



Meeting of the Hawke's Bay Regional Council

Date: Wednesday 27 May 2020
Time: 9.00am
Venue: Online by Zoom Invitation

Agenda

ITEM	SUBJECT	PAGE
1.	Karakia Welcome/Apologies/Notices	
2.	Conflict of Interest Declarations	
3.	Confirmation of Minutes of the Extraordinary Regional Council Meeting held on 20 May 2020	
4.	Follow-up Items from Previous Regional Council Meetings	3
5.	27 May 2020 Update on Significant Organisational Activities	7
6.	CE's Verbal Update on the HBRC Operational Response to COVID-19	
7.	Call for Minor Items Not on the Agenda	25
Decision Items		
8.	Proposed Public Transport Changes	27
13.	Adoption of 2020-21 Annual Plan Consultation Document and Supporting Information <i>(late item to come)</i>	
Information or Performance Monitoring		
9.	Report from the 6 May 2020 Māori Committee Meeting	35
10.	Councillors' Reports from Meetings of Outside Bodies	37
11.	Discussion of Minor Matters Not on the Agenda	39
Decision Items (Public Excluded)		
12.	Section 36 Charges Review	41

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

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.

Decision Making Process

2. 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 Regional Council Meetings*" staff report.

Authored by:

Leeanne Hooper
GOVERNANCE LEAD

Approved by:

James Palmer
CHIEF EXECUTIVE

Attachment/s

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

Follow-ups from previous Regional Council Meetings

Meetings held 13 & 20 May 2020

	Agenda Item	Action	Responsible	Status Comment
1	13 May 2020 Update on Significant Organisational Activities	Provide stats on TANK Plan Change web page visits and submissions received to councillors	D Broadley /C Edmonds	TANK Plan change total webpage views = 4,375 (approx. 218 per day), broken down as follows. For TANK pages at https://www.hbrc.govt.nz <ul style="list-style-type: none"> · Page views: 4,027 · Avg Time on Page: 2:47 For TANK page on consultation site: https://www.consultations.nz/hbrc/the-proposed-tank-plan/ <ul style="list-style-type: none"> · Page views: 348 · Avg Time on Page: 2:54 Two submissions received as at 21 May
2	Councillor Report-back from External Meetings	<ol style="list-style-type: none"> 1. Add HB Rural Advisory Group to the list of outside bodies Councillors will report back from 2. Add standing "Reports from Meetings of Outside Bodies" item to monthly Council meeting agendas 	L Hooper	<ol style="list-style-type: none"> 1. HB RAG added to the list of Outside Body appointments 2. Agenda Item added – first occurrence 27 May
3	Discussion of Minor Matters Not on the Agenda	Request for Council to develop a Strategy to enable farmers to put in reticulated stock water systems	I Maxwell	Discussions ongoing
4	Significant Activities & CE's updates	Debrief/review and/or audit of Covid-19 responses by HBRC and CDEM Civil Defence will commence an intensive debrief/review of the regional and national responses, and HBRC will carry out a review of the organisational contribution to the response	I Macdonald /J Palmer	Civil Defence will commence an intensive debrief/review of the regional and national responses, and HBRC will carry out a review of the organisational contribution to the response and resulting reports provided to Council when available.
5	Minor items not on the Agenda	Request for an update on FEMPs and Erosion Control Scheme in Wairoa area	I Maxwell	Item on 1 July Environment & Integrated Catchments Committee, and 8 July Māori Committee agendas

Meetings held in April 2020

	Agenda Item	Action	Responsible	Status Comment
6	Regional Planning Committee Tangata Whenua Representation on Council's Committees	RPC appointee to discuss commitments and capacity with Tatau Tatau o Te Wairoa and seek their support ahead of 'accepting' the role and refer back to RPC tangata whenua for re-representation (confirmation) to Council	L Hooper/J Lawrence /P Munro	Subsequent to Apiata Tapine receiving PSGE support to undertake the role, a request was made to provide tangata whenua with associated information including Terms of Reference for all Committees to enable reconsideration of appointments at the TWR hui on 26 May leading to an agenda item to confirm appointments at the 24 June 2020 Regional Council meeting.
7	Māori Committee Members' Remuneration	consultation with the Co-chairs and members will be undertaken and the related matters re-presented to a future Council meeting	P Munro/J Lawrence/J Palmer	Consultation continues in anticipation of an agenda item to decide remuneration at the 24 June 2020 Regional Council meeting.
8	Ospri NZ Verbal Update on HB Tb Management & Covid-19 Response	Possum control responsibilities and sharing of HBRC and OSPRI data	I Maxwell	Annual Report requested from OspriNZ to Council on activities in Hawke's Bay

Meeting held 25 March 2020

	Agenda Item	Action	Responsible	Status Comment
	Report and Recommendations from the Corporate and Strategic Committee	Water Security - Scoping Study of options to be carried through to pre-feasibility for presentation to the May 2020 Regional Council meeting	T Skerman	Public Excluded Decision item on 10 June Corporate & Strategic Committee meeting agenda
	Report and Recommendations from the Corporate and Strategic Committee	Water Security - identify and assess a short list of programme governance models for the Tukituki Water Security Scheme and the Heretaunga Flow Enhancement Scheme for recommendation to Council for adoption at the May 2020 Regional Council meeting	T Skerman	Decision item on 10 June Corporate & Strategic Committee meeting agenda

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

SUBJECT: 27 MAY 2020 UPDATE ON SIGNIFICANT ORGANISATIONAL ACTIVITIES

Item 5

Reason for Report

1. The commentary attached provides updates from across the Council, on the status of initiatives and work programmes.

Decision Making Process

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

Recommendation

That the Hawke's Bay Regional Council receives and notes the ***27 May 2020 Update on Significant Organisational Activities***.

Authored by:

Drew Broadley
COMMUNITY ENGAGEMENT AND
COMMUNICATIONS MANAGER

Jenny Brown
PRINCIPAL BUSINESS ADVISOR - RBP

Vicki Butterworth
CYCLE NETWORK COORDINATOR

Desiree Cull
STRATEGY AND PROJECTS LEADER

Peter Davis
MANAGER ENVIRONMENTAL
INFORMATION

Ceri Edmonds
MANAGER POLICY AND PLANNING

Dean Evans
MANAGER CATCHMENTS DELIVERY

Craig Goodier
TEAM LEADER ENGINEERING

Martina Groves
ACTING REGIONAL ASSET MANAGER

Nathan Heath
CATCHMENT MANAGER
(WAIROA/MOHAKA)

Dr Andy Hicks
TEAM LEADER/PRINCIPAL SCIENTIST
WATER QUALITY AND ECOLOGY

Dr Kathleen Kozyniak
PRINCIPAL SCIENTIST (AIR)

