



Te Kaunihera-ā-Rohe o Ngāmotu

NEW PLYMOUTH DISTRICT COUNCIL

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MEETING AGENDA

INGLEWOOD COMMUNITY BOARD

**Tuesday, 30 September 2014
at 1.30pm**

**Inglewood Library
& Service Centre**

Chairperson:	Mr	Phillip	Rowe
Members:	Mrs	Jenny	Bunn
	Mr	Donald	McIntyre
	Mr	Kevin	Rowan
	Cr	Marie	Pearce

**INGLEWOOD COMMUNITY BOARD
TUESDAY 30 SEPTEMBER 2014**

Community Boards

Role of community boards (s52 Local Government Act 2002)

- a) represent, and act as an advocate for, the interests of its community; and
- b) consider and report on matters referred by the council and other matters of interest
- c) maintain an overview of services provided by the council within the community; and
- d) prepare an annual submission to the council for expenditure within the community;
- e) communicate with community organisations and special interest groups within the community; and
- f) undertake any other responsibilities that are delegated to it by the territorial authority.

Addressing the community board

Members of the public have an opportunity to address a community board during the public forum section or as a deputation.

A public forum section of up to 30 minutes precedes all community board meetings. Each speaker during the public forum section of a meeting may speak for up to 10 minutes. In the case of a group a maximum of 20 minutes will be allowed.

A request to make a *deputation* should be made to the secretariat within two working days before the meeting. The chairperson will decide whether your deputation is accepted. The chairperson may approve a shorter notice period. No more than four members of a deputation may address a meeting. A limit of 10 minutes is placed on a speaker making a presentation. In the case of a group a maximum of 20 minutes will be allowed.

Purpose of Local Government

The reports contained in this agenda address the requirements of the Local Government Act 2002 in relation to decision making. Unless otherwise stated, the recommended option outlined in each report meets the purpose of local government and:

- Will help meet the current and future needs of communities for good-quality local infrastructure, local public services, and performance of regulatory functions in a way that is most cost-effective for households and businesses;
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or transfer the ownership or control of a strategic asset to or from the Council.

**INGLEWOOD COMMUNITY BOARD
TUESDAY 30 SEPTEMBER 2014**

APOLOGIES

None advised.

PUBLIC FORUM

None advised.

DEPUTATIONS

None advised.

A ITEMS FOR DECISION BY INGLEWOOD COMMUNITY BOARD

A1 UNCONFIRMED MINUTES OF INGLEWOOD COMMUNITY BOARD

Recommendation:

That the minutes of Inglewood Community Board meeting held on 19 August 2014 be confirmed as a true and accurate record.

B ITEMS FOR RECOMMENDATION TO COUNCIL

B1 NEW PLYMOUTH DISTRICT PLAN: PLAN CHANGES PLC13/00040 AND PLC14/00043 REGARDING WAAHI TAONGA/SITES OF SIGNIFICANCE TO MĀORI AND ARCHAEOLOGICAL SITES

The matter for consideration by the Council is the approval of proposed Plan Changes PLC13/00040 and PLC14/00043 to the New Plymouth District Plan (District Plan) for public notification in accordance with the Resource Management Act 1991 (RMA).

B2 PROPOSAL FOR AN 80KM/H SPEED LIMIT FOR OTARAOA ROAD

The matter for consideration by the Council is to decide if an 80km/h speed limit should be approved for Otaraoa Road (Upper), and if so, to what extent of Otaraoa Road (Upper) should this reduced speed limit be applied.

B3 TEMPORARY ROAD CLOSURE – LIONS CHRISTMAS PARADES

The matter for consideration by the Council is to recommend the temporary closure of various roads in New Plymouth, Inglewood and Waitara to enable local Lions Clubs to hold the 2014 Christmas parades. The Inglewood Lions and Inglewood First have also requested to extend their road closure to allow Christmas festivities and a market day to occur.



**INGLEWOOD COMMUNITY BOARD
TUESDAY 30 SEPTEMBER 2014**



MINUTES OF INGLEWOOD COMMUNITY BOARD

FILE REFERENCE: DP-14-02 DM1587376
MEETING DATE: Tuesday 19 August 2014 at 1.30pm.
VENUE: Inglewood Library & Service Centre
MEMBERS PRESENT: Mr Donald McIntyre (Chair), Mrs Jenny Bunn, Mr Kevin Rowan and Cr Marie Pearce

APOLOGIES: Mr Phillip Rowe; Mayor Andrew Judd

NON-MEMBERS PRESENT: Crs Grant Coward, Richard Jordan and John McLeod

STAFF IN ATTENDANCE: Jayne Beer, Aroha Chamberlain and Warren Dalgleish

PART A**MATTERS FINALLY DETERMINED BY THE INGLEWOOD COMMUNITY BOARD UNDER DELEGATED AUTHORITY AND REFERRED TO THE COUNCIL FOR INFORMATION AND RECORD**1. **Minutes of Previous Meeting***Resolved:*

That the minutes of the Inglewood Community Board meeting held on 26 June 2014 be confirmed as a true and accurate record.

PART B**ITEMS FOR FINAL DETERMINATION BY THE COUNCIL**2. **Inglewood Croquet Club Proposed Lease Variation At Trimble Park**

File Reference: ID 28612; DM 1535851

Inglewood Croquet Club has held a lease at Trimble Park, Inglewood, for at least 24 years. Their activity currently involves a club room and one croquet green. They have requested a further 1,400m² of Trimble Park to develop an additional green.

The proposal requires the Council approval for a lease variation.

The proposal is included in the management plan for the reserve which involved public consultation and therefore public notification of the proposed lease variation is not required.

Recommendation:

That having considered all matters raised in the report:

- a) Approval be given for a lease variation to the Inglewood Croquet Club for an extension to their lease area of approximately 1,400m², being part of Section 2

ITEM A1**ITEM FOR DECISION**

SO 14870 and Sections 317, 329 & 344 Town of Inglewood as identified in Appendix One and subject to:

- i. All required building consents being obtained prior to any development works.
 - ii. All covenants and conditions contained in the club's existing lease will apply in the lease variation, including submitting plans of the intended development prior to work commencement.
 - iii. Any damage to the site or surrounds resulting from construction of the new croquet green is to be reinstated at the club's cost and to the satisfaction of the Manager Parks or his representative.
 - iv. The club will meet all costs for the construction, ongoing maintenance and operation costs, and any surveying and legal costs.
 - v. In accordance with the existing lease, if at any stage in the future the lease held by the club is terminated, the Council may require the lessee to reinstate the site and surrounds, all at the cost of the lessee and to the satisfaction of the Council.
- b) Any specific terms of the variation will be approved by the Manager Parks.
- c) In the event that the final plans of the croquet green require an alteration to the footprint shown in Appendix One, that the Manager Parks be authorised to approve the final lease footprint.

3. **Relationship Agreement Between New Plymouth Positive Ageing And New Plymouth District Council**

File Reference: DM 1559905

The Relationship Agreement, between the New Plymouth Positive Ageing Trust and New Plymouth District Council, outlines how the two parties will work together to meet the common goal of "all community members being active participants in improving their quality of life and experience and enjoy positive ageing". The agreement was first entered into in 2008. The revised agreement has been negotiated with the New Plymouth Positive Ageing Trust and is presented for Council's agreement. The agreement formalises how the two parties work together to contribute to positive ageing within the district, confirming the underlying intention to engage with a significant and growing proportion of our district population.

