



Te Kaunihera-ā-Rohe o Ngāmotu

**New Plymouth
District Council**

**STRATEGY AND OPERATIONS
COMMITTEE
MEETING AGENDA**

**Tuesday 16 November 2021
at 1pm**

**COUNCIL CHAMBER
LIARDET STREET, NEW PLYMOUTH**

Chairperson:	Cr Stacey	Hitchcock
Members:	Cr Richard	Handley (Deputy)
	Cr Tony	Bedford
	Cr Sam	Bennett
	Cr Gordon	Brown
	Cr David	Bublitz
	Cr Anneka	Carlson
	Cr Murray	Chong
	Cr Amanda	Clinton-Gohdes
	Cr Harry	Duynhoven
	Cr Colin	Johnston
	Cr Richard	Jordan
	Cr Dinnie	Moeahu
	Cr Marie	Pearce
	Matua Howie	Tamati
	Mayor Neil	Holdom

COMMITTEE PURPOSE

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 the Council, or transfer the ownership or control of a strategic asset to or from the 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



Te Kaunihera-ā-Rohe o Ngāmotu

**New Plymouth
District Council**

Health and Safety Message

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

Please exit through the main entrance.

Once you reach the footpath please turn right and walk towards Pukekura Park, congregating outside the Spark building. Please do not block the footpath for other users.

Staff will guide you to an alternative route if necessary.

If there is an earthquake – drop, cover and hold where possible. Please be mindful of the glass overhead.

Please remain where you are until further instruction is given.

APOLOGIES

None advised

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

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.

- None advised

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.

- Joe Connor and Murray Hunter (Improvements to Huatoki Street, Tab 2)
- Jai Huta (Game Changer, Improvements to Huatoki Street, Tab 2)
- Shaina Groombridge (Headz Up, Improvements to Huatoki Street, Tab 2).

PREVIOUS COMMITTEE MINUTES

Recommendation

That the minutes of the Strategy and Operations Committee (5 October 2021), 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 Temporary Road Closures (Triathlon Events)
- 2 Improvements to Huatoki Street
- 3 Changes to Parking Controls (City Ward)
- 4 Licence to Occupy Parking Spaces – Charging Stations

ITEMS FOR RECOMMENDATION BY COMMITTEE

- 5 Te Ara a Ruhihiweratini (The Kaitake Trail) Project Report
- 6 Adoption of the Ngāmotu New Plymouth City Centre Strategy
- 7 Responsible Camping Summer Season 2020/2021 Funding Initiatives Report

END

TEMPORARY ROAD CLOSURES – TARANAKI TRI SERIES, NATIONAL TRIATHLON EVENT 2022 AND 2023

MATTER

1. The matter for consideration by the Council is an application for the temporary closure of roads in New Plymouth to enable Tri New Plymouth Limited (Ltd) to use the closed roads as a venue for four major triathlon events in 2022 and 2023, the New Zealand Sprints Triathlon Championship, the Oceania Sprints Triathlon Championship, the Continental Elite Triathlon, and the New Zealand Team Relay Championships.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report the temporary road closure application for the following events be approved.

Tri New Plymouth Limited National triathlon Events:

- **New Plymouth New Zealand Sprint Triathlon Championship.**
- **Oceania Sprints Triathlon Championships.**
- **Continental Elite Triathlon.**
- **New Zealand Team Relay Championship.**

2022 – Dates and periods of closures:

- **From 1pm to 5pm on Saturday 26 March 2022.**
- **From 7am to 3pm on Sunday 27 March 2022.**

2023 – Dates and periods of closures:

- **From 1pm to 5pm on Saturday 25 March 2023.**
- **From 7am to 3pm on Sunday 26 March 2023.**

Roads to be closed

- **Paritutu Road from Centennial Drive to Portview Crescent.**
 - **Portview Crescent.**
 - **Centennial Drive from Paritutu Road to Ngamotu Road.**
-

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- **Ngamotu Road from Centennial Drive to Breakwater Road (SH 44).**
 - **Breakwater Road from Ngamotu Road to Bayly Road.**
 - **Bayly Road from Breakwater Road to Ocean View Parade (private road, Port Taranaki). (Note that on Saturday we would manage a one lane closure here to allow for Ocean View to still operate).**
 - **Ocean View Parade (private road, Port Taranaki).**

The following roads will not be open for thoroughfare as they intersect with the closed roads – residents will have access at all times:

- **Hakirau Street.**
- **Peace Avenue.**
- **Otaka Street.**
- **Breakwater Road from Ngamotu Road to the Port Taranaki entrance.**

The Breakwater Road closure is subject to the conditions outlined in correspondence to Tri New Plymouth Ltd dated 11 August 2021, refer Appendix 1.

For a map showing the proposed temporary road closures listed above, refer Appendix 2.

COMPLIANCE	
Significance	This matter is assessed as being of some importance.
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Approve the temporary road closure application 2. Not approve the temporary road closure application.

COMPLIANCE	
Affected persons	<p>The persons who are affected by or interested in this matter are residents, businesses and organisations who have properties located in the proposed road closure area.</p> <p>The public will be interested in the matter because of potential economic and leisure opportunities the events will create, and the likely disruption to travel routes and restricted access to recreational facilities in the Port and Centennial Drive area during the closure. Athletes and support crew attending the events will also be interested in the matter.</p>
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

2. This report recommends the temporary road closure of roads in New Plymouth to allow Tri New Plymouth Limited to use the closed roads as a venue for four major triathlon events in 2022 and 2023.
3. The four events are the New Zealand Sprints Triathlon Championship, the Oceania Sprints Triathlon Championship, the Continental Elite Triathlon and the New Zealand Team Relay Championships.

BACKGROUND

4. Tri New Plymouth Ltd is the organiser of the triathlon events. The temporary road closures have been requested by Tri New Plymouth to create a venue for the cycle and run routes for the New Zealand Sprints Triathlon Championship, the Oceania Sprints Triathlon Championship, the Continental Elite Triathlon and the New Zealand Team Relay Championships.
5. The closed roads will form the triathlon cycle leg of the competition course. Ngamotu Beach is the event hub, spectator zone, and triathlon transition area, and the applicant has gained permission from Port Taranaki to close the full length of Ocean View Parade to make this possible.

-
6. Previous Tri Festival events held pre the Covid-19 pandemic were international events that attracted elite competitors, coaches and supporters from around the world to the New Plymouth district. However, due to Covid-19, this event was cancelled in 2021 and is now only open to national competitors until border restrictions are lifted.
 7. Where practical, and avoiding times when competitors are on the road, concessions will be in place during the closure times to enable access for heavy traffic accessing Port Taranaki, Coast Guard volunteers, recreational users of the port boat ramp, and affected residents and businesses.
 8. Three submission have been received from hospitality businesses inside the Port Taranaki area in opposition to the closure of roads for this event. All the submitting business are located on Ocean View Parade which is land owned and managed by Port Taranaki. Copies of these submission have been sent to the event organiser and Port Taranaki for its information. Please refer to Appendix 3 for copies of these submissions.
 9. Port Taranaki has advised a Council Officer that all businesses leasing property from the Port must accept any road closures, that from time to time the Port wishes to put in place as per their Lease agreements. An excerpt from these leases is below:

41. CLOSURE OF OCEANVIEW PARADE

The Landlord from time to time may have cause and wish to close the land known as Oceanview Parade off to the public for limited periods of time for public purposes and in conjunction with public or private events which involve the use of parts of the Landlord's land. In such cases the Landlord shall give written notice to the Tenant of its intention to do so as early as reasonably possible and the Tenant agrees and accepts that for such periods of closure access to the Premises may not be possible by the Tenant or members of the public. Where such periods of closure occur the Landlord shall have no responsibility to the Tenant for any loss of earnings, inconvenience or disruption caused to its business and it is agreed that such occasional closure of Oceanview Parade shall not constitute a derogation from grant of lease nor a fetter on the Tenant's quiet enjoyment of the Premises.

10. Port Taranaki Limited has sent a Letter of Support for the Tri Taranaki Festival Event stating;

"Port Taranaki believe that the Tri Taranaki Festival is a well-run and prestigious event that has a very positive impact on the local and regional community. The event attracts competitors from across New Zealand and from around the world, when borders are open."

Refer Appendix 4 for full copy of the Letter of Support from Port Taranaki Ltd.

CLIMATE CHANGE IMPACTS AND CONSIDERATIONS

11. Competitors and supporters will travel from around New Zealand with the use of various forms of transport that generate carbon footprints. However, the Triathlon events will have minimal or no impact on the climate as they are non-motorised events and encourage sustainable activities within the community. The organisers of the event have engaged with Council's Zero Waste Team for help with recycling and waste minimisation.

NEXT STEPS

12. Following approval of these events the applicant will be notified of the outcome, the public will be informed via a Public Notice and the event will be uploaded to the NPDC website. Emergency services and road users, Waka Kotahi and the National Road Carriers Association (heavy traffic advocates) will be informed of the outcome of the approval process and the applicant will receive a Traffic Management Plan.

SIGNIFICANCE AND ENGAGEMENT

13. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance. It does not have a large impact on the general public but does have an increased impact on people residing in, trading from or requiring access to properties located on the closed roads. There is also an impact on people who access the Port area for recreational purposes such as fishing or use of Ngamotu Beach.
14. As required under the Transport (Vehicular Traffic Road Closure) Regulations 1965 the intention to close roads for events was advertised in the *North Taranaki Midweek* on Wednesday 22 September 2021, and uploaded to the NPDC website the same week. A submission period was advertised to close on 8 October 2021. Please refer to Appendix 3 to see the three submissions.
15. Council Officers have completed routine notification of the requested closures by providing details to emergency services, road user groups, Waka Kotahi, and the National Road Carriers Association (heavy traffic advocates).
16. Emergency service vehicles will have unrestricted access at all times.

OPTIONS

The following assessments relate to both options.

Statutory Responsibilities

17. The requested temporary road closures are proposed and managed under the Transport (Vehicular Traffic Road Closure) Regulations 1965.
-

Participation by Māori

12. The temporary road closures has been assessed as an operational matter and it has not been necessary for local Māori to be involved in the decision-making process on this occasion.

Community Views and Preferences

13. The requested road closure and associated conditions are consistent with the Council's Temporary Road Closure and Disruption to Traffic Policy.
14. Community members affected by either option are people or organisations with properties and businesses located in the road closure area and road users in the vicinity of the closures.

Option 1: Approval of the temporary road closure application.

Financial and Resourcing Implications

18. Tri New Plymouth Ltd is required to meet all costs associated with the temporary road closure and running of the triathlon events, and is responsible for covering the costs of repairing any damage to Council assets or private property generated by the road closures or events.
19. There is the potential for positive financial implications for businesses in the New Plymouth district. The local economy benefits from independently organised event taking place in the district, contributing to the prosperity of the community and sustainability of the economy.

Risk Analysis

20. The risks associated with the temporary closures of the roads will be addressed in the Traffic Management Plan by Evolution Road Services on behalf of Tri New Plymouth Ltd, and approved by Waka Kotahi and NPDC.
21. The event organisers are responsible for meeting all other health and safety, financial, and reputational risks associated with closing the roads and holding the events.

Promotion or Achievement of Community Outcomes

22. The planned temporary road closure ensures provisions are made to create a safe environment for all people while an event takes place on the districts road network.
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23. Approval of the road closure application supports the promotion of New Plymouth district as a Sustainable Lifestyle Capital by:
- creating an event venue for the triathlon races, enabling national events to take place in the district;
 - showcasing activities that encourage active leisure pursuits;
 - providing free and alternative leisure opportunities for the community; and
 - allowing media coverage of the events to showcase the district.

Advantages and Disadvantages

24. This option supports the applicant to hold events in their preferred venue. This event is a national sporting event attracting competitors from around the country, offering the local community an opportunity to experience a national sporting event. Previous ITU events have been well supported by the community, who have enjoyed attending and watching this free event.
25. Recreational and business users of the Port and Ngamotu area are impacted by this event as it restricts vehicle access to the area.

Option 2: Not approve the temporary road closure application.

Financial and Resourcing Implications

26. Tri New Plymouth Limited has invested costs in this event prior to the approval stage. They will be financially disadvantaged by this option.
27. There is no financial advantage to the local economy if this event does not take place.

Risk Analysis

28. Withdrawal of Council support for this event may pose a reputational risk, as it does not support the contribution both Council and members of the community are making towards the vibrancy of the district.

Promotion or Achievement of Community Outcomes

29. Non-approval of the road closure application does not support the promotion of New Plymouth district as a Sustainable Lifestyle Capital.
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Advantages and Disadvantages

30. This option does not support the applicant and may disadvantage national competitors who have already invested time and finances to attend the events in the New Plymouth district.
31. This option does not encourage the provision of free leisure opportunities for the community nor does it allow media coverage of the events to showcase the district.
32. Business and recreational users of the Port and Ngamotu area will be able to enjoy unhindered access to the area.

Recommended Option

This report recommends **Option 1** for addressing the matter.

APPENDICES

Appendix 1 Letter and Conditions (ECM8603315)

Appendix 2 Map of road Closure Area (ECM8642768)

Appendix 3 Submissions against the temporary road closures (ECM8642781)

Appendix 4 Letter of Support from Port Taranaki Limited (ECM8642716)

Appendix 5 Letter of Support from Venture Taranaki (ECM8650434)

Report Details

Prepared By: Ceri Bosley-Brady (Network Access Officer)
 Team: Transportation Team
 Reviewed By: John Eagles
 Date: 18 October 2021
 File Reference: ECM 8625739

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



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NEW PLYMOUTH DISTRICT COUNCIL
 newplymouthnz.com

When replying please quote Application Number: RTC21/00383

11 August 2021

TRI NEW PLYMOUTH LIMITED
 PO Box 154
 TAUPO

Attention: Shanelle Barrett

Dear Shanelle

ROAD CLOSURE UNDER THE TRANSPORT (VEHICULAR TRAFFIC ROAD CLOSURE) REGULATIONS 1965 – TARANAKI TRI FESTIVAL 2022 AND 2023

We acknowledge your application requesting the temporary closure of roads in New Plymouth for the Tri New Plymouth Limited to hold the Taranaki Tri Festival for the years 2022 and 2023. The requested road closure and event are detailed below:

Taranaki Tri Festival 2022 & 2023

2022 Date and period of closure:

Saturday 26 March from 1pm to 5pm and Sunday 27 March from 7am to 3pm

2023 Date and period of closure:

Saturday 25 March from 1pm to 5pm and Sunday 26 March from 7am to 3pm

Roads to be closed both years:

- Paritutu Road from Centennial Drive to Portview Crescent.
- Portview Crescent.
- Centennial Drive from Paritutu Road to Ngamotu Road.
- Ngamotu Road from Centennial Drive to Breakwater Road (SH 44).
- Breakwater Road from Ngamotu Road to Bayly Road.
- Bayly Road from Breakwater Road to Ocean View Parade (note Saturday one lane closure operation, Ocean View still operating)
- Ocean View Parade.
- Hakirau Street.
- Peace Avenue.
- Otaka Street.
- Breakwater Road from Ngamotu Road to the Port Taranaki entrance.

Event details: Triathlon event with multiple races over various distances and swimming, cycling and running.



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NEW PLYMOUTH DISTRICT COUNCIL
newplymouthnz.com

In accordance with the Transport (Vehicular Traffic Road Closure) Regulations 1965, the Council must give public notice detailing your temporary road closure application at least 42 days before the date of the event, and then consider any objections or submissions received in that respect. The public notice outlines a timeframe for affected parties and stakeholders to provide feedback on your application. The submission period will be open between 22 September 2021 and 6 October 2021.

