase short fares on the buses and the ability to purchase smartcards from drivers and through other city venues (e.g. Napier libraries). We want to ensure no one experiences any barriers to using public transport.
- While we are aware that pets are now allowed on board buses, the current policy to have them in a carrier and sitting in the owners lap at all times does not seem practical, especially for those most likely to need to use the service (e.g. Seniors). We suggest that this be reviewed.
- We are encouraged to read about the multi-mode transportation like buses, cycling, walking but would like to reiterate that full consideration be given to the 'transport disadvantaged' groups listed in the Plan.

Thank you again for providing the opportunity to comment on the Regional Public Transport Plan 2019-29. We look forward to working with HBRC to find solutions for the key improvement areas of public perception, underutilisation and integrated public transport.

If you have any questions about our submission please contact Michele Grigg, Senior Advisor Policy, michele.grigg@napier.govt.nz, phone 834 4130.

We look forward to seeing the final Plan.

Yours sincerely



Wayne Jack
Chief Executive

Russell Turnbull, goBus Ltd**Submitter 17****How could we improve the quality of our public transport?**

The key to making public transport really competitive to private car use is for it to be reliable, frequent and speedy. Reliability is the number one driver of discontent (if it is lacking), frequency (and network reach) reduces reliance on the need for a car and speed provides real competition to the car.

Through the plan there is little to no mention of public transport infrastructure supporting reliability and speed. Infrastructure such as bus lanes, bus priority at traffic lights, and 'bus goes first' policies should be considered where reliability is compromised and/or speed of journey can be enhanced.

Often, it is only paint on the road, and signs, that allow a bus to 'queue jump' a line of cars. 50 people in a bus must surely deserve priority over 50 people in 50 cars?

We strongly recommend the plan includes a new action along the lines of "Work with Napier City and Hastings District Councils to Investigate and implement bus priority measures which would improve the reliability and speed of bus journeys."

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

The On-Demand Shared-Ride services, currently being trialed in Auckland's Devonport Peninsula, may be an ideal cost effective mean of providing public transport services to the people of Wairoa and Central Hawke's Bay.

Do our Total Mobility services meet your needs? what could be improved? no feedback.**Do you wish to speak to your submission? (date to be confirmed) ***

Yes

Do you have any other comments you would like to add?

We note that NZTA is reviewing their position on appropriate fare recovery ratios, with suggestions it could be relaxed. It may be appropriate to reflect the NZTA review in the PT Plan document.

We also note that on Page 31, that a change in the cost of the provision of public transport services by more than 10% in one financial year would be considered "significant" and require full consultation. As NZTA's ability to fund increased services may change, for the purpose of the plan, the wording could be more flexible to reflect only the impact on rate payers and could be reworded as such "... the cost to Hawke's Bay rate payers of the provision of public transport services by more than 10% in one financial year..."

Automobile Association HB

Submitter 18

Item 7

Submission Form for draft Regional Public Transport Plan

Name: AA Hawkes Bay

Address: PO Box 225
Napier
4140

Phone: 027 747 2856

Do you wish to be heard in support of your submission? No

This means that you will be able to present a summary in support of your submission to a hearing panel of elected representatives who may then have questions they would like to ask you. The date of this hearing has not yet been set, but we will be in touch with you in due course to confirm the date and time.

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

AA Hawkes Bay strongly supports the provision of passenger services in the Hawkes Bay region.

More frequent and regular services are required to reduce the use of private vehicle transport and to address more recent increasing congestion at peak times.

Parking in Napier City has become an issue with the reduction in parking spaces.

Service points of pickup and delivery need to be in reasonably close proximity to all potential public transport users.

More promotion, advertising an encouragement for the use of public transport services is probably required.

There appears to be low public transport use by elderly. Perhaps the constraints on hours of free use need to be reviewed eg Auckland?

All weather facilities need to be at each pickup/drop off points.

Electronic signage similar to what Auckland Transport use would be recommended. This signage displays when next bus is due plus other messages.

2. How could we improve the quality of our public transport?

Carry out further public surveys to find out reasons why public transport is still not being used and what is required to make it more user friendly and attractive for the community.

More frequent and regular public transport services.

Attachment 1

Attachment 1

Service points of pick up and destination need to be more convenient for many new public transport potential users.

Seek increased Government subsidies / funding for public transport in the region.

Have an airport link to Napier, Hastings and other communities.

Meet with large employers such as the DHB, businesses in industrial areas of Napier and Hastings and see how they can move their employees to public transport, maybe use of subsidies.

Reduce limits on gold card use i.e. extend hours the cards can be used.

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3. Do you think there is a need for more services in Wairoa and Central Hawke's Bay? If so, what?

This has already been trialed in CHB and failed to be viable due to lack of uptake and local participation.

Organise and encourage more shared transport in the smaller communities.

4. Do our Total Mobility services meet your needs? If not, what could be improved?

Unable to comment on this.

5. Do you have any other comments about public transport in Hawke's Bay?

To promote and encourage the use of public transport in Hawkes Bay, services would need to run uneconomically initially in order to encourage attract new public transport clientele.

Continue on a separate page if necessary

Thank you for your interest in public transport in Hawke's Bay

Terry Hickling, Wairoa Disability Transport Service

Submitter 19

Item 7

Submission Form for draft Regional Public Transport Plan

Name: TERENCE FRANK HICKLINGAddress: P.O. Box 10Wairoa 4165Phone: 06-837-8737Do you wish to be heard in support of your submission? Yes ☒ ~~no~~ (tick one)

This means that you will be able to present a summary in support of your submission to a hearing panel of elected representatives who may then have questions they would like to ask you. The date of this hearing has not yet been set, but we will be in touch with you in due course to confirm the date and time.

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

My particular area of interest is Wairoa and District. The activities covered on P.19 of the Plan are admirable but in Wairoa's case lack substance. The needs of the Wairoa Community have been long neglected with Regional Council input lacking. There is no Public Transport apart from one daily Inter-City Bus service where timetable does not permit travel to other cities for business or other reasons on a one-day return basis. There is a daily District Health Board shuttle bus service between Wairoa and H.B. Hospital but access is not available to the General Public for other than Hospital and related appointments, etc. The Service provided by the Wairoa Disability Transport Service is the only Public Service available for local residents to access health and welfare destinations. For a number of years a subsidy facilitated by Regional Council was received but owing to some changes in sourcing and payment criteria this ceased in 2017.

2. How could we improve the quality of our public transport?

2.

The immediate concern is to keep the Service provided by Wairoa Disability Transport Service viable. Although currently a small subsidy is received via N.Z. Red Cross for Primary Healthcare Transport this is not guaranteed to continue beyond the end of June 2019 and moderate grants from N.Z. Lottery Fund and COGS, as well as other charitable trusts and public donations, are of a discretionary nature and subject to annual applications.

A firm gesture from Regional Council in the form of a substantial annual grant to assist with operational and wages (Drivers') costs would be of assistance.

Attachment 1

Attachment 1

Item 7

3. Do you think there is a need for more services in Wairoa and Central Hawke's Bay? If so, what?

Other public transport to enable people to travel around the district or to Hawke's Bay, with a reasonable timetable, would no doubt be welcomed by many.

4. Do our Total Mobility services meet your needs? If not, what could be improved?

Any total mobility services currently provided by Regional Council are of no use to Wairoa Services. Any financial help should be given to the Providers to enable passengers' fares to be kept to a minimum. A payment direct to a passenger would not be passed on to our Service, for example. Also administration of such a scheme would add to the voluntary workload and be untenable. I might mention that apart from one fulltime equivalent Driver/Co-ordinator and a contract arrangement with another not-for-profit group – Age Concern Wairoa – all of our administration work is provided by unpaid volunteers!

5. Do you have any other comments about public transport in Hawke's Bay?

Regional Council Public Transport in Hawke's Bay seems to be confined to Napier and Hastings. Wairoa residents also pay ever-increasing rates and do not receive anything in the Transport arena from their input. Unless this situation is changed public dissatisfaction will fester until it becomes a major issue for the Regional Council.

Continue on a separate page if necessary *FINISHED*

Continuation

The maintenance of the service provided by the Wairoa Disability Transport Service (aka Wairoa Community Bus) is essential for the wellbeing of Wairoa citizens. If this Service cannot be supported to the extent that it can continue without interruption there will be no Public Transport Service in the town.

Description of Service

The Wairoa Disability Transport Service provides a reliable, comfortable and affordable passenger service, with wheelchair facilities and trained staff, and with flexible time arrangements, to those wishing to use the Service, in Wairoa and its environs, for the benefit of all members of the public of any age who because of many varied circumstances do not have access to other transport. These include disabled (both young and elderly) and their caregivers, older people who need to attend appointments or even the weekly shopping and banking outings. Wairoa citizens who suffer from disabilities, illness, infirmity, financial hardship and social isolation, and indirectly, their families and whānau, benefit from the services provided by the Wairoa Disability Transport Service Inc.