Recommendation:

That having considered all matters raised in the report, the Council agree to enter into the Relationship Agreement with the New Plymouth Positive Ageing Trust.

4. Establishment of a Māori Ward

File Reference: DM 1570901

This report outlines the process for establishing a Māori ward in the New Plymouth District. If the Council wish to consider establishing a Māori ward for the 2016 triennial election, it must either resolve (by 23 November 2014) to establish a ward or resolve (by 28 February 2015) to hold a poll of electors.

Recommendation:

That having considered all matters raised in the report, a Māori ward not be established for the 2016 triennial election.

5. Governance Structure Review 2014

File Reference: DM 1566586

The matter for consideration by the Council is determination of a governance structure for 2015/16.

Recommendation:

That having considered all matters raised in the report the Council continue with the status quo as the governance structure for the remainder of 2015/2016.

6. Streetlight Led Conversion

File Reference: RT 12 14 04; DM 1574252

The proposal is to fully replace all existing streetlights within the NPDC network over a planned project term of five years. The overall investment required is projected to be \$5.5m. It is likely that this project will be co-funded by the NZ Transport Agency at a (interim) FAR of 52%. It is proposed that the Council's 48% share be funded 50% through borrowing and 50% through the existing streetlight renewal reserves.

The conversion to a LED streetlight network represents an invest to save proposal which will result in a 10 year payback period. The remaining 10 years of the assumed 20 year network life offers savings totalling \$9.9m.

Recommendation

That having considered all matters raised in the report:

- a) The "LED Streetlight Business Case Report" be approved.
- b) Consideration be given to appropriate budget provisions in Draft LTP 2015-2025 for streetlight LED conversions based on a 5 year programme of conversion commencing 2015/16.

7. Temporary Road Closures – Taranaki Car Club Inc

File Reference: DOC 1581460

This report recommends the temporary closure of various roads in the district to safely manage three motorsport events, run by the Taranaki Car Club.

Recommendation

That having considered all matters raised in the report,

The road closures for the following three events be approved:

- De Havilland Drive Street Sprint.
- Wortley Road 400m Sprint.
- Kaipikari Road Hill Climb.

The requested road closures are as follows:

De Havilland Drive Street Sprint.

Roads to be closed:

- Hudson Road.
- Catalina Place.
- De Havilland Drive 100m from the intersection of Devon Road and De Havilland Drive to 100m south of the intersection of Hudson Road and De Havilland Drive.
- Connett Road East from the intersection of Mustang Drive and Connett Road East to the intersection of Connett Road East and De Havilland Drive.

Period of closure: from 6am to 6pm on Sunday 19 October 2014.

Wortley Road 400m Sprint.

Road to be closed:

Wortley Road from the intersection of Richmond Road and Wortley Road to rapid number 160 Wortley Road.

Period of closure: from 6am to 6pm on Saturday 22 November 2014.

Kaipikari Road Hill Climb:

Road to be closed:

- Kaipikari Road from 200m north of the intersection of Kaipikari Road and Wilson Road South to 200m north of the intersection of Kaipikari Road and Tutanganui Road.

Period of closure: from 6am to 6pm on Sunday 23 November 2014.

Please Note: In all events these roads could be opened earlier.

That the Taranaki Car Club be required to:

- i. Give formal notice of the holding of each event to the Police and the New Zealand Fire and Ambulance Services. Failure to do so may result in the cancellation of the event or events. This is a requirement of the 10th schedule of the Local Government Act 1974.

- ii. Ensure that an approved traffic management plan (TMP) shall be strictly adhered to throughout each closure and the barriers shall be removed as soon as possible after each event concludes.
- iii. Provide sufficient marshals to control and direct vehicles and pedestrians at all points where the closed roads intersect with any open road or roads and elsewhere as necessary. All marshals shall wear traffic safety vests or other high visibility clothing whilst on or adjacent to the roadway.
- iv. Provide all spectators parking on private property i.e. not on the road or road reserve in the road closure areas.
- v. Make adequate provisions to permit emergency vehicles, property owners and occupiers within the area and their invitees, customers or employees reasonable access to and from properties on the closed roads. For through roads make adequate provisions for reasonable access through the closed section. Details are to be included in the traffic management plan required under condition ii.
- vi. Upon completion of each event and no later than the time specified for the end of the closures, remove all signs and barricades restricting access and clear all litter and debris from the road.
- vii. Advise the Council of any damage to the road surface, shoulders, drainage channels, verges, signs or other road furniture that may result from each event and pay all costs incurred by the Council in making good any such damage, whether reported or not.
- viii. Where a late cancellation of the event or events takes place (i.e. after road closure signs, barriers etc have been placed at the venue), the full TMP shall remain in place for the approved road closure time period; and until such time as the site traffic management supervisor can liaise with the police to ensure that there would be no risk to vehicular or pedestrian traffic if the event/events was/were cancelled and the TMP conditions removed.
- ix. Take out Public Liability Insurance to indemnify the Taranaki Car Club and the Council against any claims or actions that may arise from the staging of the event/events to a minimum of \$1,000,000 in respect of any one claim or accident. A copy of the policy or cover note must be provided to the Council no less than 28 days prior to the meeting.
- x. Comply with, and ensure that all competitors comply with, all relevant laws and regulations not waived by temporary road closure under Section 342 and the 10th Schedule of the Local Government Act 1974.

The meeting closed at 2.09pm



NEW PLYMOUTH DISTRICT PLAN: PLAN CHANGES PLC13/00040 AND PLC14/00043 REGARDING WAAHI TAONGA/SITES OF SIGNIFICANCE TO MĀORI AND ARCHAEOLOGICAL SITES

PREPARED BY: Lauren O'Byrne (Senior Policy Adviser)
Sean Zieltjes (Consultant Planner)

TEAM: Environmental Strategy & Policy Team

APPROVED BY: Liam Hodgetts (Group Manager Strategy)

WARD/COMMUNITY: District Wide

DATE: 19 September 2014

FILE REFERENCE: PP-11-02-04.PLC13/00040&43, DM 1493601

MATTER

The matter for consideration by the Council is the approval of proposed Plan Changes PLC13/00040 and PLC14/00043 to the New Plymouth District Plan (District Plan) for public notification in accordance with the Resource Management Act 1991 (RMA).

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, that pursuant to Schedule 1 of the Resource Management Act 1991 proposed Plan Change PLC13/00040 (Updating Provisions applying to Waahi Taonga/Sites of Significance to Māori and Archaeological Sites) and proposed Plan Change PLC14/00043 (Confirming the location and extent of Waahi Taonga/Sites of Significance to Māori and Archaeological Sites in the Ngāti Rahiri Rohe) and their accompanying Section 32 reports to the New Plymouth District Plan are approved for public notification.

COMPLIANCE	
Significance	This matter is of medium significance.
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Do not include the results of the review in the District Plan, i.e. do nothing. 2. Delay including the results of the review until the wider District Plan review is undertaken. 3. Publicly notify the proposed plan changes.
Affected persons	The persons who are affected by or interested in this matter are iwi, hapū, landowners with waahi taonga/sites of significance to Māori and archaeological sites on their properties and external agencies such as Heritage New Zealand Pouhere Taonga and Heritage Taranaki.
Recommendation	This report recommends option 3 for addressing the matter.