A public notice detailing the temporary road closure application for the event will be published in the North Taranaki Midweek on 22 September. We will upload details of the public notice and submission period to the Council’s website. The account for the advertisement will be forwarded to you.

If objections are received during the submission period, we will contact you to discuss solutions. When submissions are received and issues cannot be resolved, the Transport (Vehicular Traffic Road Closure) Regulations 1965 require the Council to meet and make a decision on your request to close roads. This may change the timeframe for approving your temporary road closure request. If this becomes necessary, we will inform you directly about any date change for making a decision on your road closure application. Currently, a decision on your road closure application will be made on 21 December 2021.

Approval of your temporary road closure application is subject to the Temporary Road Closure Conditions listed below. **Please read through these conditions carefully as you must be able to meet all conditions.** These requirements are based on the Council’s Temporary Road Closure and Disruption to Traffic Policy and Guidelines. You can read the full policy on our website by following the link below:

<http://www.newplymouthnz.com/Council/Council-Documents/Policies/Temporary-Road-Closure-and-Disruption-to-Traffic-Policy-and-Guidelines>

If you require any further information or would like to discuss this correspondence and the associated conditions please contact the undersigned on 06-759 6060. We will contact you after 21 December and advise you of the Council’s decision.

Yours faithfully

Rui Leitao
TRANSPORTATION MANAGER

cc: Emergency Services
Road User Groups



TEMPORARY ROAD CLOSURE CONDITIONS

When you (the applicant) apply for a temporary road closure, criteria **must be met** before the road closure can be considered for approval.

If the road closure is approved, the applicant has certain responsibilities while the road is closed and the associated event takes place. New Plymouth District Council (the Council) will guide you through this process and where indicated below, provide support.

Tri New Plymouth Ltd – Taranaki Tri Festival

Between now and when a decision is made on the applicant's request for a temporary road closure

Condition	When	Responsible
Arrange public notice detailing the proposed date and time of road closure (as per your application), event details and the submission period.	A minimum of 42 days before event date	The Council
Advise emergency services, road user groups and interested stakeholders of your application to close roads.	Before submissions close	The Council
Manage any submissions or feedback and communicate details to the applicant and traffic management provider.	Before submissions close	The Council
Pay all costs associated with the application for temporary road closure, including but not limited to, the application fee, public notice costs and traffic management plan. Estimates of these costs can be viewed on the Council's Fees and Charges schedule here . Fees may still apply if the application is not approved.	Before and after the temporary road closure	Applicant
Provide a completed Application for Temporary Road Closure Checklist, which must include: <ul style="list-style-type: none"> ○ Traffic Management Plan (TMP) ○ Health and Safety plan/evidence of risk management, meeting NPDC's minimum expectations. ○ Event details ○ Public Liability Insurance, to a minimum of \$1 million ○ Applicant's plan for consulting with affected properties and stakeholders ○ Evidence of any other Council permits or permissions needed to hold the event 	Before submissions close on 6 October 2021	Applicant

Strategy and Operations Committee agenda (16 November 2021) - Decision - Road Closures (Triathlon events)

<p>Make personal contact with all property occupiers affected by the proposed closure to inform them of your request to Council for a temporary road closure and provide them with the following information:</p> <ul style="list-style-type: none"> ○ Dates, times and locations of all roads requested for closure (as per public notice). ○ The submission period and how to make a submission (as per public notice). ○ Communicate the purpose of your road closure application by providing a description of the event and all activity it will involve (e.g. food vendors, spectators, how access can be managed if requested during the closure, contact name and number of a car club representative). ○ Ensure all affected properties are contacted. If personal contact cannot be made, ensure a letter is left at the property with a contact name, number and email. ○ When visiting each property, please record the physical address, business name, person spoken with and the date visited as record of this visits and a copy of information to affected parties must be provided to the Council prior to the closure of submissions. 	<p>Contact with affected properties must be completed before 29 September 2021 which is one week before submissions close. A record of properties visited must be provided to the Council immediately after this date.</p>	<p>Applicant</p>
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If the Council gives its consent to the closure and event, the applicant must comply with the following conditions:



Condition	When	Responsible
Arrange for an inspection of the road surface and fixtures. The Council can arrange for the applicant to meet the road inspector on site if this is requested.	Before the event	The Council
Give formal notice of the event to all emergency services.	Before event	Applicant
Enable emergency vehicles to have unrestricted access at all times.	Before and during road closure and event	Applicant
Ensure that the approved TMP is strictly adhered to throughout the event.	During event	Applicant, Traffic Management Contractor
The TMP must make adequate provisions for property owners and occupiers, and their invitees, customers or employees, to have reasonable access to and from properties on the closed road. For through roads, make adequate provisions for reasonable access through the closed section.	Before and during event	Applicant, Traffic Management Contractor
Display signage promoting the upcoming road closures, in high profile areas leading into the temporary road closure area.	No sooner than 21 days before the event	Applicant

Strategy and Operations Committee agenda (16 November 2021) - Decision - Road Closures (Triathlon events)

Provide affected properties with a reminder letter regarding the planned road closures, and include a contact number for the event organiser, should affected residents have queries prior to or on the event day including requests for access through the closed area.	7-21 days prior to the prior to the event	Applicant
Provide sufficient marshals to support your traffic management provider in managing points where the closed road intersects with any open road and elsewhere, as necessary. All marshals must wear approved high visibility clothing and be briefed by the traffic management contractor before the road is closed. Marshalls are not permitted to control traffic.	Before and during the event	Applicant, Traffic Management Contractor
During events where there is motorsport activity on the road, you must place tape over any vehicle access to the closed road, to ensure residents are aware of the event. Signage on the tape should provide warning to the effect that: ' <i>event details in progress – please keep off road – for access please contact (Provide mobile phone number(s)).</i> '	Before and during event	Applicant
Notify all emergency services and the Council in the event that the road closure is no longer needed.	If the event is cancelled	Applicant
If the event is cancelled after the road closure signs have been set out, the full TMP must remain in place for the approved road closure time period, or until the site traffic management supervisor (STMS – the person in charge of the traffic management plan) can liaise with police to ensure that there would be no risk to vehicular or pedestrian traffic if the event was cancelled and the TMP conditions removed.	When necessary	Applicant and Traffic Management Contractor
Compliance with the provisions of any other Act or Regulation applicable to the road closure event/activity. Permission to close the road for the event, is granted under and is confined to the provisions of the Transport (Vehicular Traffic Road Closure) Regulations 1965. This does not release the applicant from compliance with the provisions of any other law applicable to the circumstances of the road closure.	Before, during and after the event.	Applicant
Meet all costs associated with the temporary closure of the road(s) and holding the event, including but not limited to: <ul style="list-style-type: none"> ○ The costs to contract a person/company qualified to prepare the TMP and undertake traffic management for the activity, and to hire signs or other traffic control devices (such as VMS boards). ○ Meet the reasonable cost of any Council staff required in relation to the event, if this is required. 	Before, during and after the event.	Applicant
Manage all activity on the event day and ensure appropriate people are available to respond to any issues on site on the day, in relation to the event.	Before and during the event.	Applicant

After the event



Condition	When	Responsible
Arrange for an inspection of the road surface and fixtures, and communicate the outcome to the applicant.	After the event	The Council

Strategy and Operations Committee agenda (16 November 2021) - Decision - Road Closures (Triathlon events)

All signs and barricades restricting access to the roads, and all temporary structures (e.g. stages, toilets, start/finish lines) relating to the event, must be removed from the closed road.	After the event but before the road reopens	Applicant, Traffic Management contractor
Clear all litter and debris from the road to the satisfaction of the Council.	After the event	Applicant
Meet all costs incurred in making good any damage to Council property or any third party property, and all costs incurred by the Council or any third party in making good any such damage, whether reported or not.	After the event	Applicant
Provide feedback to the Council on the road closure and event. This may involve a debrief meeting at a mutually agreeable time, with the Council and other stakeholders where required.	After the event	The Council, Applicant



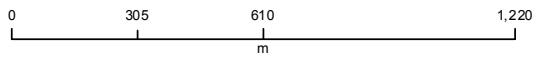
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DISCLAIMER: NPDC assumes no responsibility for the completeness or accuracy of the data displayed on the plot. To be used for indicative purposes only.

HORIZONTAL DATUM
 New Zealand Geodetic Datum 2000

MAP PROJECTION
 New Zealand Transverse Mercator



Taranaki Tri Festival Map

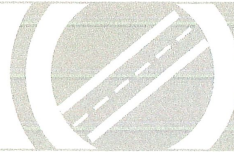


Date: 10/18/2021

1:16,000



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



FORM
Submission on a
temporary road closure

1. Submitter's details

1a. Submitter's full name: **PURNA CHANDRA GURRAM. (CUSTO RESTAURANT, BAR&CAFE)**

Postal address: **198 OCEANVIEW PARADE, BREAKWATER BEACH, MOTUROA, 4310.**

Contact details: [Redacted]

Email address: [Redacted]

1b. Contact persons's name (if different from above): [Redacted]

Postal address: [Redacted]

Contact details: Phone () Mobile () Fax ()

Email address: [Redacted]

2. Event details

2a. Name of event: **TRIATHLON FESTIVAL 2022.**

2b. Event organiser: **SB EVENTS.**

2c. Site address/location (provide full details): **OCEANVIEW PARADE, BREAKWATER ROAD, MOTUROA.**

2d. Brief description of the proposed activity: **ROAD CLOSURE ON 25, 26, & 27th MARCH 2022 TO HOLD CONTINENTAL CUP TRIATHLON EVENT.**

3. Submission

3a. Do you support or oppose the temporary road closure?

I support the application I oppose the application

The particular parts of the application I support or oppose, or wish to comment on, are

WE OPPOSE THE ROAD CLOSURES OF BOTH PARTS & FULL ONE, AS IT IS GREATLY AFFECTING THE BUSINESSSES DURING THE EVENT WHICH ALWAYS TEND TO HAPPEN DURING WEEKENDS. THOUGH THIS EVENT WAS HAPPENING OVER THE YEARS, THERE WAS NO SUPPORT FROM THE EVENT CO-ORDINATOR / COUNCIL / POST FOR THE BUSINESS DAMAGE & INTERRUPTION.

Continue on a separate sheet if necessary

Please turn over

COUNCIL USE

Date received: **8/10/21** Property ID: [Redacted] Classification#: [Redacted] File Ref: **RT-15-14**

Time received: **10.50am** Legal ID#: [Redacted] TechOne#: [Redacted] Document#: **8637009**

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand, Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdct.govt.nz, Website www.newplymouthnz.com

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand. Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

3. Submission (continued)

3b. The reasons for making my submission are

During this event every year ~~during~~ ^{over} the weekends causes considerable damage to the businesses we always have closed the doors during the main event & partial business for the kids triathlon. We urge the Council & the event Co-ordinator to move to a different place for the event, to sustain the businesses during the pandemic.

Continue on a separate sheet if necessary

3c. I wish New Plymouth District Council to make the following decision

We wish you to consider this application & re-locate the venue to a different place, where it wouldn't affect the businesses which is our livelihood. Hospitality sector is already struggling with the lockdowns & we are trying to stand on our feet, to keep afloat. Please support us with this.

Continue on a separate sheet if necessary

3d. Do you wish to be heard in support of your submission?

Yes No

3e. If others make a similar submission, would you consider presenting a joint case with them at a hearing?

Yes No

4. Submitter's declaration

Privacy statement

The personal information supplied by you in this form will be used only for purposes directly related to this matter and will be held in accordance with the provisions of the Privacy Act 1993 and the Local Government Official Information and Meetings Act 1987.

Your personal information will be kept confidential to the Council so far as permitted by law.

You have the right to access and request changes to your personal information at any time.

I confirm that I have read and understood the privacy statement above and declare that the information provided in this submission is true and correct.

 04 / 10 / 2021
Signature Date

PURNA CHANDRA CURRAM DIRECTOR
Name (print clearly) Title



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



FORM
Submission on a
temporary road closure

1. Submitter's details

1a. Submitter's full name Rahul Raghakrishnan (Catch & Co.)

Postal address 41, Ocean View parade
Breakwater Bay New Plymouth.

Contact details [Redacted]

Email address [Redacted]

1b. Contact persons's name (if different from above) [Redacted]

Postal address P.O. Box 6144, Moturua.

Contact details () () ()
Phone Mobile Fax

Email address [Redacted]

2. Event details

2a. Name of event TRIATHLON 2022

2b. Event organiser SB Events

2c. Site address/location (provide full details) Ocean view parade
Breakwater Bay
Port Taranaki.

2d. Brief description of the proposed activity Road closure on 25, 26, 27 March, 2022
to hold Continental triathlon event

3. Submission

3a. Do you support or oppose the temporary road closure?

I support the application I oppose the application

The particular parts of the application I support or oppose, or wish to comment on, are

- Greatly affecting businesses at Breakwater rd.
- Opposing part of full closure since they are never exercised correctly.
- Traffic management services have in the past years encouraged commuters to change their route

Continue on a separate sheet if necessary
Please turn over

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand. Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

COUNCIL USE

Date received 8/10/21 Property ID [Redacted] Classification# [Redacted] File Ref. **RT-15-14**

Time received 10:50am Legal ID# [Redacted] TachOne# [Redacted] Document# **8636903**

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3. Submission (continued)

3b. The reasons for making my submission are

- Every year road closures due to triathlon event causing considerable damage

- Event extends over the weekend & hospo businesses lose over 80% trade.

- Covid lockdowns have already caused a lot of damage & its getting more difficult to stay afloat.

Continue on a separate sheet if necessary

3c. I wish New Plymouth District Council to make the following decision

We wish that the council urge the events company to re-locate the event to a more suitable location that does not have businesses around.

Business being highly seasonal, we rely on the summer months so we can stay afloat during the rest of the year.

Continue on a separate sheet if necessary

- 3d. Do you wish to be heard in support of your submission? Yes No
- 3e. If others make a similar submission, would you consider presenting a joint case with them at a hearing? Yes No

4. Submitter's declaration

Privacy statement

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I confirm that I have read and understood the privacy statement above and declare that the information provided in this submission is true and correct.

Signature  Date 04/10/2021

Name (print clearly) Rahul Radhakrishnan Title Director



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



FORM
Submission on a
temporary road closure

1. Submitter's details

1a. Submitter's full name: RAHUL RADHAKRISHNAN (BAHON BREAKWATER CAFE)

Postal address: 49, OCEAN VIEW PARADE
BREAKWATER BAY, NEW PLYMOUTH

Contact details: [REDACTED]

Email address: [REDACTED]

1b. Contact persons's name (if different from above): [REDACTED]

Postal address: P.O. BOX 6144, MOTUROA, NEW PLYMOUTH

Contact details: Phone () Mobile () Fax ()

Email address: [REDACTED]

2. Event details

2a. Name of event: TRIATHLON FESTIVAL 2022

2b. Event organiser: SIB EVENTS

2c. Site address/location (provide full details): OCEAN VIEW PARADE
BREAKWATER RD.
PORT TRANAKI

2d. Brief description of the proposed activity: Road closure on 26th, 26, 27th March 2022 to hold continental cup triathlon event

3. Submission

3a. Do you support or oppose the temporary road closure?