Campbell Leckie
MANAGER CATCHMENT SERVICES

Dr Barry Lynch
TEAM LEADER/PRINCIPAL SCIENTIST
(LAND SCIENCE)

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

Malcolm Miller
MANAGER CONSENTS

Mark Mitchell
TEAM LEADER/PRINCIPAL ADVISOR,
BIOSECURITY/BIODIVERSITY

Martin Moore
HARBOURMASTER

Stacey Rakiraki
FACILITIES AND FLEET MANAGER

Anne Redgrave
TRANSPORT MANAGER

Item 5

**Bronda Smith
CHIEF FINANCIAL OFFICER**

**Dr Jeff Smith
MANAGER SCIENTIST**

**Nick Zaman
MANAGER COMPLIANCE**

Approved by:

**Chris Dolley
GROUP MANAGER ASSET
MANAGEMENT**

**Jessica Ellerm
GROUP MANAGER CORPORATE
SERVICES**

**Liz Lambert
GROUP MANAGER REGULATION**

**Iain Maxwell
GROUP MANAGER INTEGRATED
CATCHMENT MANAGEMENT**

**Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING**

Attachment/s

- [↓1](#) Asset Management Group Significant Activities Update
- [↓2](#) Corporate Services Group Significant Activities Update
- [↓3](#) Integrated Catchment Management Group Significant Activities Update
- [↓4](#) Office of the CE and Chair Significant Activities Update
- [↓5](#) Regulation Group Significant Activities Update
- [↓6](#) Strategic Planning Group Significant Activities Update

Organisational Activities – Asset Management

Updates are in red text

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Asset Management Engineering		<ol style="list-style-type: none"> 1. Hydrodynamic modelling for Tutaekuri, Ngaruroro and Lower Tukituki rivers as part of Level of Service Reviews. Results will provide levels for 100yr, 200yr and 500yr flood scenarios, incorporating climate change. 2. Condition assessment of flood control assets ~40% of Heretaunga Plains Flood Control Scheme done. 3. Joint Coastal Strategy – Peer review of design report for Haumoana/Te Awanga coastal protection solution completed and comments being addressed. 4. LTP, Asset Management plan, Infrastructure strategy updates and preparation and several complicated resource consents. 5. Asset re-valuation started – 3 yearly project. Engaged valuers from AON 	
Asset Management Schemes	<ol style="list-style-type: none"> 6. Working with drought affected farmers to provide additional grazing areas. 	<ol style="list-style-type: none"> 7. 2020-21 maintenance contract being finalised. 8. Duck shooting season starts Sat 23 May. 9. Review of public access and security in progress. 10. Pump stations SCADA review in progress. 11. Gravel – 2020-21 Declarations/Allocations report being prepared. 12. Esk River Scheme meeting scheduled for 20 May. 	<ol style="list-style-type: none"> 13. Wairoa and Nuhaka River mouth monitoring.

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Open Spaces	<p>COVID 19</p> <p>14. All closed sections of Hawke’s Bay Trails open. 15. HB Marathon postponed until 19 Sept on trails. 16. Project work underway with work resumed under Alert Level 2.</p> <p>Hawke’s Bay Trails</p> <p>NZCT Priory Project Waimarama Road</p> <p>17. HDC confirmed Archaeological Assessment approved, project can advance. Building window for trails is spring. Expect completion of off-road cycle trail parallel to Waimarama Road by end of 2020.</p> <p>Bayview/Whirinaki cycle trail</p> <p>18. Working with NCC on first stage, land owners second stage, third stage with NZTA to confirm bridge crossing for cyclists and potential use of SH corridor to North Shore Rd, final stage with HDC. Some land issues, held up with COVID19.</p> <p>NZCT Priority Project Ahuriri Underpass Flooding Safety Issues</p> <p>19. Seawall plan is being finalised for Southern End. Funding deficit, requesting balance from NZTA. Was to be completed by August 2020, delayed due to COVID19. Detour for Northern End using Watchman Rd, signage installed. 20. Managing Great Rides (MGR) application approved by MBIE – 50% funding towards Signage upgrades 21. Maintenance work being carried out on Water Ride, including resurfacing.</p>		
Asset Management Regional Projects		<p>Heretaunga Plains Scheme review</p> <p>22. Communication plan for discussion with Exc. team 23. Land investigation and mapping work ongoing 24. Modelling still as per original plan but the asset condition assessment delayed due to AL4.</p> <p>Clive River Dredging</p> <p>25. Lease agreement awaiting review for internal approval and negotiation with Hohepa. 26. Valuation estimate for the lease option received, to discuss further with Group Manager 27. Contractor involvement and methodology investigation is underway, as is development of the resource consent application.</p> <p>Hawea Park</p> <p>28. Construction of a new car park underway after lock down lifted and is progressing well</p> <p>Marakakaho access road</p> <p>29. Tender drafted ready to be sent out when PM returns from paternity leave. 30. The culvert work is progressing as planned.</p>	

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Works Group	31. All Works Group staff are now working from Guppy Office under Covid Alert level 2. Catchment staff continue under AL3 protocol 32. HBRC Asset Maintenance Contract now 3 weeks behind due to Covid. Plan to complete programme by year end with increased resources and hours. 33. Significant Projects: <ul style="list-style-type: none"> • Hardinge Rd Erosion Control – NCC • Maraekakaho Culvert Construction – HBRC • Small Community Water Treatment Plants - HDC 		

Asset Management Group Manager’s Update
34. Asset Management Group has prepared for and is transitioning well into AL2 and have transitioned “bubbles” into Guppy Road and Dalton St sites. Management has transitioned to BAU model 35. Engineering is continuing as business as usual with some staff working from home and some from Dalton St Office 36. Open Spaces. All Open Spaces and cycle ways are open under AL2 37. Schemes continues to deliver essential service of Flood Control and Drainage with all field activities underway 38. Works Group- Under AL2 all maintenance and contracting is being undertaken with additional safeguards as described in the Works Group Health and Safety Plan. The has been no impact on contracting to 3 rd parties 39. Regional Projects has recommenced all contracting work under AL2 on provision of site specific Health and Safety Plans from each contractor 40. Current position is that planned scheme maintenance for FY19/20 can still be completed despite the impact of Covid-19