ITEM B1**ITEM FOR RECOMMENDATION**

COMPLIANCE	
Long-Term Plan / Annual Plan Implications	There are no Long-Term Plan/Annual Plan implications.
Significant Policy and Plan Inconsistencies	The outcomes of the plan changes will be consistent with the Long-Term Plan, the District Plan and the Mana Whenua Moana Paper (prepared for the New Plymouth Coastal Strategy).

EXECUTIVE SUMMARY

This report recommends that the Council approves the public notification of proposed Plan Changes PLC13/00040 and PLC14/00043 to the District Plan in accordance with the RMA. The plan changes are the culmination of a review that began in 2007 to accurately identify the location of waahi tapu and archaeological sites in the New Plymouth district and to map their extents. The provisions that apply to sites have also been considered. The plan changes will provide certainty amongst District Plan administrators, wider Council officers and members of the public because the information obtained can be confidently used as part of the development process. In addition, there will be less cause for concern, particularly amongst hapū, that sites are being interfered with or destroyed because they will be located correctly on the planning maps and will therefore trigger the RMA consenting process.

BACKGROUND**District Plan Overview**

A waahi tapu site has been identified by hapu as a place that is spiritually and culturally important. An archaeological site contains physical evidence of pre-1900 human activity. Waahi tapu and archaeological sites are listed in the current appendix 26 and their locations are shown on the planning maps as symbols. The symbols show the location of a site but not its extent. The symbols trigger rules in the District Plan. Land use or subdivision resource consent may be required from the Council before carrying out certain activities on, or in close proximity to, sites listed in the District Plan.

A review of sites was initiated in 2007 to confirm the location of symbols on the planning maps and to map extents of sites where possible. Sites not currently identified will also be considered for inclusion in the District Plan. The provisions that apply to sites have also been examined and amendments are proposed as follows:

Plan Change PLC13/00040 – Proposed Amendments (refer to Appendix 1)

- Introduce a definition of waahi taonga/site of significance to Māori in both Te Reo and English to be used as a basis for listing sites. The new definition has been developed with hapu representatives and intends to acknowledge the particular value of sites to Tangata Whenua within the parameters set by case law. Include a glossary of terms in Appendix 26 to assist with understanding the status/significance of a site.

- Remove references to Schedule A (sites wholly or partially physically evident) and B (sites physically destroyed prior to the District Plan) in Appendix 26 and the overlay rules as it is not appropriate to classify sites on this basis in accordance with Tikanga Māori.
- Remove the requirement for resource consent within 50m, or for maximum height within 100m, of a site located within the Business or Residential Environment Area to acknowledge that the extents of sites have been identified and that these areas are generally more built up than other environment areas.
- Introduce additional assessment criterion to enable wider consideration of effects of activities on sites associated with the erection of structures and earthworks and subdivision to ensure important issues can be addressed.

Plan Change PLC14/00043 – Proposed Amendments: (Refer to Appendix 3)

- 96 sites have been assessed in the Ngāti Rahiri Rohe– 60 are currently in the District Plan and 36 will be added through the Plan Change. Of those 60 sites in the current District Plan, symbols will be moved for 30 sites. Extents will be added to the planning maps for all 60 sites. Of those 36 not in the District Plan, symbols and extents will be added to the planning maps for all of them. All 96 sites will be listed in Table 26.2 for the Ngāti Rahiri rohe. Sites in Schedule 26.1 will be removed as they are superseded by the listings in the new table.
- The Ngāti Rahiri rohe boundaries begin at Te Rau o te Huia on the west side of Onaero, moving south to Whiorua, eastward to the Mangaone Stream, then north to Titirangi then back along the coast to the east to meet back at Te Rau o te Huia. A map is appended to the Section 32 Report.

It is anticipated that further plan changes will be proposed in the future on a hapu basis to confirm sites in the remaining areas of the New Plymouth district.

SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as of medium significance due to the fact that it will address an issue of great importance to Māori. Plan Change PLC14/00043 will also provide greater certainty to landowners as there will be information regarding the location and extents of sites.

OPTIONS

Option 1 Do not include the results of the review in the District Plan, i.e. do nothing

Benefits

- Those sites represented by a symbol on the planning maps that have been confirmed as correct will continue to be subject to provisions in the District Plan.
- The results of the review will be recorded on Land Information Memoranda, but will be for information purposes only.

Costs

- Those sites that have been repositioned and that are not identified in the correct position on the planning maps will not be protected. “New” sites will not be afforded protection.

ITEM B1**ITEM FOR RECOMMENDATION**

- Resource consent will still be required for the “old” position of the site and will not be required for the “new” position. This will place an inappropriate burden on landowners who will be required to apply for a resource consent unnecessarily.

Option 2 Delay including the results of the review until the wider District Plan review is undertaken

The benefits and costs will be the same as identified in Option 1 with the exception that it will only be until the public notification of the new District Plan in 2016.

Option 3 Publicly notify the proposed plan changes

Benefits

- It will ensure that the Council is acting on the most accurate information available and will improve certainty for District Plan users.
- Resource consent will be required for the “new” position of the site. These sites will now be protected by the rules in the District Plan.
- Resource consent will not be required for the “old” position. This will remove the unnecessary burden that some landowners currently face when undertaking development and requiring resource consent for a site that is actually located in another location.

Costs

- It may take landowners time to understand and accept the concept of identifying and protecting sites because many sites are not evident in the landscape. However, many landowners were present when sites were surveyed, they have been given the results on a map and they have had opportunities to raise issues informally with Council officers.

It is considered that progressing the Plan Changes at this time is the most appropriate action (Option 3). The following considerations have been made.

Financial and Resourcing Implications

Inaccurate information in the District Plan leads to uncertainty for Council, hapu and landowners and potentially increased costs. There are increased costs of progressing a Plan Change separately to the District Plan review, particularly in respect to public notification. However once notified it can start having legal effect in the resource consent process leading to increased efficiencies in processes.

Risk Analysis

There is a high level of risk if the Council does not act upon the results of the review by amending the District Plan. Sites may be interfered with or destroyed unnecessarily; relationships with hapu, landowners and developers may become stressed due to the Council’s inaction; and the District Plan will be inconsistent with the information included in Land Information Memoranda.

Community Outcomes

Promoting Plan Changes now will achieve the following community outcomes:

- Resources are used sustainably, developed and protected;
- The district's heritage is identified, recognised and protected;
- The place of Māori is recognised and respected; and
- The Treaty of Waitangi is recognised and respected.

Statutory Responsibilities

There are inaccuracies in the District Plan impacting the Council's ability to fully meet its statutory responsibilities under sections 6 (e)(f), 7(a)(b) and 8 of the RMA. Including extents will provide greater certainty about sites in respect to potential development. The proposed plan changes are the most appropriate means of achieving the purpose of the RMA.

Consistency with Policy and Plans

Options 1 and 2 are inconsistent with the Long-Term Plan and the District Plan because sites will continue to be inaccurately identified. Progressing the Plan Changes is consistent with the Long-Term Plan, the District Plan and the Mana Whenua Moana Paper (prepared for the New Plymouth Coastal Strategy).