I support the application I oppose the application

The particular parts of the application I support or oppose, or wish to comment on, are

I oppose the road closure on the said dates which greatly affects the businesses on breakwater road.

I oppose both the full & the partial road closure as partial road closures are never exercised correctly by the traffic management services & commuters are encouraged to not enter the breakwater road.

Continue on a separate sheet if necessary

Please turn over



Laird Street, Private Bag 2025, New Plymouth 4342, New Zealand, Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

Property ID: [REDACTED] Classification#: [REDACTED] File Ref: RT-15-14

Date Received: 8/10/21 Legal ID#: [REDACTED] TechOne#: [REDACTED] Document#: 8637029

Liardet Street, Private Bag 2025, New Plymouth 4342, New Zealand, Telephone 06-759 6060, Fax 06-759 6072, Email enquiries@npdc.govt.nz, Website www.newplymouthnz.com

3. Submission (continued)

3b. The reasons for making my submission are

Every year the road closures due to triathlon event have caused a considerable damage to businesses on breakwater road. The event extends over a period of 3-4 days which includes weekends & the hospitality businesses the least around 80-90% loss in revenue. We have had very less support from the events company or the council in the past & this year we are actively opposing the road closure as businesses have already been greatly affected by the pandemic.

3c. I wish New Plymouth District Council to make the following decision

We wish that New Plymouth District Council urge the events company to re-locate the event to a location that does not have businesses around and that way road closures & the event will not have any adverse effect on the livelihoods of the businesses that thrive are highly seasonal & thrive on general public visiting the breakwater bay with their family & friends.

- 3d. Do you wish to be heard in support of your submission? [X] Yes [] No
3e. If others make a similar submission, would you consider presenting a joint case with them at a hearing? [X] Yes [] No

4. Submitter's declaration

Privacy statement

The personal information supplied by you in this form will be used only for purposes directly related to this matter and will be held in accordance with the provisions of the Privacy Act 1993 and the Local Government Official Information and Meetings Act 1987.

Your personal information will be kept confidential to the Council so far as permitted by law.

You have the right to access and request changes to your personal information at any time.

I confirm that I have read and understood the privacy statement above and declare that the information provided in this submission is true and correct.

Signature: [Handwritten Signature] Date: 27/09/2021
Name (print clearly): RAHUL RADHAKRISHNAN Title: DIRECTOR

14th October 2021



Port Taranaki Limited
PO Box 348
New Plymouth 4340
New Zealand
Tel: (06) 751 0200
www.porttaranaki.co.nz

Port Taranaki Letter of Support for the Tri Taranaki Festival

To whom it may concern,

On behalf of Port Taranaki, I would like to confirm our full support of the Tri Taranaki Festival, and associated road closures, on the 26th and 27th of March 2022.

Port Taranaki believe that the Tri Taranaki festival is a well-run and prestigious event that has a very positive impact on the local and regional community. The event attracts competitors from across New Zealand and from around the world, when borders are open.

Last year, the event had over 700 competitors, approximately 90% of these competitors were from out of town requiring food, accommodation, and entertainment for a minimum of two nights. The event also attracts between 3000 and 6000 spectators into the Ngamotu beach and Ocean View Parade area. Ngamotu Beach is ideally suited to this event with access to calm, clean ocean water in close proximity to large green areas and open spaces supporting this event.

We believe that with some innovative thinking this event provides an opportunity for local business to benefit from the extra foot traffic and visitors to the area. It has been our experience that the event organisers use best endeavours to work with Ocean View Parade businesses to advertise their services to event participants and spectators.

Our experience has been that the event organisers are highly professional and provide very clear and detailed communication to stakeholders before, during and after the event.

In conclusion, Port Taranaki fully supports the Tri Taranaki Festival. We thoroughly enjoy having the event on Port owned land including the road along Ocean View Parade.

Kind regards,

Ross Dingle
Port Taranaki Limited



22 October 2021

New Plymouth District Council
84 Liardet Street
New Plymouth 4342

Tēnā koe

RE: Support for Triathlon Events 2022

Venture Taranaki fully supports the Continental Cup and NZ Schools & Sprint Championships scheduled to be held in New Plymouth in March 2022.

Taranaki has long been recognised as a region able to host world-class events, the triathlon events are no exception. We have had a long association with triathlon as a sport, and SB Events as an events organiser who never fails to deliver events professionally and with the interests of all stakeholders and the community in mind.

As Taranaki’s Regional Development Agency, Venture Taranaki recognises the importance of maintaining and enhancing our reputation as a region that welcomes large scale events to help the region meet a range of strategic and sustainable growth objectives. Events are a major driver of visitation to Taranaki, positioning the region as an attractive place to live, work and play. The importance of events to the region was captured in the co-designed Taranaki 2050 Roadmap and an action that fell from this Roadmap’s strategic objectives was the development of a Regional Events Strategy. This strategy was finalised in 2020, recognising that a high-performing regional events programme would assist Taranaki in achieving the intergenerational vision our region has set. The triathlon events have for many years been a main contributor to our events programme.

Each year, the triathlon events are of a very high calibre and, pre COVID-19, attracted many international competitors. It is an event that the community gets behind, and that inspires our youth and our community into active lifestyles and pursuits, and, as such, it is an event that Venture Taranaki fully supports.

The event organiser has ensured access to the businesses along Ocean View Parade remains by keeping one side of the road open, and is unquestionably prepared to work with the businesses further to help alleviate any additional concerns. This is an event that brings a large amount of people to the Ngāmotu Beach area so there could be great opportunities for businesses in the area to take advantage of the crowds and undertake promotions and special offers for both the numerous spectators and the entrants.

For these reasons Venture Taranaki is proud to support the Continental Cup and NZ Schools & Sprint Champs in 2022, and we look forward to the continued value that this event brings to the Taranaki region.

Nga mihi,

Justine Gilliland
Chief Executive/Tumu Whakarae
Venture Taranaki/Te Puna Umanga

TRAVEL SAFETY AND ACCESS IMPROVEMENTS - HUATOKI STREET

MATTER

- The matter for consideration by the Council is changes to parking controls at various locations across New Plymouth.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report and pursuant to the New Plymouth District Council Consolidated Bylaws 2008 Part 13: Traffic, the following parking controls in the New Plymouth District be imposed:

Item 1 Pedestrian crossing improvements on Huatoki Street.

- Revoke one restricted (P120, 8.00am to 5.00pm) on-street parking space on the north side of Huatoki Street from 12.9m to 18.4m (5.5m) measured in a westerly direction from the prolongation of the west kerb of Carrington Street.**
- Create a parking prohibition (no-stopping) on the north side of Huatoki Street from 12.9m to 18.4m (5.5m) measured in a westerly direction from the prolongation of the west kerb of Carrington Street.**

COMPLIANCE	
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: <ol style="list-style-type: none"> Endorse all of the proposed changes. Do nothing.
Affected persons	The persons who are affected by or interested in this matter are the residents/property owners and users of the transportation network in the relevant locations. The views of these persons are discussed in this report.
Recommendation	This report recommends Option 1 for addressing the matter.
Long-Term Plan / Annual Plan Implications	There are no implications for the Long-Term or Annual plans.
Significant Policy and Plan Inconsistencies	There are no significance implications for Council Policies or Plans.

EXECUTIVE SUMMARY

2. In 2019 Huatoki Street was identified for upgrade as the existing footpaths and road pavements were at the end of their lives and required replacing.
3. Workshops were held with the local community in what was one of the first neighbourhood led design processes.
4. The upgrades aimed to address safety concerns identified by local residents, the school and businesses, including but not limited to:
 - speeding traffic;
 - poor driver behaviour at the zebra crossing;
 - visibility at the existing crossing point near Huatoki/Carrington intersection.
5. Solutions proposed by the community, such as speed humps and raised crossing points were incorporated into a concept design. After consulting with local community, and making amendments to the design to address concerns from the businesses regarding loss of parking a consensus was reached and the design approved.
6. This approved design included reducing the width of the Huatoki/Carrington Street intersection to make it safer for pedestrians crossing the road.
7. Subsequently, during the implementation of the project, concerns were raised that this reduction in width would prevent traffic stacking in two side-by-side lanes at the intersection. As a result, vehicles turning right out of Huakoki Street onto Carrington Street would hold up vehicles queueing to turn left.
8. In response to this pressure from the community, the design was amended in order to allow the vehicles to queue in two lanes. However, in doing so, the safety risk associated with the visibility of pedestrians crossing at the intersection was not addressed by the project and allowed to remain.
9. As a result, further work that necessitates some changes to the parking controls is now required to address this risk adequately. This report recommends changes to the existing parking controls in order to allow the necessary safety upgrades to occur.

BACKGROUND AND DISCUSSION

10. In 2019 Huatoki Street was identified as a candidate for a Neighbourhood Streetscape upgrade as the footpath and pavement was at the end of its useful life and due for a full replacement.
-

-
11. Council Officers initiated a workshop with the residents, school, and business owners to understand their concerns with Huatoki Street, what they liked, didn't like, and what they would like to see improved, the key feedback received focused on:
- Speed along Huatoki Street and of vehicles turning left onto Huatoki Street from Carrington Road.
 - Visibility at the crossing point near the Huatoki/Carrington intersection.
 - Poor driver behaviour at the zebra crossing.
 - Visibility concerns when exiting driveways.
 - Uneven footpath.
 - Inconsistent cycle lanes.
 - Wait times at the Huatoki/Carrington intersection.
 - Sunstrike in winter.
 - Left-turn lane at Huatoki/Carrington intersection.
12. The residents, school, and business owners also made the following suggestions to improve Huatoki Street:
- Raised pedestrian crossing and/or speed humps.
 - Shared pathway, with an improved surface.
 - Undergrounding the power poles.
 - Seats and trees (that encourage native birds) along the road.
 - Parking restrictions opposite the shops to support turnover.
 - Grass berms.
 - A nicer school entrance with seats and planting.
 - Improved kerb crossings for prams and wheelchairs.
 - Roundabouts at both Huatoki/Hursthouse and Huatoki/Carrington.
-

-
13. The preliminary design was prepared based on this feedback, and went to the community for discussion, there were concerns received in particular from the businesses in regards to parking loss. Amendments were made to accommodate more restricted parking and a general consensus was reached.
 14. A report to amend the parking controls that would enable this project, that included a copy of the Preliminary Design, was presented to and approved by Council at the [Strategy and Operations Committee](#) on 12 November 2019.
 15. A Road Safety Audit (RSA) on that preliminary design was undertaken which recommended slight amendments which were included in the detailed design. This audit also commented on the likely increase in congestion due to the proposed raised safety platform.
 16. On commenting on the RSA, Officers took a view that the improvements to pedestrian amenity outweighed the potential increase in congestion and that the principle of Reduced Demand would result in congestion dissipating over time.
 17. The detailed design was prepared by a local engineering consultancy. Minor updates were made from the preliminary design as this process involves surveying the existing carriageway. These minor changes did not result in a reduction to the originally proposed on-street parking. An RSA on that detailed design was also undertaken and that design updated accordingly.
 18. The detailed design RSA did not raise any concerns with regard to the raised safety platform (although it is worth noting that it is best practice for the Safety Audit Team to reference previous RSAs and they may have chosen not to comment as it was raised previously).

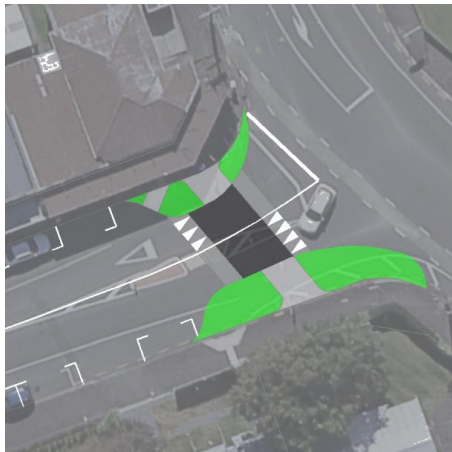
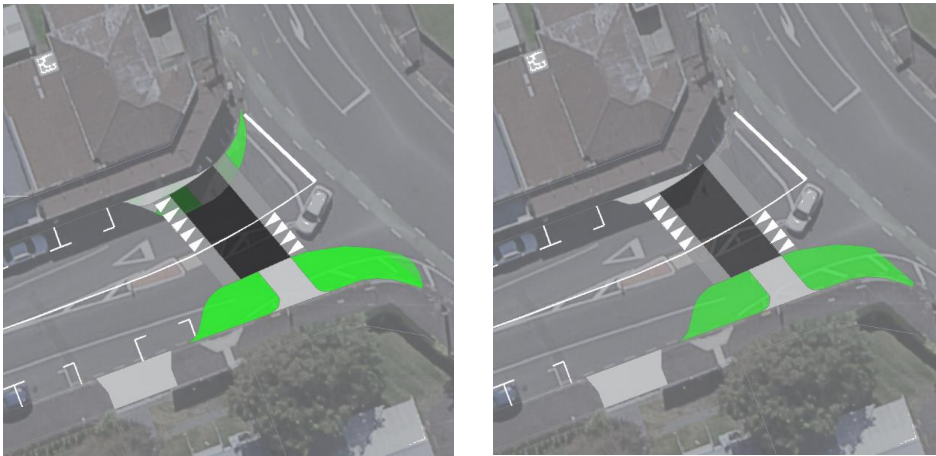


Figure 1. Detailed Design of raised safety platform, Huatoki Street.

-
19. Construction began June 2020 and the raised safety platform at the intersection of Carrington and Huatoki was completed and opened to the public August 2020.
 20. Council received a series of complaints following the reopening of the intersection as the narrowing of the road at the location of the raised safety platform caused increased congestion at peak times. This is because it was no longer possible for both left and right turning vehicles to queue side-by-side.
 21. In response to public pressure, Officers agreed to amend the raised safety platform to increase the width of the east bound lane to allow for both left and right turning traffic to approach the limit line ensuring that small amounts of right turning traffic did not hold up left turning traffic.



Figures 2 and 3. Amended Design of raised safety platform, Huatoki Street.

Note: Differences shown on Figure 2 which include:

- Kerb extensions on the northern end removed to allow for vehicles.
- The widened vehicle crossing for #5 Huatoki resulted in a loss of one on street parking space (P120).
- Storm-water issues necessitated the slight change in shape of the kerb extension on Carrington.

22. In an attempt to address the concerns being raised by motorists, Council Officers compromised on the design and inadvertently reintroduced a risk to pedestrians that the original project aimed to design out. Figure 4 illustrates how vehicles waiting at the intersection screen the visibility of a pedestrian crossing Huatoki Street and can hide vehicles turning right from Carrington Street onto Huatoki.
-

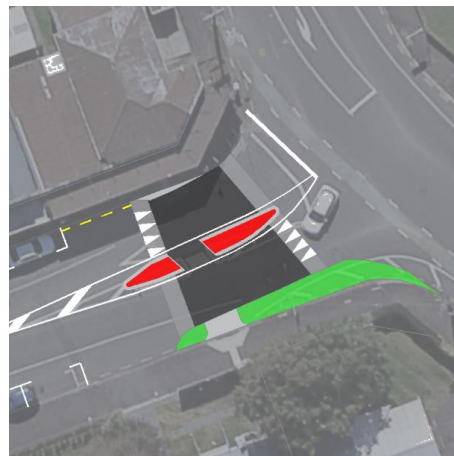
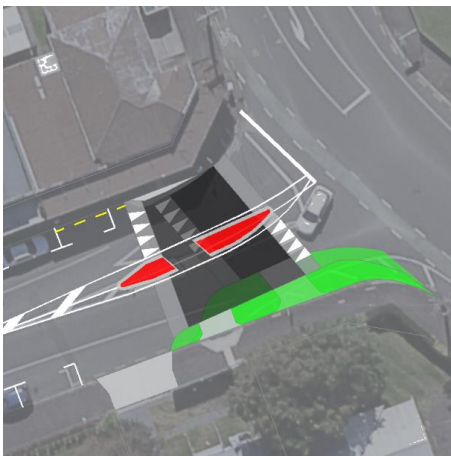


Figure 4. Indication of risks associated with Amended Design of raised safety platform, Huatoki Street.