Organisational Activities – Corporate Services

Updates are in red text

Group /Team	
Corporate Services Client Services	<ol style="list-style-type: none"> 1. All team members equipped to work from home responding to emails and voicemail enquiries. Downtime due to reduced demand is being used for data management ‘housekeeping’ 2. BAU for sustainable homes programme, processing applications, responding to supplier queries, processing invoices and providing loan settlement information to ratepayers. 3. Procurement BAU, providing support for current RFPs, reviewing, and updating policy and manual, planning and contract templates, managing the riparian planting supply chain.
Corporate Services Corporate Support	<ol style="list-style-type: none"> 4. Staff are working with field and H&S staff to ensure appropriate stocks of PPE are delivered and maintained for those working on the front line. Orders have been increased to maintain a rolling stock of sanitiser (hand and surface), face masks and gloves from local suppliers. 5. BAU for customer service staff responding to internal customer requests for support and maintaining vehicle compliance. 6. Team is working alongside the L2 transition group to prepare our facilities for safe occupation and bring nominated staff back on site starting the week of 18 May. 7. The Customer Service counters will be open from 10am – 2pm starting 18 May, with open hours revisited on a fortnightly basis.
Corporate Services Finance	<ol style="list-style-type: none"> 8. One staff member is currently supporting CDEM at the GECC 9. Remaining staff working on BAU with some efficiency loss due to slower connection speeds than would be achieved in the HBRC premises 10. Reforecast budgets reported to 13 May Council meeting with 31 March financial reporting. Work has commenced on draft carry forward information that will be supplied to Council in June. 11. The Annual Plan financials developed following guidance from Council. Work continues on the development of the Annual Plan with the changing information and has been presented to Council in a number of workshops. 12. Work is continuing on the Annual Plan Consultation information based on the information supplied to Council and what the outcome of the changes are based on changing information.

Group /Team	
Corporate Services Information & Communications Technology	<p>Covid response</p> <p>13 Contact tracing and building access solutions are in use, and our reporting abilities have been tested and validated. We will align our contact tracing work with the new government app where possible.</p> <p>14 We're working through the programme of work to bring staff and IT assets back into the buildings</p> <p>IT Risk Management continues to be a key focus</p> <p>14 Cybersecurity risks are still very high - they are being actively monitored.</p> <p>15 IT Disaster Recovery - system dependencies are being reviewed, and weak spots identified for further action.</p> <p>16 Information Governance - we're applying our records management classifications to the new document libraries in Microsoft Teams.</p> <p>17 We're continually scanning the environment for new risks, assessing their likelihood and impact, and developing mitigations where appropriate.</p> <p>IT projects</p> <p>15 Telephone system replacement – most telephony services have been ported across into Microsoft Teams. The old telephone system will remain in place for 2 weeks in case problems arise and we need to push any services back into it.</p> <p>16 Finance System Replacement - evaluation of solutions is underway</p>
Corporate Services Marketing & Comms	<p>17. TANK Plan consultation communication plan is live – until 3 July</p> <p>18. Annual Plan consultation planning: consultation proposed 8-28 June</p> <p>19. Developing Media register with ICT team, to log, track and report on media queries</p> <p>20. Leading ongoing Drought communications, closely linked to Tukituki Plan programme – coordinating with CHBDC and HDC comms</p> <p>21. Current projects include Pest Hub development, Annual Plan and rates communication planning, TANK Plan, Tukituki Plan implementation support, winter comms planning – including Plant to Protect and Sustainable Homes.</p>

Corporate Services Group Manager's Update
<p>22. Work has continued to finalise the drafting of the 20-21 Annual Plan consultation and supporting documentation for Council adoption on 27 May.</p> <p>23. Oversight of current risk assessment taking place with specific attention to IT cyber-security risk and mitigations, and preparation of Cyber Security internal audit follow-up report to 10 June C&S meeting.</p> <p>24. Continue work on implementing Corporate policy and operating expectations @ Level 2 as new information is received / reported from Government. With and expectation to soon have staff returning to Station St office.</p> <p>25. Significant amount of work / time spent reviewing RFP's for the Financial System (FUSE project) and subsequent evaluation now complete. Preferred supplier recommendation to be made at Tenders committee 27 May.</p> <p>26. Working with Strategic Planning / Corp planning team on pathway and plan for the 2021-31 LTP.</p>

Organisational Activities – Integrated Catchment Management Group

Updates are in red text

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Integrated Catchment Management Catchment Management	<ol style="list-style-type: none"> Staff are continuing to support the RAG response to the drought, and this is likely to be needed through to spring. A range of staff are also supporting the Rural Advisory Group meetings and assisting with reporting through to CDEM. The Waipawa office now has 2 Catchment Staff and 1 consents staff member working from there. The doors remain closed, however appointments to meet staff can be called in by the public. Fencing gear for the Te Ikatiere fencing at Aramoana is due for delivery on site, this is to ensure everything is in place for the October contract fencing work to begin. Workstreams continuing are policy implementation planning for next financial year which includes Tukituki. There is also involvement in work at a national level with other industry bodies on campaigns for best management of winter grazing. Progress on this has been reduced due to the necessary focus on the multi-regional drought situation. 	<ol style="list-style-type: none"> Staff are continuing to support the RAG response to the drought, and this is likely to be needed through to spring. A range of staff are also supporting the Rural Advisory Group meetings and assisting with reporting through to CDEM. Workstreams continuing are policy implementation planning for next financial year which includes TANK. There is also involvement in work at a national level with other industry bodies on campaigns for best management of winter grazing. Progress on this has been reduced due to the necessary focus on the multi-regional drought situation. The Council’s poplar and willow nursery is continuing with maintenance to ensure stock is available for the coming planting season. A Health and Safety process for mitigating risk to covid-19 while at the nursery has been completed. 	<ol style="list-style-type: none"> The Wairoa Office is now being manned during the week – appointments need to be made before outsiders are able to visit. The majority of the Catchment Management team are currently carrying out their Catchment Management functions and tasks from home unless undertaking site visits. Compliance staff visited Mahanga this week and a meeting to sort out a longer term solution to this issue is being held – Friday 22 May. Multiple enquires continue to be made about the state of the Wairoa River mouth – regular monitoring and checks of this are occurring.
Catchment Management	<ol style="list-style-type: none"> Field visits are continuing where landowners are open to the visit and work in the ECS space goes on. To maintain social distancing field visits may be having a discussion on site with the landowner instead of travelling around the property with them. ECS processing and confirming ECP projects continues, especially where they relate to winter planting projects. A new Health and Safety policy has been approved to help minimise risks to field staff when travelling in rural environments off road. 		