The capability to carry wheelchaired passengers with a hydraulic hoist loading facility and the employment of trained and competent operators is of immense importance to the affected passengers and a tremendous asset to the Wairoa Community.

Whilst professional paid drivers and a booking agency (Age Concern Wairoa) are employed, the operation is otherwise managed on an entirely voluntary basis by a dedicated Committee of local residents. The Service is registered as a Non-Profit Charitable Entity by the Charities Commission which is an endorsement of its public credibility.

Committee members spend many hours of time ensuring the smooth running of the organisation and in attempting to obtain the necessary on-going funding. Completion of a multitude of application forms, with all the necessary accompanying documentation takes much time and a lot of time is spent on the administration and completion of various departmental returns and reports. Committee members personally involve themselves in an annual fundraising raffle.

The Service has been operating continuously since 1998, and whilst not unique, meets the perceived needs to provide an accessible, affordable, transport service particularly for those members of the Community suffering from some form of disability or deprivation in order that they may enjoy as high a quality of life as possible, participate in normal day-to-day activities and maintain contact with their friends and neighbours.

Attachment 1

Alexandra Thompson**Submitter 20**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

I would appreciate a bus stop on Wellesley Road just after turning from Hastings Street. I get the number 11 from Napier to havelock north and the closest stop is either te awa or dalton street. as it's getting darker it would be nice to have one closer to home. if not then a covered bus stop at dalton street. you have them for the other bus services but not Express bus.

How could we improve the quality of our public transport?

The buses are fine and staff friendly. Just having a shelter on dalton would be great. plus HN could do with wind breakers either side of stop.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

The bus drivers are all very friendly and drop me near my house which is great.

Submission Withdrawn**Submitter 21****Submission Withdrawn****Submitter 22**

Item 7

Jude Henderson, Napier Disability Advisory Group

Submitter 23

Item 7

2nd May 2019

Hawke's Bay Regional Council

Private Bag 6006

Napier

Dear Sir/Madam

Thank you for the opportunity to provide a submission on the Regional Public Transport Plan 2019-2029. Rather than complete the online feedback form, we have provided feedback below.

The Napier Disability Advisory Group (NDAG) is a group of professionals and members of disability providers in Hawke's Bay. We work closely with Napier City Council and other agencies and businesses to support, advise and contribute to consultations, environments and activities to ensure they are accessible for people with disabilities.

Buses:

- We know that people can request large print timetables, have you also considered easy to read timetables for people who are print disabled? Pictures, colours and symbols are a great way of making documents and information more accessible.
- Members of NDAG have had feedback from people with disabilities who use bus transport and some of it includes the poor attitudes of bus drivers, not only to those requiring additional support to get on or off a bus, manoeuvre equipment or find a seat, but those trying to understand which bus to catch.
- Please engage with members of the disability community to find out how to improve your services – this may include driver education around disabilities, stopping at bus stops when a person with a disability is waiting so they do not have to flag one down and/or simply using the coloured route indicators on each bus, e.g. large round red sign for the red route.
- We would like to see all permanent bus stops covered and with seats, possibly fold up/down as an option and room to move in and out with a wheelchair.
- We encourage you to consider free travel for people with disabilities, just as those over 65 with a SuperGold card currently do between 9am and 3pm.

Attachment 1

Health Shuttles:

- Disability agencies in HB have had feedback from clients with disabilities who are unable to use a bus to get to hospital or clinic appointment and do not have the funds to use taxis, even with Total Mobility. It would be great to see small, accessible bus transport for nominal fees or donations, that can transport people to and from health appointments.

Total Mobility:

- We are excited that you are considering the Ridewise electronic system for Total Mobility (TM) – this would be great for lots of our members who cannot see to write, hold a pen or sign their name.
- More funding for wheelchair hoists – absolutely!
- You say that clients find it easy to understand Total Mobility – do you provide easy read or large print information/flyers?
- People with disabilities carry huge costs that are associated with their disability. The fare discount is currently 50% of the fare – we would like to see this increased.

NDAG is keen to be heard on this submission and attend hearings.

We look forward to hearing from you.

Kind regards



Jude Henderson

Chair – Napier Disability Advisory Group

Garry Neems

Submitter 24



02 MAY 2019

Submission Form for draft Regional Public Transport Plan

Name:

GARRY NEEMS

Address:

4 CAPE PLACE
PARKLANDS
NAPIER

Phone:

843 1033

Do you wish to be heard in support of your submission? Yes ☒ No ☐ (tick one)

This means that you will be able to present a summary in support of your submission to a hearing panel of elected representatives who may then have questions they would like to ask you. The date of this hearing has not yet been set, but we will be in touch with you in due course to confirm the date and time.

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

SEATING AT EACH & EVERY BUS STOP.
NTH, OLDER CITIZENS LIKE MYSELF
USING THE BUS SERVICE MORE OFTEN.
TOTALLY UNFAIR TO EXPECT SENIOR CITIZENS
TO STAND WAITING FOR BUS AFTER WALKING 500 METERS
REFER TO PAGE 14 PARAGRAPH 2. UNDER POLICY HEADING.

2. How could we improve the quality of our public transport?

Hawke's Bay Regional Council

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Attachment 1

Valerie Thompson**Submitter 25**

What/if any public transport improvements would you like to see? Where are the gaps? ? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Feel there is a need for a slight alteration to route13 if possible to include Parklands. The area is still growing and the population is predominantly younger retired people. In the future as these people age more are going to need to be able to access the bus easier. Currently the closest stops are on Westminster Drive, to go to Napier via Taradale or on Leicester Avenue behind Pak and Save if you wish to go direct into Napier. If you need to use the bus to get to hospital appointments you need to go via Taradale as the direct link is to far away This is currently quite a distance to walk if you live in some parts of the suburb. With the new swimming pool being sited in Tamatea Drive future needs will require the connection/access to other routes to be addressed to facilitate (and encourage) families to use the service. Perhaps these two issues could be solved at the same time by extending the route from Westminster onto Tamatea Drive and through Pacific Ave into Orotu Drive back into Westminster.

Even though the service is new could the frequency/timing of services to Bay View be adjusted and more frequent. I'm sure this would encourage more use from residents in Bay View e.g. if someone from Bay View wants to get to Taradale they are very limited options and then the time of connecting buses does not allow for an easy transition for a continuous journey. Likewise going from Bay View to the hospital or Hastings they would be very likely to have to wait for an hour in town! Missing connection by 5 minutes! I do agree with your planned activities.

How could we improve the quality of our public transport?

The option of a bus service to the airport, extended hours etc are all very favourable. I was recently in Christchurch and was very impressed with the use of "small" buses during off peak times and the frequency of the service. I believe that limited frequency is one of the major barriers to use of bus service in our area. People are so used to just getting in their cars because of the convenience time wise, it's a very hard habit to break.

In the future will there be any allowance for more than 2 bikes ??? I am concerned that when a pair of cyclists are attempting to use the service and there is already one bike aboard they could be left stranded and have to wait a whole hour for the next bus.

Do you wish to speak to your submission? (date to be confirmed) *

No

Do you have any other comments you would like to add?

Please note in appendix A you have route 13 page 25 described as Napier-Maraenui-Onekawa-Napier just a typo I'm sure. Thank you for the opportunity to voice my ideas.

Timothy Peacock

Submitter 26



03 MAY 2019

Submission Form for draft Regional Public Transport Plan

Name:

Timothy Peacock

Address:

1 Hill St, Waipukurau Central H. Bay

Phone:

06 8588251

Do you wish to be heard in support of your submission? Yes No (tick one)

This means that you will be able to present a summary in support of your submission to a hearing panel of elected representatives who may then have questions they would like to ask you. The date of this hearing has not yet been set, but we will be in touch with you in due course to confirm the date and time.

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Personal Hearing re - Transport in Central Hawkes Bay area.

2. How could we improve the quality of our public transport?

Hawke's Bay Regional Council

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Attachment 1

Hastings and District Grey Power Association

Submitter 27

Submission Form for draft Regional Public Transport Plan

Name: HASTINGS & DISTRICT GREY POWER ASSOCIATION
INC.....

Address: 4/30 TE AUTE ROAD
.....

...HAVELOCK
NORTH.....

Phone: 06 8774419.....EMAIL ronwilkins73@gmail.com
.....

☐ Do you wish to be heard in support of your submission? ☒ Yes ☐ No (tick one)

This means that you will be able to present a summary in support of your submission to a hearing panel of elected representatives who may then have questions they would like to ask you. The date of this hearing has not yet been set, but we will be in touch with you in due course to confirm the date and time.

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

1. RE INSTATE THE 10.55 A.M. GO BUS SERVICE ROUTE 17 PARKVALE/AKINA.
2. EXTEND ALL SERVICE FOR SENIOR GOLD CARD HOLDERS TIL 3.30P.M.
3. INTRODUCE A NEW SERVICE FROM HASTINGS TO NAPIER AND BACK VIA CLIVE FROM 0930, 1130, AND 1.30P.M.

