



Te Kaunihera-ā-Rohe o Ngāmotu

**New Plymouth
District Council**

AGENDA

INGLEWOOD COMMUNITY BOARD

**Wednesday 21 February 2024
at 1.30pm**

Inglewood Library & Service Centre

Chairperson:	Ms	Christine	Fabish
Deputy Chair	Mr	Nick	Jones
	Ms	Sarah	Lucas
	Mr	Jono	Burrows
	Cr	Marie	Pearce

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

Requests for public forum and deputations need to be made at least one day prior to the meeting. The Chairperson has authority to approve or decline public comments and deputations in line with the standing order requirements.

Public Forum

Public Forums enable members of the public to bring matters to the attention of the committee which are not contained on the meeting agenda. The matters must relate to the meeting's terms of reference. Speakers can speak for up to 5 minutes, with no more than two speakers on behalf of one organisation.

Deputations

Deputations enable a person, group or organisation to speak to the meeting on matters contained on the agenda. An individual speaker can speak for up to 10 minutes. Where there are multiple speakers for one organisation, a total time limit of 15 minutes, for the entire deputation, applies.

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:

- Promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.
- Would not alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of Council, or transfer the ownership or control of a strategic asset to or from Council.

END

OPENING KARAKIA

Kia uruuru mai	I draw in (to my being)
Ā hauora	The reviving essence
Ā haukaha	The strengthening essence
Ā haumāia	The essence of courage
Ki runga, ki raro	Above, below
Ki roto, ki waho	Within, without
Rirerire hau paimarire	Let there be peace

END



Health and Safety Message / Te Whaiora me te Marutau

In the event of an emergency, please follow the instructions of Council staff.

Please exit through the nearest safe Emergency exit.

Once outdoors please move to congregate on the grass verge by the railway line.

Staff will guide you to an alternative route if necessary.

If there is an earthquake – drop, cover and hold where possible.

Please remain where you are until further instruction is given.

APOLOGIES / NGĀ MATANGARO

None advised

CONFLICTS OF INTEREST / NGĀ ARA KŌNATUNATU

1. People who fill positions of authority must undertake their duties free from real or perceived bias. Elected members must maintain a clear separation between their personal interests and their duties as an elected member. Failure to do so could invalidate a Council decision and leave the elected member open to prosecution and ouster from office.
2. An elected member is entitled to interact with the Council as a private citizen. However, they cannot use their position as an elected member to gain an advantage not available to the general public.
3. Elected and appointed members will:
 - Declare any interest whether pecuniary or non-pecuniary at a meeting where the interest is relevant to an item on that agenda.
 - Exclude themselves from any informal discussions with elected members relating to a matter they have an interest in.
 - Seek guidance from the Chief Executive if they are unclear of the extent of any interest.
 - Seek guidance or exemption from the Office of the Auditor General if necessary.

ADDRESSING THE MEETING

Requests for public forum and deputations need to be made at least one day prior to the meeting. The Chairperson has authority to approve or decline public comments and deputations in line with the standing order requirements.

PUBLIC FORUM / ĀTEA Ā-WĀNANGA

Public Forums enable members of the public to bring matters to the attention of the committee which are not contained on the meeting agenda. The matters must relate to the meeting's terms of reference. Speakers can speak for up to 5 minutes, with no more than two speakers on behalf of one organisation.

- Cr Sam Bennett – Inglewood Cemetery
- Graham Sykes – St Andrews Church

DEPUTATIONS / MANUHIRI

Deputations enable a person, group or organisation to speak to the meeting on matters contained on the agenda. An individual speaker can speak for up to 10 minutes. Where there are multiple speakers for one organisation, a total time limit of 15 minutes, for the entire deputation, applies.

- None advised

PREVIOUS COMMITTEE MINUTES / NGĀ MENETI O MUA

Recommendation

That the minutes of the Inglewood Community Board 15 November 2024 (ECM 9114737) and the proceedings of the said meeting, as previously circulated, be taken as read and confirmed as a true and correct record.

END

REPORTS

ITEMS FOR DECISION BY COMMITTEE

- 1 Members Activity Report – Christine Fabish
- 2 Members Activity Report – Sarah Lucas
- 3 Inglewood Community Board Discretionary Fund – Drinking Water Station with Dog Bowl Attachment on Windsor Walkway

ITEMS FOR RECOMMENDATION BY COMMITTEE

- 4 Travel Safety Improvements – Changes to Speed Limits
- 5 Review of Citizens' Awards Policy

END

MEMBERS ACTIVITY REPORT – CHRISTINE FABISH

PURPOSE

1. This report advises of the community board activities of Christine Fabish, Inglewood Community Board Chair, in the period to February 2024.

RECOMMENDATION

That, having considered all matters raised in the report, the Inglewood Community Board note the report.

ACTIVITIES

Community Engagement

2. Councillor Pearce and I were invited by Te Atiawa to the blessing of three houses that were formerly education board and were land banked. These houses have been renovated and purchased by families with the help of the trust through the process of saving and budgeting. It is great to see these houses lived in again and there are plans for more.
3. In December Councillor Pearce and I delivered Christmas mince pies to the Inglewood Council Flats.
4. There was a small issue out on Kaimata North Road, after the road had been freshly sealed a local business had cars turning around in the resident's driveway and torn the fresh seal up. I recommended a service request and believe the issue has been resolved.
5. In January I was approached by a resident from Durham Road Lower, who I have had previous conversations with about the road outside the house causing the house to shake and cause structural damage. The resident's insurance company has requested an investigation into whether the cause of the shaking can be resolved. I have spoken to Transport who are confident the issue can be fixed. They are going to liaise directly with the owner of the property.
6. A concerned resident of Towai Street had a concern about the trees on the corner of Towai Street and Kelly Street falling. Parks have been out and inspected the trees and have confirmed they are healthy and not a falls hazard.

Community Board Plan/ Discretionary Fund

7. The three tables and two seats donated by Inglewood Lions were installed in the discretionary fund shading structure at Jubilee Park. The planting has been completed and is thriving. Another discretionary fund project is now completed.
8. I attended a meeting with the Board to discuss up and coming discretionary fund projects. Officers are doing some investigation about these so the Board can allocate funding to projects for this year.

Service Requests

9. Moa Milking and Pumping – Vandalised Sign
21 December 2023 (RDE23/532165)
One of the new 60-minute parking signs has been vandalised and broken off at the base outside Moa Milking and Plumbing.
Officer Response (21 December 2023) – The sign has been fixed.
10. Trimble Walkway, Joe Gibbs and Rail Reserve
12 January 2024 (PAV24/503043)
Trimble Walkway is overgrown with thistles and long grass and has become a hazard. Joe Gibbs and Rail Reserve is also looking untidy.
Officer Response (12 January 2024) - All three areas are scheduled in for weed eating and spraying (completed week of 19 January 2024)
11. Graffiti on old Moa Milking and Plumbing factory on Rata Street
17 January 2024 (PAG24/503219)
I called the other day to report graffiti, which has not been removed yet, since then I have been made aware of more graffiti on the Timber processes building on Kelly Street and a couple of the Car Boot Sale signs.
Assigned to Downer (Completed)

Other Attendances

12. I have attended the following meetings and events:
 - a) 30 October 2023 – Mayors and Chairs meeting (3.30 – 4.30pm) at the Civic Centre
 - b) 31 October 2023 – Long Term Plan – Revenue and Financial Policy Workshop (9 – 12pm) in Council Chambers
 - c) 1 November 2023 – Long Term Plan – CBD Strategy and Housing for the Elderly Workshop (1-4pm) in Council Chambers
 - d) 1 November – Update meeting about Windsor Walkway

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- e) 1 November 2023 – Inglewood High School Senior Prizegiving
 - f) 2 November 2023 – Age and Accessibility Board Chairs meeting to discuss accessibility issues in our communities.
 - g) 6 November 2023 – Inglewood Community Board Discretionary Fund catch up (9-10.30am) at the Inglewood Library
 - h) 7 November – Strategy and Operations Committee meeting (1 – 2.30pm) in Council Chambers
 - i) 8 November 2023 – Long Term Plan – Finance and Revenue Workshop (1 – 4pm) in Council Chambers
 - j) 14 November 2023 – Long Term Plan – Budget Presentation Workshop (1-4pm) in Council Chambers
 - k) 15 November 2023 - Inglewood Community Board Meeting (1.30 – 2.30pm) at Inglewood Library and Service Centre
 - l) 17 November 2023 – Waitara Community Board Meeting (9-11am) at the Waitara Library and Service Centre
 - m) 20 November 2023 – Council Extraordinary Meeting to hear submissions for Mā Ake Transport Choices 1-4pm) in Council Chamber
 - n) 22 November 2023– Strategic Project Committee (9-11am) in Council Chamber
 - o) 4 December 2023 – Mayors and Chairs Meeting (2-3pm) at the Civic Centre
 - p) 6 December 2023 – Council Extraordinary Meeting (9 – 12pm) in Council Chamber
 - q) 12 December 2023 – Council Meeting (1 – 5pm) in Council Chamber
 - r) 13 December 2023 – Council Meeting (9 – 12pm) in Council Chamber
 - s) 13 December 2023 - Age Concern Christmas Function
 - t) 19 December 2023 – Long Term Plan – Draft Consultation Document Workshop (9 – 9pm) in Council Chamber
 - u) 20 December 2023 – Inglewood Community Board Discretionary Fund Workshop (9 – 10.30am) at the Inglewood Library and Service Centre
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- v) 31 January 2024 – Windsor Walkway Blessing (7 – 8.15am)
 - w) 31 January 2024 – Long Term Plan – Draft Consultation Document Workshop (9 – 12pm) in Council Chamber
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Report Details	
Prepared By:	Christine Fabish (Inglewood Community Board Chairperson)
Community Board:	Inglewood Community Board
Ward:	Kōhanga Moa Ward
Date:	9 February 2024
File Reference:	ECM 9181491

-----End of Report -----

MEMBERS ACTIVITY REPORT – SARAH LUCAS

PURPOSE

1. This report advises of the community board activities of Sarah Lucas, Inglewood Community Board member, in the period to February 2024.

RECOMMENDATION

That, having considered all matters raised in the report, the Inglewood Community Board note the report.

ACTIVITIES

Community Engagement

2. Delivered a deputation on behalf of Nick Jones and myself to the Taranaki Regional Council about public transport provision under the Better Choices consultation – advocating strongly for increased bus services.
3. Had a meeting with Luke Galley from Zeal to discuss local youth issues and possible engagement and initiatives that may be beneficial for the youth in Kōhanga Moa.
4. Met with Barbara Kuriger MP to discuss the roading issues in Inglewood.
5. Collated a report into community pool usage and revenue from 2018 – 2023 to inform Councillors about pool admission fees. Advocated for fee reduction to be in the draft Long-Term Plan.
6. Working with local residents on doing a deputation to Strategy and Operations meeting regarding biodiversity and conservation.

Community Board Plan/ Discretionary Fund

7. Spoke to Pukerangiora Hapū about the proposed drinking water station on Windsor Walkway. Hapū strongly support this as a discretionary fund project.
8. Met with the Inglewood Community Board to discuss potential discretionary fund projects.

Service Requests

9. Weeds in Island Gardens
8 February 2024 (PAV24/503072)
Requested that the weeds in the island gardens in Inglewood are addressed,
Officer Response: These gardens are on a eight weekly schedule with the Contractor and will be tidied on the week of the 12 February.

Other Attendances

10. I have attended the following meetings and events:
- a) 19 December 2023 – Long Term Plan Draft Consultation Document Workshop (9 – 12pm) in Council Chamber
 - b) 31 January 2024 – Long Term Plan Draft Consultation Document Workshop (9 – 12pm) in Council Chamber
 - c) Workshop with Frank Advice in Wellington to discuss and inform national research on Community Board functions and effectiveness – to help inform an addendum to the LGNZ Good Governance Guide.
 - d) Chaired a national community boards hui to examine the future of local government and the work CBEC are doing with the remuneration authority
 - e) Met with the Community Board Executive Committee to arrange LGNZ Conference details and arrange keynote speakers for the 2024 conference.