Implications for Māori

If the Plan Changes are progressed there will be a positive impact on Māori as sites will be correctly identified and trigger the resource consent process. Tangata whenua will be publicly notified in accordance with the RMA and given the opportunity to make formal submissions for or against the proposed plan changes.

Community Views and Preferences

The Waahi Tapu Reference Group have provided input into the review over the years and also into the specific issues identified in the proposed changes. Heritage New Zealand Pouhere Taonga and Heritage Taranaki have also provided feedback.

Ngāti Rahiri hapu have indicated support for the plan change. Over the review process landowners in the hapū rohe have been informed about sites on their property and been provided with the opportunity to discuss issues. Those directly affected by the Plan Change will be publicly notified in accordance with the RMA and given the opportunity to make formal submissions for or against the proposed plan changes.

Recommended Option

This report recommends option 3 (publicly notify the proposed plan changes).

APPENDICES

Attached as separate documents

Appendix 1:	PLC13/00040 Plan Change Report (DM1596341)
Appendix 2:	PLC13/00040 Section 32 Report (DM1493600)
Appendix 3:	PLC14/00043 Plan Change Report (DM1596724)
Appendix 4:	PLC14/00043 Section 32 Report (DM1594137)

Please be advised that the maps pertaining to PLC14/00043 are not included and will be available on Council's website by Friday 26 September 2014 and at local libraries and service centres on Monday 29 September 2014.

PROPOSAL FOR AN 80KM/H SPEED LIMIT FOR OTARAOA ROAD

PREPARED BY: Stephen Bowden (Roothing Programming Engineer)
 TEAM: Roothing Assets
 APPROVED BY: Max Aves (Manager Roothing Assets)
 WARD/COMMUNITY: Clifton/Tikorangi
 DATE: 16 September 2014
 FILE REFERENCE: RT 18 06; DM 1594200

MATTER

The matter for consideration by the Council is to decide if an 80km/h speed limit should be approved for Otaraoa Road (Upper), and if so, to what extent of Otaraoa Road (Upper) should this reduced speed limit be applied.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report:

a) The existing 100km/h speed limit for the entire length of Otaraoa Road Upper remains.

OR

b) The speed limit for the entire length of Otaraoa Road Upper is reduced to 80km/h, to come into effect on 1 December 2014.

OR

c) The speed limit for the section of Otaraoa Road Upper between Inland North Road (RP4.46) and Tarata Road (RP 21.927), is reduced to 80km/h to come into effect on 1 December 2014.

OR

d) The speed limit for the section of Otaraoa Road Upper between Inland North Road (RP4.46) and the McKee production station (RP13.33), is reduced to 80km/h to come into effect on 1 December 2014.

COMPLIANCE

Significance	This matter is of low significance.
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ITEM B2**ITEM FOR RECOMMENDATION**

COMPLIANCE	
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Do nothing, the existing 100km/h speed limit remains. 2. Reduce the existing 100km/h speed limit to 80km/h for the entire length of Otaraoa Road Upper (21.9km), from the intersection with State Highway 3 to the intersection with Tarata Road. 3. Reduce the existing 100km/h speed limit on Otaraoa Road to 80km/h for a distance of 17.46 km between Inland North and Tarata roads. 4. Reduce the existing 100km/h speed limit on Otaraoa Road to 80km/h for a distance of 8.87km between Inland North Road and the McKee production station.
Affected persons	<p>The persons who are affected by or interested in this matter are AA Taranaki, NZ Police, Road Transport Association, New Zealand Transport Agency and residents/property owners within the section of Otaraoa Road. The views and preferences of these persons are discussed in the report.</p>
Recommendation	<p>This report does not recommend a preferred option.</p>
Long-Term Plan / Annual Plan Implications	<p>No. Costs associated with implementing the recommendations can be met from existing budgets.</p>
Significant Policy and Plan Inconsistencies	<p>Options 2, 3 and 4 are inconsistent with the New Plymouth District Council Speed Limits Bylaw 2005.</p>

BACKGROUND

At the Council's Regulatory Committee meeting held on 29 May 2014 a deputation was presented outlining the impact the oil and gas industry is having on the Tikorangi area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August 2014. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.

However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

“Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible”.

a) Setting of Speed Limits

The *Land Transport Rule: Setting of Speed Limits 2003* (herein referred to as “the rule”) provides the legal framework for establishing speed limits on public roads within New Zealand. This rule incorporates *Speed Limits New Zealand (SLNZ)* as the procedures for calculating speed limits.

The rule requires road controlling authorities to use SLNZ to calculate the speed limit for any public road to ensure consistent application of speed limits policy across the public road network.

SLNZ sets out the method for calculating the speed limit for a section of road from the following information:

- The existing speed limit.
- The character of the surrounding land environment (e.g. rural, fringe of city).
- The function of a road (i.e. arterial, collector or local).
- Detailed roadside development (e.g. no. of houses, schools, shops etc.).
- The number and nature of side roads.
- Carriageway characteristics (e.g. median divided, lane width, road geometry, parking, lighting etc.).
- Vehicle, cycle and pedestrian activity.
- Crash data.
- Speed survey data.

b) Specific site information

The 21.9km section of Otaraoa Road Upper is located between State Highway 3 and Tarata Road. At present the speed limit for Otaraoa Road is 100km/h. The section of Otaraoa Road Upper is classified in the District Plan as a collector road. The carriageway seal width varies throughout from 7m to 4m depending on location. Typically the northern end is more “free flowing” in its alignment, whereas the southern section beyond the McKee production station is undulating with several blind corners and a narrower seal width.

ITEM B2**ITEM FOR RECOMMENDATION****c) Speed Limit Development Rating Survey**

A speed limit development rating survey was undertaken in August 2014. The rating survey was carried out for three distinct sections of Otaraoa Road. These were State Highway 3 to Inland North Road; Inland North Road to McKee production station; McKee production station to Tarata Road. The results of this survey undertaken produced an average rating of 1.24, 1.04 and 0.3 respectively. The Rule therefore indicates that the appropriate speed limit for Otaraoa Road is 100km/h. Appendix G shows figure SLNZ1 and SLNZ2 showing the average rating and the appropriate speed associated with each rating.

d) Crash History

In the last ten years there have been nine crashes on Otaraoa Road, of which one resulted in a serious injury, five had minor injuries and the remainder were damage only crashes. In summary, six of the crashes were loss of control, where alcohol is a suspected factor for three of the crashes. The remaining crashes involved hitting an object; one was a parked vehicle; one hit a car crossing Inland North Road and the third hit an obstruction, possibly a small animal.

The crash history for Otaraoa Road is consistent with other rural roads within the District which have similar characteristics in terms of geometric alignment, road widths and traffic volumes.

e) Traffic Survey Data

The most recent traffic survey data recorded between 23 June and 7 July on Otaraoa Road in the vicinity of 826 Otaraoa Road, indicates an average daily traffic count of 369 vehicles per day, with 7.4% heavy commercial vehicles. The 85th percentile recorded speed for the entire mix of traffic types is 86.8km/h with a mean speed of 74.5km/h, whereas the 85th percentile speed for the heavy commercial vehicle component is 75.6km/h and a mean speed of 64km/h.

Community Views and Preferences

All residents/property owners along the section of Otaraoa Road from State Highway 3 to Tarata Road were consulted via delivery of a consultation letter. A summary of the responses received is included in Appendix F.