2. How could we improve the quality of our public transport?

BY IMPLIMENTING 1, 2 AND 3 SO THAT OUR GOLD CARD MEMBERS CAN ENJOY SHOPPING AND OUTINGS TO NAPIER AND OTHER AREA IN THE BAY

3. Do you think there is a need for more services in Wairoa and Central Hawke's Bay? If so, what?

YES! I UNDERSTAND THE ONLY WAY ONE CAN GET FROM AND TO IS BY INTER CITY TOURIST BUS AND THE RED CROSS VAN.

4. Do our Total Mobility services meet your needs? If not, what could be improved?

HAVE NOT HAD ANY COMPLAINTS FROM OUR MEMBERS

5. Do you have any other comments about public transport in Hawke's Bay?

I BELIEVE AS A REGIONAL COUNCIL YOU MUST PROVIDE ADEQUATE TRANSPORT AT WHAT EVER COST OR PATRONAGE.

Hawke's Bay Regional Council

159 Dalton St, Private Bag 6006, Napier 4142, New Zealand Tel 06 835 9200 Fax 06 835 3601 Freephone 0800 108 838

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Gill Tracy**Submitter 28**

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

Yes. I would like to see public transport between Waipukurau and Hastings Napier. There are an increasing number of people commuting for work and it would be great if people had the option to take public transport. HBRC could look at the big employers in the Bay eg the hospital, CBD to identify needs and suitable times. Other options such as a ride share system in Hawke's Bay could help us reduce our carbon footprint. HBRC could also add pressure to NZTA to complete the cycle way between Waipukurau and Waipawa to encourage walkers, cyclists.

Do you wish to speak to your submission? (date to be confirmed) *

No

Barry Davis**Submitter 29**

What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Most cities with an airport serving a national airline (or 2) provide a public transport option from the airport to the city CBD. The number 15 bus from Napier to Westshore travels past the Hawkes Bay Airport 12 times a day. Some times the cost of a taxi to the airport is more expensive than the cost of the plane ticket. Why can't this bus route provide a public transport service from the airport to Napier and Hastings ? Why can't the number 15 bus from Napier that passes the inter-city bus depot at Clive Square stop to provide a connection with the GoBay public transport system ?

My wife used to catch the number 13 bus to Napier at 7.35 in Tamatea. The bus time table has now been altered and the bus arrives 10 minutes earlier making it unsuitable for her to use.

How could we improve the quality of our public transport?

Make the bus stops visibly easier to see from a distance and provide a bus time table on more bus stops. Some bus stops are just a yellow paint sign on the road.

Do you think there is a need for more services in Wairoa and Central Hawke's Bay? Please let us know how we could improve this service.

A pair of commuter bus services from central Hawkes Bay in the morning and evening might work if the timings were right.

Do you wish to speak to your submission? (date to be confirmed) *

No

Rhys Thurston, EIT**Submitter 30**

Submission Form for draft Regional Public Transport Plan

1. What/if any public transport improvements would you like to see? Where are the gaps? Do you agree that our planned activities on Page 19 of the Plan are the right ones?

Flaxmere to EIT Direct Route this would help transport the disadvantaged
These are our Flaxmere student numbers from the past three years

| Row Labels | 2017 | 2018 | 2019 |
|--------------------|------------|------------|------------|
| Under20 | 53 | 77 | 59 |
| 20-25 | 87 | 96 | 45 |
| 25+ | 165 | 186 | 137 |
| Grand Total | 305 | 359 | 241 |

Central Hawke's Bay District Council

Submitter 31

Item 7

**CENTRAL HAWKE'S BAY DISTRICT COUNCIL**

RUATANIWAHIA STREET, PO BOX 127, WAIPAWA 4240, NEW ZEALAND
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Monday 6 May 2019

Regional Public Transport Plan - Submission

Central Hawke's Bay District Council wishes to thank Hawke's Bay Regional Council for the opportunity to provide feedback on the Draft Public Transport Plan.

CHBDC wishes to acknowledge the late addition of the following items in the Draft Plan.

"Investigation of transport needs and possible solutions for Central Hawke's Bay, and include consideration of services for EIT students travelling from Central Hawke's Bay"

CHBDC urges the HBRC to retain this as a focus area of the plan, and request that more focused leadership and coordination of these projects be provided by HBRC so that the "Investigation" of these services can be completed as soon as possible so focus can turn to the implementation of services. Ideas on public transport have been floated for many years, with specific advocacy from Central Hawke's Bay District Council over the last 18 months, and while positive to see investigation signaled in the Draft Plan, a commitment to implementation would be more affirming.

Specific initiatives that we have promoted over the last 18 months, and would request for inclusion to be implemented in the Public Transport Plan are as follows:

- Public Transport options from Central Hawke's Bay to EIT
- Co-ordination and support of 'smart' travel options, through collaboration of existing Central Hawke's Bay providers between Waipawa and Waipukurau
- Increased promotion of the smart travel app specifically target rural and regional areas
- Co-Ordination of park and ride type facilities in conjunction with shared travel.

CHBDC wishes to thank Anne Redgrave who took the time to workshop with Council the Draft Plan, and listen to the feedback from Elected Members and Senior Officers. The feedback provided at the workshop reiterates this submission, which in essence is that while we are supportive of "investigation", focus needs to turn to "implementation".

Central Hawke's Bay is experiencing significant growth and its non-existent public transport system is not fit for purpose, and lacks integration with the national and regional context.

We look forward to continuing to work with the Hawke's Bay Regional Council and hope to see a strengthened public transport system as a result of it.

Yours Sincerely

Handwritten signature of Monique Davidson.

Monique Davidson
Chief Executive

Handwritten signature of Alex Walker.

Alex Walker
Mayor

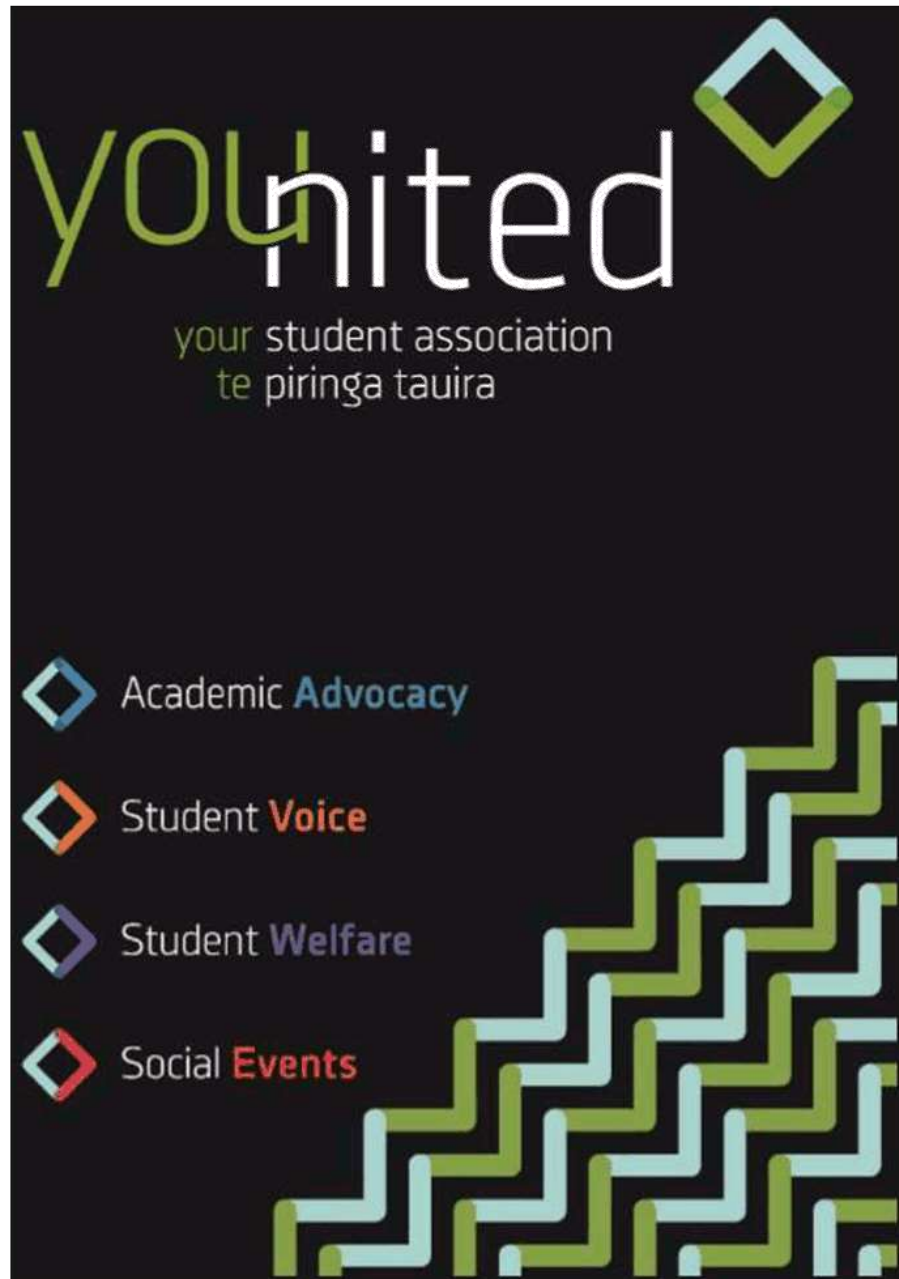
Attachment 1

Attachment 1

Item 7

Younited Students' Association

Submitter 32





HBRC Draft Regional Public Transport Plan

Younited Students' Association submission

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Younited Students Association

Who we are - what we do

Younited Student Association, serves students by acting as the voice of the student body, advocating student issues, and promoting the social, cultural, recreational and educational interests of students on all Eastern Institute of Technology campuses including online students. We provide these services to the following regions; Auckland, Tairāwhiti, Maraenui, Hastings, Ruatoria, Wairoa and Central Hawkes Bay. This service is contracted to the students Association by the Eastern Institute of Technology.