Report Details

Prepared By:	Sarah Lucas (Inglewood Community Board member)
Community Board:	Inglewood Community Board
Ward:	Kōhanga Moa Ward
Date:	9 February 2024
File Reference:	ECM 9181871

-----End of Report -----

INGLEWOOD COMMUNITY BOARD – DISCRETIONARY FUND PROJECT – WATER STATION AND DOG BOWL ON WINDSOR WALKWAY

MATTER / TE WHĀINGA

1. The matter for consideration by the Inglewood Community Board is the installation of a drinking water station with dog bowl attachment on the Windsor Walkway.

RECOMMENDATION FOR CONSIDERATION / NGĀ WHAIKUPU

That having considered all matters raised in the report the Inglewood Community Board approve funding of \$5,000 for the installation of a drinking water station with dog bowl attachment and contingency for any additional project cost on the Windsor Walkway at the corner of Windsor and Dudley Roads.

COMPLIANCE / TŪTOHU	
Significance	This matter is assessed as being of some importance.
Options	This report identifies and assesses the following reasonably practicable options for addressing the matter: 1. Approve funding of \$5,000 for the purchase and installation of a drinking water station with dog bowl attachment on the Windsor Walkway at the corner of Windsor and Dudley Roads. 2. Do not approve funding and do not install a drinking water station on the Windsor Walkway on the corner of Windsor and Dudley Roads.
Affected persons	The persons who are affected by or interested in this matter are the Inglewood community and users of the Windsor Walkway.
Recommendation	This report recommends Option One for addressing the matter.
Long-Term Plan / Annual Plan Implications	No
Significant Policy and Plan Inconsistencies	No

EXECUTIVE SUMMARY / WHAKARĀPOPOTOTANGA MATUA

2. We recommend that Inglewood Community Board approves Community Board Discretionary Funding of up to \$5,000 for the installation of a drinking water station with dog bowl attachment (the water station) on the Windsor Walkway.
3. If the Community Board approve funding, Council Officers will arrange for a variation of Contract to the concreting works. This will enable the water station to be installed while contractors are already onsite.
4. The total project cost of \$5,000 includes a small contingency but does not include allowances for:
 - a) Road reinstatement if installation needs to connect to the rider main in the middle of Dudley Road
 - b) Allowance for drilling if the water needs to connect to the rider main on the right hand side of Dudley Road
 - c) Traffic allowance - as the work is going to be completed under the current Traffic Management Plan for Windsor Walkway improvements.
 - d) For a water shut as contractors have allowed for a live tap in into the rider main
 - e) Water shut notifications or application fees (live tap-in)
 - f) No concrete platform, it is designed into the footpath.

BACKGROUND / WHAKAPAPA

5. Windsor Walkway is a popular loop path around south-west Inglewood with an urban and rural outlook. The 5.6km off road loop path is currently used by cyclists, walkers, runners and dog walkers.
 6. Windsor walkway was originally opened in 2010, Since then it has become a favourite for locals and visitors.
 7. Council have committed \$1.3 million in the 2024/2034 LTP (Long-Term Plan) to construct a 1.5-metre-wide concrete footpath to ensure the walkway is safe and fit for purpose all year round.
 8. Work began on the Windsor Walkway upgrade at the end of January 2024.
 9. The 63mm rider main on the left-hand side corner of Windsor and Dudley Roads has the ability to service the water station. Any overflow of water will be built into the walkway vicinity and will soak onto the roadside drains.
-

-
10. The installation of the water station has already been discussed with the contractor responsible for the walkway and is not expected to cause delays to the timelines of the walkway build.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS / HURINGA ĀHUARANGI

11. There are no climate change implications in relation to the matters set out in this report. The Community Board will consider climate change impacts when considering future projects for approval.

REFORM IMPLICATIONS

12. There are no reform implications in relation to the matters set out in this report.

NEXT STEPS / HĪKOI I MURI MAI

13. Subject to funding approval, Officers will procure the water station.
14. The Project Manager will arrange for a contract variation for the installation of the water station and will instruct the contractors to install the water station when they are working on the corner of Dudley and Windsor Roads.

SIGNIFICANCE AND ENGAGEMENT / KAUPAPA WHAKAHIRAHIRA

15. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance. The installation of the water station can be met within current budgets and without impacting levels of service. This project enhances the Windsor Walkway project which was strongly supported by recent engagement with the Inglewood Community.

OPTIONS / KŌWHIRINGA

16. There are three reasonably practicable options:

Option 1 Approve funding of \$5,000 for the installation of a drinking water station with dog bowl attachment and contingency for any additional project cost on the Windsor Walkway at the corner of Windsor and Dudley Roads

Option 2 Do not approve funding and do not install a drinking water station on the Windsor Walkway on the corner of Windsor and Dudley Roads.

These options have been assessed together.

Financial and Resourcing Implications / Ngā Hiraunga ā-pūtea, ā-rauemi

17. The Inglewood Community Board have \$80,000 of the 2023/2024 Discretionary Fund available to allocate to community projects.
18. The installation of the water station can be completed during the improvements to the walkway for an additional cost of up to \$5,000. This includes a small contingency for unplanned works e.g road reinstatement, drilling, traffic allowance, water shut down and notification, or concrete platform.
19. The contingency, if not used, will be returned to the 2023/2024 Discretionary Fund.
20. Additional costs and resourcing requirements associated with the installation of the water station (e.g traffic management) can be reduced due to the works being carried out at the same time.
21. There are minimal maintenance costs associated with the water station, which can be met within existing budgets.

Risk Analysis / Tātaritanga o Ngā Mōrearea

22. If the current Windsor Walkway improvement works were delayed due to weather, it would delay the water station installation as it is being built into the work programme.
23. Should the Inglewood Community Board decide not to approve the funds at this time, the project costs are likely to increase significantly making installation of a drinking water fountain, funded through the Discretionary Fund, financially unviable.

Promotion or Achievement of Community Outcomes / Hāpaitia / Te Tutuki o Ngā Whāinga ā-hāpori

24. This project relates to the community outcome of Thriving Communities and Culture by connecting and engaging the community.
25. It also promotes Environmental Excellence by delivering resilient infrastructure efficiently.

Statutory Responsibilities / Ngā Haepapa ā-ture

26. The proposed water station will be part of the reticulated water network. The drinking water meets the required standard for human consumption.
-

Consistency with Policies and Plans / Te Paria i ngā Kaupapa Here me ngā Mahere

27. Installing a Water Station and dog bowl attachment is consistent with the Community Board Discretionary Fund framework and meets the funding criteria by being on Council Road Reserve.

Participation by Māori / Te Urunga o Ngāi Māori

28. Pukerangiora Hapū are fully supportive of the water station with dog bowl attachment.

Community Views and Preferences / Ngā tirohanga me Ngā Mariu ā-hāpori

29. Responses to the 2023 Inglewood Community Survey strongly supported improvements to Windsor walkway to make it safer and more user friendly. Installing a water station with dog bowl attachment is going to enhance the experience for users and ensure the safety for four legged friends on hot days.

Advantages and Disadvantages / Ngā Huanga me Ngā Taumahatanga.

30. An advantage of this project is the contractor will be onsite and installation can occur without incurring additional project management costs.

Recommended Option

This report recommends option one - Approve funding of \$5,000 for the installation of a drinking water station with dog bowl attachment and contingency for any additional project cost on the Windsor Walkway at the corner of Windsor and Dudley Roads

APPENDICES / NGĀ ĀPITI HANGA

Appendix 1 Design of the Water Station and Dog Bowl attachment (ECM 9184444)

Report Details

Prepared By:	Jane Hickmott (Governance Advisor)
Team:	Governance
Approved By:	Julie Straka (Governance Manager)
Ward/Community:	Kōhanga Moa Ward
Date:	13 February 2024
File Reference:	ECM 9165282

-----End of Report -----

VARIED HEIGHTS FREE STANDING DRINKING FOUNTAIN - STAINLESS STEEL FF4F



Model: FF4F

Freestanding, stainless steel drinking fountain featuring security screwed vandal resistant shrouds.
Robust functional, easy to use and maintain.
Optional galvanised and powder-coated to order.

FEATURES:

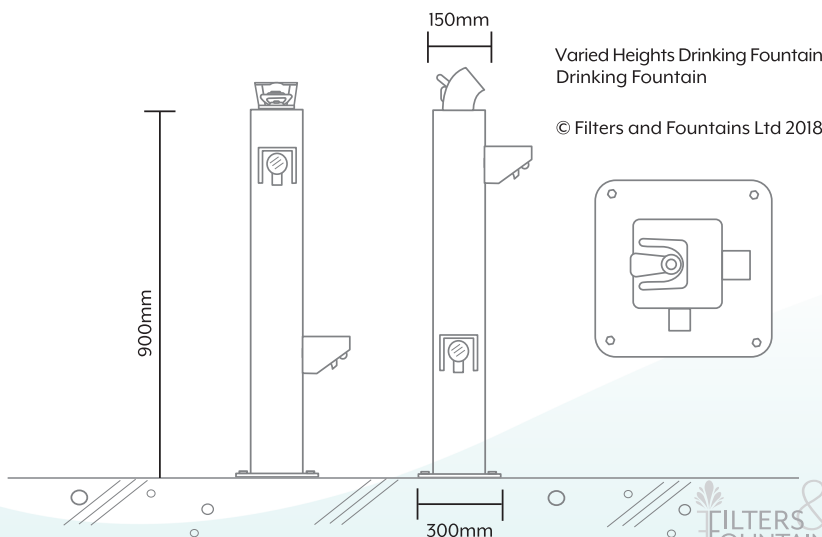
Drinking bubbler
Bottle filler tap
Optional tilt drain dog bowl
Fully filtered to protect hardware and deliver clean fresh tasting water.
Security keyed maintenance tap
150 square x 5 mm wall thickness box section.
Can be surface mounted or concrete in ground.

Dimensions and options:

900 mm standard height and can be reduced in height for smaller students.
150 mm square to cater for multiple bubblers and bottle fillers.

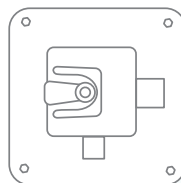


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TRAVEL SAFETY IMPROVEMENTS – CHANGES TO SPEED LIMITS

MATTER/ TE WHĀINGA

1. The matter for consideration by the Council is the proposed changes to speed limits for New Plymouth District.

RECOMMENDATION FOR CONSIDERATION / NGĀ WHAIKUPU

That having considered all matters raised in the report Council approve the following speed limits.

Item 1

Variable 30km/h speed limit adjacent to the Owae Marae on the following roads:

- a) **Hutchins Street (Carey Street West to Richmond Street)**
- b) **Mouatt Street (Carey Street West to Richmond Street)**
- c) **North Street (Mouatt Street to Seymour Street South)**
- d) **Richmond Street East (Mouatt Street to Harris Street)**

Item 2

Permanent 50km/h speed limit within Brixton on the following roads:

- a) **Raleigh Street (~160m north of Tate Road to Devon Road (SH3))**
- b) **Tate Road (~140m north of Raleigh Street to Devon Road (SH3))**

Item 3

Permanent 30km/h speed limits within the following Department of Conservation Reserves:

- a) **Everett Park Reserve (off Everett Road)**
- b) **Lucy's Gully (off Upper Ahu Ahu Road)**

Item 4

Permanent 60km/h speed limit on Egmont Road (National Park boundary to (~950m from the end of Egmont Road)

Item 5

Permanent 30km/h speed limits along the following roads:

- a) **Lower Ahu Ahu Road (~820m from the northern end of Ahu Ahu Road to end)**
- b) **Egmont Road (~950m from the southern end of Egmont Road to end)**
- c) **Mangorei Road (~65m south of the entrance to the Mangorei Track carpark to the end of the formed road)¹**

Item 6

Permanent 50km/h speed limit within the Ridgewood Residential Area on the following roads:

- a) **Eva Road**
- b) **Freeth Drive**
- c) **Hadley Drive**
- d) **McGiven Drive**
- e) **Ridgewood Drive**
- f) **Veale Road**

STRATEGY AND OPERATIONS COMMITTEE RECOMMENDATION

- 2. The Strategy and Operations Committee endorsed the officer's recommendation.