Out of a total of 76 letters delivered, responses were received from 68 residents. Of the responses received:

- 38 residents were in favour of retaining the 100km/h speed limit.
- 17 favoured the entire length of Otaraoa Road Upper being reduced to 80km/h.
- 13 favoured a section of Otaraoa Road being reduced to 80km/h.

Details of the responses received, along with some general comments that were made are included in Appendix F.

New Zealand Transport Agency, AA Taranaki, NZ Police, Road Transport Association

The above parties are deemed key stakeholders and hence were also consulted in relation to the proposed speed limit reduction on Otaraoa Road.

The New Zealand Transport Agency, AA Taranaki and the Road Transport Association do not support the proposal to change Otaraoa Road from 100km/h to 80km/h. Copies of their respective responses are included as Appendices A to C inclusive. The New Plymouth Police are supportive of reducing the speed limit on Otaraoa Road Upper to 80km/h for its entire length. A response from the Police has been included as Appendix D.

SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as low significance because any changes herein can be funded from existing Roading budgets.

OPTIONS

Financial and Resourcing Implications

There are no financial or resourcing implications with any of the option outlined above as any changes can be funded from existing Roading budgets.

Statutory Responsibilities

The Council has delegated authority under the New Plymouth District Council Speed Limits Bylaw 2005 to amend speed limits throughout the district. The application of this Bylaw is undertaken in conjunction with The Land Transport Rule: Setting of Speed Limits 2003.

Consistency with Policy and Plans

All options are consistent with the Council's plans and policies.

Implications for Maori

There are no known tangata whenua considerations.

- Option 1** The existing 100km/h speed limit for Otaraoa Road Upper remains.
- Option 2** Reduce the speed limit for the entire length of Otaraoa Road Upper to 80km/h.
- Option 3** Reduce the speed limit on Otaraoa Road Upper between Inland North Road and Tarata Road to 80km/h.
- Option 4** Reduce the speed limit on Otaraoa Road Upper between Inland North Road and the McKee production station to 80km/h.

Recommended Option

Council officers have no recommended option in terms of this matter. Determination of the most appropriate speed limit for Otaraoa Road is a matter for the Council to determine.

APPENDICES

- Appendix A Response from the New Zealand Transport Agency.
- Appendix B Response from AA Taranaki.
- Appendix C Response from the Road Transport Association.
- Appendix D Response from New Zealand Police.
- Appendix E Public consultation letter and survey form.
- Appendix F Summary table of the responses from residents of Otaraoa Road.
- Appendix G Figure SLNZ 1 and SLNZ2.

APPENDIX A



Level 3, 43 Ashley Street
PO Box 1947
Palmerston North 4440
Phone: (06) 953 6396
Fax: (06) 953 6203
www.nzta.govt.nz

05-09-2014

Stephen Bowden
New Plymouth District Council
Private Bag 2025
New Plymouth 4342

Dear Stephen

2014 Amendments to the Speed Limit Bylaw: New Plymouth District - Otaraoa Road

Thank you for your letter dated 01 September 2014, inviting the NZ Transport Agency (Transport Agency) to comment on the proposed speed limit changes to roads in the New Plymouth District. Thank you also for providing the requested survey forms and other information.

The Transport Agency has now reviewed the proposal and accordingly, I can now confirm that the Transport Agency is of the view that there is not adequate justification to support the proposal. I can now make the following brief comments:

Otaraoa Road

The Transport Agency does not support the proposed change in speed limit with consideration of the recent report from your consultant (Opus). The proposed speed limits do not reflect the road environment additionally the proposed speed limits do not meet the Land Transport Rule: Setting of Speed Limits 2003.

Thank you for consulting with the Transport Agency on this matter. If you require any additional information or wish to discuss the above, please contact Paul Murphy on (06) 953 6053.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Ross l'Anson'.

Ross l'Anson
Planning & Investment Manager, Palmerston North



APPENDIX B

BOWDEN, Stephen

From: John Sutton [sutton.j@clear.net.nz]
Sent: Wednesday, 10 September 2014 9:55 a.m.
To: BOWDEN, Stephen
Subject: FW: Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi
Attachments: Otaraoa Rd Survey Results Summary.pdf; Otaraoa Rd Survey Forms.pdf

Hi Steve

Thank you for your invitation to comment on the various options to introduce a speed limit on Otaraoa Road.

The Automobile Association considers that speed limits on public roads need to be nationally consistent and evidence based. They need to reflect the risks of the road, and make sense to people travelling on them. The AA wants our roads to be as safe as possible while also allowing people and goods to travel quickly and effectively. "Speed Limits New Zealand" is the national guidelines document for calculating and setting speed limits. It is the mechanism that has been used for many years to fulfil the objectives described above when setting speed limits on roads. The Automobile Association believes that the speed limits for Otaraoa Road should be set in accordance with this document.

As a footnote we understand that the "Speed Limits New Zealand" national guidelines document will be reviewed in the near future as part of the Government's "National Speed Management Plan". However the outcome of any review is unknown, and until such time as the review is complete it remains the standard to use when calculating speed limits.

Regards,
 John Sutton
 Chairman
 AA Taranaki District Council

From: BOWDEN, Stephen [mailto:bowdens@npdc.govt.nz]
Sent: Monday, 1 September 2014 12:12 p.m.
To: WHALEY, Allan; PRENDERGAST, Matthew; Paul Murphy; Tom Cloke; Fiona Croot; Hamish McHaffie
Subject: Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi

Good Morning All,

We are writing to you to seek your view and opinion on the proposal to introduce an 80km/h speed limit to Otaraoa Road.

Background

At the Council's Regulatory Committee meeting held on 29 May a deputation was presented outlining the impacts the oil and gas industry is having on the Tikorangi Area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.

However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

“Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible”.

Proposal

The purpose of this letter is to formally invite residents of Otaraoa Road to submit views on whether or not an 80km/h speed limit is created for Otaraoa Road and if so, over which part of Otaraoa Road this lowered speed limit should apply.

We would be grateful if you could indicate your preference to the options stated below. The consultation period for this proposal closes at **5pm on Thursday 11 September**.

Options

The options for consideration are listed below:

Option 1. The existing 100km/h speed limit for Otaraoa Road remains.

Option 2. Create an 80km/h speed limit for **all** of Otaraoa Road.

Option 3. Create an 80km/h speed limit for **part** of Otaraoa Road.

If you consider option three above is appropriate, can you please state which section of Otaraoa Road the 80km/h speed limit should apply.

For your information I have attached the rating forms and a summary sheet.

I would be grateful if you could e-mail me your preference by 11 September 2014.

I will be compiling a report to go before the 23 October Regulatory Committee meeting, outlining the responses received.

Regards,

Steve Bowden

Roading Programming Engineer

New Plymouth District Council | Llardet St | Private Bag 2025 | New Plymouth 4342 | Ph 06-759 6060
Direct dial 06-759 5686 | Mobile 027 654 0484 | www.newplymouthnz.com | [Facebook](#) | [Twitter](#)

APPENDIX C

BOWDEN, Stephen

From: Tom Cloke [TCloke@rtanz.co.nz]
Sent: Thursday, 11 September 2014 4:03 p.m.
To: BOWDEN, Stephen
Subject: RE: Proposal to Reduce the Speed Limit on Otaraoa Road, Tikorangi

Hi Steve

Apology for the delay in my reply to the below. I have canvassed members of our industry, the comments received back were varied but consistence in theme, unless there can be a better reason that to change the speed on this road our any other rural road than just from the whim of a few, the speed should remain at 100km, as with all roads motorist speeds are controlled by the roads activity and or design.