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Integrated Catchment Management Catchment Services (Biosecurity & Biodiversity)	<p>17. TB update – Infected herds have increased to 13 with another 13 herds under investigation.</p> <p>18. HBRC staff met with OSPRI operational staff (online) to discuss current operation and how the two organisations can better support each organisations work programmes. Staff will be meeting monthly and actions are being implemented.</p> <p>19. Staff put forward 11 Biosecurity and Biodiversity projects for central government funding through the regional economic stimulus package, totalling \$53m</p> <p>20. Staff have issued Notice of Directions (under the Biosecurity Act) to all contractors who have extracted, or will be extracting, gravel from the Tukituki River margins (below the Waipawa River confluence), and the Waipawa River margins (below Stockade Road) to prevent the movement of Chilean needle grass.</p> <p>21. Biosecurity staff and contractors have resumed pest control work, focusing on rural areas, including phragmites, climbing spindleberry, Chilean needle grass, old man’s beard, woolly nightshade, rabbits, possums and assessing incoming vessels as to their marine biosecurity status.</p> <p><u>Predator free</u></p> <p>22. This month will be spent getting the Mahia project underway again and monitoring the impact of the COVID19 closure of 5 weeks. It is not expected that we will have lost too much ground during this time as baitstations will have continued doing some work whilst staff were under lockdown however time will tell.</p> <p>23. Staff are operating independently to comply with current Level 3 COVID requirements, and are also servicing traps in Cape to City and Poutiri Ao ō Tāne projects. This work will carry them right through the month of May and June</p>		
Integrated Catchment Management Environmental Information	<p>24. Hydrology working as normal – gauging rivers for low flows and rating curves and keeping sites operational for flood warning.</p> <p>25. Groundwater measuring monthly water levels at sites as normal for drought monitoring.</p> <p>26. WQ & E team collecting samples.</p> <p>27. Data meetings continued with ICT as required.</p> <p>28. Flood warning team still operating on 7 day shift assessing sites.</p> <p>29. Virtual weekly drought meetings with Compliance are continuing and sites measured as required. 12 flow gaugings undertaken to confirm ratings and bans for Compliance.</p> <p>30. Isco sediment sampling installations continue.</p> <p>31. Proposed groundwater sites being installed.</p> <p>32. Near shore WQ samples collected</p> <p>33. Water Information Services team verifying water meters.</p>		
Integrated Catchment Management Environmental Science	<p>34. Same as previous weeks, with addition of two technical reports published this week:</p> <p>35. Tukituki State and Trends of River Water Quality 2013-2018 (addition to the suite of 12 SoE reports published this year)</p> <p>36. Hawkes Bay Peatlands 2018</p>		

Integrated Catchment Management Group Manager's Update

37. Ongoing support for the RAG and organisational leadership for the regional drought response including preparation of item for 20 May Council for Council to establish Drought Relief Fund
38. Working with managers to prepare for a gradual return to the office at AL2 and beyond, starting 18 May
39. Engagement with MfE supporting Essential Freshwater and post COVID recovery. **Provided additional information to HBRCs recovery projects list, as requested by MfE. We have proposed 43 projects, total value \$314.5m for the region.**
40. Significant time supporting the Tukituki Leaders Forum work. Additional part time project management resource engaged to support the group,
41. Working with management team to prepare for 20-21 Annual Plan and 21-24 LTP and review projected end of year project positions for the 19-20 year
42. Discussions with HBRC and NCC staff/councillors about Ahuriri regional park proposal.

Organisational Activities – Office of the Chief Executive and Chair

Updates are in red text

Group /Team	
OCEC Communications	1. Helen Shea, Principal Advisor Communications finished work at HBRC on 19 May to join NZ Police in a new role looking after District and Internal Communications. Her workload will be split between a part time contractor (Erin Harford who until recently worked at the Port) and Michelle McGuiness in the Marcomms team. Erin commences work on 25 May and in the main will manage the internal communications and stakeholder engagement.
OCEC Economic Development	2. The Regional Business Partner (RBP) team continues to see strong demand from the business community. The free virtual workshops have seen great uptake with over 1047 participants; workshops will cease on the 29 th May participant availability as the Levels reduce. 3. Regarding 1:1 business support to link with expertise, RBP are engaging with 471 Hawke's Bay businesses currently through this COVID-19 response mechanism. RBPs have issued 365 Capability Vouchers worth \$734,674.75 to date, with the average voucher value \$2,012. The Hawke's Bay regional voucher funding pool has been spent and topped up from the original \$493k. High demand is a trend nationally and a paper goes to Cabinet on Monday 25 May seeking additional funding for the RBP programme; whether the mechanism remains at 100% subsidy or a high co-funding level (e.g. 80%) remains to be seen.
OCEC Governance	4. All Council meetings, including workshops and Public Excluded sessions are being held virtually using Zoom up to and including the 3 June RPC meeting, and planning is under way for the transition back to physical meetings in the Council Chamber commencing 10 June with the Corporate & Strategic Committee meeting. 5. Tangata whenua representatives on RPC and Māori Committee are 99% set-up and working online using Zoom and Stellar Library for Council and Committee meetings. 6. Still working from home, in addition to coordinating weekly meeting processes, the Governance team (Annelie & Leeanne) is focussing on administrative tasks, e.g. changes to the 2020 meetings schedule to facilitate Annual & Long Term Plan workshops and consultation.
OCEC People & Capability	7. The P&C team continues to support our HBRC team with BAU and well-being and health & safety advice. Flexible Working options briefing paper tabled with Exec for further discussion and potential trial as HBRC transition down the alert levels. The Leaders' Forum presentations were received well with two more sessions planned over the next six weeks focussing on the Year End Financials and our internal Climate.Smart.Recovery. Action Plan. Further consideration being given to the flexible work options we can trial as we transition down the levels aligning with attraction, retention and engagement strategy development. 8. The planning team has finalised HBRC Level 2 workplace transition plan to best support and keep staff safe as we get selected staff back into Dalton St, Guppy Rd, Wairoa and Waipawa offices. Work 'bubbles' have been designed to limit staff crossover and contact with common touchpoints. Dalton St office will be open daily to the public from 10am – 2pm, with all interactions with the public conducted on the Ground floor. The transition plan will be reviewed fortnightly by the Executive team. Re-entry inductions have gone well with staff thankful for the thought that has gone into the plan to keep them safe. With further clarification coming out from LGNZ the Exec team will consider next steps. 9. As we transition into Alert Level 2 staff psychological wellbeing is front of mind with work continuing in conjunction with Wands Psychology.

Group /Team	
OCEC Risk & Assurance	<p>10. Risk and Assurance Lead started work at HBRC on 18 May (Helen Marsden). She is working alongside the interim risk consultant to ensure a smooth transition of the risk maturity assessment and risk framework ahead of a joint presentation to the Corporate and Strategic Committee on 10 June. The final two audits of the 2019/20 FY will be finished on schedule with a full audit programme update to Council shortly thereafter. The ICT audit follow up report will be provided to Council at the Corporate and Strategic Committee on 10 June by Andrew Siddles, ICT Manager.</p> <p>11. Business Analyst Quality is working with IT to assist with Promapp training module, which will ensure staff are reviewing correct Council staff policy's and code of conduct.</p>

Office of the CE & Chair Group Manager's Update

12. Wairoa Horticulture project PGF application submitted to Wellington on Monday 11 May. Meetings are now being scheduled with interested commercial partners.
13. Working through some details on RPC appointment to Council and Committees prior to resubmitting this paper to Council for final decision-making on 24 June. A paper is also underway to clarify Council workshop arrangements. Planning is also underway to provide RPC tangata whenua hui with administration support and resourcing for independent advice. A paper on the Māori Committee Co-Chairs remuneration will be provided at the Council meeting on 24 June.
14. The paper on a possible HBRC community welfare fund remains on the Council table and will be revisited if it proves necessary at a future date. In the meantime, Council has agreed on 20 May to contribute to a Regional Drought Relief Fund.