COMPLIANCE/ TŪTOHU	
Significance	This matter is assessed as being of some importance
Options	This report identifies and assesses the following reasonably practicable options for addressing the matter: 1. Approve the proposed speed limits 2. Retain the Status Quo
Affected persons	The persons who are affected by or interested in this matter are the residents of New Plymouth District.

¹ This recommendation reflects a verbal update at the Strategy and Operations Committee meeting 13 February 2024

COMPLIANCE/ TŪTOHU	
Recommendation	This report recommends option one for addressing the matter.
Long-Term Plan / Annual Plan Implications	No
Significant Policy and Plan Inconsistencies	No

EXECUTIVE SUMMARY / WHAKARĀPOPOPTOTANGA MATUA

3. This report recommends Council endorse the proposed speed limits, to improve road safety and reduce potential harm to the community should a crash occur in these locations.

BACKGROUND / WHAKAPAPA

4. On 19 May 2022 new legislative changes came into effect, Land Transport Rule: Setting of Speed Limits 2022, creating a new process for setting speed limits.
5. Speed limits are now managed through regional/territorial authority speed management plans and are planned to be delivered every three years to align with the Long-Term Plan process.
6. A letter has been received from the new Minister of Transport in December 2023, strongly suggesting that NPDC delay delivering speed management plans as the new government considers changes to the rule.
7. In response to this NPDC is only proposing speed limit changes on roads that are specific to community concern, localised areas and support planned infrastructure improvements. The speed management plan will be revisited when more information is available from central government.

What has been proposed and consulted on?

Item 1, variable 30km/h speed limit adjacent to Owae marae:

8. Through the delivery of the safer speed review Council officers contacted Owae Marae trustees as the new rule requires Road Controlling Authority's (RCAs) to consult directly with mana whenua. Given the large number of events hosted at Owae marae it was recommended (to be consistent with the current rule) that a variable 30km/h speed limit be installed.

9. Officers were invited to meet and discuss options with Owae Marae trustees and what has been supported by Owae Marae trustees is a 30km/h variable speed limit around the Marae entrance.

Item 2, permanent 50km/h on roads as they approach the planned roundabout on SH3, Devon Road in Brixton.

10. This is following a request from Waka Kotahi to align with the roundabout on SH3/Waitara Road/Tate Road which is planned for construction later this year. The roundabout was designed with a speed limit approach on both Tate Road and Raleigh Street of 50km/h. This was also identified through the Safe System Audit as an 'integral part of the safe operation of the overall project'. If this speed limit is not approved, the roundabout will require a re-design which will put the project at risk.
11. This item was consulted on as part of the wider safer speed review, letters were sent to all residents living on the section of road with the proposed change, along with advertising in the paper and via social media. There was no feedback received specific to these proposed changes.

Item 3, Department of Conservation reserves.

12. As part of the safer speed review a meeting was held with the Department of Conservation (DOC) to ascertain their preferences for roads within their reserves. Following this meeting the proposed speed limits supported by DOC were 60km/h on Egmont Road from the National Park boundary up to the car park, and all other roads within their reserves were proposed at 30km/h.
13. This item was consulted on as part of the wider safer speed review, with advertising in the paper and via social media. There was no feedback received specific to these proposed changes.

Item 4, 60km/h speed limit on Egmont Road

14. Further to the discussion with DOC, Egmont Road from the Egmont National Park boundary has a 60km/h speed limit proposed.
15. This item was consulted on as part of the wider safer speed review, letters were sent to all residents living on the section of road with the proposed change, along with advertising in the paper and via social media. There was no feedback received specific to these proposed changes.

Item 5, Speed limits at localised beach and bush roads

16. Permanent 30km/h speed limits at some localised beach and bush road ends to support reduced harm.
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17. This item was consulted on as part of the wider safer speed review, letters were sent to all residents living on the section of road with the proposed change, along with advertising in the paper and via social media. There was no feedback received specific to these proposed changes.

Item 6, Ridgewood Residential Area.

18. Following ongoing requests from the community to reduce the speed to 50km/h: the speed limits in this area are currently 70km/h, council officers agree that given the level of development within this area and the lack of infrastructure for pedestrians and cyclists, a 50km/h speed limit would be safer.
19. This item was consulted on in April 2023 separate to the wider safer speed review, letters were sent to all residents living within the area of the proposed change, along with advertising in the paper. Council officers received feedback from 31 respondents, which can be seen in Appendix 2, 26² (84 per cent) of respondents were in support of the proposed safer speed and 5 respondents (16 per cent) were opposed.
20. Plans showing the proposed speed limit changes are attached as Appendix 1.

Economic impacts

21. It is expected that for all the roads where a reduced speed limit has been proposed there will be a negligible impact on travel time given the current infrastructure and operating speeds of the roads.

**CLIMATE CHANGE IMPACT AND CONSIDERATIONS / HURINGA
ĀHUARANGI**

22. Safer speed limits have a proven outcome of reducing transport emissions, through reducing the amount of acceleration and deceleration. In addition, safer speeds in urban areas are evidenced to increase the number of people choosing to walk and cycle, reducing the number of cars on the road. (Source: page 11: [Speed management guide: Road to Zero edition 2022 \(nzta.govt.nz\)](https://www.nzta.govt.nz/road-to-zero/2022-edition))

REFORM IMPLICATIONS

23. There are no Reform implications for this proposal.

NEXT STEPS / HĪKOI I MURI MAI

24. Should Council approve the proposed safer speeds, the proposed speeds will be submitted to Waka Kotahi for approval.

² This number is a correction following the Strategy and Operations Committee meeting 13 February 2024

SIGNIFICANCE AND ENGAGEMENT / KAUPAPA WHAKAHIRAHIRA

25. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance. The proposed speed posting changes can be funded from current transportation budgets.
26. There are interested and affected parties regarding the matters raised in this report. Consultation has already been undertaken with these parties to obtain their views and preferences on the matters proposed in this report. Their views have been covered above and are shown in appendix 2.

OPTIONS

27. There are two reasonably practical options:

Option 1 Approve the proposed speed limits

Option 2 Retain the Status Quo

The options have been assessed together below.

Financial and Resourcing Implications / Ngā Hiraunga ā-pūtea, ā-rauemi

28. The costs for the delivery of the proposed speed limits includes the investigation, engagement, reporting phase (already undertaken); followed by the implementation phase of signage, road-marking, construction of traffic calming features and associated administration. All costs are covered within existing capex budgets.
29. There are no short-term costs associated with these items should the Council choose not to approve the proposed safer speeds at this time.

Risk Analysis / Tātaritanga o Ngā Mōrearea

30. The proposed speed limits will improve safety for all people by reducing the number and severity of crashes should they occur.
31. It has been identified that there is an existing risk on our roads due to unsafe speeds that can increase the level of harm to our community. Council has a duty of care to act on this.

Promotion or Achievement of Community Outcomes / Hāpaitia / Te Tutuki o Ngā Whāinga ā-hāpori

32. The proposal aligns with all four goals of the Council's strategic framework and vision of a Sustainable Lifestyle Capital. It supports the delivery of safe and active communities, provides the opportunity to reduce carbon emissions and improve connectivity.

Statutory Responsibilities / Ngā Haepapa ā-ture

- 33. The proposed speed limits comply with the Land Transport Rule: Setting of Speed Limits 2022.
- 34. Although the new Minister for Transport has indicated changes to this rule, there is nothing to suggest that these speed limit changes would need to be reversed given their locations, the safety benefits and lack of objection.

Consistency with Policies and Plans / Te Paria i ngā Kaupapa Here me ngā Mahere

- 35. The proposed speed limits are consistent with the Long-Term Plan 2021-2031. One of the key performance indicators for the transport network is reducing the number of fatal and serious crashes in the district.

Participation by Māori / Te Urunga o Ngāi Māori

- 36. Prior to starting the safer speed review an email was sent out to all marae trustees organisations and followed up with phone calls. The purpose was to request a hui to discuss both safer speeds and any other road safety concerns. Although there were a number of conversations held with individual marae trustees, the only formal request and support has been received from Owae Marae in Waitara.
- 37. This does not preclude safer speed limits being installed outside marae at a later stage.

Advantages and Disadvantages / Ngā Huanga me Ngā Taumahatanga.

- 38. The advantages of endorsing these safer speed limits will help us to improve the safety of our roads and roadsides. Reducing the risk of a crash happening and the harm should one occur.
- 39. It will support Council to achieve key performance indicators for reducing death and serious injury crashes on our transportation network.

Recommended Option

This report recommends option 1 Approve the proposed speed limits.

APPENDICES / NGĀ ĀPITI HANGA

Appendix 1 Plans of Proposed Changes (ECM 9156233)

Appendix 2 Summary of community feedback on Ridgewood residential area (ECM 9153399)

Report Details

Prepared By:	Liz Beck (Senior Project Manager) and David Brown (Traffic and Safety Engineer)
Team:	Infrastructure
Reviewed By:	Rui Leitao (Infrastructure Manager)
Approved By:	Kathryn Scown (Acting Group Manager Operational Excellence)
Ward/Community:	Waitara, Inglewood, Kaitake and New Plymouth District
Date:	15 January 2024
File Reference:	ECM 9162328

-----*End of Report*-----

SAFER SPEEDS REVIEW - NEW PLYMOUTH DISTRICT - APPENDIX 1

PLANS OF PROPOSED CHANGES¹

Item 1. Variable 30km/h speed limit adjacent to the Owae Marae on the following roads:

- Hutchins Street
- Mouatt Street
- North Street
- Richmond Street East

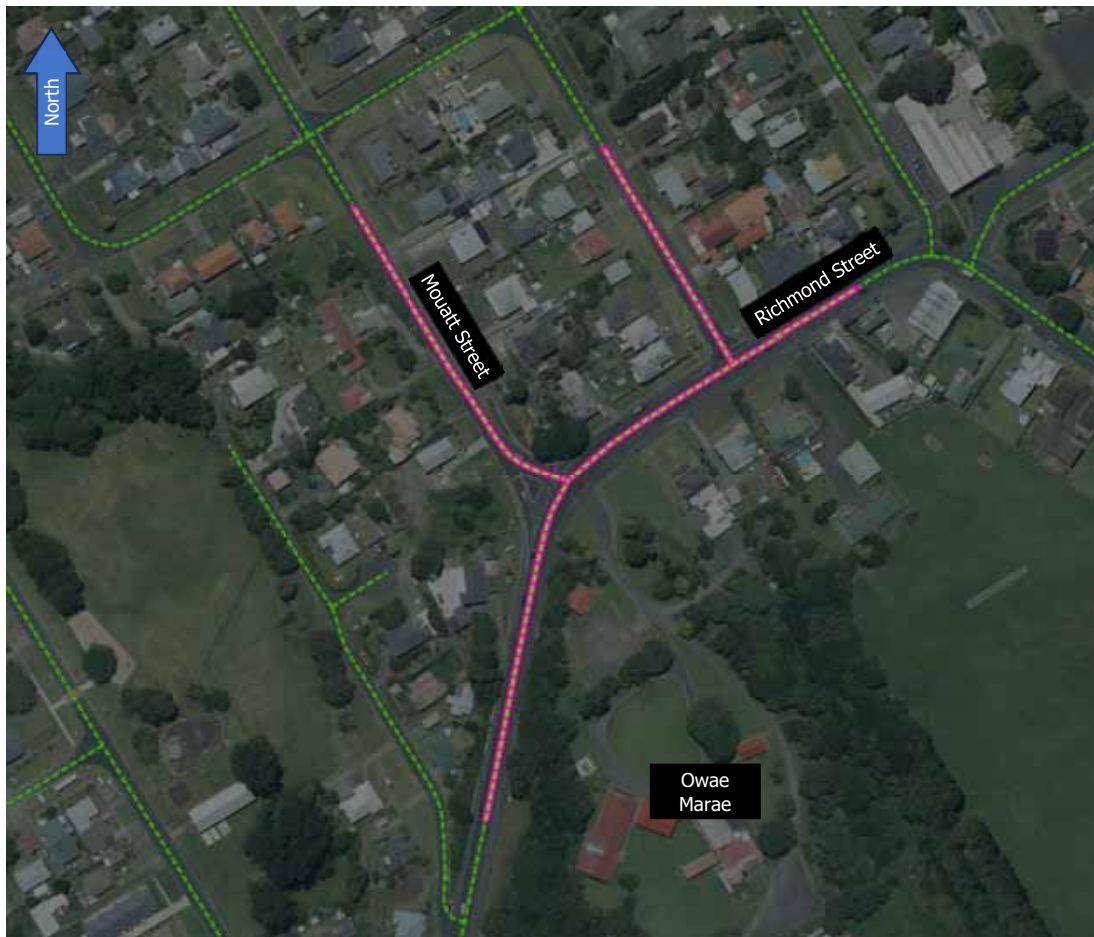


Figure one: Proposed variable speed limit for Owae Marae

Key:
Proposed variable speed limits: 30 km/h
Current permeant speed limits: 50km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 2¹. Permanent 50km/h speed limit within Brixton on the following roads:

- Raleigh Street
- Tate Road



Figure two: Proposed changes to the Brixton Area

Key:

Proposed permanent speed limits:

50 km/h

80 km/h

Current permanent speed limits:

70km/h

80km/h

100km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 3a¹. Permanent 30km/h speed limits with the following Department of Conservation Reserves:

- Everett Park Reserve



Figure three: Proposed changes to the DOC roads within Everett Park Scenic Reserve

Key:
 Proposed permanent speed limits: ——— 30 km/h
 Current permeant speed limits: - - - 100km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings

Item 3b¹. Permanent 30km/h speed limits with the following Department of Conservation Reserves:

- Upper Ahu Ahu Road
- Lucy's Gully

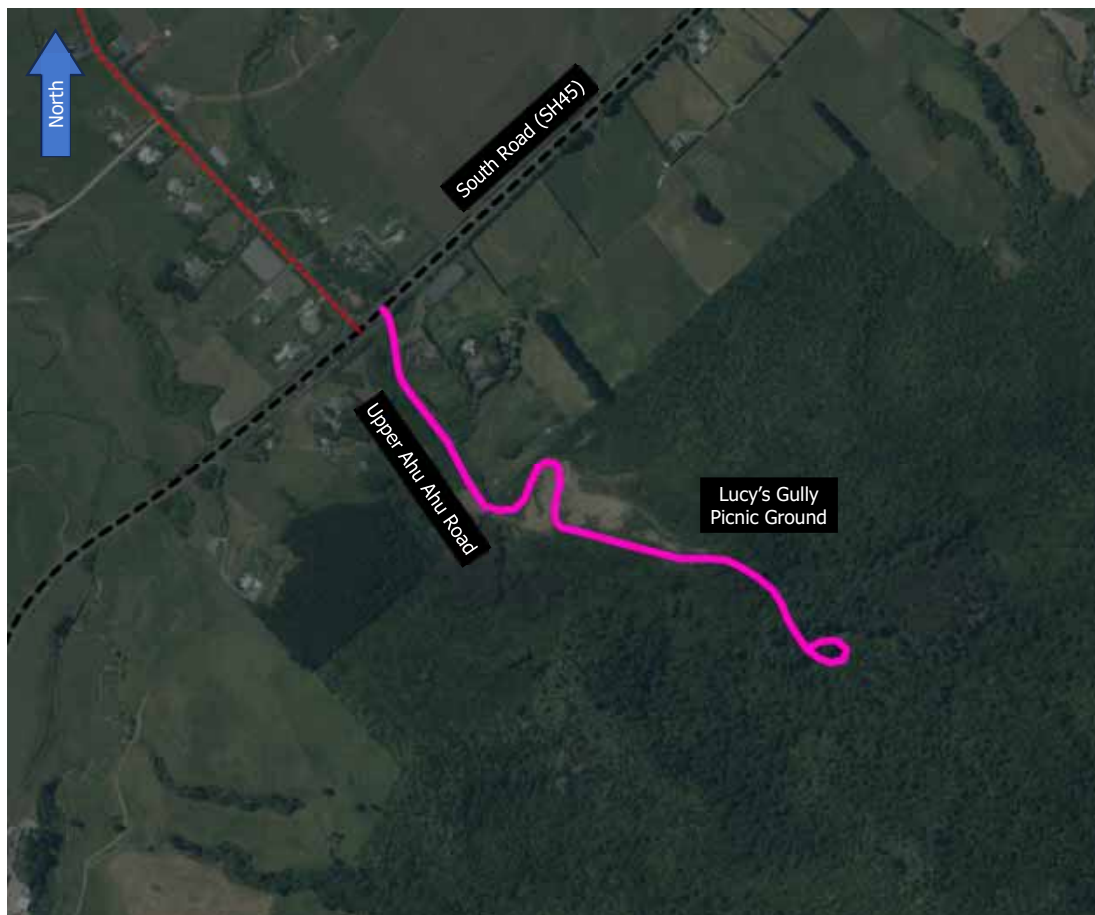


Figure four: Proposed changes to the DOC roads within Lucy's Gully Reserve

Key:
Proposed permanent speed limits: Current permanent speed limits:
 — 30 km/h — 80km/h
 - - - 100km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 4¹. Permanent 60km/h speed limit on Egmont Road:

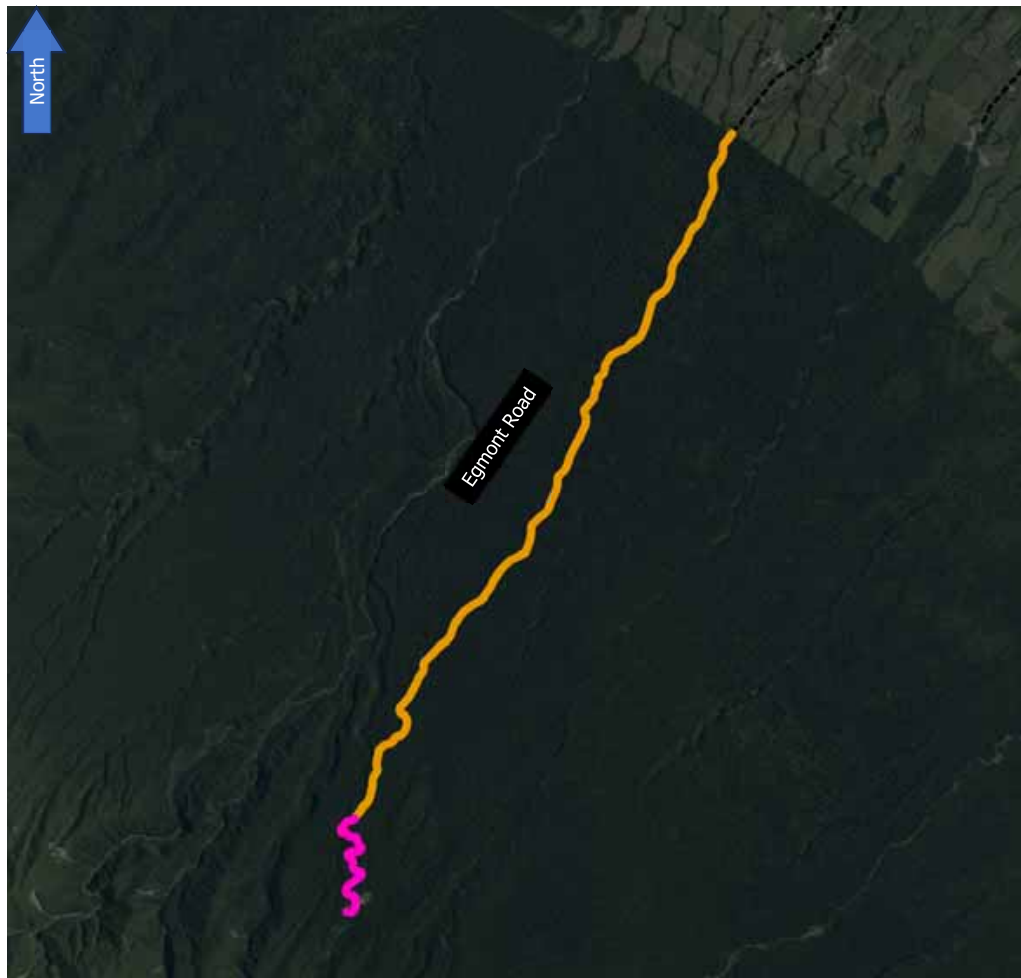


Figure five: Proposed changes to Egmont Road

Key:
 Proposed permanent speed limits: Current permeant speed limits:
 30 km/h - - - 100km/h
 60 km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 5a¹. Permanent 30km/h speed limits with the following roads:

- Lower Ahu Ahu Road



Figure six: Proposed changes to Ahu Ahu Road Reserve

Key:
Proposed permanent speed limits: Current permanent speed limits:
 — 30 km/h — 80km/h
 — 80 km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 5b¹. Permanent 30km/h speed limits with the following roads:

- Egmont Road



Figure eight: Proposed changes to the North Egmont Visitor Centre

Key:
Proposed permanent speed limits:
30 km/h
60 km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

Item 5c¹. Permanent 30km/h speed limits with the following roads:

- Mangorei Road ²

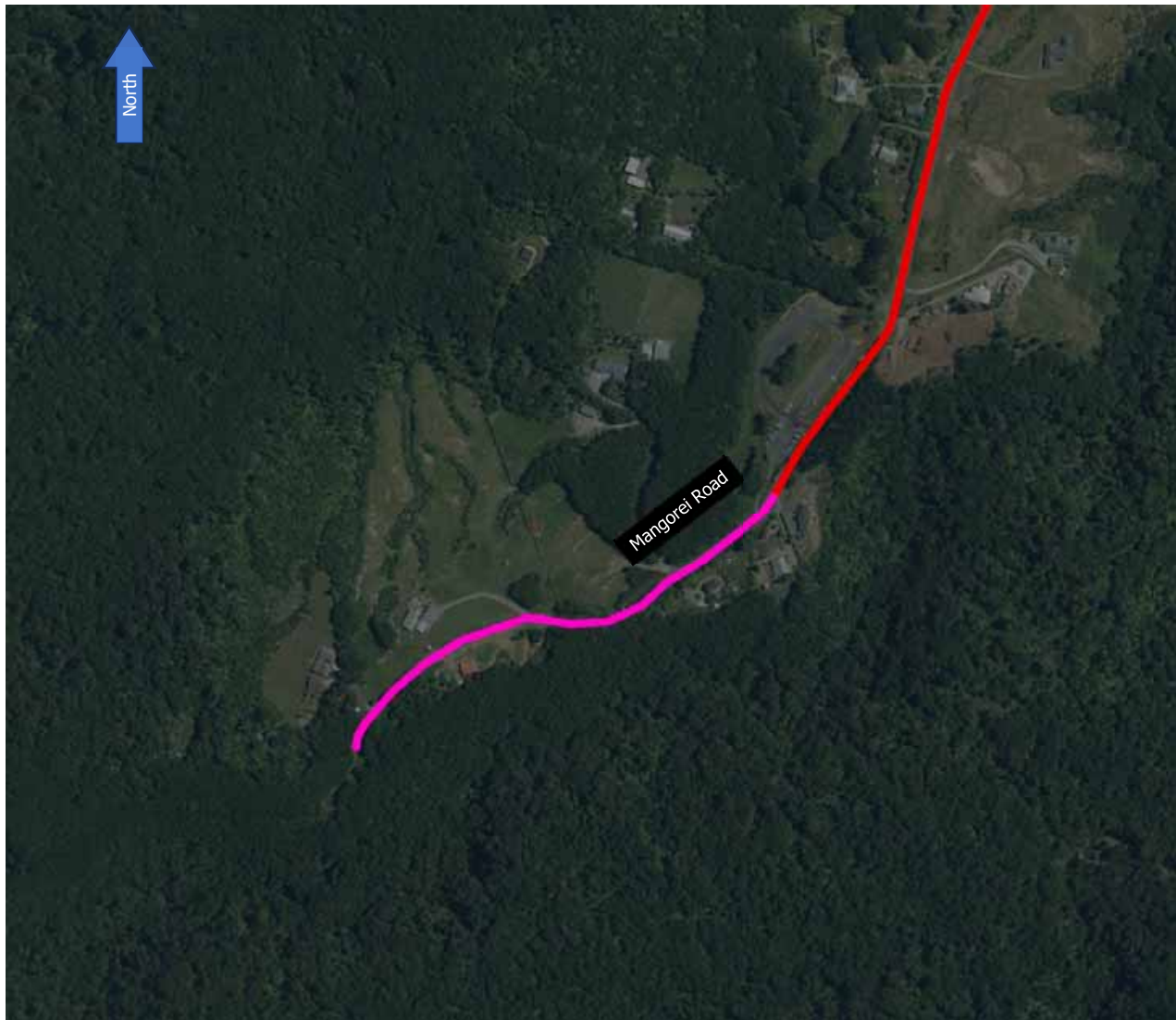


Figure seven: Proposed changes to Mangorei Road

Key:
Proposed permanent speed limits:
30 km/h
80 km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is an updated map at 5c, and aligning maps 5b and 5c under the correct headings.