Key risks include:

- Visibility to crossing pedestrians may be obstructed by the closer lane of queuing traffic, increasing the risk of them being struck by vehicles approaching the limit line on the 'far' lane (yellow arrow) as they cross Huatoki.
- Right turning vehicles may obstruct visibility between northbound vehicles on Carrington Street and left turning traffic coming out of Huatoki Street, increasing the likelihood of the left turning traffic encroaching into the cycle lane on Carrington Street creating a hazard for passing cyclists (green arrow) which the left turning traffic may also struggle to see.

23. The physical work to modify the platform was undertaken in September 2020.
24. The project was completed in December 2020 and then subject to a post construction RSA. This audit identified that the crossing point at the intersection of Huatoki and Carrington created a significant risk to crossing pedestrians, and the decision was taken to close this crossing immediately while Officers worked on a solution.
25. A short term solution was then implemented (and is still in place) which involved the loss of a single car parking space while allowing pedestrians to cross. A more permanent solution required this car parking space to be permanently removed (current proposal).



Figures 5 and 6. Proposed Design of raised safety platform, Huatoki Street.

Note: Differences shown on Figure 4 which include:

- Pedestrian refuge islands added and crossing moved farther from Carrington.
- Raised safety platform extended west.
- Kerb extensions on the southern and northern ends reduced to allow for vehicles.
- On-street parking removed to allow for visibility between pedestrians and vehicles.

26. This change will allow for crossing pedestrians to have greater visibility when crossing at this busy intersection, provides a pedestrian refuge and ensures that small amounts of right turning traffic does not hold up left turning.

Item 1 Pedestrian crossing improvements on Huatoki Street

27. This item proposes the removal of one P120 car park (currently incorrectly signposted as a P10) on the northern side of Huatoki Street near the Carrington Street intersection. The primary purpose of this proposal is to provide a safe crossing point for people wanting to cross the road.

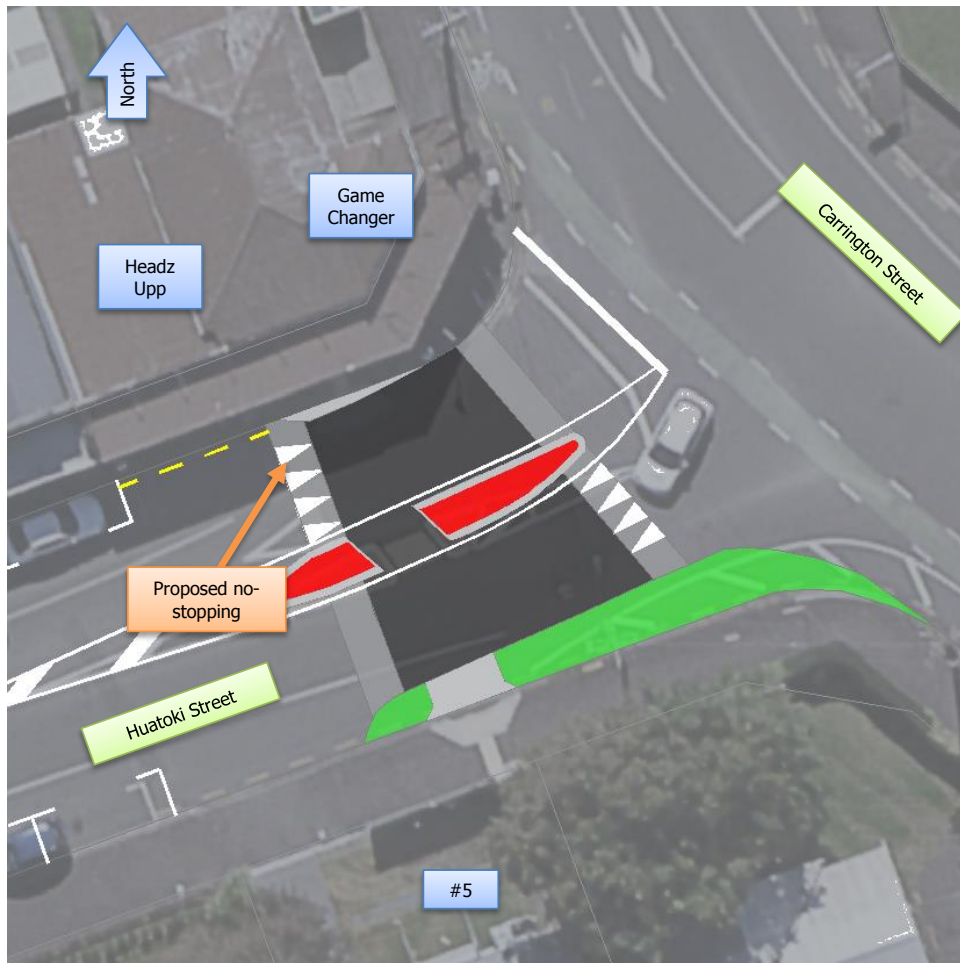


Figure 7. Plan of proposed changes to Huatoki Street.

-
28. This item was publicly notified in the *Taranaki Daily News* on 29 September 2021, there was also a letter drop to all adjacent business owners and residents and Officers met with business owners to discuss the proposals. There has been significant feedback received, some relating to the removal of the on-street parking space and a lot referencing the wider Huatoki project. This feedback and Officers' responses to it can be found in Appendix 1 and 2. Overall there is very little support from the adjacent community for the loss of this car parking space, and the safety improvement that is proposed.
 29. In terms of what is being proposed, Officers acknowledge that there is a reduction in the amount of restricted parking initially promised to the adjacent businesses. As a result, Officers are committing to undertake a review of the on-street parking restrictions in the local area, but due to the urgency of addressing the public's safety this parking review will have to wait until early 2022.
 30. Due to the immediate safety concerns that need to be mitigated Officers are recommending Option 1 followed by further engagement with the local community to look at what parking restrictions would best suit their needs.
 31. Council is expected to provide a safe and accessible road network for all users. If this change is not made then our most vulnerable road users will be facing even greater risk when attempting to cross the road.
 32. In the future it is expected that there will be an upgrade to the intersections of Carrington, Huatoki and Hori streets. This is awaiting the outcome of the Integrated Transportation Strategy which is approximately 18 months away, prior to any work commencing on appropriate design and engagement.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

33. The Climate Change Commission advice to New Zealand Government has recommended "*reducing the reliance on cars*" as one of the three areas to focus on to reduce greenhouse gas emissions associated with transportation.
 34. Officers consider that the proposed restrictions detailed within Item 1 which amount to a reduction in on-street parking, will likely have little effect on the total number of vehicles on the network.
 35. The changes proposed under Item 1 will primarily mean the reconstruction of the pavement and footpath. This process will likely increase the amount of CO₂ generated by the transportation sector.
 36. Given the scale of what is proposed, Officers consider that there will be a minor change to the amount of CO₂ generated by the transportation sector should Council endorse Option 1.
-

NEXT STEPS

37. Should the Council endorse the proposed changes, Officers will task contractors to with undertaking the improvements to the raised safety platform. This work is planned to start in January 2022 and take four weeks to complete.
38. The works will likely include a road closure and night-work to reduce the time on-site and the impact on adjacent businesses and residents.

SIGNIFICANCE AND ENGAGEMENT

39. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance because the changes herein can be funded from current transportation budgets.
40. 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 are covered in the options assessment section of this report.
41. Under the New Plymouth District Council Bylaws 2008, Part 13 – Traffic; Council is required to publicly notify the proposed changes two weeks in advance of making the proposed change.
42. In addition, when making a decision a local authority must consider the views and preferences of people likely to be affect by or have an interest in the matter. In seeking these views, the principles of consultation outlined in Section 82 of the Local Government Act are observed by council officers.
43. Engaging with the community in order to seek their views and preferences varies depending on the nature of the matter at hand. The typical approaches are summarised in table 1 below.

Engagement Type	Engagement Description	When Appropriate
Tell	Council makes a decision and communicates it to the community.	Risk is high or accountability can't be shared – e.g. safety critical issues.
Sell	Council makes the decision and "sells" it to the community based on the perceived benefits	Risk is high or accountability can't be shared but there is a need to create commitment
Test	Council presents its thinking/ideas and invites feedback before developing a solution	Council has information that is sensitive and can't be shared or accountability can't be shared but it wants to seek input from the community.
Consult	Council presents a tentative solution/decision that is subject to change and invites feedback before making a final decision.	The communities ideas and involvement are desired but the risks are high, or technical constraints narrow the options or the community lacks the required skill/experience
Collaborate	Council establishes some boundaries and then works with the community to co-create the solution.	Typically risks are lower and between the council and community there are the required skills. Accountability can be shared for the outcomes.
Delegate	Council establishes some boundaries and then hands over the solution and decision making to the community	Risks are low. The community has the necessary skill and experience to deliver on their own and can be accountable for the outcome.

Table 1 – Community Engagement Spectrum (adapted from the International Association for Public Participation)

44. Traffic controls are typically constrained by the technical requirements of the Land Transport Rule; Traffic Control Devices Rule (2004) and the New Zealand Transport Agency Traffic Control Devices Manual. As a result, the "consult" engagement type is often the most appropriate and council officers will design a solution and then ask the affected/interested persons for their views on the solution.

OPTIONS

45. There are two options available to the Council:

Option 1 Endorse the proposed changes.

Option 2 Do nothing.

46. The two options have been assessed together below:

Financial and Resourcing Implications

47. The costs associated with marking the proposed changes include the reconstruction of concrete, pavement, changes to signs and road-marking, and associated administration costs. There is a \$150k contingency within the budget for the Huatoki Street project. The estimated cost of the proposed changes is \$120k.
48. There are not short term associated costs should the Council choose not to change parking controls at this time. Council could incur costs in future to address ongoing safety or access issues if they are left unresolved.

Risk Analysis

49. The risk associated with making the proposed change are minimal. The proposed changes are as a result of recommendation within the Post-Construction RSA undertaken on completion of the physical works.
50. Not making the proposed change may be perceived by the community as negligence on the part of Council and affect the Councils reputation.

Promotion or Achievement of Community Outcomes

51. The proposed changes promote the 'Community' outcome of achieving wellbeing through a safe and connected community.

Statutory Responsibilities

52. The proposed changes enable the Council to meet its statutory responsibility to provide efficient, effective, and appropriate infrastructure to meet the needs of the community. The necessary pavement markings and signs needed to make the proposed changes must comply with:
 - Land Transport Rule; Traffic Control Devices Rule 2004.
 - New Zealand Transport Agency; Traffic Control Devices Manual, Part 13 - Parking Control.
 - New Plymouth District Council; Bylaws 2008, Part 13 - Traffic.

Consistency with Policies and Plans

53. The proposed changes are consistent with the Long-Term Plan. 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

54. As the matter for consideration by the Council is limited to changes to existing infrastructure and does not relate to ancestral land, water, waahi tapu, valued flora, fauna, and/or other taonga; council officers have determined that there are no specific issues that relate to Māori with either option.
55. As a result, council officers have not consulted with iwi on the matter.

Community Views and Preferences

56. All adjacent businesses were directly consulted regarding the proposed changes via letter drop. In addition to this there has been a general notification in the local newspaper as a way of informing the wider community.
57. The community views and preferences are general described in the Background and Discussion section of this report and further detailed in Appendix 1 and 2.

Advantages and Disadvantages

58. Making the proposed changes in line with Option 1 would contribute towards reducing harm on the transportation network and would meet the expectations of the wider community.

OPTION SUMMARY	Opt. 1	Opt. 2
Financial and Resourcing Implications	✓	-
Risk Analysis	✓✓	n/a
Promotion or Achievement of Community Outcomes	✓	n/a
Statutory Responsibilities	✓	n/a
Consistency with Policies and Plans	✓	X
Participation by Māori	n/a	n/a
Community Views and Preferences	XX	✓
Advantages and Disadvantages	✓✓	-

KEY: X Negative effect, ✓ Positive effect, - Neutral

RECOMMENDED OPTION

This report recommends **Option 1** which endorses the changes to parking controls

APPENDICES

Appendix 1 Feedback Received (ECM8644259)

Appendix 2 Submission Received (ECM8644260)

Report Details

Prepared By: David Brown (Traffic and Safety Engineer);
Liz Beck (Let's Go Lead) and;
Matt Richardson (Network Delivery Lead).
Team: Transportation
Approved By: David Langford (Group Manager Planning & Infrastructure)
Ward/Community: City Ward
Date: 20 October 2021
File Reference: ECM8644256

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

TRAVEL SAFETY AND ACCESS IMPROVEMENTS - HUATOKI STREET

Appendix 1: Feedback received

Item 1 Pedestrian crossing improvements on Huatoki Street.

Organisation	Feedback	Response
Game Changer	Site Visit – 20/9/21: Discussed concept plan	
	Email Received – 30/9/21	
	Does not support proposal to remove carpark	Noted
	Believes the intersection is unsafe for all road users	Noted
	Wants to see traffic calming on Carrington St to slow traffic making left turn into Huatoki St.	Traffic Counters being installed to measure traffic speeds. Design may be amended to include traffic calming based on results.
	Wants to know how many on-street carparks are allocated to a business.	Responded stating that Council does not have a policy relating to the requirement to provide on-street parking.
	Concerned about traffic congestion in the area specifically at peak times during the day.	The proposed layout allows for right/left turning vehicles at intersection.
Headz Upp Salon	Site Visit – 20/9/21: Discussed concept plan	
	Email Received – 30/9/21	
	Does not support proposal to remove carpark	Noted
	Trucks & Trailers cannot make turn into intersection	Tracking curves show that large vehicles can make this turn.
	Wants intersection 'squared up' so that vehicles approach the intersection and have to slow down to make a more abrupt turning manoeuvre (right angle turn)	Concept plan has been audited and confirmed to be the safest option for the intersection.
	Wants raised platform removed and chicanes installed similar to Mill Rd	Concept plan has been audited and confirmed to be the safest option for the intersection.

	Wants an interpreter for owners of the Sushi Shop/Fish and Chip for next round of consultation.	Noted – to be organised for any future consultation.
	Believes the intersection should never have been 'touched' – thought it was safe as per existing layout.	Safety Project addressed concerns for walking/cycling provisions in the area.
	Concerned about traffic congestion in the area specifically at peak times during the day.	Proposed layout allows for right/left turning vehicles at intersection.
Rumpty's Takeaways	Site Visit – 20/9/21: Discussed Concept Plan	
	Does not support proposal to remove carpark	Noted
	Concerned about loss of revenue for business and traffic congestion along Huatoki St.	Noted
	Thinks current crossing facility and amended design is unsafe, wants crossing moved further down the street.	Explained during site visit that crossing facility being moved further down Huatoki St would not be feasible.
Sushi Shop	Site Visit – 20/9/21: Discussed Concept Plan	
	Does not support proposal to remove carpark	Noted
	Does not want further disruption to business.	Noted
Vogeltown Bakery	Site Visit – 20/9/21: Discussed Concept Plan	
	Does not support proposal to remove carpark.	Noted
	Frustrated at ongoing works. Understands the need for a safe crossing facility.	Noted
	Concerned about loss of revenue for business and traffic congestion along Huatoki St.	Noted
	Wants any future works done during school holidays and at night.	Will be discussed with Contractor.
	People are not using current temporary crossing and just jaywalking across the road.	New crossing facility will alleviate this concern.