Steve therefore in this case the Road Transport Association does not support lowering the speed limit on Otaraoa Road, the heavy vehicle servicing the area is not seeing this road any more of a danger than any other road the industry conveys including State Highways, It would only give a false security to users to have lowered posted speeds

Should you require further consultation please contact me

Regards Tom C

Tom Cloke
 Area Executive
 Councillor/ Taranaki Regional Council
 PO Box 66
 (686 Devon Street)
 New Plymouth 4340
 06 7575040
 0274 464892
 Fax 06 759 2058

APPENDIX D

BOWDEN, Stephen

From: PRENDERGAST, Matthew [Matthew.Prendergast@police.govt.nz]
Sent: Wednesday, 17 September 2014 10:00 a.m.
To: BOWDEN, Stephen; WHALEY, Allan
Cc: QUINN, Phillip
Subject: RE: Proposed 80km/h Speed Limit for Otaraoa Road

Hi Steve,

I've just had a drive up Otaraoa Road;

1. Main Road to Inland North - narrow in places and the corners have no camber on them. If there is a vehicle approaching the other way, can involve driving slightly on the verge to pass. 80 kpmh is ok, but 100 kpmh seems too fast.
2. Inland North to Tikorangi East - this section is good but there are large humps in the road and you can't see over them. Not sure how many people live along this stretch but cars can get a lot of speed up and if travelling south you are approaching the Tikorangi Road intersection - sure the Stop sign is on Tikorangi Road but reduces the margin of error if some one fails to give way on the Tikorangi Road (people make mistakes scenario). Travelling north on this stretch of road there is a Stop sign on Inland North where Otaraoa traffic has to stop. 100 kmph is ok but wonder if this is just encouraging drivers to drive faster for the sake of it.
3. Tikorangi Road intersection through to tunnel. Parts of this road are very good and drivers could drive at 100kmph. However there are a number of corners and other parts of the road - 100kmph is too fast. 100 kmph is ok in places but you would have to go down to 80 kmph in other places.

Summary - there are parts of Otaraoa Road where some one could drive at 100 kmph with little difficulty however in most places along this road, 80 kmph is more suitable and in a number of places less than 80 kmph is desirable. Having various speed limits in different parts would just make things confusing of exactly what the speed limit should be. The last point I would make is from the tunnel through to the Main Road is approximately 16 kmph long. The difference in time and distance to complete this travelling at an average of 80 kmph and travelling at 100 kmph an hour is small. My view is that 80 kmph is a better reflection that this is a rural winding road where there are a number of other users including large trucks, but 100 kmph would give drivers the impression this road is designed for a faster speed than what it is actually capable of.

I've got to go to a meeting shortly but let me know if there is anything else I can add.

Regards,

Matthew (Matt) Prendergast

SENIOR SERGEANT MP7569

Officer in Charge - Waitara Police Station

Taranaki Search and Rescue Co-ordinator

✉ New Zealand Police | 23 Domett Street, Waitara | PO Box 31 | Waitara 4346 | New Zealand

☎ CELL 021 1907 713 | DDI: 06 754 9207 | 06 215 4241 | Internal Ext: 62107 | 📠 Fax: 06 7549201

✉ Email: Matthew.Prendergast@police.govt.nz

If calling please quote: DM 1591694
File Ref: RT 18 06

1 September 2014

Dear Resident

PUBLIC CONSULTATION FOR A PROPOSED 80KM/H SPEED LIMIT FOR OTARAOA ROAD

We are writing to you to seek your view and opinion on the proposal to introduce an 80km/h speed limit to Otaraoa Road. We have included a short survey form with this letter and would be grateful if you could respond to the survey by 11 September 2014.

Background

At the Council's Regulatory Committee meeting held on 29 May a deputation was presented outlining the impacts the oil and gas industry is having on the Tikorangi Area. Many of the concerns were summarised in an 11 point written submission and answers to these points were included in an officers' report which was presented to the full Council meeting on 12 August. The intent of the report was for information only and no specific recommendations were made.

It was reflected in that report that under the current Rule for the setting of speed limits, there was no justification for the lowering of the speed limit below 100km/h.

However, as a result of debate at the 12 August meeting on the various issues covered, an additional resolution was adopted (Cr McFarlane/Cr Johnston), namely that:

"Council officers further consult with affected parties with the intention to create a 80km/h speed limit for the whole or part of Otaraoa Road pursuant to the New Plymouth District Council Speed Limit Bylaw 2005 as soon as possible".

Proposal

The purpose of this letter is to formally invite residents of Otaraoa Road to submit views on whether or not an 80km/h speed limit is created for Otaraoa Road and if so, over which part of Otaraoa Road this lowered speed limit should apply.

We would be grateful if you could indicate your preference to the options stated below. The consultation period for this proposal closes at **5pm on Thursday 11 September**.

Options

The options for consideration are listed below:

- Option 1. The existing 100km/h speed limit for Otaraoa Road remains.
- Option 2. Create an 80km/h speed limit for **all** of Otaraoa Road.
- Option 3. Create an 80km/h speed limit for **part** of Otaraoa Road.

Yours faithfully
Stephen Bowden
ROADING PROGRAMME ENGINEER

SURVEY

Please choose your preferred option by ticking one of the boxes below:

Option 1

Option 2

Option 3

If you have chosen option 3 above please clearly state the part of Otaraoa Road to which the 80km/h speed limit should apply.

Please complete this survey and return to NPDC by **11 September 2014** by either:

- | | | |
|---------------------|---|--|
| Mailing the form | ⇒ | Using the enclosed reply-paid envelope |
| Faxing the form | ⇒ | Fax to 06-759 6072 |
| Delivering the form | ⇒ | Civic Centre, Liardet Street, New Plymouth |
| Scan and email | ⇒ | bowdens@npdc.govt.nz |

Thank you for your feedback

Your Name:

Postal Address:.....

Email Address:.....@.....

For further information, please contact:

Mr Stephen Bowden
 Roading Programme Engineer
 New Plymouth District Council
 Ph: 06-759 6060; or
 Email: bowdens@npdc.govt.nz

For office use only:

Doc No:

File No: RT-18-06



APPENDIX F**PROPOSAL TO CREATE A 80KM/H SPEED LIMIT FOR OTARAOA ROAD
RESULTS OF PUBLIC CONSULTATION**

In the table below are the results of the public consultation which NPDC has undertaken with the residents of Otaraoa Road. A letter and a survey form was delivered to all residents on 1 September requesting their preference. The consultation period closed on 11 September.

Option	Number of Responses Received (as at 12/09/14)
1. The existing 100km/h speed limit remain	38
2. Create an 80km/h speed limit for the entire length of Otaraoa Road	17
3. Create an 80km/h speed limit for part of Otaraoa Road	13

The suggestions put forward for Option 3 are as follows:

1. Inland North Road intersection onwards towards Tarata Road = 5 responses received.
2. Inland North Road intersection to McKee production station = 5 responses received.
3. Inland North Road intersection to Tikorangi Road East intersection = 2 responses.
4. From McKee production station to Tikorangi School = 1 response.