² This map was updated following the Strategy and Operations Committee meeting on 13 February.

Item 6¹. Permanent 50km/h speed limit within the Ridgewood Residential Area on the following roads:

- Eva Road
- Freeth Drive
- Hadley Drive
- McGiven Drive
- Ridgewood Drive
- Veale Road



Figure nine: Proposed changes to the Ridgewood Area

Key:
Proposed permanent speed limits: Current permanent speed limits:
 — 50 km/h — 50km/h

¹ Subsequent to the Strategy and Operations Committee 13 February 2024, this appendix was updated. Map numbers were corrected, there is a updated map at 5c, and aligning maps 5b and c under the correct headings.

Feedback received on proposed changes to Ridgewood 18 April – 19 May 2023

Submitter	Feedback	Support
Geoff and Julie Wong McGiven Drive	Letter below	Yes
Heather Walker McGiven Drive	Thank you for the consultation document received by email this week. I would like to write to support the proposed speed limit change in the Ridgewood area to 50 km/hr. This will make it safer for residents and all road users (which includes many pedestrians who run,walk, and bike around these areas).	Yes
Neil Tapsell	As a resident of Ridgewood Drive I am in receipt of the proposal letter reference ECM 8965749, attached. In relation to the proposal to reduce the speed limit for the highlighted closed loop roading I submit the following: • I <u>do not</u> agree with the reduction of the speed limit in this closed loop rural property area. • The area is designated rural. • In 15 years of personal residency the additional home build in this area has been very minimal. There are only four recent home builds on Veale Road in the last 5 or so years & 50% of those are in the first 100mtrs after the water tank & prior to the first Ridgewood Drive turn off. Zero new home builds on Ridgewood Drive in 15 years & I suspect <5 in the last 10 years on McGiven, Freeth, Hadley & Eva combined. • As there is zero through traffic the predominant traffic flow is for current road knowledable residents. • Any consented commercial activity (present or future) would need to adhere to the Rural Traffic plan volumes which does not necessitate reduction in speed limits. • What are the current traffic accident statistics for this 70km/hr area? Zero? • The area will prove very difficult to police as is evident from the pseudo skid pads appearing across the Frankley areas already desgated 50km/hr zones. ○ This is a polite way of advising that you are wasting rate payers money or a suggestion to do it properly & install speed humps. I support the money be better utilised at intersections along SH3, like the Egmont to Devon intersection. Thank you for your consideration.	No

Lawson	Regarding the speed limit change from 70km to 50km hr in Ridgewood area this is the best news. There has been in issue with ghe speed limit and popularity of locals using this area for walking around the block thankyou very much for doing this before we have an incident. Also will this mean we are no longer RD	Yes
Grant Sarten McGiven Drive	We have just received notification of the proposed speed limit changes in the Veal Rd / Ridgewood area. We think it's a good idea to drop the limit to 50k/hr. It matches the area around us and realistically it's probably only safe to do 70 along about a 100m of Veale Rd. We do get the odd hoodlem doing laps of Ridgewood Dr. Probably won't deter them but it's still better 50 rather than 70.	Yes
Beverley and Guy Heaysman	Further to your letter dated 18 April 2023 we would like to advise you that we support the proposal to reduce the speed limit in the Ridgewood Drive area from 70km/h to 50km/h.	Yes
Michelle and Grant Roper	Thank you for your letter regarding the speed limit for Ridgewood Drive area to be potentially lowered to 50k. We have been residents on McGiven Drive for 20+ years and do not consider the 70k speed limited as been excessive. Traffic flow is reasonably low. I do think the problem is that we need further foot paths installed that would be more beneficial for everyone.	No
Michele McQuoid	We are in full support of this proposed speed limit change. There are a number of concerns that we have experienced and witnessed on these roads. 1. an increase in the number homeowners and consequently an increase in traffic, an increase in school age children walking from the bus stops on Govett Ave. There are no foot paths and the only safe place to walk is the road edge where the ground is level. 2. addition of businesses with extra traffic in the area. 3. an increase in the number of people biking or walking in the area and at times with animals. 4. lifestyle animals grazing closer to the road which provide visual distractions for a driver. 5. growth of vegetation along the roads which again can also be a visual distraction. The current speed restriction of 70 km I feel is too fast and unsafe for the actual road. The road is narrow in places and many motorists cut the corners and in doing so cross the middle of the road which can be very dangerous to on coming traffic. This is a daily concern to pedestrians who are walking or bike riding along side of the road.	Yes
Jamie & Susan Sutherland Ridgewood Drive	We would support the proposed 50 km/hr speed limit, as: A) It appears that many area people walk around the block, ride bikes and ride horses in our area B) And in junction with these activities, the area does NOT have any sidewalks.	Yes

	Therefore, reducing the speed limit to 50km, would make the area more safe for all (and also a little more quiet, which is 1 of the reasons many of us have chosen to live here.)	
Carolyn Crawford	In response to your letter last week regarding the proposed changes. I am a resident in this area and am completely happy with the current 70k limit which feels in keeping with the rural nature of this area. I walk, run or bike these roads almost daily and have never felt unsafe. Traffic is easily heard and there is plenty of grass verge to divert to when walking. I have lived here 18 years and only know of one accident, which was caused by a car load of teenagers who had been drinking and were exploring 'drifting'. A speed limit change is unlikely to change that type of behavior and will only result in frustration and/or non compliance in the responsible drivers using these roads. My sense is the change is unnecessary.	No
Godfrey Barclay Freeth Drive	Your letter of 18th April regarding dropping the speed limit in the Ridgewood road area from 70 to 50 km/h is welcome news because that is exactly what we wanted in the first place when there was open road speed limits in our area and it was only dropped to 70. I look forward to the new speed limit signs in our area.	Yes
Janet Young	I would like to support wholeheartedly the change in speed limits for Ridgewood Drive ,Veale rd area from 70 km/h to 50km/h . I have lived here 34 years and there are a lot more houses and now a kindergarten in the area so a lot more traffic and the roads are so short it is very dangerous to reach those speeds. Pulling out from Ridgewood drive into Veale rd on the south end is really hard as poplar trees block vision so caution is needed and if a car comes over hill in Veale rd towards mountain at 70 they could never avoid a car pulling out from Ridgewood Drive.	Yes
Michelle Coulton	As part of the proposed changes to speed limits with regards to road design and safety measures are footpaths to be considered as part of the speed limit changes? Look forward to your reply as I am in favour of footpaths	Yes
Lance & Amanda Brennan	Further to your letter, I am in favour of the proposed 50km/hr speed limit. As there are no footpaths around the specified area, it makes sense to reduce the speed, as many families and walkers with pets use the roads for their recreation. Thank you for your letter outlining the proposed changes – I am in favour	Yes
Brian and Marianne McCarthy	We have previously corresponded with you regarding the council's proposal to make the speed limit on McGiven Drive 70km/hour. We were part of a group of concerned McGiven Drive residents that 70km/hour was too fast for McGiven Drive and requested that the speed limit on McGiven drive be reduced to 50km/hour.	Yes

McGiven Drive	We are still of that opinion and would like to see a 50km/hour speed limit on McGiven Drive.	
Richard Sheldrake / Patricia Blatti Veale Road	Have numbered the comments in case you need more information or want to discuss. 1. The length of Veale Road is relatively short and 70km/h to 50km/h would add a maximum of 20 seconds to travel time. 2. There are more and more walkers doing the Veale Road/Ridgewood Drive circuit at all times of the day so it would be safer for them. There are currently no footpaths for most of the circuit so they are obliged to jump on the grass verges with traffic. Most residents are careful but strangers less so? Do you know of any plan to establish patths? 3. I'm anticipating that the planned development on the old dump will start soon, which will add a little more risk for everyone. 4. Apart from the walkers there are quite a few properties with livestock. It doesn't happen often but I have seen animals on or beside the road when they have escaped their fences. We had cats, now cat after one was run over on the road right outside our gate and for these pets a lower speed limit would be good. 5. I was wondering what impact this might have on zoning, especially with the new development? 6. There are more and more hoons visiting this area (like other NP areas?). Apart from the burn-outs they have no respect for even the current speed limit and any change would likely be ignored by them? Which leads me ask two things: a) Do you know if there would be legal objections to residents installing a camera or cameras to record their visits? b) Also, are you aware of a direct police number to call if/when they are "performing"? The regular routing of police calls to Palmerston North is a waste of time. Alerting local police vehicles who might be close by would need a direct call to New Plymouth police. All the above to say that lowering the speed limit wouldn't be a problem in our house.	Yes
Steve Bradley	I thought id take the opportunity to reply to your letter sent on 18th April 2023 in regards to the proposed speed limit reduction from 70km to 50km in the Ridgewood Drive area. <u>We are in favor of this change</u> as i believe that the current speed limit is unsafe for the current road layout. The area is used a lot by walkers and horseback riders and I have personally seen quite a few close calls and belive it is only a matter of time before there is an accident. Additional to that I belive that NPDC should extend the foot path that ends at Veale and Ridgewood drive throughout the area to keep local residents and road users safe.	Yes
Chris Bush	Thank you for reaching out to me regarding the proposed changes to the speed limits in the Ridgewood Drive area. I am in full agreement with the proposal to reduce the speed limit from 70km/h to 50km/h. This change will not only increase the safety of drivers, but it will also benefit the pedestrians and other road users.	Yes

	Furthermore, I would like to suggest extending the footpath, which currently ends at the first intersection of Veale Road and Ridgewood Drive. Veale Road is narrow and has obscured visibility in places, making it a potentially hazardous location for pedestrians. By extending the footpath, pedestrians, dog walkers, and school children who are dropped off at the last bus stop at the second intersection of Veale Road and Ridgewood Drive will have a safer route to walk. I appreciate the New Plymouth District Council's consideration of community concerns and current traffic speeds in proposing these changes. Thank you for the opportunity to provide my feedback, and I am happy to support this proposal	
Jamie Harding	I've received a letter from David Brown re proposed speed limit changes from 70 to 50km/h on Ridgewood Drive Veale Road and accompanying off streets. I support this decision and would also suggest we continue with footpath (currently finishes at start of Ridgewood Drive) around Ridgewood Drive and back up Veale Road, we have an extremely large number of pedestrians using this route and they're currently walking on the roadside or grass verge which is a potential hazard to them and other road users. A dedicated footpath will allow pedestrians a clear demarked area to safely walk the Ridgewood loop	Yes
Karla Mc Given Drive	Our feedback regarding the speed reduction is we agree and will be very happy to see the speed change to 50Kms	Yes
Bryan Blencowe Freeth Drive	Good morning, in response to proposal to reduce the speed limit in Ridgwewood Drive area from 70km-50km/hr we make the following comments 1. Current speed limit is appropriate for area with approx. 97% of drivers driving at speeds between 50km & 70Km/hr. The problem is the 3% who drive in excess of 70km/hr, so we feel the issue is not so much the current 70km/hr speed limit but enforcement to ensure 70km/hr is not exceeded. If speed limit reduced to 50km/hr unfortunately this will not address the core issue of the 3% speeding and make illegal a large majority of the responsible drives who drive between 60-70km/hr. 2. As highly unlikely that adequate enforcement will be put in place to address the 3%, can you please investigate the options of some form of permanent physical means to mitigate excessive speed in the area e.g. speed humps, road narrowing or possibly Irish bridges, the latter would also address the number of areas along Ridgewood drive that flood during rains, primarily due to poor drain maintenance. Additional signage warning of people on horse and walkers would also not go amiss. 3. We have lived on Freeth Drive for over 25years and the increase of both vehicle and foot traffic has been noticeable. I personally now avoid walking my dog at peak times [9am-5pm] along Veale Road as vehicles tend to speed and pay little regard to pedestrians, though personally I would not wish to see footpaths constructed as this would detract on the rural feel of the "block". Ridgewood Drive for some time has been cursed with boy races who not only leave skid marks but also tear up the berms, so if permanent physical means applied they would need to be strategically placed such that they could not be driven around.	No