We have four key areas of focus as an association:

Academic Advocacy:

The Student Advocate assists students to resolve academic grievances, Study Link queries, enrolment issues, issues with EIT regulations and policies, and other concerns affecting their study at EIT.



Student Voice:

Younited provides a democratic voice for all students at EIT by representing them through working relationships with EIT and other outside organisations. We sit on a variety of EIT committees, from the Academic Board to the Sustainability committee.



Student Welfare:

Younited is here to support students to overcome academic or welfare challenges big or small which may arise during their tertiary journey. This includes, but is not limited to debt collection, tenancy issues and counselling support.



Student Events:

To help students achieve the necessary study/life balance required to succeed Younited provides recreational activities and facilities. Younited also runs a variety of events throughout the student calendar to cater for the wide range of cultures, age groups, and interests in the student body. In 2018 we served over 13,000 meals to students at the Eastern Institute of Technology.



The General Manager reports monthly to a Board made up of elected students and to the EIT Executive, Academic Boards and EIT Council.



Making Public Transport a Viable Alternative

Building Student Buy-in

On a broader scale, public transport in Hawke's Bay needs to be seen as a viable alternative to car use, not just a last resort. Students are one of the largest user groups of the GoBay system, however once these students get their own car, they often stop using public transport. Having an efficient system that could retain these passengers is a vital part of growing the use of public transport in Hawke's Bay.

Journey times are currently far too long for most students to use GoBay services by choice. Whilst it is good to see that HBRC recognises in the Regional Public Transport Plan that journey times are excessive, there is very little discussion around how this will be resolved. Travel time is only going to increase as congestion on main arterial routes grows, yet HBRC has not proposed an alternative structure or route design to combat this.

Farebox Recovery Targets

The New Zealand Transport Agency has recently indicated that their mandated Farebox recovery target of 50% is unfeasible and a hinderance to regional public transport growth. Whilst policy changes have not occurred yet, NZTA have indicated that changes to the target may occur. Despite this, HBRC is attempting to increase their Farebox recovery to 40% by 2020/2021.

Cost-cutting and potentially raising fares are not an effective way to grow public transport patronage. Regional public transport will likely never meet the 50% ratio, simply due to economies of scale. Public transport has myriad benefits to the community and environment that cannot be defined in a direct financial way. By focusing on Farebox recovery rather than network growth, HBRC could lose a valuable opportunity to increase patronage on the GoBay service.

Free Public Transport for Tertiary Students

As mentioned above, student patronage would be a key part of a more popular public transport system in Hawke's Bay. One way to grow this usage would be to further subsidise fares for tertiary students or even make them free. Such schemes have resulted in considerably more student usage where they have been implemented, such as Palmerston North.

Such a major investment would require a regional approach with funding from territorial authorities and EIT. Some discussions have been had with regional stakeholders and Younited is keen to further these discussions and develop a funding model to make such a scheme viable.

Carbon Neutral 2040

As the Regional Public Transport Plan notes, the Hawke's Bay Regional Council's Strategic Plan 2017-2021 sets the target of a carbon neutral Hawke's Bay by 2040. One of the primary sources of carbon



emissions is personal, car-based transportation. Without significant investment in public transport, these emissions will not be reduced and will most likely increase. Expenditure on an efficient public transport system is one of the most cost-effective ways to reduce carbon dioxide output. It would only seem sensible for HBRC to develop a better public transport system to make achieving this laudable goal far more likely.

Changes to GoBay Services

Ad-hoc Changes

Younited is also concerned by the current ad-hoc changes that are occurring in the GoBay network, with scheduling changes and service cancellations. There seems to have been very little consultation with service users on these changes, with the only communication of these changes consisting of notices onboard certain buses.

We are also somewhat concerned that GoBay has implemented the new April 2019 timetable before the consultation period has closed. It would seem that the best time to develop a new timetable would be after a meaningful consultation period, not during it. There seems to have been no specific consultation relating to the newly introduced timetable, this is a missed opportunity to learn what improvements users feel could be made.

Timetable Modifications

We agree that there need to be modifications to timetables, as on well-patronised routes current timetables often bear little similarity to reality. However, these changes should be designed to ensure that transfers between services are still possible. The adjustments to Route 21 in particular, may make transfer to Route 12 difficult due to a lack of slack time between services.



Potential New Services

Flaxmere

Younited is pleased to see that HBRC is considering a direct service between EIT and Flaxmere, however we feel there needs to be a concrete commitment to this service. The current situation of catching the Route 20 and then Route 12 is a time-consuming and frustrating effort. As services face delays and congestion, especially in the afternoon, transferring between these routes can be almost impossible. This is a significant access issue for Flaxmere-based students and can have a major impact on their studies. Introduction of a direct service would alleviate these problems and fix what is an obvious equity issue.

Direct Services to EIT

While the proposed direct connection from Flaxmere to the Eastern Institute of Technology is an excellent start and Younited looks forward to its implementation, there need to be more direct services from students' communities to EIT. When public transport takes twice as long as driving, it is simply not a viable alternative for many students.

Younited would like to see more direct services introduced to the GoBay network as an efficient service will drive student patronage. Of particular note would be a direct route between Havelock North and EIT. Such a route would reduce travel times significantly, as currently students must catch both Routes 21 and 12.

If such direct services are introduced, HBRC must work with EIT to ensure that timetabling aligns with the course schedules of EIT students. HBRC also needs to be cognisant of different differing start times for students, depending on their course of study.

Central Hawke's Bay

Although Central Hawke's Bay is part of the HBRC's tertiary, there is no public transport provision for the 13,000 residents of CHB. Dozens of EIT students commute to EIT in Taradale from Central Hawke's Bay every day, however there is no public transport system for them to use. This is an equity issue for students in CHB, as they often cannot afford private transportation to and from Taradale.

Younited is pleased that investigating possible services from Central Hawke's Bay to EIT is one of HBRC's planned activities in the Regional Public Transport Plan, though we feel there needs to be a greater commitment to providing these services from the Regional Council. Anecdotally, students in Central Hawke's Bay want public transport to EIT and Younited are keen to work with HBRC to assess the actual level of student support for such a scheme.



Framing for the Regional Public Transport Plan

Changes to RTPP Vision and Strategic Objectives

In both the Vision and supporting strategic objectives for the Regional Public Transport Plan there is no mention of educational access as an important part of public transport in Hawke's Bay. While this may be seen as a minor issue, such key statements play an important part in framing the development of the RTPP. As such, Younited feels that each statement should be amended as below:

RTPP Vision

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

RTPP Supporting Strategic Objective

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

Hawke's Bay District Health Board

Submitter 33

Corporate Services



3 May 2019

Our Ref: SUB009 19

Regional Public Transport Plan
 C/- Hawke's Bay Regional Council
 Private Bag 6006
 NAPIER 4142

Email: transport@hbrc.govt.nz

To whom it may concern

SUBMISSION: DRAFT REGIONAL PUBLIC TRANSPORT PLAN FOR 2019-2029

Thank you for the opportunity to submit on the Hawke's Bay Regional Council's (HBRC) Draft Regional Public Transport Plan 2019-2029 (Plan).

The focus of Hawke's Bay District Health Board (HBDHB) is the health of the whole population of Hawke's Bay. We aim to improve health, wellbeing and reduce inequalities in health outcomes for the people of Hawke's Bay. To achieve this, we work to improve the determinants of health and this includes efforts to increase active transport, road safety and sustainability, which public transport help deliver.

Go Well Travel Plan and HBRC Partnership

Since the inception of the "Go Well" Travel Plan in 2015, HBDHB and HBRC have collaborated on sustainable transport initiatives with the goal of improved health outcomes for all Hawke's Bay residents. Co-benefits of our collaboration include reducing transport emissions and increasing physical activity, including walking and biking to and from bus stops.