Organisational Activities – Regulation

Updates are in red text

Group /Team	Southern Catchments	Central Catchment	Northern Catchments
Regulation Consents	1. A steady amount of Tukituki production landuse consent applications and registration forms are being received.		
	2. Consent application numbers are steady.		
	3. Consents staff are going back into the office on Monday 18 May. Some staff will continue to work from home.		
Regulation Compliance & Enforcement	4. Compliance staff are going back into the office on Tuesday 19 May. Some staff will continue to work from home.		
	5. The Pollution Hotline remains busy. Several odour complaints received, possibly due to more people working from home at the moment. Now we are in Level 2, the compliance team is able respond and undertake odour assessments.		
	6. Staff have been busy undertaking low flow monitoring and liaising with consent holders. The majority of surface takes were still on ban last week. The rainfall over the weekend has provided some relief (at least temporarily). On-going dialogue with water-take consent holders linked to the Tukipo – Ashcott Road low flow site.		
Regulation Harbourmaster	7. Motorised and recreational sailing craft are allowed under Level 2.		
Regulation Policy Implementation	8. Tukituki Plan Change – Preliminary consultation being prepared re: Overseer. Paper will be taken to RPC meeting 3 June. Pre notification consultation is underway.	11. Analysis of the TANK plan change and impacts for the Regulation team. Further consideration on whether submissions are required.	
	9. Update on Tukituki Regulatory Implementation prepared for RPC meeting 3 June.	12. Staff returned to Dalton street office on Monday 18 May. Will continue to work from both office and home, as best fits with ongoing work streams.	
	10. Work has begun on the process for the Tukituki Catchment Plan effectiveness report.		

Regulation Group Manager's Update

13. Both pollution hotline calls and consent applications are increasing – possibly a sign that economic activity is increasing as restrictions on movement are reduced.
14. Pressure on the farming sector remains significant and staff across the group are involved in ongoing drought related discussions and looking for solutions. Staff have taken calls from some very distressed farmers. Appropriate advice and support is being given.
15. Several wastewater infrastructure issues have resulted in leaks or overflows of sewage. Enforcement action has been taken in the more serious cases and discussions are ongoing with the relevant territorial authorities.

Organisational Activities – Strategic Planning

Updates are in red text

Group /Team	Southern Catchments	Central Catchments	Northern Catchments
Strategic Planning Policy & Planning	1. Tukituki Plan Change – Preliminary consultation undertaken re: Overseer. Paper will be taken to RPC meeting 3 June.	2. TANK Plan Change – The TANK plan was notified on 2 May, the submission period runs until 3 July 2020. To date 2 submission have been received. 3. Ngaruroro River & Clive River Water Conservation Order (WCO) application – Proceedings to recommence with submitters evidence due 2 June 2020.	4. Mohaka Plan Change – Progress to be reported to RPC meeting 3 June.
Strategic Planning Policy & Planning Region-wide	5. Outstanding Waterbodies – progress to be reported to RPC meeting on 3 June. 6. Government’s Action for Healthy Waterways proposals – update being prepared for RPC meeting on 3 June.		
Strategic Planning Statutory Advocacy	7. The 24 April 2020 deadline for submissions on proposed amendments to the Air Quality NES has been extended to 31 July 2020. An information item will be provided to RPC meeting 3 June.		
Strategic Planning Strategy & Projects	8. Annual Plan – council to adopt for consultation on 27 May 2020. Submission period 8-28 June. Hearings on 16 July (TBC). 9. Long Term Plan – Council support for revised approach to LTP development secured on 20 May. Work underway to roll out to organisation.		
Strategic Planning Transport	10. Physical distancing requirements on buses for Level 2 public transport services have been challenging. We have had to supplement services on one or two key routes to ensure that school students have not been left on the roadside. This will be temporary until distancing requirements on public transport are relaxed. We expect to receive patronage data under Level 2 by 22 May. 11. Total Mobility use has increased somewhat under Level 2, particularly as fares remain significantly reduced until 30 June. 12. HB Transport Study workstreams continuing and largely on schedule.		

Strategic Planning Group Manager’s Update

13. **Following Council’s approval of the Climate. Smart. Recovery changes to the 21/31 LTP development a comprehensive process and timeline will be initiated by the Strategy and Projects team to deliver on stage 1 of that plan. Water Security Programme workstreams ramping up across Heretaunga and CHB projects with the 3rd of 3 initial Tukituki Leaders forum workshops concluding on Tuesday 26th. Next series of Council decisions on Water Security to be tabled at C&S on 10 June**

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

Subject: CALL FOR MINOR ITEMS NOT ON THE AGENDA

Item 7

Reason for Report

1. This item provides the means for councillors to raise minor matters they wish to bring to the attention of the meeting.
2. Hawke's Bay Regional Council standing order 9.13 states:
 - 2.1. "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

3. That Council accepts the following "Minor Items Not on the Agenda" for discussion as Item 11

Topic	Raised by

Leeanne Hooper
GOVERNANCE LEAD

James Palmer
CHIEF EXECUTIVE

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

Item 8

Subject: PROPOSED PUBLIC TRANSPORT CHANGES

Reason for Report

1. This item provides proposals for Council's consideration, for the introduction of the Regional Integrated Ticketing System (RITS) on buses, while trialling a simplified fare structure in order to promote bus patronage.

Officers' Recommendation

2. Council officers recommend that Council agrees to implement Option 1 to expedite the introduction of the RITS bus ticketing system, subject to approval by the New Zealand Transport Agency and confirmation from the RITS project team that the system can be introduced as outlined.

GoBay Bus Service Issues

3. The GoBay bus service is running over budget this year and the Subsidised Passenger Transport activity (Project 790) has an estimated year end deficit of \$280,000 (ex GST), to be funded from scheme reserves. A significant deficit is also predicted for 2020-21, unless major changes are made. The causes of this over-run include:
 - 3.1. Significantly higher required indexation of the bus contract than budgeted, due to fuel and labour pressures (pre-Covid)
 - 3.2. Declining patronage of the bus service, resulting in lower fare revenues
 - 3.3. The effects of the Employment Relations Amendment Act, which has added 12% to the total driver hours required to implement the current timetable, with significant flow-on costs to the bus contract
 - 3.4. Growth in the use of the Total Mobility scheme.
4. In view of this, and the need to ensure budgets are adhered to in 2020-21, we propose making some modest adjustments to the services to reduce costs, effective in early July 2020.
5. However, a full review of the services is also warranted to:
 - 5.1. fully address the issues outlined above
 - 5.2. consider the likely ongoing effects of Covid-19
 - 5.3. take into account innovations that allow delivery of public transport in new ways.
6. External consultants would be engaged to undertake this review from July 2020.