	4. While not directly a road speed related matter, there are now a lot more people walking their dogs around the Ridgewood/Veale Road block, and again while majority are responsible dog owners and pickup their dogs litter, there is again a small percentage that don't, and while enforcement would be welcome, we believe the installation of a couple of dog litter bins would go a long way to encouraging everyone to act responsibly Should you wish to discuss, please feel free to give me a call or visit.	
Donald & Wendy England McGiven Drive	We support reducing the speed limit on McGiven Drive and the other roads in the Ridgewood Drive area marked in green on the map included in NPDC's letter dated 18 April 2023 to <u>50 km/hr</u> , including for the reasons set out in the letter from Geoff and Julie Wong of McGiven Drive to NPDC dated 24 April 2023.	Yes
Claire and Brett Hobson McGiven Drive	We support reducing the speed limit on McGiven Drive and the other roads in the Ridgewood Drive area marked in green on the map included in NPDC's letter dated 18 April 2023 to <u>50 km/hr</u>, including for the reasons set out in the letter from Geoff and Julie Wong of McGiven Drive to NPDC dated 24 April 2023. Further to Geoff and Julie Wong's letter, My husband and I have 3 boys who ride their bikes every week day to and from school along McGiven drive and Veale road. There have been a few incidents already where vehicles are speeding up McGiven drive, around concealed corners as my children are riding down. From a safety perspective, we believe it is crucial the speed limit be lowered to keep ours and neighbouring children safe.	Yes
Dusty Eden Eva Road	I am writing to you in support of the proposed speed limit changes from 70km/h to 50km/h in the Ridgewood area of New Plymouth. We live at Eva roads and regularly walk and drive in this area. I speak from experience when I say that there have been many close encounters between vehicles, people and horses along the section of Veale road between the two Ridgewood Drive corners. The visibility through this section of road is very short ranged and narrow with very little room for walkers, cyclists and horses etc. A reduced speed limit would greatly help to reduce the danger to users of this area. Over the past few years there has been a substantial increase of vehicles and pedestrians in this area especially kids on bikes, and we have noticed that already a lot of people do drive well below the 70km/h speed limit. Additionally, to the reduction in the speed limit the addition of a footpath through this blind section of road would give pedestrians a much safer path to use. We currently are very nervous when our children use this road so are in full support of any options that would make this area safer for the many families that live in the area.	Yes
Suzanne Scott	Writing to endorse your proposal to change the speed limit in the Ridgewood Drive area from 70km/h to 50km/h. This area is much busier with more housing and this, along with some narrow sections with very narrow verge, means that I agree the current speed limit is no longer appropriate.	Yes
Karen Bolger	Further to your letter dated 18 April 2023, we live on Veale Road (in the 70km/h zone) and since we moved here in 2006 we have seen a marked increase in traffic in the area. There have been a number of additional houses built/moved on in the area and also the opening of the preschool has caused an increase in traffic.	Yes

	As the driveway to our property (and four others) is on a bend in the road, it is increasingly dangerous trying to enter our driveways with vehicles coming up behind us at 70km/h. Also as there is only a footpath on one side of the road from Shelter Grove onwards up Veale Road, crossing the road can also be hazardous. It is even worse in Ridgewood Drive and streets in the area which have no footpaths and which makes walking in the area risky. Given the short distances involved between the 50km/h section of Veale Road and the end of the roads in the Ridgewood area it would not be a huge inconvenience for homeowners to have a reduced speed limit to 50km/h. It would also make for a much safer environment for walkers, children and pets in the area. You also may not be aware that there are people with disabilities who live on Veale Road, and the reduced speed limit would greatly benefit them by making it easier to cross the road independently to be able to more easily access public transport. I look forward to a reduction in the speed limit to 50km/h for the benefit of our neighbourhood.	
Tony & Lynne Williams McGiven Drive	Thank you for your letter dated 18 April 2023 inviting feedback on NPDC's proposal to reduce the speed limit in the Ridgewood Drive area from 70 km/hr to 50 km/hr. In our opinion, for the reasons set out below, the speed limit on all of the roads marked in green on the map included in your letter dated 18 April 2023 (including in particular the speed limit on our road, McGiven Drive) should be reduced from 70 km/hr to 50 km/hr. Nature of McGiven Drive - McGiven Drive is a cul-de-sac that is about 700 metres long, beginning at the Ridgewood Drive / McGiven Drive intersection. McGiven Drive is not a wide, flat or straight road. It bends and ascends in a number of places, restricting the visible road ahead. There is a steep, winding ascent to the end of McGiven Drive, with the road terminating only about 100 metres from the brow of the hill. There is no centre line marking on the road, other than the first few metres at the start of McGiven Drive. There is no road shoulder or footpath. Brooklands Pet Products - Located at Nos. 21/23 McGiven Drive, on the left hand side about 200 metres from the Ridgewood Drive / McGiven Drive intersection, are the business premises of Brooklands Pet Products, which is described on its website as "<i>one of New Zealand's largest wholesale pet accessories distributors</i>". Trucks (sometimes with trailers attached) delivering goods to, or collecting goods from, Brooklands Pet Products commonly either a) drive forward onto Brooklands Pet Products' premises and reverse onto McGiven Drive when leaving, or b) drive past the entrance to Brooklands Pet Products and reverse onto Brooklands Pet Products' premises from that position. Given the bend on McGiven Drive approaching Brooklands Pet Products' premises, if another vehicle were to travel anywhere near 70 km/hr in the vicinity of Brooklands Pet Products' premises while one of these manoeuvres was being carried out, we believe there would be a serious risk of an accident occurring. Other road users - As well as McGiven Drive being used for transit by motor vehicles, it is regularly used by cyclists, walkers taking themselves and/or their dogs for exercise, and occasionally joggers and horse riders. Users of McGiven Drive include both residents and non-residents of McGiven Drive. Cyclists using McGiven	Yes

	Drive include, but are not limited to, school age children who live at properties on McGiven Drive, some of whom ride their bikes to and from school, this includes our own children. Due to the absence of a footpath beside the road and the grass verge sometimes being wet, muddy and/or slippery, walkers sometimes have no option but to walk on the road. 4. Wildlife - As McGiven Drive comprises lifestyle blocks, there is often wildlife wandering on the road, including pukeko, rabbits and peacocks. We believe the same reasons apply to all roads in the Ridgewood area. To any decision makers who, despite the above, remain unconvinced that the speed limit should be reduced to 50 km/hr, we would encourage them to drive around the Ridgewood area, and along McGiven Drive in particular, or if this is not practical, to at least view the relevant roads through Google Street View to gain a better appreciation of the relevant circumstances. If you have any questions concerning these submissions, please do not hesitate to contact us.	
Paul Klenner	To , With reference to your letter proposing speed limit changes to Ridgewood estates. I must say my first reactions was here they go again, more bull shit changes. I would love to view a copy of your assessment, as you being a safety Engineer I expect you have undertaken a detailed risk assessment looking at the relevant hazards, the consequences, and likelihood of occurrence, then run this through a model to determine that the hazards would be majorly reduced or eliminated by a simple 20km/hr reduction in the entire road area detailed. I would suggest this hasn't occurred and it won't show it. Having a few people complain, should be looked at in terms of the proximity of the complaints. I expect that by the city water tank where we enter the city boundary which is now high in residential dwelling would justify a 50 km zone, but not once you leave the city boundary. Hell, we can't even get pizza delivered up here because we are rural. They won't go past the city boundary. A change at the city bdy would also reduce the speed that is obtained coming down hill portion of Veale Road to the top of Govett Ave. That should be the only 50 km/hr area change. We have lived here for 43 years on Eva Road and as far as all the neighbours we know, no one on our road has asked for speed reduction. So, leave it alone. The council keeps reminding us we live in a rural lifestyle zone, not residential, hence we should not have residential speed limits applied. Many years ago, I expect way before your time, the roads in Ridgewood were an open speed limit (100 km/hr). We the residents asked for 70km/hr and that was then put in place, so leave it alone. So, what's happened since then? not much in Ridgewood, the council still hasn't upgraded Veale Road between the two Ridgewood drive intersections to make it safer, they have though allowed two businesses to commence operation between this section of Road. Remembering we are rural lifestyle, these should both be shut down to reduce traffic flows and they don't meet the rural lifestyle requirement. Who gave them permission to operate (the council)? was traffic flow and risk assessed? if it was it was obviously ok then, so again what's changed? What else. I am assuming you have driven these roads yourself and identified all the hazards and will have them removed. I can identify locations where flax has grown into the road area causing drivers to cross the white line to avoid being hit by it. Please have all of these removed to make it safer, as that is your role right. Also ban horses along Veale road, these are dangerous, along with people walking with dogs on the loose, I mean we are talking about safety right. The council hasn't provided enough berm for people to walk on, so they walk on the Road. Get it sorted,	No

	speed limit reduction doesn't fix this. Do some remedial road works, that's what real safety engineering solutions sort out. Opposite the first Ridgewood/Veale Rd intersection, have the resident fence their gateway so no traffic can ever go in or out of that section. That is a really dangerous blind corner. On Veale Rd opposite Carringtons house there have been on going water and rain issues for ever. In the rain, the road floods here and the road needs to be sealed and run to a drain catchment properly, its just a mess and shambles, Carrington should not have been able to drain this and the mess be left in the road. Irrespective of the speed limit you put in place, you can never monitor or control it and we will continue to drive in a careful, watchful manner as we have done in the past, and that is generally at 60 to 65 km/hr. That won't change irrespective. So given you respond to and make changes to publics requests, I have a request - on Fernleigh St between Park View to Elizabeth Place – remove the parking from the side of the road (opposite the bank) and have yellow lines painted. If people are parked there, the traffic coming down the hill has to go to the other side of the road to get around them. Traffic cant not continue to flow both ways, if people don't give way, as many don't, some serious crashes have almost occurred. One arrogant didn't give way to me this morning (and travelling fast) and caused me to almost hit the bank. This is where you need to be sorting safety out. If there is going to be any change, move 50 km/hr to city boundary only. Don't reduce the Rural Lifestyle area speed limits but tidy up the hazards to make it safer. Ban horses on Veale Road. I am happy to discuss further.	
Chris Pulford McGiven Drive	I support reducing the speed limit on McGiven Drive and the other roads in the Ridgewood Drive area marked in green on the map included in NPDC's letter dated 18 April 2023 to <u>50 km/hr</u>, including for the reasons set out in the letter from Geoff and Julie Wong of McGiven Drive to NPDC dated 24 April 2023	Yes
Sandra Titchener and Ian Bish Ridgewood Drive	Thank you for the opportunity to provide feedback on the PROPOSED CHANGES TO SPEED LIMITS in the Ridgewood Drive area from 70km/h to 50km/h. I see this proposal covers Veale Road, Ridgewood Drive, Mcgiven Drive, Freeth Drive, Hadley Drive and Eva Road. As residents and owners of Ridgewood Drive, we fully support the proposed reduction in speed limits in our area. Cars often travel at high speed down Veale Road in particular but our greatest concern to safety and property is the fact the Ridgewood Drive loop is used as a racetrack by boy racers both during the week and at weekends. They have absolutely no respect or regard for anyone's property, tear up our road berms (if you visit ours now you will see the mess it is in), if we put up standards and tape, they drive straight through it and they drive at high speed doing burn outs on corners. They are reckless, dangerous and a hazard to our community, animals and property. Any action taken to slow down traffic would be fully supported. Thank you for your consideration on this matter. We look forward to hearing of the decision made.	Yes