HBDHB conducts an annual staff travel survey to gauge behaviour changes, trends and opportunities for improvement to our travel amenities and overall transport network. We communicate these findings to the HBRC and some of this feedback and recommendations reflected in the transport plan, i.e. plans for an employer scheme and rural bus service.

HBDHB submits the following comments:

Bus Passenger Trips 2009 – 2018

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

1. Recommendation:

- 1.1 HBRC reduce bus fare price in order to reduce barrier to and increase bus trips

CHIEF EXECUTIVE'S OFFICE

Hawke's Bay District Health Board

Telephone 06 878 8109 Fax 06 878 1648 Email: ceo@hbdhb.govt.nz, www.hawkesbay.health.nz
 Corporate Office, Cnr Omaha Road & McLeod Street, Private Bag 9014, Hastings, New Zealand

2. Evidence:

- 2.1 Subsidised fares for HBDHB staff have correlated with increased trips - average of 63 percent from fiscal year 2017-18 to fiscal year 2018-19¹.

OBJECTIVES AND POLICIES FOR GOBAY BUS SERVICES

ACCESS TO SERVICES - Provide separate buses for services where school students would otherwise overcrowd public buses on scheduled urban services.

3. Recommendation:

- 3.1 That HBRC consider adding separate buses for school students on the 12N and 12H during peak times, to improve the quality of time.
3.2 Engage with people with disabilities to ensure that needs are met.

4. Evidence:

- 4.1 Frequent delays are the top complaint from those who currently ride the bus². These delays deter users of bus transport from using the service more frequently, creating a barrier to increased ridership. In 2018 81 percent of HBDHB patient trips and 70 percent of staff trips (10,500 plus total trips), were on the 12N and 12H routes.
4.2 There is potential to work with the Total Mobility scheme, Aging Population Strategies and Disability Plans to ensure services support people with disabilities.

HEALTH AND SAFETY - 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.

5. Recommendation:

- 5.1 Continue to work with HBDHB to reduce barriers to increasing patient trips.

6. Evidence:

- 6.1 HBDHB patient transport data indicates consistent use of bus transport. Reducing barriers could increase use of this service.

A public transport plan must link with wider modes of transport, be part of wider sustainability approaches and work with road safety. To achieve this – this Plan needs to align with relevant sustainability, road safety, disability and transport plans.

INTEGRATION WITH OTHER MODES -

Ensure that all buses in the goBay service have bike racks.

7. Recommendation:

- 7.1 Allow electric bikes to use the bike racks on buses. This may require electric bike owners to remove the battery prior to loading onto the rack.

8. Evidence:

- 8.1 Use of e-bikes is increasing rapidly. Electric bikes (e-bikes) are permitted on bike racks on buses in the Canterbury region, Wellington region and Waikato region³. Not permitting e-bikes on buses creates a barrier for those wishing to link cycling and bus transport.

¹ HBDHB goBay Patient and Staff Trips

² 2018 HBDHB Travel Survey

³ [Busit – Bus bike racks Canterbury Region Metro and Wellington Regional - Bikes on buses](#)

INTEGRATION WITH OTHER MODES -

Work with local authorities to improve integration of buses with cycling and walking.

Work with local authorities to install secure cycle racks at major bus stops.

Work with local authorities to add more bus shelters to the network.

9. Recommendation:

- 9.1 Continue to provide amenities to support cycling and walking at the beginning and end of journeys.
- 9.2 Anticipate a transport systems developments including micro-mobility electric scooters (e-scooters).
- 9.3 Establish a bus service linked to the Hawke's Bay Airport, timed to support departure times.

10. Evidence:

- 10.1 Active transport amenities at bus stops encourages physical activity as part of a journey resulting in improved health.
- 10.2 E-scooter services are in NZ cities and will soon be operating in Wellington, Hamilton and potentially Tauranga⁴. HBRC proactively working with micro-mobility options will manage the exploration and potential implementation of e-scooters.
- 10.3 An airport services has the potential to reduce the pressure on airport parking, provide a link to the town centres for tourist and reduce car journeys.

TECHNOLOGY - Use changing technology where possible to provide a better service through improved ticketing systems, real-time information or other improvements.

11. Recommendation:

- 11.1 HBRC investigate cost effective systems to provide real-time data on the location of buses. Implement a system.

12. Evidence:

- 12.1 Use of real-time information can decrease wait times, increase satisfaction and increase ridership.⁵
- 12.2 The HBDHB Travel Survey indicates frequent delays are the top complaint from those who currently ride the bus. Real-time information could assist users in trip planning, making transport decisions and could minimise frustration when services are delayed.
- 12.3 Real-time information is currently provided in Auckland Wellington region, Canterbury region Waikato region, Tauranga, Rotorua, Invercargill and nationwide on InterCity.⁶

STRATEGIC RESPONSE - PLANNED ACTIVITIES

In partnership with the city and district councils, investigate the provision of improved secure cycle parking facilities at key bus stops.

- 13. Please refer to points 9 and 10.

⁴ [Lime locations, Wellington to get six-month e-scooter trial, Flamingo locations, E-scooters and bikes ready to roll in Hamilton, and Lime scooters eye Tauranga as next place for expansion](#)

⁵ [Evaluating the Impacts of Real-Time transit Information in Tampa and Atlanta](#)

⁶ [AT Bus Train Ferry, Wellington real time information, Metro Next Bus Mobile, Busit transit app, Tauranga Transit app, Real-time bus tracking Rotorua, Invercargill Track Your Bus and Inter City Mobile App.](#)

Investigate options to partner with organisations and businesses in order to promote commuter bus use through concession fare schemes.

14. Recommendation:

14.1 That HBRC continue to explore concession fare schemes similar to what has been done in other cities⁷ to promote regular, ongoing use of bus transport.

15. Evidence:

15.1 HBDHB is currently the only employer contributing to a staff bus transport subsidy. Expanding this model to other employers has the potential to increase bus trips across Hawke's Bay, reducing transport emission and improving health.

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.

16. Recommendation:

16.1 A ticketing system that creates efficiencies and enables data collection for planning.

17. Evidence:

17.1 A tag-on, tag-off ticketing system improves data on HBDHB patient and staff trips allowing HBDHB to advocate for targeted service improvements.

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.

18. Recommendation:

18.1 Include HBDHB and other key stakeholders in the development of services for Central Hawke's Bay and Wairoa.

18.2 Possible trial of on-demand services to supplement existing goBay services – low density housing areas and destinations not currently serviced, extended hours, weekends, include high deprivation communities, Hawke's Bay Airport and EIT.

19. Evidence:

19.1 The 2018 HBDHB Travel Survey identified, rural bus service was the second highest reason staff would ride the bus to or from work more often. Central Hawke's Bay is the rural location where staff would like to have bus service to/from the hospital.

19.2 HBDHB has a significant number of students from EIT doing work experience who would benefit from coordinating of bus service.

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

20. Recommendation:

20.1 Engaged with high deprivation communities to understand their transport needs and barriers to using public transport. Use this information to support service planning.

20.2 Support organisations and partners to develop plans that support public transport use – i.e. sustainability plans or active transport plans

⁷ [Denver EcoPass and Honolulu Commuter Choice](#)

- 20.3 A communication campaign led by HBRC, to raise awareness of the positive benefits of public transport and motivate use, including the health and environmental benefits and how barriers to public transport use have been addressed.
- 20.4 Ensure this plan aligns with other relevant plans including Matariki – addressing barriers to work and effective infrastructure, Regional Transport Plan – increasing public transport use, Road Safe Plan – increasing safety on our roads and Positive Aging Strategies – ensuring mobility.
- 20.5 HBRC show leadership by implementing a staff transport plan which encourages use of public transport.
21. Evidence:
- 21.1 High deprivation communities have significant barriers, and access to services, employment and education are critical in addressing these barrier – accessible public transport has a role.
- 21.2 HBDHB are the biggest employer in Hawke's Bay and we have shown that having a plan and implementing it will increase public transport use, 63% increase in bus ride over one year.
- 21.3 For social marketing to be effective their needs to be clear and relevant messaging developed, effective communication channels identified and a communication plan to implement. This Plan needs to clarify what are the perception changes needed and who needs their perception changed.
- 21.4 Alignment will show where wider benefits can be made and how public transport contributes to a range of outcomes.

We wish to speak to our submission at a hearing. Please contact:

Kim Maitland on 06 8732101 or via email: kim.maitland@hbdhb.govt.nz

Thank you again for the opportunity to submit on the draft Regional Public Transport Plan.

Yours sincerely



Dr Kevin Snee
CHIEF EXECUTIVE OFFICER

Anthony Greaney**Submitter 34**

Submission from: Anthony Greaney

To: HBRC Regional Public Transport Plan committee.