Regional Integrated Ticketing System (RITS)

7. The Regional Integrated Ticketing System (RITS) is a joint project between nine regional councils across NZ. The new bus ticketing system will replace an existing system that frequently fails, will soon be unsupported and provides very limited information on passenger movements.
8. The implementation of the system has been postponed a number of times, due to issues with the website and back end of the processing system. However, these are almost all resolved and the system is operational in Northland and Wanganui. Part of the delay has been due to the need to allow passengers to travel in any of the nine regions with the same bus card. This integration between regions has been very complex due to the range of fare products and concession fares used. However, it now appears that, subject to some minor issues being resolved, the system could be implemented in a streamlined fashion across the remaining regions, if regions are able to make some adjustments to their fare schedules.

Covid-19

9. Public transport provision was reduced across NZ during the Level 4 restrictions, and to reduce personal contact with drivers, fares were removed. This was a national directive.
10. In Level 3, most councils returned to regular timetables in order to be able to provide for school travel and the greater number of workers likely to be commuting. However, fares were still not charged. The NZ Transport Agency (NZTA) has committed to covering the full lost revenue to councils under both Levels 3 and 4, and any remaining revenue loss until 30 June.
11. Bus use has been very low during Levels 3 and 4 across the country, with most councils experiencing around 5% of the usual patronage in Level 4 and 15% in Level 3. Patronage is expected to grow somewhat during Level 2, although social distancing requirements will limit the number of passengers that can be carried on any one bus.
12. Under Level 2, NZTA is requiring regional councils with contactless smartcard systems (such as Snapper in Wellington or AT Hop in Auckland) to return to charging fares, at least with cards.
13. However, NZTA has issued a draft memo on the reinstatement of fare collection under Level 2, which says (for RITS regions):
 - 13.1. *“Waka Kotahi (NZTA) strongly encourages opportunities to accelerate the implementation of electronic ticketing systems and enhancements to existing systems that will further reduce or eliminate the use of cash on-board. This provides the most robust option to futureproof fare collection should a medium to long-term pandemic response be required.”*
 - 13.2. *Acceleration opportunities may include supporting temporary changes to fare settings that will expedite system roll-out, and other initiatives to improve uptake or promote card registration. We would also consider a short extension to the COVID-19 fare-free policy in participating RITS regions to facilitate system changeover, where the benefits and transition path for this are clearly outlined in a regional fare collection plan.”*

Opportunity to Accelerate Implementation of RITS

14. The RITS project team views the lower patronage levels and possibility of continued fares-free operation as an opportunity to speed up the implementation of RITS in the remaining regions, including Hawke’s Bay.
15. This programme would be contingent on an accelerated programme of installation of equipment on all buses, requiring a period between installation and “Go-Live” during which fares could not be charged via the system.
16. The accelerated programme is facilitated by councils adopting a flat fare system on a temporary basis after Go-Live, without any concession fares except for the SuperGold free travel scheme.

Hawke’s Bay Situation

17. The possibility to implement RITS in the manner described above provides a number of opportunities for Hawke’s Bay. However, Council needs to consider a proposed simplification of our fare structure and to accept a possible consequent loss of revenue.
18. The RITS team has set out a draft proposal that would see equipment installed on our buses during the week of 8 June, and the system would go live in HB on either 13 July or 10 August. (*The earlier date places a greater risk on the RITS team, as we would be sandwiched between the large regions of Waikato and Bay of Plenty. It is yet to be confirmed whether this is technically feasible.*)
19. The implications of this are:
 - 19.1. No fares could be charged from 8 June until Go-Live as the buses cannot have dual sets of equipment and the RITS equipment would not be operational

- 19.2. A flat fares structure would need to be implemented at Go-Live, to remove the need for complex concession registration and allow for the accelerated process.
20. HBRC is not obliged to enter into the accelerated RITS implementation process. We could continue with the current fare structures, and agree to implement the full RITS process at a later date. However, the RITS team has indicated that there will be a further significant delay, due to the lockdown period and delays with the technical work being undertaken in Germany. It is very possible that the system could not be implemented until early 2021.

Covid-19 Effects on Patronage

21. Under Level 4, goBay buses carried 5% of usual patronage. This is highly consistent with other regions. Under Level 3, we carried 11.1 % of usual patronage, again remarkably consistent with other regions.
22. Level 2 bus use is hard to predict. Schools are back but we have social distancing limitations on the number of passengers able to be carried. However, we estimate that it is unlikely to be higher than 30% of usual patronage.
23. Nationally, regional councils believe that patronage will continue to be affected by the pandemic for some time to come. This is supported by research conducted by McKinsey and Co for the Metropolitan Transport Association (USA), which concludes that even with an early containment and recovery scenario (such as has happened in NZ) patronage is likely to still be down by 60% by the end of 2020.¹
24. We will be able to estimate Level 2 effects once patronage data is received for the week commencing 18 May. However, at present we are still not charging fares, in order to maintain social distancing and isolate the driver from passengers. It is probable that the reintroduction of fares would negatively affect patronage.

Options

25. There are a number of options available to HBRC as we ease out of the Covid-19 fare collection and social distancing restrictions, work towards the implementation of the RITS system and address budget issues.

Option 1: Immediate minor service changes, bus review in 2020-21, RITS system in place at latest 10 August, fares free continues until “Go- Live”, simplified fare structures ongoing for 4 months

26. **Service changes** are under discussion and investigation with the operator. The detail of these would be brought to council for discussion and approval at a subsequent meeting. However, these are likely to involve services with very low patronage pre Covid-19, which will be even less viable post-Covid.
27. Under this option, the service changes would come into effect on 13 July, whether the ticketing system is implemented then or not. These would stay in place while we undertake a network-wide review of services.
28. **RITS System in place by 10 August at latest, simplified fare structures, fares free continues until “Go-Live”**
- 28.1. Bus equipment for RITS would be installed during the week of 8 June, and the new cards would be distributed to passengers and the public after this date, allowing plenty of lead-in time to ensure all passengers have the new cards.
- 28.2. The latest Go-Live date would be 10 August, but there is an early possibility of 13 July. We are dependent on fitting into the implementation schedule with the other 8 councils. Therefore, our exact Go-Live date is still to be finalised.
- 28.3. On Go-Live day, a flat fares system would be introduced for 4 months, with the ability to return to the full range of concession fares once the RITS system is fully complete and able to accommodate this.

¹ <https://new.mta.info/document/16951,1> May 2020

28.4. A flat fares proposal was brought to Council on 25 September 2019 as part of a proposal for addressing climate change through greater bus use. That report can be found [here](#).