Vogeltown Pharmacy	Site Visit – 20/9/21: Discussed Concept Plan	Noted
	Appreciates the need for the intersection improvements	Noted
	Not directly impacted by the changes but if traffic calming measures are installed on Carrington St, does not want this to impact parking outside the pharmacy.	Noted
Shirley & Joe Conner – 3 Hursthouse St	SR – CSM21/503666	Council officers facilitating this request.
	Request to make deputation to Council meeting on 16 November.	Council officers facilitating this request.
	Requested access to all information relating to public consultation on Huatoki St including; initial proposal; amended drawings on website; safety audit and any other public information on project.	Further information sent
	Frustrated that concerns at initial consultation meeting were not listened to	Noted
	Traffic congestion problems	Noted
	Safety concerns from school students have not been solved	Noted
	Large vehicles now taking Hursthouse St to avoid Carrington/Huatoki intersection	Noted
	Pedestrian crossing points not being used	Noted
	Have collected a petition of 184 signatures of those that have concerns of the proposed changes.	Noted (petition attached as Appendix B)
Ruth Cotter – 168A Brooklands Rd	SR – RDE21/527931	Council officers called to explain purpose of changes and plan for new proposal.
	Intersection changes are not working. Concerned about traffic congestion.	Council officers called to explain purpose of changes and plan for new proposal.
Sonia Florence	SR – RDE21/527741	Council officers called to explain that new proposal allows width for left and right turning traffic out of Huatoki St.
	Concerned that recent changes are causing traffic gridlock.	Council officers called to explain that new proposal allows width for left and right turning traffic out of Huatoki St.
Sandy Powell	SR – RDE21/527699	Council officers called to explain that new proposal allows width for left and right turning traffic
	Concerned that location of new crossing point will not solve problems for pedestrians.	Council officers called to explain that new proposal allows width for left and right turning traffic

	New layout will not solve traffic congestion issues	out of Huatoki St and that safety audit results show the new crossing location is the best fit for the intersection.
Des Owen	SR – CSM21/503682 Concerned regarding traffic congestion and right turning vehicles out of Huatoki St.	Council officers e-mailed to explain proposed changes and acknowledging congestion issues.
Joy Lock – 32 Upjohn St	SR – CSM21/503643 Crossing to close to intersection Does not support proposal to remove carpark	Council officers called to explain the purpose of the changes and that parking in the area will be reviewed.
Aaron Kivell	SR – CSM21/503631 Concerned regarding traffic congestion	Council officers called to explain that proposed changes are for pedestrian safety and Council encourages motorists to take alternative routes during peak traffic times.

TRAVEL SAFETY AND ACCESS IMPROVEMENTS - HUATOKI STREET

Appendix 2: Submission received

Item 1 Pedestrian crossing improvements on Huatoki Street.

If you have concerns regarding the NPDC's proposed permanent solution to the crossing point at the intersection of Huatoki and Carrington Sts, please give your details. Total (184)

With your help we will try to make those concerned listen to us.
 Queries to Joe Connor 06 2811750

Name	Address or phone
Carole meredith	19A Huatoki St New Plymouth
Don GAWLTON	80 Fulford ST N.P.
Kerry Clark	214 Frankley Rd
LINDSAY BRIDGEMAN	86 SMART RD - HEDWICK N.P.
RICHARDSON KELVIN CHRISTINA	274 4/5 P-TONG ROAD OKATEA
RICHARDSON KELVIN	621 Frankley Rd N.P.
LINDSAY BRIDGEMAN	86 SMART RD N.P.
Kayce Mackinder	185 Glen Almond st N.P.
CHRIS HAUNTON	246 CARRINGTON ST N.P.
Brent Pavis	0277211085

10

Name	Address or phone
Tom Wells	21 Poplar drive 021089996
DASH THOMPSON	0211357180
JUDITH DAVEY	0275685727
Corinna Thomson	2272686577
Julia	02041372385
Camryn	02152136502
Sophie	0204865479
Miriam	0272179655
A V King	0211544943
of - Court	21 Akurama St
W. Brown	0210254046
TUCIPE	0210254046
Gene An	0274127825
Bebe - Beep beep	02102040911
Jess Keating	0273117711
Clarice	02108462627
A Bishell	0210707948
Sp Richards	0273855707
7 Kelly	0272322577
7 Kelly Bailey	0784051660
7 ANDREW BRIDGEMAN	0675894630P
7 Brian	0276589545
7 Karsten	0220290744
7 Tim Poplar - Chambers	0210626308
9 P. A. Thom	0277557961
9 Hannah Wye	0226181445
Margaret Sewell	7536621

27

Name	Address or phone
BRON	0211923889 25/9
Shona Rutherford	12 Carrington St 0210425171
2	0210425171

3

Name	Address or phone
711 HUATA	02106284035

Name	Address or phone
Chris O'Hara	027 7263686
Christine Hall	027 2693530
Gene Banks	7583738
Christina Butler	027 2760075
Suzanne Smith	027 568 564
Laurel Austin	7584429
Pam & Tony	06 7536421
Jacey Arbuckle	06 7588695
Jill Birchall	027 455 0806
Kelly Harvey	027 944 627
Lorna Woodall	06 7575948
Kathy Oates	027 6108424
Shirley Plimmer	027 303 9839
Arcon Amberson	021 833979
Janet Henderson	027 242853
Froxy Rouse	027 6106300
Bob Hardgrave	027 944 0031
Ruth Cotter	06 7534985
Sandy Ruff	027 3668616
Doreen Reine	7538277
J Gilman	0211166026
Queen Bennett	7534238
Helen Oliver	027 751 3662
Marion Okey	7534992
MR-MES SA CHAPMAN	758 6866
Diane Whittle	022 553 9709
Keremovic Ioli	027 398 11268
Miranda Elliott	027 254 7550
Jenness Hargley	75 3499 66
D. Anna	0221579837
① BOB	753 5594

Name	Address or phone
A. R. (Alice)	ADGYLE ST MAWERA
Gordon Pult 1pm	39 Barrett Road Whalers Gate
Sally Leatherbarrow	021 0232 1587
Jeff Leatherbarrow	022 29 0019
Dean Elger	027 245 7314

Name	Address or phone
Barry Hosking	63 Maquien Dr RD, NP
Lynn Gilbert-Smith	6 R of Janu Cr NP
Marene Barrowman	021 2942633
Jean Tuffery	556 Margorie Rd
David Young	7532544
Carol Pritchard	0276934595
Barbara Gregory	
Henderson	027242853
G. Primmell	7534238
S. Hosking	0273428826
Fair	067581326

11

Name	Address or phone
Kuntik Patel	119 Pennon street - 02245
David Jersey	27 Cunningham road - 027635115

2

Name	Address or phone
Emil Kettle	546 Cambridge st
Eric	232 Cambridge st
Monica Davis	0274641897

2

Name	Address or phone
Lark Prosser	0277705062
M. A. O'Leary	0274305661

Name	Address or phone
Paula James	0875460665 - 10 Alpine Cr.
Jay James	0272094100
Maia Mercurio	06 7828338 - 19A Huatoki St
LINDSAY BRIDGEMAN	06 7588968 86 SMART RD
Denza Koo	027 9421817 19 Huatoki
Lyndie Pringle	06 7833715 17A Huatoki 9/10
Christine + Graham Moxa	7532174
Kerry Coombes (Craig)	0272071119
Haojun Sun	021 069 5334
Warren Drought	0273743962
Dea Campbell	027 7465544
David Farish	0275535716
Joyleen Connell	0273656664
Haley Goble	0278454692
CLARE LYON	0273787745
Jennie Hamilton	0272250968
Caroline Martin	7535412
LEE ROSS	027 1349 322
P. W. Wille	022 687 191
Andrew Mue	022 363 0867
Sue Mower	027 4779799
S. Milled	022 394 74 801
Mikaela Thompson	0226436754
Ashley Smartt	0274200461
Phil Davis	0273489867
Shirley Connor	027 3351767
Jill L.	06 284 750

Name	Address or phone
Sheral May	21 Plimpton Street
Gracie May	21 Plimpton St
Daryl Schuler MM	271 Curragh St
Rae O'Grady	275 Carrington St.
Anna-Maree Harris	277 Carrington St
MURRAY HUNTER	2995 CARRINGTON ST.
JOHN APPS	40 MAUNGA HEIGHTS NP
Sheral Cursons	25 Tarahua Road Vogeltown
Bridget Tubbs	26 Huatoki St, Vogeltown
Maggie Bide	26 Huatoki St, Vogeltown
KEN BIDE	2 Hursthouse Street
Brett Nicholls	4 HURSTHOUSE ST.
Alie Gollard	6 Hursthouse St
Sharon Anley	10 Hursthouse St. NP
Gratiana Morsa	14 Hursthouse St NP
Martin Keegan	13 Hursthouse St NP
Alan Watt	16 Hursthouse St NP
Crista Wick	17 Hursthouse St NP
YAUGHAN PIMM	26 Hursthouse St Vogeltown
Paul Robson	10A WICKSTEED STREET NP
Norrie Rowley	59 Huatoki St. NP
Pawn Adams	11A Hursthouse St NP
Joe Johnston	11B Hursthouse St. NP
Lauren Woodard	11C Hursthouse St NP
Katharine Rapira-Chambers	13 Wicksteed St
Evyn Hodgkinson	9 Wicksteed Street NP
Ian Johnston	3 Wicksteed Street NP
Conrad Watt	3 Wicksteed Street NP
Chiara Ranallo	10 Wicksteed St, NP
	14 Wicksteed St NP

Name	Address or phone
Bula Bronze	02 7711 0044 10 W. Astwood
CAMERON BLENCONE	10 WICKSTEED STREET
Chris Heilich	5 Wicksteed St
Steve Broadfoot	11 Broadmore St
Suzy Broadfoot	11 Broadmore St
Nigel Adams	7 Broadmore St
Jana Eaton	12 Hursthouse St
Catherine Jordan	31 Huatoki St.
Jonathan Faulkner	35 Huatoki St.
Nelanie Faulkner	35 Huatoki Street.
Glenn Bell	32 Huatoki Street
Alice Pinkhorne	30 Huatoki Street
Laurel Davis	30 Huatoki Street.
Ioy Hedley	20 Huatoki St
R. HEDLEY	20 Huatoki St
W. S. Gold	20 Huatoki St
Maurangi Moko	18 Huatoki St
Kath Norman	18a Huatoki Street
Glen Ellis	15 Huatoki St
Carilyn Hinz	2/12 Flat Huatoki St.
Coren Lee	1/12 Huatoki St
Daryl Parker	44 Huatoki St
Brian Bonnard	10 HURSTHOUSE ST.
JEREMY HILL	5 Broadmore St.
Jim Tolhurst	292B Carrington St
P. Tolhurst	4 Tait
Sharon Sanford	292 Carrington St.
Rachel Walker	14 Ashmore Dr NP
Frank Gullin	21 Huatoki St
CASSETT GALLEY	21 HUATOKI ST

TRAVEL SAFETY AND ACCESS IMPROVEMENTS – CHANGES TO PARKING CONTROLS (CITY WARD)

MATTER

1. The matter for consideration by the Council is changes to parking controls at various locations across New Plymouth.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report and pursuant to the New Plymouth District Council Consolidated Bylaws 2008 Part 13: Traffic, the following parking controls in the New Plymouth District be imposed:

Item 1 Visibility improvements on Adam Lile Drive.

- **Create a parking prohibition (no-stopping) on the south side of Adam Lile Drive from 43.5m to 94.7m (51.2m) measured in a easterly direction from the prolongation of the east kerb of Ainslee Street.**

Item 2 Access improvements on David Street.

- **Create a parking prohibition (no-stopping) on the west side of David Street from 494.7m to 496.8m (2.1m) measured in a northerly direction from the prolongation of the north kerb of Tukapa Street.**

Item 3 Access improvements on Mount View Place.

- **Create a parking prohibition (no-stopping) on the west side of Mount View Place from 67.8m to 76.1m (8.3m) measured in a northerly direction from the prolongation of the north kerb of Ngamotu Road.**
- **Create a parking prohibition (no-stopping) on the east side of Mount View Place from 60.8m to 68.7m (7.9m) measured in a northerly direction from the prolongation of the north kerb of Ngamotu Road.**

Item 4 Restricted parking (P60) on Dawson Street.

- **Revoke two restricted (P15) on-street parking spaces on the east side of Dawson Street from 6.0m to 15.5m (11.5m) measured in a southerly direction from the prolongation of the south kerb of St Aubyn Street (SH44).**

-
- **Create two restricted (P60) on-street parking spaces on the east side of Dawson Street from 6.0m to 15.5m (11.5m) measured in a southerly direction from the prolongation of the south kerb of St Aubyn Street (SH44).**

Item 5 Restricted parking (bus parking and loading zone) on Robe Street.

- **Create an on-street bus parking space on the east side of Robe Street from 6.0m to 21.0m (15.0m) measured in a southerly direction from the prolongation of the south kerb of Vivian Street (SH45).**
- **Create a loading zone (goods and service vehicles only) on the east side of Robe Street from 21.0m to 30.0m (9.0m) measured in a southerly direction from the prolongation of the south kerb of Vivian Street (SH45).**

Item 6 Restricted parking (P60) on Young Street.

- **Create two restricted (P60) on-street parking spaces on the south side of Young Street from 64.0m to 75.5m (11.5m) measured in an easterly direction from the prolongation of the south kerb of Dawson Street.**

Item 7 Visibility improvements on Frankley Road.

- **Create a parking prohibition (no-stopping) on the east side of Frankley Road from 83.3m to 122.7m (39.4m) measured in a northerly direction along the eastern kerb line, from the northern edge of the northernmost raised safety platform located at the intersection of Brois Street, Waimea Street, and Frankley Road.**

Item 8 Pedestrian safety improvements on Frankley Road.

- **Create a parking prohibition (no-stopping) on the east side of Frankley Road from 83.3m to 122.7m (39.4m) measured in a northerly direction along the eastern kerb line, from the northern edge of the northernmost raised safety platform located at the intersection of Brois Street, Waimea Street and Frankley Road.**

COMPLIANCE	
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: <ol style="list-style-type: none"> 1. Endorse all of the proposed changes. 2. Endorse some of the proposed changes. 3. Do nothing.
Affected persons	The persons who are affected by or interested in this matter are the residents/property owners and users of the transportation network in the relevant locations. The views of these persons are discussed in this report.
Recommendation	This report recommends Option 1 for addressing the matter.
Long-Term Plan / Annual Plan Implications	There are no implications for the Long-Term or Annual plans.
Significant Policy and Plan Inconsistencies	There are no significance implications for Council Policies or Plans.

EXECUTIVE SUMMARY

2. This report recommends that Council endorses the proposed travel safety and access improvements in order to improve public safety and access.
3. The risks associated with these changes are minimal and the costs of this work are able to be covered within existing budgets. Should Council endorse the changes, it is expected that NPDC's contractors will complete this work within the following weeks.