I wish to show my general support for the draft plan in general. In particular I wish to make submission on Section 5.2: Planned Activities.

1. Possible on demand services to supplement existing GoBay services.**Service to the Airport by deviation of R15 service.**

There has been an increasing need for such a service, especially with the unprecedented growth in traffic through the airport (33% over the last two years) - particularly since Jetstar has begun to operate to Hawke's Bay

Along side the growth in airport numbers has been a corresponding increase in "budget" travelers travelling on cheap fares (often, but not always, by Jetstar) for whom travel by shuttle or taxi is too expensive. While not typical of the average air traveler, their numbers are going to be a significant minority.

I can speak from personal experience about the need for such a service - I am a shuttle driver at the airport and have close contact with the travelling public. During the summer, not one week goes past when I am asked at least once about urban bus services from the airport - often several times a day. Less so during other seasons. Most often it is to get to Napier CBD, but also travel to Hastings, and in some cases to Havelock Nth. Napier has become a significant travel destination and many passengers arrive with the expectation there are urban bus service alternatives available, and are surprised they are not there. In the absence of such a service most walk the 6.5 Km to the city centre. If the timing is right I can direct them to walk the 500m to catch the R15 at the stop opposite the Westshore Beach Inn.

However if such a service was to be instigated, it will have to be a permanent addition to the route, not an on-demand option. Most of the traffic for such a service will be generated from the airport by arriving passengers, not travelers going to the airport, so certainty of availability of a bus at the airport is paramount.

Just as an aside. If one googles bus transport from the airport to Napier city centre, it will bring up the Intercity services that call into the airport during the middle of the day if required. However, what is not explained is that these services will deviate via the airport only for pre-booked passengers – it is not a standard stop for casual pickups. Many overseas passengers have fallen into that trap.

From a practical point of view the implementation of such a service has been made easier by the recent construction of the new roundabout at St Hwy 2/ Meeanee Quay/ Watchman Rd. intersection, and the opening of the new Watchman Rd. entrance to the airport.

In past years a complication and disincentive for such a service was the nature of the layout of the expressway/ Meeanee Quay junction (prior to completion of the roundabout) and the layout and location of the previous airport entrance. Not only were the previous layouts of both locations dangerous, they were also time consuming for vehicles in their negotiation through traffic. They required a major physical deviation from the standard route of the existing R15 service as the then road layouts did not naturally flow easily as an addition to the present route. Additionally the time taken to do the right hand turns at each junction was unpredictable and erratic, it was potentially expensive in additional time for adherence to the existing timetable.

The new layout with the roundabout is safer, less time consuming, and brings a consistency of timing to any deviation of the present route -The time taken to do a loop through the airport is only 3 minutes. Its location also flows as a natural add-on to the existing service compared to the previous arrangement.

The present R15 timetable provides with 11 services a day Monday to Friday and 4 services on Saturday. It does not cover the full range of the airport opening hours (5.15am to last plane around 8.30pm at present), but it covers a good part of the normal working day. . Sundays at present will have to look after themselves.

The deviation of the R15 is a cheap and easy method of providing such a service without major disruption to the existing timetable and can easily be incorporated into it without affecting running times. Once established I am sure there are many that would use it as a valid alternative, and something to build on if passenger numbers eventually increase to a point where extra runs may be required in future.

I note that on the GoBay website, among the FAQ's about a lack of service to their airport, there is the statement "HB airport is well served by taxis and shuttles". This is true, however times and travel patterns have changed, so the statement is may no longer an accurate reflection of the expectations of many arriving passengers.

2. Improvements of services between Napier and Hastings.

Expansion of services via Clive into off peak times.

One of the success stories is the present R11 Commuter Express service. It is an express service and it achieves its objective by being a limited stop service which is fine during the peak period as the point of the service is to move passengers between Napier, Hastings, and Havelock North as quickly as possible. However this does not help those that live along the route that live in the intermediate areas between the limited stops (ie: Te Awa, Clive, Whakatu, Mangateretere, Waipatu), or wish to travel during off peak hours.

Just taking a step back, one of the problems when travelling between the two cities at present at off peak is the journey takes 50 minutes scheduled time via R12. Often it can be longer of one is catching a feeder suburban service prior to catching the R12 which can provide a barrier or at least a disincentive to travel. Unfortunately for people who wish to make the full journey, or the greater part of it, it is a lengthy time to stay in a vehicle. There is no other alternative to this service. There is a need to reduce travel period times between Napier and Hastings in off peak times by the provision of fast services that could be achieved by a quicker service via Clive (approximately 35 minutes).

It is envisioned that this service is run and primarily marketed as a direct intercity service between Napier and Hastings, enabling short travel times between city CBDs. A secondary consideration will be that it is also the ordinary "all stops" bus service serving the intermediate communities, by virtue of their geographical location along the route, using bus stops not sanctioned as the official stops of the Commuter Express services.

The strength for potential patronage in this service lies in its ability to provide reduced city to city travel time rather than only providing a service for intermediate patronage, although that in its turn may become an important source of future growth. Looking to the future, it also can provide a framework for any potential service to Haumoana and Te Awanga at a later date, which I envisioned would be based on a transfer hub at Clive.

3. Consideration of services for EIT students traveling from Central Hawkes Bay.

This is a laudable objective as far as reducing travel barriers and providing ease of access. There has also been considerable comment on providing a public transport/ commuter service between Central Hawkes Bay and Hastings/ Napier. The two proposals have close similarities and synergies, and should be viewed as a single proposal.

It also should be borne in mind the largest sector of patrons on this corridor is school students. These are well catered for by existing Educom services and would not be a factor in any patronage estimates.

I hope I have given you some thoughts for consideration on the direction for the provision of future services and thank you for your time.

Regards,
Anthony Greaney

Cherry Metz**Submitter 35**

To Whom It May Concern.

Thank you for the opportunity to take part in this survey.

I have been out of Napier and only just opened mail regarding the survey. I regret not having time to respond fully.

I use the bus that serves Ahuriri spasmodically and do appreciate the service but cannot really make a critical response.

The only criticism of Public transport in Hawkes Bay would be that the Intercity Buses are more often very late arriving in Napier than not, from Wellington, as I do use this service more frequently.

Personally I preferred the original route from Ahuriri to the city rather than the newer route which obliges those of us in Battery Road to meet the bus only at the end of the road, at the old tram stop. Returning to Battery Road there are more convenient stops when carrying shopping.

Thank you.

Cherry Metz

Item 7**Attachment 1**

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: REPORT AND RECOMMENDATIONS FROM THE REGIONAL PLANNING COMMITTEE

Item 8

Reason for Report

1. The following matters were considered by the Regional Planning Committee meeting on 15 May 2019, and are now presented to Council for consideration and approval.

Agenda Items

2. **Outstanding Water Bodies Plan Change** – staff presented this decision item to the Regional Planning Committee following a workshop designed to enable discussion and deliberation in respect of the draft list of water bodies that had been identified for inclusion in the draft Outstanding Water Bodies plan change (PC7) and the values associated with them.
3. It was highlighted to the Committee that to be identified as 'Outstanding', the water body must feature at least one outstanding value. The water body may also feature other significant values which must be protected to give effect to the NPSFM. The values which have been identified as outstanding and giving effect to the NPSFM and consequently considered within the plan change are:
 - 3.1. Cultural and spiritual
 - 3.2. Ecology
 - 3.3. Landscape
 - 3.4. Natural Character
 - 3.5. Recreation, and
 - 3.6. Natural Science Values
4. The Committee agreed that the following 43 water bodies, or parts thereof, identified in the table following, have outstanding value.