Barry & Shirley Hosking McGiven Drive	We support reducing the speed limit on McGiven Drive and the other roads in the Ridgewood Drive area marked in green on the map included in NPDC's letter dated 18 April 2023 to <u>50 km/hr</u> , including for the reasons set out in the letter from Geoff and Julie Wong of McGiven Drive to NPDC dated	Yes
Wayne Crawford	I am writing in regard to your proposal to reduce the speed limit around the Veale road area. As a resident of this area, I support your proposal as this area is becoming very built up, and the amount of traffic on the roads has increased significantly over the 20+ years that I have lived in the area. However as this is safety related, personally there are other safety related changes that could be made, which would improve safety considerably. 1. Install street lighting, there are power poles all around this area, which would make installation easy, this area is used regularly by walkers, and in the winter months can be dangerous with people not wearing high visibility clothing, and having to walk on the road due to the verge not being suitable. 2. Extending the foot path along Veale road, as above, the road is becoming frequented by foot traffic and by just lowering the speed limit does not make it safer. 3. There is a property that has a gateway opposite Ridgewood drive intersection, very close to a blind corner. I believe that when the land was sub divided, one of the conditions of the consent was to have this gateway sealed off. Once the new owner took possession of the property, one of first things done was to open up this access. I have brought this to the attention of the NPDC on more than one occasion, with no real action. This access is a safety concern, and one that requires addressing.	Yes

24 April 2023

To: [REDACTED]
New Plymouth District Council
By email to traffic@npdc.govt.nz

From: Geoff and Julie Wong
[REDACTED] McGiven Drive
By email from gejwong@gmail.com

Your ref: ECM 8965749

PROPOSED REDUCTION OF SPEED LIMIT IN RIDGEWOOD DRIVE AREA FROM 70 KM/HR TO 50 KM/HR

Thank you for your letter dated 18 April 2023 inviting feedback on NPDC's proposal to reduce the speed limit in the Ridgewood Drive area from 70 km/hr to 50 km/hr.

In our opinion, for the reasons set out below, the speed limit on all of the roads marked in green on the map included in your letter dated 18 April 2023 (including in particular the speed limit on McGiven Drive) should be reduced from 70 km/hr to 50 km/hr.

A. Route to McGiven Drive from Veale Road

Currently there are 70 km/hr speed limit signs on both sides of Veale Road, about 55 metres past the intersection of Veale Road and Shelter Grove.



Photo 1 - Taken from the corner of Veale Road and Shelter Grove, looking up Veale Road. The 70 km/hr sign on the left side of Veale Road is just visible in the photo.



Photo 2 - Close up of 70 km/hr speed limit signs on Veale Road.

The distance from the 70 km/hr speed limit signs on Veale Road to the Veale Road / Ridgewood Drive intersection is about 475 metres.

From the 70 km/hr speed limit signs on Veale Road, Veale Road initially ascends over a distance of about 130 metres to a peak near the entrance to No. 37 Veale Road, just before the Veale Road Water Reservoir. Then, over a distance of about 345 metres, there is a descent down a significant gradient to the Veale Road / Ridgewood Drive intersection, with a left bend around the middle of this descent.



Photo 3 - Google maps satellite image showing route and distance from Veale Road 70 km/hr

1

2

speed limit signs to Veale Road / Ridgewood Drive intersection (about 475 metres).



Photo 4 - View of Veale Road from 70 km/hr speed limit signs showing initial ascent.



Photo 6 - View of descent on Veale Road to Veale Road/Ridgewood Drive intersection (at elbow at bottom of road as seen in this photo).



Photo 4A - View of initial descent from the highest point on Veale Road, with start of left bend at end of visible portion of road.



Photo 7 - Close up of Veale Road / Ridgewood Drive intersection. There is a 90 degree left turn into Ridgewood Drive from Veale Road, while Veale Road bends to the right from the intersection.



Photo 5 - View of descending left bend on Veale Road.

The distance from the Veale Road/Ridgewood Drive intersection to the Ridgewood Drive/McGiven Drive intersection is only about 52 metres. There is a left turn into McGiven Drive from Ridgewood Drive, with Ridgewood Drive bending to the right at this intersection.

About 20 metres before the Ridgewood Drive/McGiven Drive intersection, there is another pair of 70 km/hr speed limit signs. This second set of 70 km/hr speed limit signs so close to the entrance to McGiven Drive could further lull drivers unfamiliar with McGiven Drive into a false sense of security that it is appropriate and safe to drive along McGiven Drive at up to 70 km/hr.



Photo 8 - Google Maps depicting Veale Road / Ridgewood Drive and Ridgewood Drive / McGiven Drive intersections, and distance between them (around 52 metres).



Photo 9 - 70 km/hr speed limit signs on Ridgewood Drive, only about 20 metres from the entrance to McGiven Drive.

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B. Submissions in relation to McGiven Drive speed limit

In our view, for the reasons set out below, the current speed limit of 70 km/hr on McGiven Drive is plainly excessive and should be reduced to 50 km/hr in the interests of public safety.

1. **Nature of McGiven Drive** - McGiven Drive is a cul-de-sac that is about 700 metres long, beginning at the Ridgewood Drive / McGiven Drive intersection. As appears from the following series of photos arranged in sequence from the start to the end of McGiven Drive:

- a) McGiven Drive is not a wide, flat or straight road. It bends and ascends in a number of places, restricting the visible road ahead. There is a steep, winding ascent to the end of McGiven Drive, with the road terminating only about 170 metres from the brow of the hill.
- b) There is no centre line marking on the road, other than the first few metres at the start of McGiven Drive.
- c) There is no road shoulder or footpath.



Photo 10 - View from Ridgewood Drive / McGiven Drive intersection showing first part of McGiven Drive. The road begins to ascend and bend to the right about 50 metres from the start of McGiven Drive.

6



Photo 11 - View from the bend referred to in the caption to the previous photo, showing the continuing ascending right bend. Part of the roof of one of Brooklands Pet Products' buildings appears in the distance (around the middle of the photo).



Photo 13 - Entrances to Nos. 39 and 41 McGiven Drive on the left, and No. 38 McGiven Drive on the right, on one of the elbows on the road to the top of the hill.



Photo 12 - View from a few metres before Brooklands Pet Products at Nos. 21/23 McGiven Drive, showing parts of the steep, winding ascent to the top of the hill on McGiven Drive (near the orange roof towards the top of the photo).

Photos 14, 15 and 16 - Further photos of the road to the top of the hill



Photo 14



Photo 15



Photo 16 - View of the last part of the road to the brow of the hill. The green roof on the left is the house at No.57 McGiven Drive. The driveway entrance to this property is beside the tree near the centre of this photo. Note the close proximity of this driveway entrance to the brow of the hill.



Photo 17 - View from brow of hill towards the end of the public road on McGiven Drive, about 170 metres away (a few metres in front of the hedge in line with the road in this photo). The driveway entrance to No.57 is beside the rubbish bin on the left, and the driveway entrance to No. 44 is opposite, beside the letterbox on the right.



Photo 18 - Cluster of driveway entrances near the cul de sac on McGiven Drive. The end of the public road is by the rubbish bin to the left of centre in this photo.

2. **Brooklands Pet Products** - Located at Nos. 21/23 McGiven Drive, on the left hand side about 200 metres from the Ridgewood Drive / McGiven Drive intersection, are the business premises of Brooklands Pet Products, which is described on its website as "one of New Zealand's largest wholesale pet accessories distributors".



Photo 19 - Approach to entrance to Brooklands Pet Products (beside the rubbish bin on the left in this photo). As appears from this photo and **Photo 11** above, the entrance to Brooklands Pet Products is near the elbow of a curve on McGiven Drive.



Photo 20 - On business days, numerous vehicles, including trucks and vans, go to and leave from Brooklands Pet Products' premises.



Photo 21 - On business days, typically 2-4 cars are parked on each side of McGiven Drive near the entrance to Brooklands Pet Products' premises. This photo was taken beside the entrance to Brooklands Pet Products, about 20 metres from the nearest vehicle in this photo.



Photo 22 - This photo was taken from our car (on a different day) while on McGiven Drive heading towards Ridgewood Drive. The truck is in front of the entrance to Brooklands Pet Products (on the right hand side of the truck in this photo). Note the number of cars parked on the side of the road.

Trucks (sometimes with trailers attached) delivering goods to, or collecting goods from, Brooklands Pet Products commonly either a) drive forward onto Brooklands Pet Products' premises and reverse onto McGiven Drive when leaving, or b) drive past the entrance to Brooklands Pet Products and reverse onto Brooklands Pet Products' premises from that position. Given the bend on McGiven Drive approaching Brooklands Pet Products' premises, if another vehicle were to travel anywhere near 70 km/hr in the vicinity of Brooklands Pet Products' premises while one of these manoeuvres was being carried out, we believe there would be a serious risk of an accident occurring.

3. **Other road users** - As well as McGiven Drive being used for transit by motor vehicles, it is regularly used by cyclists, walkers taking themselves and/or their dogs for exercise, and occasionally joggers and horse riders.

Users of McGiven Drive include both residents and non-residents of McGiven Drive.

McGiven Drive appears to be an attractive route for some non-resident walkers, possibly because of its convenient location and/or length, proximity of rural surroundings to nearby suburbs like Frankleigh Park, and/or the challenging hill climb.

Cyclists using McGiven Drive include, but are not limited to, school age children who live at properties on McGiven Drive, some of whom ride their bikes to and from school. For example, **Photo 19** above shows two boys riding their bikes near the entrance to Brooklands Pet Products.

Due to the absence of a footpath beside the road and the grass verge sometimes being wet, muddy and/or slippery, walkers sometimes have no option but to walk on the road.

4. **Wildlife** - As McGiven Drive comprises lifestyle blocks, from time to time there is wildlife wandering on the road, including pukeko, rabbits and peacocks.

C. Submissions in relation to speed limit on other roads in Ridgewood area

In our opinion, for the reasons set out below, the speed limit on the other roads marked in green on the map included in your letter dated 18 April 2023 should also be reduced from 70 km/hr to 50 km/hr.

1. As appears from **Photos 2 - 7** above and as noted above in relation to these photos, the distance from the 70 km/hr speed limit signs on Veale Road to the Veale Road / Ridgewood Drive intersection is about 475 metres. From the 70 km/hr speed limit signs on Veale Road, Veale Road initially ascends over a distance of about 130 metres to a peak near the entrance to No. 37 Veale Road, just before the Veale Road Water Reservoir. Then, over a distance of about 345 metres, there is a descent down a significant gradient to the Veale Road / Ridgewood Drive intersection, with a left bend around the middle of this descent. Turning into Ridgewood Drive from Veale Road involves a 90 degree left turn near the bottom of the hill.

It is inappropriate and dangerous to travel at a speed anywhere near 70 km/hr descending Veale Road towards the Veale Road / Ridgewood Drive intersection for the following reasons:

- a) The left bend around the middle of this descent.
 - b) The gradient is such that heavy braking would be required to safely make the 90 degree left turn into Ridgewood Drive.
 - c) A vehicle travelling at anywhere near 70 km/hr intending to continue on Veale Road past the Veale Road / Ridgewood Drive intersection poses a serious risk of running into the back of a vehicle in front decelerating in order to turn into Ridgewood Drive.
2. The other roads in the Ridgewood area marked in green on the map (Veale, Eva, Hadley, Ridgewood and Freeth) are also not wide, flat or straight, resulting in reduced visibility.