28.5. Suggested flat fares were:

		Adult			Tertiary Student/Community Services Card			Child/High School Student/Senior		
		Current	Proposed	Decrease	Current	Proposed	Decrease	Current	Proposed	Decrease
Card	1 zone	\$2.88	\$1.00	65%	\$1.90	\$1.00	47%	\$1.43	\$1.00	30%
Card	2 zone	\$3.65	\$2.00	45%	\$2.86	\$2.00	30%	\$2.14	\$2.00	7%
Cash	1 zone	\$3.60	\$2.00	44%	\$2.40	\$2.00	17%	\$1.80	\$2.00	11% inc.
Cash	2 zone	\$4.20	\$3.00	40%	\$3.60	\$3.00	17%	\$3.00	\$3.00	No change

29. The **benefits** of this proposal are:

29.1. Earlier implementation of the RITS system with its benefits to customers and HBRC – online card top-ups, less cash on buses, faster loading times, better patronage data

29.2. An extended fares-free period will help to stimulate patronage, when there may be considerable uncertainty about using the bus service

29.3. This provides an opportunity to trial the flat fares concept discussed in the September 2019 paper to Council

29.4. Ongoing lower flat fares would provide a social benefit to HB residents struggling financially because of Covid-19

29.5. Lower flat fares would also provide a good stimulus to patronage of the bus service, which is more necessary now than ever.

30. The main **issues** with this proposal are:

30.1. **The lost revenue during the period of free fares, compared with charging usual fares during this time.** The table below sets out the likely revenue foregone, assuming that we carry 30% of usual patronage during this time. However, it is almost certain that patronage benefits by remaining fare-free. It is highly likely that if returning to charge usual fares, we would see lower patronage than fare-free, and therefore the opportunity cost of remaining fare-free could be significantly less than set out below.

30.2. Discussions are underway with NZTA about whether it would be willing to cover the full cost of lost revenue for councils who are later in the order of ticketing implementation, as these are unfairly disadvantaged by having to wait longer in the fare-free period. Full reimbursement may be possible for smaller councils as the revenue risk is less. An update will be provided at the meeting.

Assumptions	Cost to HBRC (ex GST)	
	13 July Go-Live	10 Aug Go-Live
NZTA funds 100% of lost revenue to 30 June, 51% thereafter. Bus patronage would have been at 30% of usual level	\$6,000	\$16,500
NZTA funds 100% of lost revenue until Go-Live Bus patronage would have been at 30% of usual level	\$0	\$0

30.3. **The risk of lower revenue from lower flat fares after Go-Live for four months.** Calculations completed for the September 2019 Council paper estimated that the increased patronage arising from the lower fares would largely offset lost revenue. As we would be starting from a significantly lower patronage baseline, extra

services at peak times would not be necessary. Therefore, we estimate that introducing flat fares would be cost neutral during the trial period, when compared with maintaining the current fare structure. A trial period allows us to determine the benefits of this fare structure and the cost-benefit of continuing it more permanently.

Option 2: As for Option 1, but flat cash fares introduced from 8 June until RITS Go-Live

31. Under this scenario, once the RITS ticketing machines are installed and card fares can no longer be charged, a flat cash fare would be introduced, with no change given.
32. The **benefit** of this proposal would be lower cost to HBRC and NZTA, as some revenue would be collected.
33. The main **issues** with this proposal are:
 - 33.1. If there were continued safety requirements on buses, cash collection would have to be via an enclosed dropbox, near enough to enable the driver to see that the correct amount was deposited. No change could be given. This would require the installation of special equipment in all buses.
 - 33.2. 75% of our passengers usually use smartcards. A cash-only system would be very inconvenient, requiring passengers to have exact change for every trip. For regular travellers, including families with several school children travelling daily, this could be really problematic and detrimental to regular bus use.
 - 33.3. There would be less stimulus or incentive for patronage growth and less social benefit, depending on the level at which fares were set.
 - 33.4. The change from no fares to cash-only and then to card-and-cash fares, all in less than three months, could be confusing for passengers.

Option 3: Immediate minor changes to bus services, bus review in 2020-21, RITS system in place early 2021, no change to current fare structures, all fares charged from early June

34. **Service changes** as discussed under 23.1 to commence 13 July, with a full service review to follow.
35. **RITS system implementation delayed, fares charged at current levels from early June 2020.**
 - 35.1. RITS implementation would continue as originally planned, with all concession fares introduced and current fare structures retained.
 - 35.2. Fares (both cash and card) would be charged from early June.
36. **Benefits** of this proposal are:
 - 36.1. Fares would continue to be collected as usual and the existing concession structure would remain in place
 - 36.2. No loss of revenue.
37. **Issues** with this proposal are:
 - 37.1. The RITS system was already significantly behind schedule pre-Covid, and there are now significant further delays because of lockdown both here and in Germany. Implementation of RITS would therefore be unlikely before year-end.
 - 37.2. Under Level 2 requirements, social distancing should be maintained between driver and passengers. This poses problems as our current ticketing system requires interaction with the driver for both card and cash fares.
 - 37.3. Returning soon to charging standard fares will not stimulate patronage growth, especially after the uncertainty of the pandemic and a significant fare-free period. We could well see lower patronage than the expected 30%.

- 37.4. There is no social benefit to residents struggling through the financial consequences of Covid-19.
- 37.5. Implementation of RITS later in the year would be more complex for passengers, due to the need to register concessions.
- 37.6. This does not give HBRC the opportunity to trial the lower flat fares proposal for four months, as a means of stimulating patronage and reducing carbon emissions.

Discussion

- 38. Option 1 is dependent on several provisos; however, we believe there are many advantages to it.
- 39. There are some minor technical details to be resolved within the RITS system before accelerated implementation can proceed. A final decision on these is expected by the date of the meeting.
- 40. NZTA needs to approve HBRC's proposal on the timing and manner of the reintroduction of fare collection under the RITS system. We have submitted a paper seeking this approval.
- 41. As discussed earlier, we expect that patronage post-Covid will be very low for a considerable period and current social distancing requirements mean carrying capacity on each bus is limited. This means that the potential fare loss would not be significant if no fares are charged for some time. An update will be provided at the meeting on the initial bus use under Level 2.
- 42. Introducing flat fares with RITS would significantly simplify the process and reduce risks around the changeover process for passengers, as well as technical risks.
- 43. Lower flat fares would stimulate patronage in the longer term; evidence supporting this assertion was provided in the September 2019 Council item. Flat fares would be introduced on a trial basis for 4 months and then re-evaluated.
- 44. Lower flat fares would help residents struggling with the financial consequences of the pandemic, reducing travel costs and releasing funds to be spent in other local businesses.
- 45. Service adjustments in early July will reduce costs and cover the anticipated lost revenue if Option 1 were selected, although they will clearly not cover the full annual service deficit. A wider review of the bus service is required to address this.
- 46. An extended fare-free period, followed by a period of low flat fares and a vastly improved ticketing system, should help to build patronage and convert more residents to long-term bus use.