BACKGROUND AND DISCUSSION

4. This report recommends that Council endorses traffic control changes that are proposed at five locations in order to improve public safety and access.

Item 1 Visibility improvements on Adam Lile Drive.

5. This item proposes to create a section of no-stopping along Adam Lile Drive to prohibit vehicles from parking on the inside of this bend and provide increased visibility for motorists as they drive through. This item was raised by a member of the public.

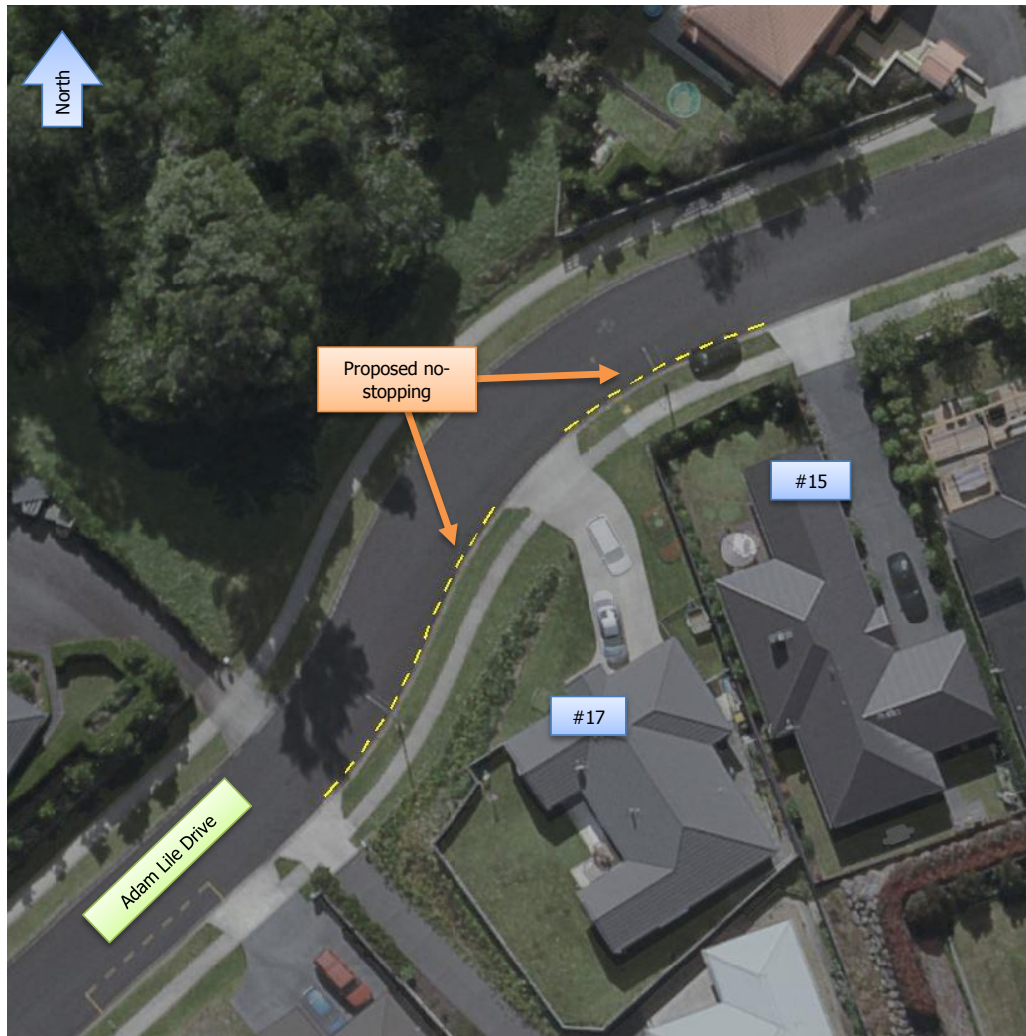


Figure 1. Plan of proposed changes to Adam Lile Drive.

6. The item was publicly notified in the *North Taranaki Midweek* on 22 September 2021, submissions were open for two weeks.
7. Letters were also delivered to adjacent property owners on 29 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
8. One local resident rang into Council to express their support of the proposal. At the time of writing this report, Council has not received any objections to this proposal.

Item 2 Access improvements on David Street

9. This item proposes to create a section of no-stopping on David Street to ensure access to private property remains unobstructed. Currently the space between the vehicle crossings to No.57 and 57a/b is too small and if a vehicle was to park here it would likely be an obstruction. This item was raised by a member of the public.



Figure 2. Plan of proposed changes to David Street.

10. The item was publicly notified in the *North Taranaki Midweek* on 22 September 2021, submissions were open for two weeks.
11. Letters were also delivered to adjacent property owners on 30 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.

12. One local resident rang into Council to express their support of the proposal. At the time of writing this report, Council has not received any objections to this proposal.

Item 3 Access improvements on Mount View Place.

13. This item proposes to create two sections of no-stopping along the Mount View Place adjacent to No.5 and No.6. The primary purpose prohibit cars from parking on this section of the carriageway (which is approximately half way along Mount View Place) so that a passing opportunity is made available.
14. This item was raised by a resident who stated that on-street parking makes it difficult to move along the street when traffic is coming the other direction.



Figure 3. Plan of proposed changes to Mount View Place.

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15. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
 16. Letters were also delivered to adjacent property owners on 29 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
 17. At the time of writing this report, Council has received two objections to this proposal and one in support, these responses are included in Appendix 1.
 18. One of the objections received in response to this proposal indicated that the Parking Enforcement Team were recently called out to this location and ticketed vehicles that were obstructing the footpath. With this prohibition in place and a passing opportunity made available, vehicles may be less inclined to obstruct the footpath in an attempt to allow for two way traffic.

Item 4 Restricted parking (P60) on Dawson Street.

19. This item proposes to change two time restricted on-street parking spaces from P15 to P60 near the intersection of Dawson and St Aubyn (SH44) streets to provide improved access to the adjacent residents and businesses. This item was raised by a member of the public.



Figure 4. Plan of proposed changes to Dawson Street

20. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
21. Letters were also delivered to adjacent property owners on 29 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
22. At the time of writing this report, Council has not received any responses to this proposal.

Item 5 Restricted parking (bus parking and loading zone) on Robe Street.

- 23. This item proposes to create two sections of restricted parking, one for buses and one for loading vehicles, near the intersection of Robe Street and Vivian Street (SH45).
- 24. The purpose of this proposal is to support to redevelopment of the Taranaki Cathedral of St Mary which has requested this change in line with its conditions of resource consent.
- 25. Having these restrictions on road reserve will make them available for all bus operators and loading vehicles in the area and will not be for the exclusive use of Taranaki Cathedral of St Mary.

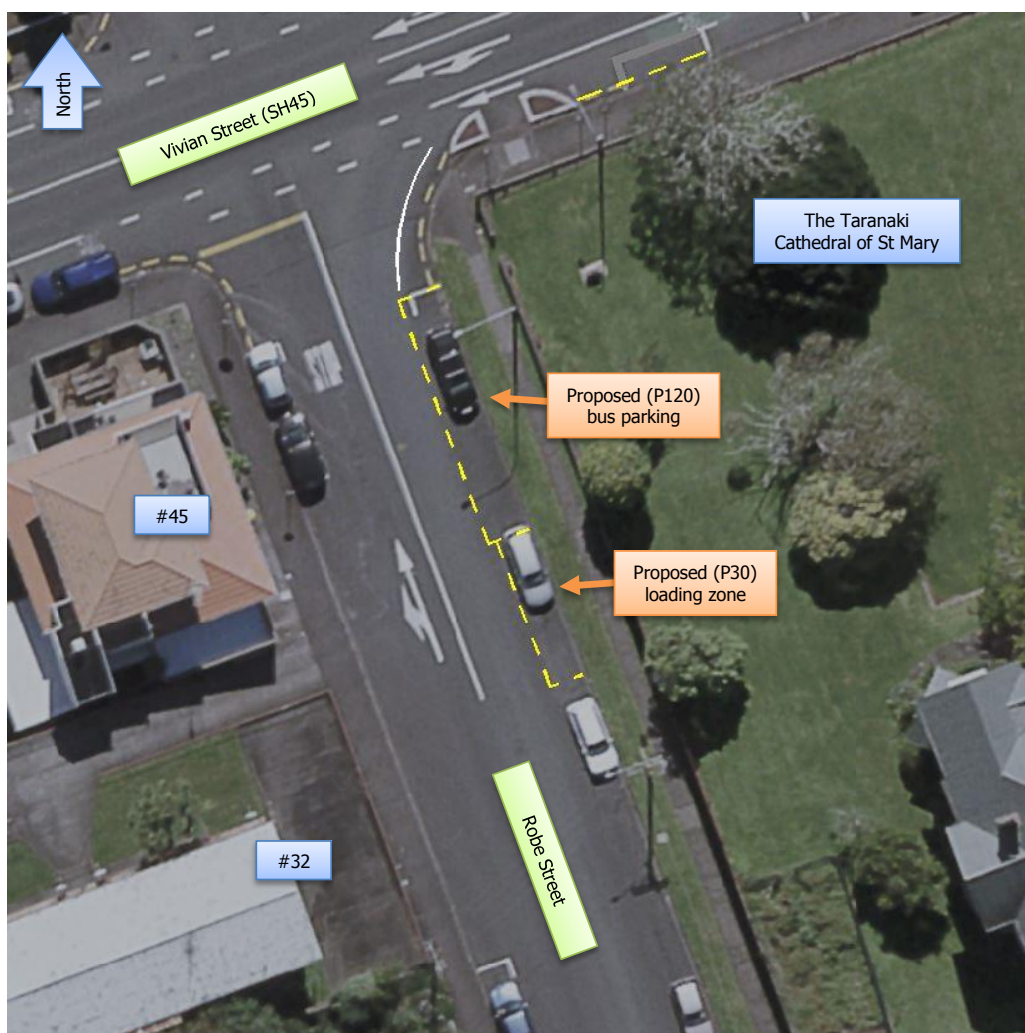


Figure 5. Plan of proposed changes to Robe Street.

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26. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
 27. Letters were also delivered to adjacent property owners on 30 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
 28. At the time of writing this report, Council has received five objections to this proposal and two in support, those objections are included in Appendix 1. The proposal is supported by Transit Coachlines and Withers Coachlines.
 29. The objections primarily focus on the loss of unrestricted on-street parking and the use of public land to support private activities.
 30. The feedback includes a petition in opposition to the changes. The petition stated that to remove the restricted parking 'would impact daily users of these parks whose only alternative will be paid parking at great cost. These parks should remain available for the general public use and CBD workers'.

Item 6 Restricted parking (P60) on Young Street.

31. This item proposes to create two time restricted on-street parking spaces on Young Street to provide improved access to the adjacent businesses. This item was raised by a member of the public.

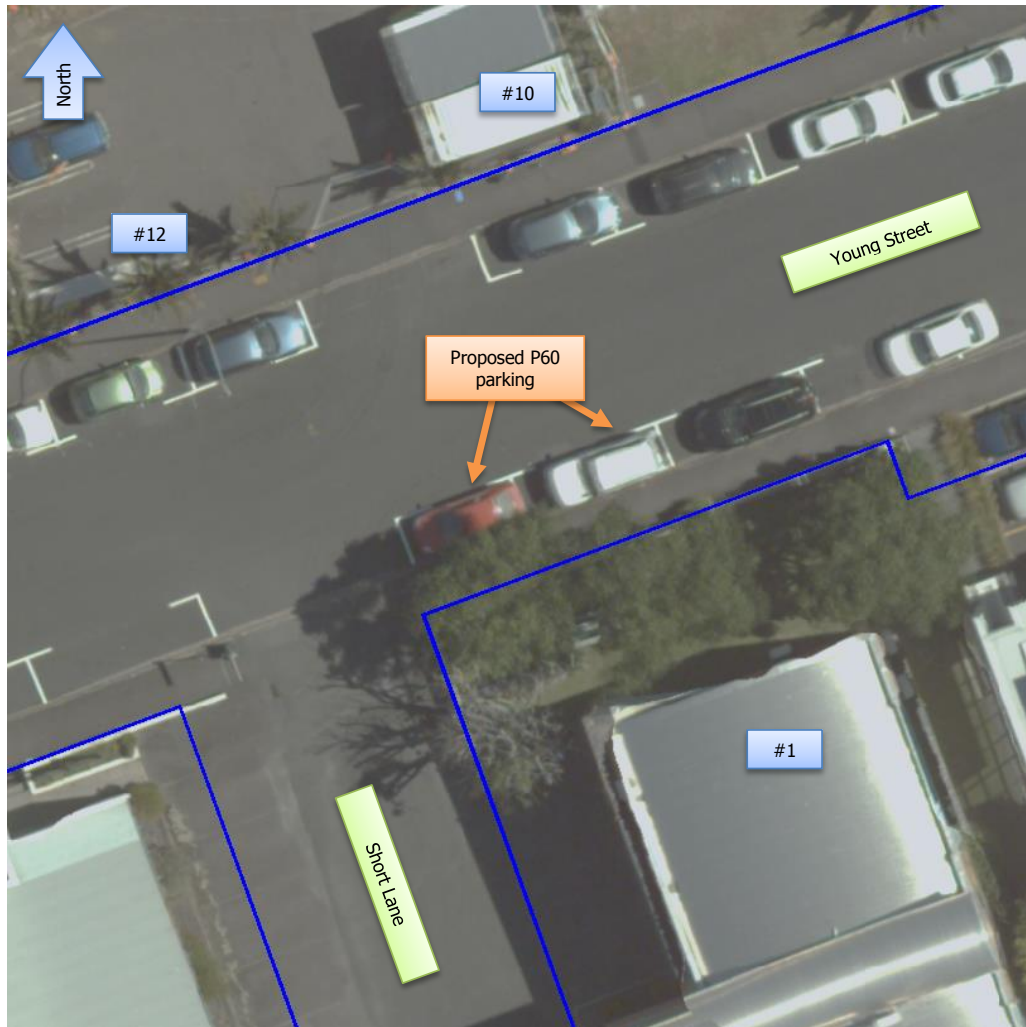


Figure 6. Plan of proposed changes to Young Street.

32. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
33. Letters were also delivered to adjacent property owners on 30 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
34. At the time of writing this report, Council has received one response in support to this proposal. No objections have been received.

Item 7 Visibility improvements on Frankley Road.

35. This item proposes to create a section of no-stopping along Frankley Road to prohibit vehicles from parking on the inside of this bend and provide increased

visibility for motorists as they drive through. This item was raised by a member of the public.



Figure 7. Plan of proposed changes to Frankley Road.

36. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
37. Letters were also delivered to adjacent property owners on 30 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.
38. At the time of writing this report, Council has received two responses in support to this proposal. No objections have been received.

Item 8 Pedestrian safety improvements on Frankley Road.

39. This item proposes to create four sections of no-stopping near intersection of Frankley Road, Waimea Street, and Brois Street to prohibit vehicles from parking in these locations and provide increased visibility to pedestrians as they cross the raised safety platforms on Frankley Road. This item was raised by a member of the public.