3. These other roads also lack a road shoulder and a footpath.

4. Each of the roads terminates less than 2 kms from the Veale Road 70 km/hr speed limit signs. Thus, there will not be a significant increase in travelling time for anyone with a destination at any of these roads if the speed limit from the Veale Road speed limit signs is reduced from 70 km/hr to 50 km/hr.

5. There are more and more new houses being built in the Ridgewood area. The trend of more people and more vehicles in the area appears set to continue, making a reduction in the speed limit even more necessary in the interests of public safety.

In case anyone wishes to argue against changing the speed limit on McGiven Drive or the Ridgewood area generally on the basis that there have been no or few accidents due to excessive speed, we would make the following comments:

1. We hope the above is sufficient to persuade the relevant decision makers that, regardless of whether or not there have been any accidents to-date, a speed limit of 70 km/hr is inappropriate and gives rise to unjustified risks.
2. We believe that accidents have been avoided because local residents are aware of the hazards referred to in this letter and, by and large, moderate their speed accordingly. This is not, however, a reason to not reduce the speed limit to an appropriate and safe speed limit, which we believe is 50 km/hr. Reducing the speed limit to 50 km/hr will hopefully (a) help persuade the small minority who do not appropriately moderate their speed to do so, and (b) help avoid visitors to the area potentially being lulled into a false sense of security that 70 km/hr is a safe driving speed.

D. Summary

In our opinion, for the reasons above, the speed limit on all of the roads in the Ridgewood area marked in green on the map included with your letter dated 18 April 2023, and in any event the speed limit on McGiven Drive, should be reduced from 70 km/hr to 50 km/hr in the interests of public safety.

So far as McGiven Drive is concerned, a speed limit higher than 50 km/hr is plainly excessive, inappropriate, and unjustified given the nature of McGiven Drive, the existence of Brooklands Pet Products' business on McGiven Drive, the shared use of the road by vehicle and non-vehicle users, and wildlife from time to time wandering onto McGiven Drive.

We encourage any decision makers who remain unconvinced that the speed limit should be reduced to 50 km/hr to drive around the Ridgewood area, and along McGiven Drive in particular, or if this is not practical, to at least view the relevant roads through Google Street View. We believe that if this is done, reducing the speed limit to 50 km/hr will become a "no-brainer".

If you or any of the relevant decision makers have any questions concerning these submissions, please do not hesitate to contact us.

Yours sincerely
Geoff and Julie Wong
 (McGiven Drive)

CITIZENS' AWARDS POLICY REVIEW

MATTER / TE WHĀINGA

1. The matter for consideration by the Council is a review of the New Plymouth District Citizens' Awards Policy.

RECOMMENDATION FOR CONSIDERATION / NGĀ WHAIKUPU

That having considered all matters raised in the report Council approve the amended Citizens' Awards Policy as outlined in Appendix 1.

STRATEGY AND OPERATIONS COMMITTEE RECOMMENDATION

2. The Strategy and Operations Committee endorsed the officer's recommendation subject to implementing a general category (up to twelve recipients per annum), and a youth category (up to three recipients per annum).

Governance Advisors Note

This recommendation will result in consequential amendments to clause 13 in the proposed policy.

COMPLIANCE / TŪTOHU	
Significance	This matter is assessed as being of some importance.
Options	This report identifies and assesses the following reasonably practicable options for addressing the matter: 1. Amend the Citizens' Award Policy. 2. Retain the existing policy.
Affected persons	The persons who are affected by or interested in this matter are recipients of the award, families of nominees and elected members.
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 / WHAKARĀPOPOTOTANGA MATUA

3. Officers recommend Council amend the Citizens' Award Policy to allow nominations from family members, increase (from two to six) the number of recipients awarded from elected member nominations and introduce a youth category.
4. The proposed changes maximise the opportunity to acknowledge individuals for their contribution to the community.
5. Adopting these changes, the policy will enable an increase in nominations.

BACKGROUND / WHAKAPAPA

6. New Plymouth District Citizens' Awards recognise citizens for significant contributions to the district and/or its citizens. The policy sets out how Council will provide, deliver and manage the annual awards with a maximum of 12 awards being granted in any year.
7. Council last reviewed the policy in 2021. At that time Council amended the policy to enable awards to be given to multiple members of an organisation in any one year.
8. The current policy prohibits nominations from family members and restricts the number of recipients selected from elected member nominations. This has resulted in some nominations not being accepted and, for the last two years, Council decision-making being inconsistent with the policy.
9. The proposed amendments seek to maximise the number of nominations received and to ensure that Council operates within the scope of the Policy.

Introduction of Youth Category

10. Council acknowledges young people (aged between 12 and 24) use their skills and talents to build and strengthen local communities but may not have the same longevity of service of other candidates.
11. Officers propose to include specific criteria for youth to recognise the contribution young people make to New Plymouth District.
12. Council would determine the number of recipients coming from general or youth nominees, with the total awards given remaining at 12 in each year.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS / HURINGA ĀHUARANGI

13. There are no climate change impacts or considerations in relation to this policy review.
-

REFORM IMPLICATIONS

14. There are no reform implications in relation to this policy review.

NEXT STEPS / HĪKOI I MURI MAI

15. Officers will update the policy in line with the approved amendments and call for nominations for the 2024 awards.

SIGNIFICANCE AND ENGAGEMENT / KAUPAPA WHAKAHIRAHIRA

16. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance.
17. There are no impacts to levels of service or financial implications as the Citizens' Awards are allowed for within existing policies, procedures and budgets.

OPTIONS / KŌWHIRINGA

Option 1 Amend the Citizens' Awards Policy

Option 2 Retain the existing policy

18. These options are assessed together below.

Financial and Resourcing Implications / Ngā Hiraunga ā-pūtea, ā-rauemi

19. Amending the policy will have no financial or resourcing implications.
20. The Awards ceremony is well attended and includes a pōwhiri and formal presentation, light catering and socialising. The Awards cost approximately \$13,000 per annum.

Risk Analysis / Tātaritanga o Ngā Mōrearea

21. If the status quo remains, there is a risk that the contribution of worthy citizens will not be acknowledged as fewer eligible nominations are likely to be received.
22. Declining nominations from family members provides a reputational risk as nominator(s) may feel their family member is not being recognised for their contribution.

Promotion or Achievement of Community Outcomes / Hāpaitia / Te Tutuki o Ngā Whāinga ā-hāpori

23. The Citizens' Awards promote a trusted, thriving community and culture within the district. Maximising the number of nominations received supports this community outcome.

Statutory Responsibilities / Ngā Haepapa ā-ture

24. There are no statutory responsibilities relating to the Citizens' Awards.

Consistency with Policies and Plans / Te Paria i ngā Kaupapa Here me ngā Mahere

25. The Citizens' Awards support Council's vision and strategic framework.
26. In 2022 and 2023 Councillors have operated outside the policy by accepting and considering nominations from immediate family members, and selecting more than two recipients from elected members nominations in one year.
27. In 2023 there was one nomination declined due to the nominee and seconder both being immediate family members.

Participation by Māori / Te Urunga o Ngāi Māori

28. There has been no participation by Māori in this policy review due to its administrative nature.
29. The policy does not impact on relationships with ancestral land, water, sites, waahi tapu, or valued flora. The Council engages with local kura and hapū to provide a pōwhiri at the Awards ceremony.

Community Views and Preferences / Ngā tirohanga me Ngā Mariu ā-hāpori

30. It is unlikely the wider community are aware of the limitations of the current policy.
 31. The community who may be interested in this review are potential award recipients who are currently not able to be nominated due to current policy limitations.
 32. Amending the policy will widen the scope of potential awardees, by increasing the nomination pool.
 33. To facilitate the nomination process Officers are simplifying the nomination form for the 2024 awards.
-

Advantages and Disadvantages / Ngā Huanga me Ngā Taumahatanga.

34. Approving the proposed amendments is likely to increase the number of eligible nominations.

Recommended Option

This report recommends option Option 1 – Amend the Citizens' Awards Policy for addressing the matter.

APPENDICES / NGĀ ĀPITI HANGA

Appendix 1 Proposed Policy (with tracked changes) (ECM9154430)

Report Details

Prepared By:	Lisa Lowe (Executive Assistant to the Mayor) and Jane Hickmott (Governance Adviser)
Team:	Governance
Approved By:	Julie Straka, (Governance Manager)
Ward/Community:	District Wide
Date:	11 January 2024
File Reference:	ECM 9154434

-----End of Report -----

P11-005 Citizens' Awards Policy

Approved by the Council on 5 July 2011. Reviewed and amended 7 July 2021.

POLICY PURPOSE

New Plymouth District Citizens' Awards recognise citizens for significant contributions to the district and/or its citizens. This policy sets out how the Council will provide, deliver and manage the New Plymouth District Citizens' Awards.

POLICY STATEMENTS

The following statements apply to the provision, delivery and management of New Plymouth District Citizens' Awards, which for the purposes of this policy shall be referred to as "Citizens' Awards":

Nominations are called for

1. Nominations are called for on an annual basis.
2. Nominations are called for on the understanding that they are confidential between the nominator/seconder and the Council.
3. Nominations must be submitted on an official New Plymouth District Citizens' Awards Nomination Form.
4. Nominations received after the nomination closing date will not be considered.
5. Nominations must be for named individuals and cannot be lodged for groups.

Nominations are received

Nominee criteria (general)

6. Nominees must have made a significant contribution to the well-being of the district and/or its citizens:
 - a) Over a significant period of time; and/or
 - b) Through exceptional actions; and/or
 - c) By other means.
7. Nominees must normally be resident in New Plymouth District. However, if a nominee from outside the district boundaries meets one of the criteria, then they can be deemed eligible for receipt of an award at the discretion of the Council.
8. Current serving political figures, including District Councillors and Community Board Members, are ineligible for receipt of a Citizen's Award.

Nominee criteria (youth)

9. Council acknowledges young people (aged between 12 and 24) use their skills and talents to build and strengthen local communities but may not have the same longevity of service of other candidates.

10. Nominees in the Youth Category must meet one or more of the following criteria:

- a) Have undertaken outstanding voluntary community service
- b) Demonstrated active engagement in their communities
- c) Demonstrated personal leadership, inspiration, sacrifice or devotion to a cause which has made a significant and positive contribution to the well-being of the district and its citizens.

911. Nominations by immediate family members of the nominee will ~~not~~ be considered.

102. District Councillors and Community Board Members may make nominations for the Citizens' Awards, with the restriction that no more than ~~two~~ six recipients come from these nominations annually.

Nominations are considered

143. No more than 12 awards (whether general or youth) are given in any one year.

124. If the nominee has received payment or other remuneration then the Council shall determine whether, in its view, the nominee's contribution was sufficiently beyond the call of duty to warrant special recognition.

135. Unless there are exceptional circumstances, a nominee that has previously received a Citizen's Award will not be eligible for another Citizen's Award.

Awards Ceremony is held

146. The awards are presented to the recipients at a Citizens' Awards Ceremony.

157. The ceremony will be guided by procedures for the planning and management of the ceremony.

168. A media release naming recipients is prepared and embargoed until the Citizens' Awards Ceremony.

Following the Awards Ceremony

179. The names of the recipients are published on the Citizens' Awards honours board following the Citizens' Awards Ceremony.

1820. If a recipient is subsequently found guilty of an offence punishable by a term of imprisonment of two years or more, that person will be notified immediately that their name will be removed from the Citizens' Awards honours board without delay.

POLICY REVIEW

This policy shall be reviewed six yearly from the date the policy was adopted unless required at an earlier date.

CLOSING KARAKIA

Unuhia, unuhia,	Draw on, draw on
Unuhia i te uru tapu-nui	Draw on the supreme sacredness
Kia wātea, kia māmā te ngākau, te tinana	To clear, to free the heart, the body
Te Wairua i te ara takatū	and the spirit of mankind
Koia rā e Rongo whakairihia ake ki runga	Rongo suspended high above us (in heaven)
Kia wātea, kia wātea	To be cleared of obstruction
Ae rā kua wātea	It is cleared
Hau Paimarire	

This karakia is recited to close a hui or event. It takes us from a place of focus and releases us to be clear of all the issues or tensions that may have arisen during the hui. We are now free to get on with other things.