General Comments received from the residents:

- In our opinion, 80km/h remains too high. 70km/h would be safer.
- We don't have a problem with the speed of traffic and recent realignment outside our place is a big improvement on our visibility entering and exiting our driveway.
Suggestion: The road outside Jury's Garden needs to be widened at their entrance, the times their garden is open has shown that some people don't know how to enter and exit there in a timely manner. Foliage at Otaraoa/Tikorangi intersection needs to be lowered on the Jury properties for better visibility.
- We believe having differing speed limited sections on roads is confusing. Better to educate users to drive to the road state and conditions and to exercise to a greater degree common sense!
- We use this road several times a week. From McKee up it is a narrow road (third world country). In the name of safety, fix it.
- I am one of many horse owners on this road who would like to be able to ride on the road. Current speed is too fast.
- Try driving this road in a small vehicle with three kids in the car, it is dangerous at higher speeds. I fully endorse 80km/h.
- I would prefer the speed limit to stay at 100km/h and the industry (oil or gas) have restrictions on their truck speeds to 80km/h because it is that industry that has caused the problem in the community. I think it is unfair that local residents will get speeding tickets if it's lowered because of the safety issues caused by the industry. I am no longer able to ride a horse on the road due to it being unsafe, so for safety reasons I choose option three.

APPENDIX G

Setting of Speed Limits

65

Figure SLNZ1 Rural/In-between/Urban

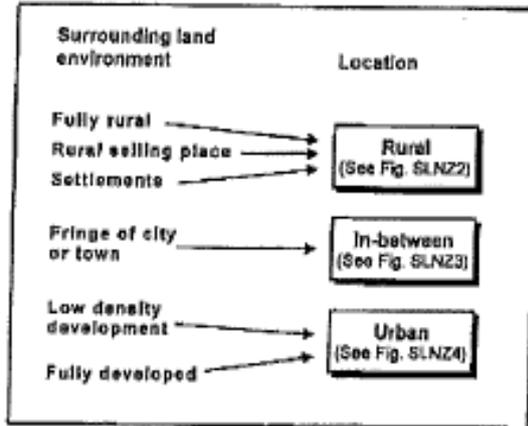
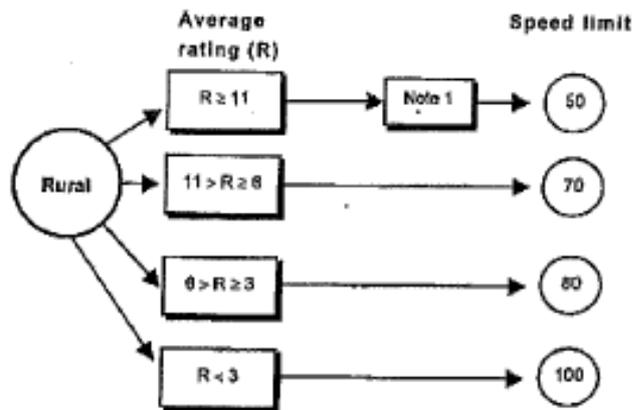


Figure SLNZ2 Speed Limit Flow Chart – Rural



Note 1. The level of development is not consistent with the location of this road. Please check you have used the correct flow chart for the location (see Fig. SLNZ1).

TEMPORARY ROAD CLOSURE – LIONS CHRISTMAS PARADES

PREPARED BY: Kate Keegan (Business Administrator)
 TEAM: Regulatory
 APPROVED BY: Mary-Anne Priest (Manager Customer and Regulatory Services)
 WARD/COMMUNITY: Whole district
 DATE: 17 September 2014
 FILE REFERENCE: RT-15-14, DM 1597499

MATTER

The matter for consideration by the Council is to recommend the temporary closure of various roads in New Plymouth, Inglewood and Waitara to enable local Lions Clubs to hold the 2014 Christmas parades. The Inglewood Lions and Inglewood First have also requested to extend their road closure to allow Christmas festivities and a market day to occur.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report:

- a) **The road closures for the following events be approved:**

NEW PLYMOUTH CHRISTMAS PARADE

Road to be closed: Devon Street from Dawson Street to Eliot Street.

Affected roads intersecting with Devon Street: Robe Street, Queen Street, Egmont Street, Brougham Street, Currie Street, Liardet Street and Gover Street.

Date and period of closure: from 4pm to 7pm on Saturday 29 November 2014.

INGLEWOOD CHRISTMAS PARADE and COMMUNITY EVENT**Roads to be closed:**

- Matai Street (SH 3) from Kelly Street to Rata Street (SH 3).
- Rata Street (SH 3) from Matai Street (SH 3) to Brown Street.
- Brown Street from Rata Street to Kelly Street.
- Kelly Street from Brown Street to Matai Street (SH 3).

Date and period of closure: from noon to 4pm on Saturday 13 December 2014.

WAITARA CHRISTMAS PARADE**Roads to be closed:**

- Whitaker Street from Cracroft to Browne streets.



ITEM B3**ITEM FOR RECOMMENDATION**

- Memorial Place.
- McLean Street from Cracroft Street to West Quay.
- Whitaker Street from Queen Street to West Quay.
- West Quay from Whitaker to McLean streets.
- Queen Street from Whitaker to McLean streets.
- Wrights Lane.

Date and period of closure: 9.30am to 11.30am on Saturday 13 December 2014.

The above road closures are subject to the conditions outlined in letters sent to each Lions Club, as outlined in Appendix 1 attached.

COMPLIANCE	
Significance	This matter is of low significance.
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Approval of these road closure applications to allow effective and safe traffic management during the 2014 Christmas parades in New Plymouth, Inglewood and Waitara, and a community event in Inglewood. 2. If these road closure applications are opposed the Christmas parades and community event will not be able to go ahead.
Affected persons	The persons who are affected by or interested in this matter are residents and businesses in the road closure areas, and the community attending the event.
Recommendation	This report recommends option 1 for addressing the matter.
Long-Term Plan / Annual Plan Implications	No.
Significant Policy and Plan Inconsistencies	No.

EXECUTIVE SUMMARY

This report recommends the temporary road closure of various roads in New Plymouth, Inglewood and Waitara to safely manage traffic, entrants and spectators during the 2014 Christmas parades and the community event to follow in Inglewood.

BACKGROUND

In accordance with the 10th Schedule of the Local Government Act 1974, the intention to close the roads, was advertised in the Taranaki Daily News on Saturday 6 September 2014 and the North Taranaki Midweek on Wednesday 10 September 2014. See appendix 2 for this advertisement. Submissions close on Friday 19 September 2014 and at the time of writing this report, none had been received.

Like preceding Christmas parades, the Council assists the Lions Christmas parades by covering advertising and traffic management costs for the road closures. This is covered by a NPDC Roading budget, allocated to help non-profit community organisations safely manage street events. The traffic management plans have been prepared by an approved contractor.

SIGNIFICANCE

In accordance with the Council's Significance Policy, this matter has been assessed as low significance because it does not have a large impact on the public. In each town the Lions Clubs are in the process of advising affected residents and local businesses of the road closures.

OPTIONS

- Option 1** Approval of these road closure applications to allow effective and safe traffic management during the 2014 Christmas parades in New Plymouth, Inglewood and Waitara, and Inglewood's community event.
- Option 2** If these road closure applications are opposed the Christmas parades and Inglewood's community event will not be able to proceed.