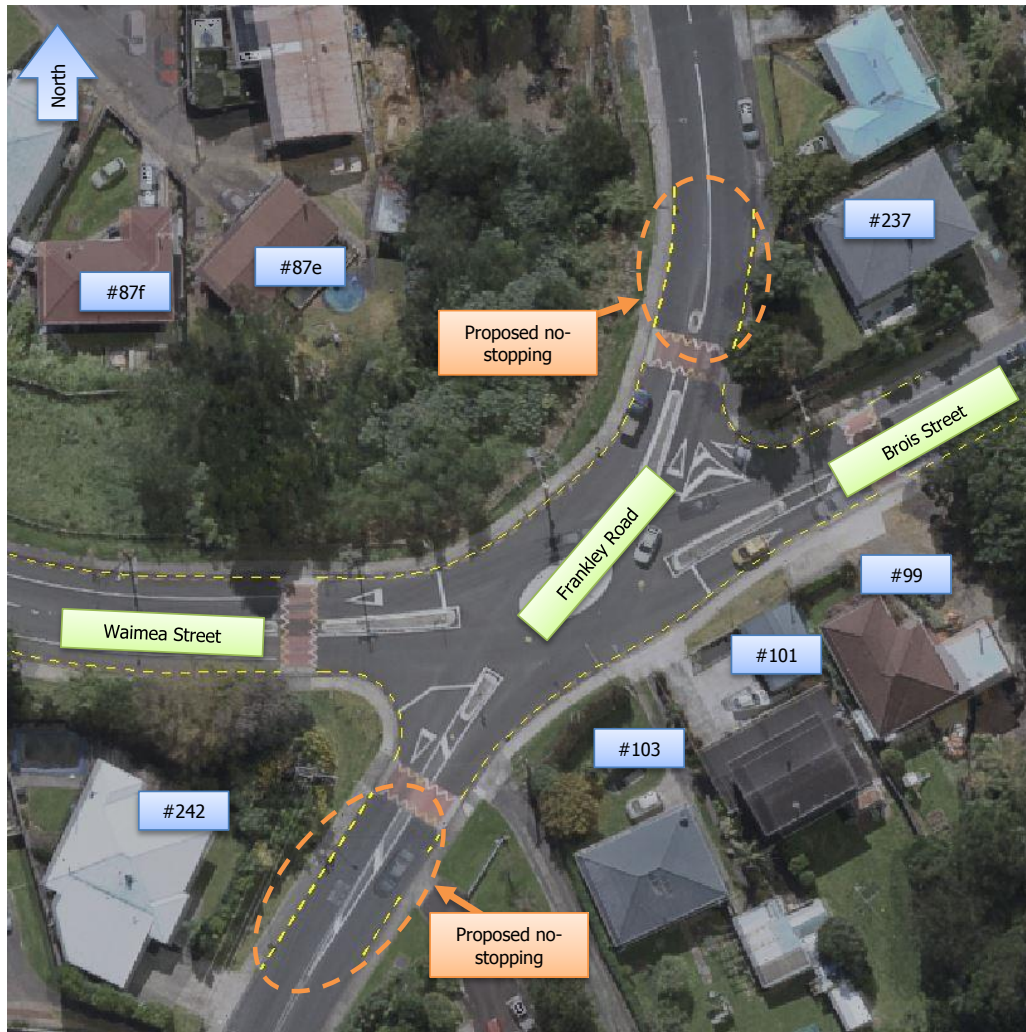


Figure 8. Plan of proposed changes to Frankley Road.

40. The item was publicly notified in the *Taranaki Daily News* on 22 September 2021, submissions were open for two weeks.
41. Letters were also delivered to adjacent property owners on 30 September 2021. A 'drop-in-session' that would normally be held at the Civic Centre for the community to come in and ask questions on the proposal was cancelled due to the Covid-19 restrictions that were in place at that time.

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42. At the time of writing this report, Council has received one response in support to this proposal. No objections have been received.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

43. The Climate Change Commission advice to New Zealand Government has recommended "*reducing the reliance on cars*" as one of the three areas to focus on to reduce greenhouse gas emissions associated with transportation.
44. Council Officers consider that the proposed restrictions detailed within Items 1, 2, 3, 4, 8, and 9, which amount to a reduction in on-street parking, will likely have little effect on the total number of vehicles on the network.
45. The changes proposed under items 5, 6, and 7 are intended to improve vehicular access and will likely increase the amount of CO₂ generated by the motor vehicle fleet.
46. The changes proposed under all items (Option 1) will mean the manufacture, delivery, and installation of signs and markings necessary to make the changes on the ground. This process will likely increase the amount of CO₂ generated by the transportation sector.
47. Given the scale of what is proposed, Council Officers consider that there will be a minor change to the amount of CO₂ generated by the transportation sector should Council endorse Option 1.

NEXT STEPS

48. Should the Council endorse the proposed changes, as a whole or in part, council officers will instruct our contractors to manufacture any required signage and install any required markings to finalise the changes.
49. It is expected that the installation of the signs and markings should be completed with four weeks of receiving notification that the proposed changes have been endorsed by Council.

SIGNIFICANCE AND ENGAGEMENT

50. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance because the changes herein can be funded from current transportation budgets.
51. 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 are covered in the options assessment section of this report.
52. Under the New Plymouth District Council Bylaws 2008, Part 13 – Traffic; Council is required to publicly notify the proposed changes two weeks in advance of making the proposed change.
53. In addition, when making a decision a local authority must consider the views and preferences of people likely to be affected by or have an interest in the matter. In seeking these views, the principles of consultation outlined in Section 82 of the Local Government Act are observed by council officers.
54. Engaging with the community in order to seek their views and preferences varies depending on the nature of the matter at hand. The typical approaches are summarised in table 1 below.

Engagement Type	Engagement Description	When Appropriate
Tell	Council makes a decision and communicates it to the community.	Risk is high or accountability can't be shared – e.g. safety critical issues.
Sell	Council makes the decision and "sells" it to the community based on the perceived benefits	Risk is high or accountability can't be shared but there is a need to create commitment
Test	Council presents its thinking/ideas and invites feedback before developing a solution	Council has information that is sensitive and can't be shared or accountability can't be shared but it wants to seek input from the community.
Consult	Council presents a tentative solution/decision that is subject to change and invites feedback before making a final decision.	The communities ideas and involvement are desired but the risks are high, or technical constraints narrow the options or the community lacks the required skill/experience
Collaborate	Council establishes some boundaries and then works with the community to co-create the solution.	Typically risks are lower and between the council and community there are the required skills. Accountability can be shared for the outcomes.
Delegate	Council establishes some boundaries and then hands over the solution	Risks are low. The community has the necessary skill and experience to deliver on their own and can be accountable for the outcome.

	and decision making to the community	
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Table 1 – Community Engagement Spectrum (adapted from the International Association for Public Participation)

55. Traffic controls are typically constrained by the technical requirements of the Land Transport Rule; Traffic Control Devices Rule (2004) and the New Zealand Transport Agency Traffic Control Devices Manual. As a result, the “consult” engagement type is often the most appropriate and council officers will design a solution and then ask the affected/interested persons for their views on the solution.

OPTIONS

56. There are three options available to the Council:

- Option 1 Endorse all of the proposed changes.
- Option 2 Endorse some of the proposed changes.
- Option 3 Do nothing.

57. The three options have been assessed together below:

Financial and Resourcing Implications

58. The costs for changing parking controls include changes to road-marking, signage, parking sensors, and associated administration costs. These costs are relatively low and are covered within existing operational budgets.
59. There are not short term associated costs should the Council choose not to change parking controls at this time. Council could incur costs in future to address ongoing safety or access issues if they are left unresolved.

Risk Analysis

60. The risk associated with changing parking controls are minimal. The proposed changes have come through via various requests from our community, as a result of known safety or access concerns, or to improve network functionality.
61. In some instances, the changes to parking controls are needed to address a current issue of non-compliance with standards, best practice, or bylaws. Not changing parking controls may be perceived by the community as negligence on the part of Council and affect the Council’s reputation.
-

Promotion or Achievement of Community Outcomes

62. The proposed changes promote the 'Community' outcome of achieving wellbeing through a safe and connected community.

Statutory Responsibilities

63. The proposed changes enable the Council to meet its statutory responsibility to provide efficient, effective, and appropriate infrastructure to meet the needs of the community. The necessary pavement markings and signs needed to make the proposed changes must comply with:
- Land Transport Rule; Traffic Control Devices Rule 2004.
 - New Zealand Transport Agency; Traffic Control Devices Manual, Part 13 - Parking Control.
 - New Plymouth District Council; Bylaws 2008, Part 13 - Traffic.

Consistency with Policies and Plans

64. The proposed changes are consistent with the Long-Term Plan. 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

65. As the matter for consideration by the Council is limited to changes to existing parking controls and which primarily involve changes to signs and markings and does not relate to ancestral land, water, waahi tapu, valued flora, fauna, and/or other taonga; council officers have determined that there are no specific issues that relate to Māori with either option.
66. As a result, Council Officers have not consulted with iwi on the matter.

Community Views and Preferences

67. All adjacent residents and businesses were directly consulted regarding the proposed changes via letter drop. In addition to this there has been a general notification in the local newspaper as a way of informing the wider community.
68. The community views and preferences are detailed in the Background and Discussion section of this report.
-

Advantages and Disadvantages

69. Changes to parking controls are often made to, improve safety, access, or convenience. Making the proposed changes in line with Option 1 would contribute towards reducing harm on the transportation network and would meet the expectations of the community.

OPTION SUMMARY	Opt. 1	Opt. 2	Opt. 3
Financial and Resourcing Implications	✓✓	✓	-
Risk Analysis	✓	✓	n/a
Promotion or Achievement of Community Outcomes	✓	✓	n/a
Statutory Responsibilities	✓	✓	n/a
Consistency with Policies and Plans	✓	✓	X
Participation by Māori	n/a	n/a	n/a
Community Views and Preferences	XX	X	✓
Advantages and Disadvantages	✓✓	✓	-

KEY: X Negative effect, ✓ Positive effect, - Neutral

RECOMMENDED OPTION

This report recommends **Option 1** which endorses the changes to parking controls

APPENDICES

Appendix 1 Feedback Received (ECM8644249)

Report Details

Prepared By: David Brown (Traffic & Safety Engineer)
 Team: Transportation
 Approved By: David Langford (Group Manager Planning & Infrastructure)
 Ward/Community: City Ward
 Date: 20 October 2021
 File Reference: ECM8644246

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

TRAVEL SAFETY AND ACCESS IMPROVEMENTS – CHANGES TO PARKING CONTROLS

Appendix 1: Feedback received

For the purposes of this report, personal information relating to the submitters that could be used to identify them has been removed from their feedback.

Item 3 Access improvements on Mount View Place.

Tēnā koe

I'm a resident of Mt View place and am against the council putting yellow lines down our road.

Mt view place isn't a main stream road, traffic is very minimal. Extremely unfair for the residents and their visitors to not have parking outside their houses. Never many cars parked during day as we all mostly have left for work, so shouldn't be a issue for rubbish collectors. I have lived in Fitzroy and the cars on the road there is a much bigger problem then what we have here. I feel some residents are a bit precious and need their life to be too perfect. Common courtesy when two cars need to pass isn't a issue. I dont feel there is a need for yellow lines on our road and dont see a problem

Kind regards,

Tēnā koe

We are in receipt of your letter dated 29 September 2021 regarding the above.

We are opposed to any no-stopping sections in Mount View Place.

The top end of the street nearer to the cul de sac is more congested than near No. 5 and No.6, therefore, access for residents and refuse collection vehicles would remain unchanged and would not improve.

This is essentially a one way street and, in our experience, drivers are courteous and give way to each other when needed. Also, as the street is narrow, vehicles are forced to travel slowly through the congested sections.

Refuse trucks do have difficulty if they come early on a Friday morning. To alleviate this, residents were parking two wheels on the kerb to allow access, however, the street was visited by a parking warden at 6.25 p.m. on a Thursday night and, I was told, most of the cars parked in the street were ticketed. I contacted the NPDC regarding this and was sent the NZTA Rules.

If no stopping sections are introduced into Mount View Place, we believe that section would only be the start and some residents do not have the option of off street parking.

Nga mihi,

Hello David,

We are pleased something is going to be done about the parking in our street. It has been a problem for some time now.

We have been concerned that especially at night time the parking has been so bad there is no way a fire-engine or similar would be able to get through.

It has become a problem mostly in recent times as a lot of the houses in the lower half of the street have sold to young people who have several others living with them, and they all drive cars.

Thanking you,

The letter that was sent out to the residents explained the issue and the reasons for the proposed changes. Council officers have responded to these submitters acknowledging their feedback.

Item 5 Restricted parking (bus parking and loading zone) on Robe Street.

I would like to formally notify you of my objection to the proposed travel access improvements planned for Vivian outside the Cathedral and Robe Streets. This is in response to your letter from the NPDC dated 30 September 2021.

Currently these spaces are used by people who work in the area. I work for Police and these parks are used by all staff working here.

The greater community doesn't benefit from removal of car parks that are used most days of the week by members of the immediate community (including residents who already have limited parking outside the addresses across the road) for the convenience of the Cathedral Project. The removal of those parks would be purely for the convenience / benefit of the Cathedral as there is no current demand for bus /service parks from any other identified stakeholder.

The Cathedral property already has ample land they can utilise for bus parking (in addition to the car parking already planned in their \$15million restoration project), based on the published plan below (2019 daily news) that "...allow[s] for substantial onsite carparking", some 30 parks, while still showing large unused areas of grass between the vicarage and Robe Street.

They could have their bus parks on the parking plan and visitors to the Cathedral could utilise the on-street car parking on a first in first served basis, like the rest of the community does.



Our issues are:

- *Health and Safety Issue: The removal of these parking spaces would impact on those who work shifts. Our staff require car parks close to the workplace, for safety reasons; when finishing their shift late at night (after 11pm). It is a safety issue for our staff leaving a lateshift and having to work up to 3 blocks or more to their car. They are unable to leave the building during their shift to relocate their vehicle closer to the station. The main aim of Police is to keep our community safe; and I am also aware that this is in line with the Council philosophy.*
- *Two Hour parking: We do not believe that making these car parks limited 2-hour parking would be of benefit to those people who are wanting to attend the Education Centre. If someone was to attend the centre for the day, it would mean they have to go out and move their car every two hours. Surely this would not work well for them.*
- *Lease Carparking: There is no opportunity for staff to lease a carpark closest to these worksites; as there is an 18 month waitlist for these leases. There are just not enough parks for workers as it is.*
- *Our work sites are not large enough to let staff have car parks on site. Therefore, the only alternative is to park on the street in the area.*
- *No Public Transport available: The public transport timetables are not a suitable alternative to staff bringing their own vehicle. There is no timetable that works with our hours of work. Neither is carpooling, as staff reside in different areas and work different shifts.*
- *City Workers: The New Plymouth District Council is reliant on our workers to keep the businesses and organisations running; in order to keep the city economy buoyant. I would suggest that the car parking situation is not at all helpful to local businesses. It not only affects the workers, but also those people who come into town to spend their money.*
- *Permissions: We are told that the new time parking spaces will be predominantly for buses and goods and service vehicles for the church conference/education centre. It is our understanding that when a new business is set up, they are to provide their own parking for their new business. How did this event centre get permission to be set up without having to provide its own parking? Why then are we being penalised by losing parks for our staff, when the business should have provided parking for their own venture.*
- *The introduction of a bus park and loading zone will block vision down Vivian Street making crossing the street dangerous for both vehicles and pedestrians. It is already hazardous having two lanes of traffic going in the same direction on a one way system, and travelling at speed.*

Suggestions:

- *The map showing the car park and building plan shows more than 30 car parks onsite. Why aren't some of these spaces utilised for buses and goods and services vehicles.*
- *Utilise the carpark across the road from the old house – St Mary's car park*
- *The goods and services vehicles such as couriers do not need an hour-long park when they are just a drop off and pick up service. Courier drivers as well as trade people need to be as close to the building as possible. Therefore, why can't they drive onto the Church property to deliver their goods/services. A courier driver dropping off packages will want to be as close to the building as possible, and not have to carry parcels/packages in from the street. The same would apply to any trades person, carrying his tools. He would want to park as close to the building as possible – not out on the street.*
- *Maybe the church could use the driveway that goes from Brougham Street through to Robe street and landscape their own land to allow for buses to drop off and pick up. A lot safer option for the passengers than a public busy road. All other businesses would need to allow for traffic within their own foot print.*

This is a matter of health and safety and is of concern to most of our staff. For your information and consideration of this submission.