| ID | Name of outstanding water body | Description | Outstanding value(s) |
|----|--|-------------|--|
| 1 | Boundary Stream, including Shine Falls | TBC | Cultural, spiritual |
| 2 | Hautapu River | TBC | Cultural, spiritual |
| 3 | Heretaunga Aquifer | TBC | Cultural, spiritual, geology |
| 4 | Karamu River | TBC | Cultural, spiritual |
| 5 | Kaweka and Ruahine Ranges wetlands | TBC | Cultural, spiritual |
| 6 | Lake Rotoroa and Lake Rototuna (Kaweka Lakes) | TBC | Cultural, spiritual, native fish, native plants, natural character |
| 7 | Lake Poukawa and Pekapeka Swamp | TBC | Cultural, spiritual, wildlife |
| 8 | Lake Tūtira (including Aropaoanui River + Papakiri Stream) | TBC | Cultural, spiritual |
| 9 | Lake Waikareiti | TBC | Cultural, spiritual |
| 10 | Lake Waikaremoana | TBC | Cultural, spiritual, native plants, natural character, landscape & geology, recreation |
| 11 | Lake Whakakī - Te Paeroa Lagoon - Wairau Lagoon and wetlands | TBC | Cultural, spiritual, wildlife |
| 12 | Lake Whatumā | TBC | Cultural, spiritual, wildlife |

| ID | Name of outstanding water body | Description | Outstanding value(s) |
|----|--|-------------|--|
| 13 | Makirikiri River | TBC | Cultural, spiritual |
| 14 | Mangahouanga Stream | TBC | Cultural, spiritual, geology |
| 15 | Maungawhio Lagoon, lower Kopuawhara River, Pukenui Dune Wetlands | TBC | Cultural, spiritual, wildlife |
| 16 | Mohaka River (Lower - below Willowflat) | TBC | Cultural, spiritual, macroinvertebrates |
| 17 | Mohaka River (Upper - above Willowflat) | TBC | Cultural, spiritual, macroinvertebrates, natural character, landscape & geology, recreation |
| 18 | Morere Springs | TBC | Cultural, spiritual |
| 19 | Ngamatea East Swamp | TBC | Cultural, spiritual, native plants, natural character |
| 20 | Ngaruroro River (Lower) and Waitangi Estuary | TBC | Cultural, spiritual, wildlife, native fish, recreation |
| 21 | Ngaruroro River (Upper) | TBC | Cultural, spiritual, wildlife, native fish, macroinvertebrates, natural character, landscape & geology, recreation |
| 22 | Nuhaka River | TBC | Cultural, spiritual |
| 23 | Opoutama Swamp | TBC | Cultural, spiritual |
| 24 | Porangahau Estuary | TBC | Cultural, spiritual, wildlife, native fish, native plants, landscape & geology |
| 25 | Porangahau/Tāurekaitai River | TBC | Cultural, spiritual, wildlife |
| 26 | Putere Lakes | TBC | Cultural, spiritual |
| 27 | Ripia River | TBC | Cultural, spiritual |
| 28 | Ruakituri River | TBC | Cultural, spiritual, macroinvertebrates natural character, landscape & geology, recreation |
| 29 | Ruataniwha Aquifer | TBC | Cultural, spiritual, geology |
| 30 | Tarawera Hot Springs | TBC | Cultural, spiritual |
| 31 | Taruarau River | TBC | Cultural, spiritual, macroinvertebrates, natural character, landscape and geology, recreation |
| 32 | Te Hoe River | TBC | Cultural, spiritual, wildlife |
| 33 | Te Paerahi River | TBC | Cultural, spiritual |
| 34 | Te Whanganui a Orotū (Ahuriri Estuary) | TBC | Cultural, spiritual, wildlife, native fish, landscape and geology |
| 35 | Tukituki River and Estuary | TBC | Cultural, spiritual, wildlife, landscape & geology |
| 36 | Tūtaekurī River | TBC | Cultural, spiritual, macroinvertebrates |
| 37 | Waiau River | TBC | Cultural, spiritual, wildlife |
| 38 | Waihua River | TBC | Cultural, spiritual |
| 39 | Waikaretaheke River | TBC | Cultural, spiritual |
| 40 | Waikoau River/ Aropaoanui River | TBC | Cultural, spiritual |
| 41 | Waipawa River | TBC | Cultural, spiritual |
| 42 | Waipunga River | TBC | Cultural, spiritual, macroinvertebrates |
| 43 | Wairoa River | TBC | Cultural, spiritual |

5. The Committee noted that for some of the 43 water bodies there was insufficient information to identify the cultural and spiritual values. It was agreed that further information would be sought from iwi authorities in respect of those water bodies specifically, however to enable iwi to provide this information (should they wish to do so) there was a commitment to make funding available. A further resolution was added to address this.
6. The Committee resolved:
 - 6.1 Receives and notes the report SD 19-18 *Outstanding Water Bodies Plan Change: Selecting a list of outstanding water bodies in Hawke's Bay* (separately circulated).
 - 6.2 Receives and notes the report SD 19-19 *Outstanding Water Bodies in Hawke's Bay: Report of the Expert Panel* (April 2019) (separately circulated).
 - 6.3 Notes that Ngāti Pahauwera and Te Uru Taumatua o Tūhoe have elected not to participate in the Outstanding Water Bodies process and consequently their values for the waterways with which they are associated are not reflected in Draft Plan Change 7
 - 6.4 Agrees on a draft list of Outstanding Water Bodies for inclusion in draft Plan Change 7 with the inclusion of the Ripia, Hautapu, Te Paerahi rivers.
 - 6.5 Agrees that the Draft Proposed Plan Change 7 should be released for pre-notification consultation.
 - 6.6 directs staff to assist iwi authorities to provide information and commit funding within budget for those iwi to undertake the analysis of information gaps in cultural and spiritual values of the outstanding water bodies in Draft Plan Change 7.

Recommends that Hawke's Bay Regional Council:

 - 6.7 Releases Draft Outstanding Water Bodies Plan Change 7 for pre-notification consultation with relevant Ministers of the Crown, local authorities, iwi authorities and stakeholders in accordance with Schedule 1 of the RMA.'
 - 6.8 Provides for a period of four weeks for pre-notification consultation with those parties identified in 2.1 above.
7. **TANK Plan Change – Feedback and Recommendations Following Pre-Notification Consultation** – staff provided this decision item to the Regional Planning Committee with a summary of each of the responses received from the pre-notification consultation. Staff also provided commentary and recommendations in response to the feedback and highlighted the key areas where further direction was sought.
8. The Committee members considered that they were unable to make informed decisions on the staff recommendations made, given the substantial detail presented in both the TANK and Outstanding Water Bodies reports and the limited time available to read and absorb the information. As a consequence the TANK item was discussed only and decisions deferred to the 3 July 2019 RPC meeting with the Committee resolving:
 - 8.1. That the matter lies on the table as deferred to the 3 July 2019 Regional Planning Committee meeting.
9. It was agreed that a workshop would be held in advance of the 3 July RPC meeting to enable members to further understand the details of the recommendations before them; focused on particular issues raised by members, rather than a full review of the draft TANK plan. Members then took the opportunity to highlight areas where they sought further information or clarification and on which the workshop will focus.
10. **Resource Management Policy Project May 2019 Updates** – this information item provided an outline and update of the various resource management projects currently underway and was taken as read by the meeting.
11. **Statutory Advocacy Update** – this information item provided the 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 and was taken as read by the meeting.

Decision Making Process

12. These items were specifically considered at the Committee level.

Recommendations

1. That Hawke's Bay Regional Council receives and adopts the Report and resolutions from the Regional Planning Committee including the recommendations as follows.
2. The Regional Planning Committee recommends that the Hawke's Bay Regional Council:
 - 2.1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision.

Outstanding Water Bodies Plan Change

- 2.2. Releases Draft Outstanding Water Bodies Plan Change 7 for pre-notification consultation with relevant Ministers of the Crown, local authorities, iwi authorities and stakeholders in accordance with Schedule 1 of the RMA.
- 2.3. Provides for a period of four weeks for pre-notification consultation with those parties identified in 2.1 above.

Reports

3. Notes that the following reports were provided to the Committee
 - 3.1. Resource Management Policy Project May 2019 Updates
 - 3.2. Statutory Advocacy May 2019 Update.

Authored by:

Ceri Edmonds
MANAGER POLICY AND PLANNING

Leeanne Hooper
PRINCIPAL ADVISOR GOVERNANCE

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: AFFIXING OF COMMON SEAL

Item 9

Reason for Report

1. The Common Seal of the Council has been affixed to the following documents and signed by the Chairman or Deputy Chairman and Chief Executive or a Group Manager.

| | | Seal No. | Date |
|-------|---|----------|---------------|
| 1.1 | Leasehold Land Sales | | |
| 1.1.1 | Lot 80 DP 11780 CT C3/510 - Transfer | 4316 | 30 April 2019 |
| 1.1.2 | Lot 2 DP 14773 CT G3/1459 - Transfer | 4319 | 6 May 2019 |
| 1.1.3 | Lot 119 DP 11027 CT B3/448 - Agreement for Sale and Purchase | 4320 | 8 May 2019 |
| 1.1.4 | Lots 2 & 3 DP 4318 CT 54/229 - Transfer | 4321 | 8 May 2019 |
| 1.2 | Staff Warrants | | |
| 1.2.1 | R. Engelke (Delegations under Resource Management Act 1991; Soil Conservation and Rivers Control Act 1941; Land Drainage Act 1908 and Civil Defence Act 1983 (s.60-64); Civil Defence Emergency Management Act 2002 (s.86-91) and Local Government Act 2002 (s.174)) | 4318 | 2 May 2019 |
| 1.2.4 | H. McCoskery (Delegations under the Civil Defence Emergency Management Act 2002 (s.86-92 inclusive) and Clause 32B Schedule 7 of the Local Government Act 2002) | 4317 | 2 May 2019 |

2. The Common Seal is used twice during a Leasehold Land Sale, once on the Sale and Purchase Agreement and once on the Land Transfer document. More often than not, there is a delay between the second issue (Land Transfer document) of the Common Seal per property. This delay could result in the second issue of the Seal not appearing until the following month.
3. When reporting each month, it may appear there are more Common Seals issued than properties sold. This month shows the Common Seal being used X times, but only X property sale. This is due to the timing issue noted above, as one Common Seal was for a Land Transfer from last month. The listed sales in the table reflect the true movement of leasehold properties.