Recommended Option

This report recommends option 1 for addressing the matter.



APPENDICES

1. First response letter from NPDC to applicant.
2. First public notice from the Taranaki Daily News.

Appendix 1 – Letter to applicant

29 August 2014

INGLEWOOD LIONS CLUB
PO Box 95
INGLEWOOD 4347

Attention: Vanda Robinson

Dear Vanda

Road Closure – 2014 INGLEWOOD CHRISTMAS PARADE AND MARKET DAY

We acknowledge your application requesting the closure of various roads in Inglewood to enable the Inglewood Lions Club to stage the above event.

Roads to be closed:

- Matai Street (SH 3) from Kelly Street to Rata Street (SH 3).
- Rata Street (SH 3) from Matai Street (SH 3) to Brown Street.
- Brown Street from Rata Street to Kelly Street.
- Kelly Street from Brown Street to Matai Street (SH 3).

Date and period of closure: from noon to 4pm on Saturday 13 December.

Following the completion of the parade, the closure of Matai and Rata Streets (SH 3) as above, will continue until 4pm to allow a public market day and Christmas festivities to take place. The traffic management organisation and cost for this additional closure will be incorporated into the Christmas parade closure.

Please Note: These roads could be opened earlier.

Council will consider this application on 23 October 2014 in accordance with Schedule 10 of the Local Government Act 1974. Council will also cover the costs of the road closure application, creation and implementation of a traffic management plan (TMP) and the required public advertising. The traffic management for this parade will be undertaken by Traffic Management Solutions (TMS), New Plymouth.

While approval is given in principle to the closure, the Council must give public notice of the proposed closure in accordance with the Act and then consider any objections or submissions received in that respect.

ITEM B3**ITEM FOR RECOMMENDATION**

In giving the public notice the Council requires your organisation to: -

- (a) Pay the cost of the notice.
- (b) Make personal contact with all residents and business houses affected by the closure to inform them of the event. This contact must be made before closure of the submissions on 19 September 2014. **A copy of your visitation list is required by Council immediately after that date.**
- (c) A Traffic Management Plan must be presented to Council before 19 September setting out signage, barrier details, crowd control procedures and access arrangements. Council has taken responsibility for arranging and covering the costs of this, as outlined above.

If the Council gives its consent to the closure and the event, the following conditions will apply:

1. Formal notice of the holding of the event shall be given by the organisers to the Police and the New Zealand Fire and Ambulance Services. Failure to do so may result in the cancellation of the event.
2. An approved Traffic Management Plan shall be strictly adhered to throughout the event.
3. Provide sufficient marshals to control and direct vehicles and pedestrians at all points where the closed road intersects with any open road and elsewhere as necessary. All marshals shall wear traffic safety vests or other high visibility clothing whilst on or adjacent to the roadway. All marshals will be briefed by TMS prior to this parade and we will advise of details closer to the time.
4. Make adequate provisions to permit emergency vehicles, property owners and occupiers within the area and their invitees, customers or employees reasonable access to and from properties on the closed road. For through roads make adequate provisions for reasonable access through the closed section. Details are to be included in the Traffic Management Plan required under condition c.
5. Upon completion of the parade, and no later than the time specified for the end of the closure, remove all signs and barricades restricting access and clear all litter and debris from the road.
6. Advise the Council of any damage to the road surface, shoulders, drainage channels, verges, signs or other road furniture resulting from the event and pay all costs incurred by the Council in making good any such damage, whether reported or not.
7. Where a late cancellation of the event takes place (i.e. after road closure signs, barriers etc have been placed at the venue), the full TMP shall remain in place for the approved road closure time period; and until such time as the site traffic management supervisor can liaise with the

police to ensure that there would be no risk to vehicular or pedestrian traffic if the event was cancelled and the TMP conditions removed.

8. Take out Public Liability Insurance to indemnify the Club and the Council against any claims or actions that may arise from the staging of the event to a minimum of \$1,000,000 in respect of any one claim or accident. A copy of the policy or cover note must be provided to the Council.

9. Comply with, and ensure that all participants comply with, all relevant laws and regulations not waived by temporary road closure under Section 342 and Schedule 10 of the Local Government Act 1974.

The abovementioned Act requires the Council to give public notice of any intended road closure. The appropriate public notice for the event will be given in the Midweek – 7 Days on 3 September and in the Daily News on 6 September. Council will cover the costs of these public notices.

We will contact you after the Monitoring Committee meeting on 23 October 2014. If you require any further information please do not hesitate to call.

Yours faithfully

Kate Keegan
BUSINESS ADMINISTRATOR

cc: Roading approvals.
Greig Bosley, TMS.
Vida Harkness, Inglewood First.

Appendix 2



Te Kaunihera-ā-Rohe o Ngāmotu
NEW PLYMOUTH DISTRICT COUNCIL
 newplymouthnz.com

**REQUEST FOR TEMPORARY ROAD CLOSURES:
 2014 CHRISTMAS PARADES**

The following Lions organisations have requested the closure of roads in New Plymouth, Waitara and Inglewood to hold the 2014 Christmas Parades.

These applications are being considered under the 10th schedule of the Local Government Act 1974. Submissions to the closures should reach New Plymouth District Council by 4.00pm on Friday 19 September. Roads to be closed to ordinary vehicular traffic are:

New Plymouth Christmas Parade (Egmont Lions Club)

Road to be closed: Devon Street from Dawson to Elliot streets.

Affected roads intersecting with Devon Street: Robe, Queen, Egmont, Brougham, Currie, Uardet and ~~Grey~~ streets.

Date and period of closure: from 4pm to 7pm on Saturday 29 November.

Waitara Christmas Parade (Waitara Lions Club)

Roads to be closed:

- Whitaker Street from ~~Cracroft~~ to Browne streets.
- Memorial Place.
- McLean Street from ~~Cracroft~~ Street to West Quay.
- Whitaker Street from Queen Street to West Quay.
- West Quay from Whitaker to McLean streets.
- Queen Street from Whitaker to McLean streets.
- Wrights Lane.

Date and period of closure: from 9.30am to 11.30am on Saturday 13 December.

Inglewood Christmas Parade (Inglewood Lions Club)

Roads to be closed:

- Matal Street (SH 3) from Kelly Street to Rata Street (SH 3).
- Rata Street (SH 3) from Matal Street (SH 3) to Brown Street.
- Brown Street from Rata Street to Kelly Street.
- Kelly Street from Brown Street to Matal Street (SH 3).

Date and period of closure: from noon to 4pm on Saturday 13 December.

Following the completion of the Inglewood Christmas Parade, the closure of Matal and Rata Streets (SH 3) as above, will continue until 4pm to allow a public market day and Christmas festivities to take place.

Please note, for the requested road closures in New Plymouth, Waitara and Inglewood, the roads could reopen earlier than advertised.

For more information contact New Plymouth District Council
 on Telephone: 06-759 6060, Fax: 06-759 6072 or
 Email: enquiries@npdc.govt.nz

**"New Plymouth – Judged best place in
 New Zealand, best place in the world!"**

Please insert in Public Notices – triple column

DAILY NEWS: Saturday 6 September 2014

Please charge: NPDC – please ~~advise~~ advise of cost and a PO # will be supplied.

Contact Person: Kate Keegan
 Document Number: 1591539