Strategic Fit

- 47. This report contributes to the Strategic Plan Goal for carbon neutrality by 2040.

Significance and Engagement Policy Assessment

- 48. This decision has been assessed as being of low significance given the low cost involved and the temporary, trial nature of fare structure changes. Permanent fare structure changes would require wider consultation through changes to the Regional Public Transport Plan.

Financial and Resource Implications

- 49. It is estimated that the cost of Option 1 will be covered by service reductions in early July 2020.

Decision Making Process

50. 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:
 - 50.1. The decision does not significantly alter the service provision or affect a strategic asset.
 - 50.2. The use of the special consultative procedure is not prescribed by legislation.
 - 50.3. The decision is not significant under the criteria contained in Council's adopted Significance and Engagement Policy.
 - 50.4. The persons affected by this decision are current and potential bus users in the region.
 - 50.5. The decision is not inconsistent with an existing policy or plan.
 - 50.6. 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 Hawke's Bay Regional Council:

1. Receives and considers the "Proposed Public Transport Changes" staff report.
2. Agrees that the decisions to be made are not significant under the criteria contained in Council's adopted Significance and Engagement Policy, and that Council can exercise its discretion and make decisions on this issue without conferring directly with the community or persons likely to have an interest in the decision.
3. Agrees to implement Option 1, subject to approval by the New Zealand Transport Agency and confirmation from the RITS project team that the ticketing system can be introduced as outlined.

Authored by:

Anne Redgrave
TRANSPORT MANAGER

Approved by:

Tom Skerman
GROUP MANAGER STRATEGIC
PLANNING

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

Item 9

Subject: REPORT FROM THE 6 MAY 2020 MĀORI COMMITTEE MEETING

Reason for Report

1. This item provides a summary of discussions at the 6 May Māori Committee along with the opportunity for the Co-chairs to provide additional context to Council as they wish.

Agenda Items

2. The **Verbal Updates on Current Issues** and activities from the HBRC Chair, Cr Rex Graham and the Chief Executive James Palmer covered the significant impacts of Covid-19 had on the regional communities, ongoing discussions with Central Government in relation to the Three Waters Review and their programme of freshwater reform, concern about orchardists burning green wood, and preparation of Council's 2020-21 Annual Plan.
3. Regular **updates from taiwhenua representatives** highlighted a wide range of activities undertaken by Te Taiwhenua in response to Covid-19 and its impacts on communities, and continued concerns around water issues including the TANK and Outstanding Water Bodies plan changes and water security.
4. The **Biosecurity - Regional Pest Management Plan and Pest Control Activities** item provided an overview of Council's biosecurity functions, responsibilities and programmes, and advised that the Biosecurity functions are currently being reviewed in accordance with LGA section 17a.
5. The **Review of HBRC Activities in relation to the Mohaka Valley TB Outbreak** item provided an overview of the Possum Controlled Area (PCA) programme in relation to OSPRI's bovine tuberculosis eradication mandate.
6. The **Heretaunga Plains Flood Control Scheme Level of Service Review** item provided an update on the level of service review for the Heretaunga Plains Flood Control Scheme (HPFCS).
7. The **Hawke's Bay Summer 2019-20** updated the Committee with the latest rainfall, soil moisture and climate data as well as the May to July 2020 climate forecasts.
8. The **Climate Change Working Group Update** was not considered at the meeting.
9. The **Water Security Update** not considered at the meeting, instead being the subject of a workshop following the meeting.
10. The **HBRC 28 April 2020 Organisational Activities Update** provided updates from across the Council, on the status of work programmes in light of Covid-19.

Decision Making Process

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

Recommendation

That the Hawke's Bay Regional Council receives and notes the "*Report from the 6 May 2020 Māori Committee Meeting*".

Authored by:

Annelie Roets
GOVERNANCE ADMINISTRATION
ASSISTANT

Pieri Munro
TE POU WHAKARAE

Attachment/s - There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

SUBJECT: COUNCILLORS' REPORTS FROM MEETINGS OF OUTSIDE BODIES

Item 10

Reason for Report

1. This item provides the means and opportunity for councillors appointed to Outside Bodies to bring issues of interest from those meetings to the attention of Council.

Background

2. Each Triennium, Council appoints councillor representatives on the following Outside Bodies. Appointees for this Triennium are noted beside each body.
 - 2.1. Local Government New Zealand (LGNZ) Zone 3 (Hinewai Ormsby and Martin Williams)
 - 2.2. HB TB Free Committee (Will Foley)
 - 2.3. Future Farming Trust (Will Foley)
 - 2.4. Tukituki Leaders Forum (Will Foley and Jerf van Beek)
 - 2.5. HB Drought Committee (Will Foley and Jerf van Beek, Rex Graham ex officio)
 - 2.6. HPUDS Implementation Working Group (Jerf van Beek and Martin Williams)
 - 2.7. HB Cycling Governance Group (Jerf van Beek)
 - 2.8. Te Komiti Muriwai o Te Whanga (Neil Kirton)
 - 2.9. HB Tourism Board of Directors (Craig Foss)
 - 2.10. HBRIC Ltd (Rick Barker, Craig Foss, Neil Kirton).

Decision Making Process

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

Recommendation

That the Regional Planning Committee receives and notes the "*Councillors' Reports from Meetings of Outside Bodies*".

Authored by:

Leeanne Hooper
GOVERNANCE LEAD

Approved by:

James Palmer
CHIEF EXECUTIVE

Attachment/s

There are no attachments for this report.

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

Subject: DISCUSSION OF MINOR MATTERS NOT ON THE AGENDA

Reason for Report

1. This document has been prepared to assist Councillors note the Minor Items Not on the Agenda to be discussed as determined earlier in Agenda Item 7.

Item	Topic	Raised by
1.		
2.		
3.		

Item 11

HAWKE'S BAY REGIONAL COUNCIL

Wednesday 27 May 2020

Item 12

Subject: SECTION 36 CHARGES REVIEW

That Council excludes the public from this section of the meeting, being Agenda Item 12 Section 36 Charges 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	FOUNDATIONS UNDER SECTION 48(1) FOR THE PASSING OF THE RESOLUTION
Section 36 Charges Review	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.	The Council is specified, in the First Schedule to this Act, as a body to which the Act applies.

Authored by:

Ross Franklin
CONTRACTOR, FINANCE

Mark Heaney
MANAGER CLIENT SERVICES

Bronda Smith
CHIEF FINANCIAL OFFICER

Approved by:

Jessica Ellerm
GROUP MANAGER
CORPORATE SERVICES