4. As a result of sales, the current numbers of Leasehold properties owned by Council are:
 - 4.1. 1 cross lease properties were sold, with 73 remaining on Council's books
 - 4.2. 0 single leasehold property was sold, with 100 remaining on Council's books.

Decision Making Process

5. Council is required to make every decision in accordance with the provisions of Sections 77, 78, 80, 81 and 82 of the Local Government Act 2002 (the Act). Staff have assessed the requirements contained within these sections of the Act in relation to this item and have concluded the following:
 - 2.1 Sections 97 and 88 of the Act do not apply
 - 2.2 Council can exercise its discretion under Section 79(1)(a) and 82(3) of the Act and make a decision on this issue without conferring directly with the community or others due to the nature and significance of the issue to be considered and decided
 - 2.3 That the decision to apply the Common Seal reflects previous policy or other decisions of Council which (where applicable) will have been subject to the Act's required decision making process.

Recommendations

That Council:

1. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy that Council can exercise its discretion under Sections 79(1)(a) and 82(3) of the Local Government Act 2002 and make decisions on this issue without conferring directly with the community and persons likely to be affected by or to have an interest in the decision.
2. Confirms the action to affix the Common Seal.

Authored by:

Trudy Kilkolly
PRINCIPAL ACCOUNTANT RATES AND
REVENUE

Diane Wisely
EXECUTIVE ASSISTANT

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

Wednesday 29 May 2019

Subject: MAY 2019 NAPIER PORT IPO TRANSACTION PROJECT UPDATE

Item 11

Reason for Report

1. This report provides the Regional Council with a monthly update on the Port Capital Structure Project following the 19 December 2018 decision to proceed with preparatory work ahead of a potential minority IPO of Napier Port.

Council decisions

2. Council approved at its meeting on 27 March to:
 - 2.1. Create a new Council Controlled Organisation (to be named Napier Port Holdings Limited)
 - 2.2. Supplement existing majority shareholder protections for publicly listed companies with a range of new shareholder protections, including appointing two majority shareholder-appointed directors on the Napier Port Holdings and Port of Napier Boards
 - 2.3. adopt an amendment to the Regional Council's 2018-28 Long Term Plan which enables the Regional Council to make a final decision on whether or not to proceed with a minority IPO of Napier Port.
3. Council staff have subsequently updated all submitters on the proposal to create a Council Controlled Organisation with Council's decision and the rationale for it.

Port due diligence

4. Multiple detailed workstreams are being advanced in preparation for a potential minority IPO of Napier Port.
5. Finalisation of due diligence reports is occurring across the trade and economic, engineering and environmental workstreams, noting legal and accounting and tax workstreams are continuing.

Preparation for the initial public offering

6. Detailed preparation is underway for a potential public offering. Workstreams include:
 - 6.1. The Napier Port management team, along with its advisors, conducted introductory meetings with a range of potential institutional investors across New Zealand and overseas.
 - 6.2. The 6 Wharf Business Case, reflecting more detailed and refined cost estimates for the construction of 6 Wharf has been approved by the Napier Port Board. This was a condition set by the Regional Council that had to be satisfied ahead of any vote to proceed with a minority IPO. Council has been briefed accordingly and the updated costs disclosed in a media release.
 - 6.3. The Port management, with its advisors, continues work to further refine these construction costs.
 - 6.4. Detailed IPO financial and offer planning continues, including items such as priority access to shares for local constituents of Hawke's Bay, local iwi and Port staff.

Next Steps

7. A workshop is planned with Council 1 May to discuss further preparatory items, targeting a final decision by Council, on whether to proceed, in the next 4-6 weeks.

Decision Making Process

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

Recommendation

That Hawke's Bay Regional Council receives and notes the "*May 2019 Napier Port IPO Transaction Project Update*" staff report.

Authored by:

Jessica Ellerm
GROUP MANAGER CORPORATE
SERVICES

Blair O'Keeffe
HBRIC LTD CHIEF EXECUTIVE

Approved by:

James Palmer
CHIEF EXECUTIVE

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: DISCUSSION OF MINOR ITEMS NOT ON THE AGENDA

Reason for Report

1. This document has been prepared to assist Councillors note the Minor Items of Business Not on the Agenda to be discussed as determined earlier in Agenda Item 5.

| Topic | Raised by |
|-------|-----------|
| | |
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| | |
| | |
| | |

Item 12

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Item 13

Subject: OFFER DESIGN DETAIL

That Council excludes the public from this section of the meeting, being Agenda Item 13 Offer Design Detail with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

| GENERAL SUBJECT OF THE ITEM TO BE CONSIDERED | REASON FOR PASSING THIS RESOLUTION | GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THE RESOLUTION |
|--|---|--|
| Offer Design Detail | <p>7(2)s7(2)(b)(i) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to ensure a trade secret is not disclosed.</p> <p>7(2)s7(2)(b)(ii) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of that information is necessary to protect information which otherwise would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)s7(2)(g) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to maintain legal professional privilege.</p> <p>7(2)s7(2)(i) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to enable the local authority holding the information to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>7(2)s7(2)(j) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.</p> | The Council is specified, in the First Schedule to this Act, as a body to which the Act applies. |

Authorised by:

Jessica Ellerm
GROUP MANAGER CORPORATE SERVICES

Blair O'Keeffe
HBRIC LTD CHIEF EXECUTIVE

Approved by:

James Palmer
CHIEF EXECUTIVE

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: INITIAL PUBLIC OFFERING OF MINORITY SHAREHOLDING TO SUPPORT NAPIER PORT CAPITAL DEVELOPMENT

That Council excludes the public from this section of the meeting, being Agenda Item 14 Initial Public Offering of Minority Shareholding to Support Napier Port Capital Development with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

| GENERAL SUBJECT OF THE ITEM TO BE CONSIDERED | REASON FOR PASSING THIS RESOLUTION | GROUND(S) UNDER SECTION 48(1) FOR THE PASSING OF THE RESOLUTION |
|--|---|--|
| Initial Public Offering of Minority Shareholding to Support Napier Port Capital Development | <p>7(2)(b)(ii) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of that information is necessary to protect information which otherwise would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information.</p> <p>7(2)(e) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to avoid prejudice to measures that prevent or mitigate loss to members of the public.</p> <p>7(2)(i) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to enable the local authority holding the information to carry out, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).</p> <p>7(2)(j) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to prevent the disclosure or use of official information for improper gain or improper advantage.</p> | The Council is specified, in the First Schedule to this Act, as a body to which the Act applies. |

Authored by:

Jessica Ellerm
**GROUP MANAGER CORPORATE
SERVICES**

Blair O'Keeffe
HBRIC LTD CHIEF EXECUTIVE

Approved by:

James Palmer
CHIEF EXECUTIVE

Item 14

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Subject: MAJORITY SHAREHOLDER DIRECTOR APPOINTMENTS TO PORT OF NAPIER BOARD OF DIRECTORS

That Council excludes the public from this section of the meeting, being Agenda Item 15 Majority Shareholder Director Appointments to Port of Napier Board of Directors with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

| GENERAL SUBJECT OF THE ITEM TO BE CONSIDERED | REASON FOR PASSING THIS RESOLUTION | FOUNDATIONS UNDER SECTION 48(1) FOR THE PASSING OF THE RESOLUTION |
|---|---|--|
| Majority Shareholder Director Appointments to Port of Napier Board of Directors | 7(2)(a) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the privacy of natural persons. | The Council is specified, in the First Schedule to this Act, as a body to which the Act applies. |

Authored by:

**James Palmer
CHIEF EXECUTIVE**

Approved by:

**Rex Graham
CHAIRMAN**

Item 15

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 29 May 2019

Item 16

Subject: CHIEF EXECUTIVE PERFORMANCE AND REMUNERATION REVIEW

That Council excludes the public from this section of the meeting, being Agenda Item 16 Chief Executive Performance and Remuneration Review with the general subject of the item to be considered while the public is excluded; the reasons for passing the resolution and the specific grounds under Section 48 (1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution being:

| GENERAL SUBJECT OF THE ITEM TO BE CONSIDERED | REASON FOR PASSING THIS RESOLUTION | GROUND S UNDER SECTION 48(1) FOR THE PASSING OF THE RESOLUTION |
|---|---|--|
| Chief Executive Performance and Remuneration Review | 7(2)(a) That the public conduct of this agenda item would be likely to result in the disclosure of information where the withholding of the information is necessary to protect the privacy of natural persons. | The Council is specified, in the First Schedule to this Act, as a body to which the Act applies. |

Authored and Approved by:

James Palmer
CHIEF EXECUTIVE