Council officers have responded to this submitter and provided further information on the additional matters that they have raised above.

Attn: David Brown

Proposed Travel Access Improvements

The following is in response to your letter box drop; letter dated 30 September 2021.

Please record our objection to the proposed bus and loading zone parks on Robe Street.

As a resident of Robe Street, I note that the carparks are currently heavily used; often all taken by 7.30am during the working days of the week. Outside of normal business hours they are also popular for parking of residents' cars, shift workers at the police station and users of nearby business facilities; noting there are a predominance of restaurants and bars at the western end of the city.

To take out approximately six carparks to provide a bus park and a loading zone for essentially one user (namely St Marys Church) would seem both an unnecessary privilege and a waste of a parking asset. This also comes at a time when the closure of the Downtown carpark has placed added pressure on available street car parks in the location.

While you make the statement that they are not for the exclusive use of the Cathedral; in all honesty who else do you expect to use them? This is not a dedicated bus route so where are the buses coming from and who are they visiting? In terms of use of the loading zone, the only business in the area will be the conference facility to be developed within what was the Vicarage. How often will service vehicles be visiting that facility; if only once or twice a day isn't this a gross waste of an asset? If a loading zone is required, wouldn't it be more convenient to have closer access; that is from their own carpark at the rear of the building? Any other business use of this proposed loading zone will require the transport of goods across the busy State Highway of Vivian Street. How many of these other businesses will want to use this loading zone and is it something that the Council would want to encourage.

In the original resource consent, the Church went to great lengths to suggest that their change of use and development on their existing site (the conversion of the Vicarage to a conference facility) would only have a limited negative impact on residents and other users of the area. They did acknowledged that they would struggle to provide sufficient carparks on their own site and may come back to the

Council requesting that a number of the carparks in Robe Street be changed to limited time parking; say 120 minutes. One assumes that this may still happen. The impact of this change will be compounded if a number of carparks are also removed for the proposed bus park and loading zone.

In conclusion, one needs to ask is this something that the New Plymouth City Council would consider/suggest as part of its normal parking and road safety strategy; or is it simply in reaction to a private request to use a public asset?

Council officers have responded to this submitter acknowledging their feedback.

Good evening,

I wish to express my opposition to the proposed parking that Taranaki Cathedral Church of St Mary is applying for on Robe Street.

I work in the area and regularly use that space to park my car while I'm at work.

I rarely see anyone visiting that church, so I'm surprised they feel they need it. I've never noticed large groups visiting there either.

Kind regards,

Council officers have responded to this submitter acknowledging their feedback.

At the moment as it is a narrow street people park on the footpath and it creates a hazard for people with mobility so if there were lines indicating parks on the street people would be more likely to park on road.

Lots of police officers park on Robe Street and he has suggested that between council and police and government they should come up with an agreement to let police park in the old prison grounds seeing as they use that for training all ready (he realises it is not council land but wanted to suggest it as it would free up parking on Robe Street)

The people that park there often have big trucks so it makes visibility coming out of driveways difficult and people have to pull out onto the other side

Council officers have responded to this submitter acknowledging their feedback.

To New Plymouth District Council,

I am writing you on behalf of the signatories on the attached petition.

We strongly oppose the proposed changes to parking on Robe Street in favour of the development at St Mary's church or any other private land owner for that matter. These are public parks and we request that they remain so as indicated on the petition.

As residents we do have a challenge with parking for visitor's and private use, however we deal with this individually by making parking available off street on our own properties or manage around peak times. To make changes to favour individual properties is inappropriate.

The end of Robe Street concerned is residentially zoned. These parks are HEAVILY used day and night by residents the majority of whom have little if any offstreet parking, also primarily HEAVILY used and relied on by Police and corrections staff, New Plymouth High Court staff, Vet staff and many, many other central city workers. To make these parks restricted use would affect a very large group of the public. It would be no problem at all to obtain much larger number of signatories of effected people should the council approach city workers and users of these parks, and this should come as no surprise to the NPDC that there is large objection to this as they have made a earlier attempt to make changes for this development but as they were met with opposition they removed the application and refused a hearing to the opposition.

The proposed changes primarily the bus PARK(not stop) creates a very unsafe environment to the residents and road users and general public in this residential area. Robe Street is already used by many Vivian Street motorist's to rat run at speed constantly up robe and down Fulford to beat the traffic lights to access westown and the like, a bus and loading zone would have this traffic rounding the corner of Vivian and Robe with blinded vision at speed at significant danger to pedestrians and road users. The Bus would significantly narrow the road. You would be creating a significant hazard by creating these industrial/Commercial parks unsuited to a residential zone.

A bus and loading zone in a residential zone is very odd and would likely cause large impact through noise, caused by large engine noise, users of the bus or loading trucks, vans etc. If this change to parking was a requirement of the development then the appropriate time to request these changes and the consideration of such changes by NPDC and the public should have taken place during the consent process.

There is no use or need for a loading zone or bus park in this area, although it is proposed the parks would not be exclusive to St Marys, in reality there is no need or possible use for such a parking provision other than very seldom one would think for st Mary's, these parks will spend the majority of their time empty and unusable, quiet selfish actually. The entire area is residential. To suggest that the parks will be used by others is ridiculous. The applicant themselves St Mary's church made mention largely during their consent application that crossing the road across the state highway is extremely dangerous and should be avoided, in short there are no others to benefit from the changes other than the applicant.

St Mary's do not have any licences to operate anything other than a house of worship, and any application to operate outside of this use or applications to obtain further licences will be strongly opposed/contested by residents, it is completely inappropriate to effectively allocate public parking facilities already heavily used and relied on by the public, and civil servants to a private land user for basically their sole benefit, which again will seldom actually be used. The applicant already has a large number of parks on Vivian street allocated to 120 parking for their benefit. Has the applicant put forward in its request for the change any forecasted use or reason for requesting the change? This should also be made public.

Look forward to a response outlining the applicants proposed use, reason for the requested changes and the expected rate of use. Should this proceed to a hearing we would like to be present for this.

You will see on the signed petition that the signatories have provided email addresses and requested any future proposed changes on the publicly used unrestricted parking be notified via these email contacts.

Council officers have responded to this submitter acknowledging their feedback.

Petition received in response to Item 5

NPDC Parking changes on Vivian and Robe Streets .

Petition to be heard.

we, the undersigned residents of New Plymouth submit this petition to inform the New Plymouth District Council of its opposition to the removal of unrestricted public parking on Vivian and robe streets, and the introduction of a bus park and loading zones as indicated in the attached as it will block vision down Vivian Street making crossing the street dangerous for both vehicles and pedestrians.

To remove restricted parking in these areas would impact daily users of these parks whose only alternative will be paid parking at great cost. These parks should remain available for the general public use and CBD workers. We request to be updated via email of any changes in future.

Name	Signature	Email	Date Signed
Donna Limmer		[REDACTED]	28-09-20
Jan Cullen		[REDACTED]	28-9-2020
Joan Gibbs		[REDACTED]	28-9-2020
Alicia Sutton		[REDACTED]	28-9-2020
Sandra Hopkins		[REDACTED]	28/9/20
Rosemary Gregg		[REDACTED]	28/9/2020
Caroline Mackenzie		[REDACTED]	28/9/2020
Shona Edwards		[REDACTED]	28/9/2020
Molly Coates		[REDACTED]	28/9/2020
Matt Kemp		[REDACTED]	29/09/2020
Melanie Semb		[REDACTED]	29/09/2020
Paul Cleary		[REDACTED]	29/09/2020
Patrick Patrick		[REDACTED]	29/9/2020
Hazelley Quinn		[REDACTED]	29/09/20
Christine Sargerson		[REDACTED]	29/9/20
Mama Upton		[REDACTED]	30/9/20
Shuneead Williams		[REDACTED]	30/9/20

Name	Signature	Email	Date Signed
Shirazie Fleming		[REDACTED]	06/10/2020

Name	Signature	Email	Date Signed
Sue Brock		[REDACTED]	25/9/20
Charles Hiba		[REDACTED]	26/09/20
Frank Moses		[REDACTED]	26.9.2020
Scott Randall		[REDACTED]	26/9/20
Carrie Petersen		[REDACTED]	26/9/20
Frank EAKES		[REDACTED]	27/9/20
Jan Mills		[REDACTED]	27/9/20
Grono R Whyte		[REDACTED]	27/9/20
Vanessa Gray		[REDACTED]	27/9/20
Matt Walsh		[REDACTED]	27/9/20
KEV O'REILLY		[REDACTED]	27/9/20
Janet Willison		[REDACTED]	27/9/20
Phoenix Marshall		[REDACTED]	27/9/20
Jeanne Manukong		[REDACTED]	27/9/20
Christine Tyson		[REDACTED]	27.9.20
Brian Tyson		[REDACTED]	"
Stuart Green		[REDACTED]	27/9/2020
Danyon Roguski		[REDACTED]	27/9/2020

Name	Signature	Email	Date Signed
Craig Bailey		[REDACTED]	06.10.20
Melissa Waite		[REDACTED]	6.10.20
Craig Taylor		[REDACTED]	6/10/20
Dorinda Smith		[REDACTED]	6.10.20
Eva Jones		[REDACTED]	6.10.20
Chad Haughey		[REDACTED]	6.10.20
Melissa Hancock		[REDACTED]	6.10.20
Julu DOUGLAS		[REDACTED]	6.10.20
John Simms		[REDACTED]	6/10/20
Kelly Percy		[REDACTED]	6/10/20
Catherine Preston		[REDACTED]	26/10/20
Raul Bailey		[REDACTED]	06/10/20
Brian Harvey		[REDACTED]	06/10/20
Bruce McIntosh		[REDACTED]	com 6/10/20
Michael Orono		[REDACTED]	6/10/20
Nicky Spicer		[REDACTED]	6/10/20
Brent Mathews		[REDACTED]	6/10/20
Matthew Stack		[REDACTED]	06/10/20

Name	Signature	Email	Date Signed
Carolee			6/10/20
Sharon Walton			6/10/20
Sheree Todd			6/10/20
Nicola Smith			6/10/20
Page McLean			6/10/20
Sarah Wells			6/10/20
Raquel Smith			6/10/20
Susan Preston			6/10/20
Rosie Walton			6/10/20
Jacinta Bridger			6/10/20
Bred Chapman			6/10/20
Andrew POTIER			6/10/20
Andrew RUSSELL			6/10/20
Rhys Cornell			6/10/20
Brian NEESON			6/10/20
Laura Redgrave			6/10/20
BRICK RUFFY			6/10/20
Mike Mathews			6/10/20

Name	Signature	Date Signed
Paul Elliott		6/10/20
Janis Moore		6/10/20
Jennifer Dawson		6/10/20
Babra Mardred		6/10/20
Erin Pearson		6/10/20
Grant Kennard		6/10/20
Cassandra Bowes		6/10/20
Christine Fraser		6/10/20
Rob Sorenson		6/10/20
Judi Coppard		6/10/20
Paul Lambie		6/10/20
Adrian Whelan		6/10/20
Chris Bond		6/10/20
Kate Beane		6/10/20
Chelsea Demuth		6/10/20
Nicola Earl		6/10/20
Monica Te Aho		6/10/20
KELVIN OBYRNE		6/10/20

Name	Signature	Email	Date Signed
Karen Dysdale		[REDACTED]	6/10/20
Heath Karlson		[REDACTED]	6/10/20
David McKenzie		[REDACTED]	6/10/20
Brett Carter		[REDACTED]	6/10/20
Zane Welby		[REDACTED]	6/10/20
Michelle Weir		[REDACTED]	6/10/20
Lewis Sutton		[REDACTED]	6/10/20
Romy Mullan-Hejnen		[REDACTED]	6/10/20
Gerard Bouteray		[REDACTED]	6/10/20
David Be		[REDACTED]	6/10/20
Jenny Spie		[REDACTED]	6/10/20
Anthony TEMPLE		[REDACTED]	6/10/20
Ms. Lockman		[REDACTED]	6/10/20
Tom Johnson		[REDACTED]	6/10/20
Claire MUIRHEAD		[REDACTED]	6/10/20
Ray Peterson		[REDACTED]	6/10/20
Caleb Toucek		[REDACTED]	6/10/20
Dene McManus		[REDACTED]	6/10/20

Name	Signature	Date Signed
Andrew WILSON		6/10/2020
John PATERSON		6/10/2020
MURRAY WILKINSON		6/10/2020
Morris West		6/10/2020
Jack KOCH		6/10/20
David Bentley		6/10/20
Michael HUNT		6/10/20
John Jones		6/10/2020
Ange KEEN		6/10/2020
M. Miller		6/10/2020
WALTERS NGABENA		27/10/2020
Daniel CHUR		7/10/2020
Dene TAYLOR		7/10/20
CHARLOTTE HESBY		07/10/2020
Anthony Morgan		07/10/2020
Laura GIBBS		07/10/2020
Ryanston Batteridge		07/10/2020
Jon Collins		7/10/20

Name	Signature	Email	Date Signed
Leigh Duffy		[REDACTED]	6-10-2020
Sue Sanger		[REDACTED]	6.10.2020
Taylor Duffy		[REDACTED]	6.10.2020
Charlotte Clouder		[REDACTED]	6.10.2020
Jishma Sharma		[REDACTED]	06.10.2020
Wendy Marshall		[REDACTED]	06.10.20
Julie Peters		[REDACTED]	6/10/20
Kellie Norman		[REDACTED]	6/10/20
Holly Sutcliffe		[REDACTED]	06/10/20
Bev Scaver		[REDACTED]	06/10/20
Debbie Master		[REDACTED]	6/10/20
Terri Van Dyke		[REDACTED]	06/10/2020
Kyle Parke		[REDACTED]	07/10/2020
Andrea Christensen		[REDACTED]	07/10/2020
Shelley Black		[REDACTED]	7/10/20
Melanie Cameron		[REDACTED]	7.10.20
Abigail Cottrell		[REDACTED]	7/10/20
Shayn Comer		[REDACTED]	7/10/20

Name	Signature	Date Signed
M. White		7/10/20
R O'Keefe		7/10/20
E. R. G. F. E. A. R. L. P.		7/10/20
Geary Nally		7/10
J. EARL		7/10/20
F. Watson		7/10/20
M. JENKINS		7/10/20
S. SINGH		7/10/2020
E. WALSH		07/10/2020
J. KOCH		07/10/2020
D. TAYLOR		8/10/20
R. PRATTREY		8/10/20
A. MORGAN		8/10/20
C. TRANCE		08/10/20
D. BUCKLEY		08/10/20
J. WYKES		08.10.20
P. MONTAGNA-WH		8/10/20
M. Matthews		8/10/20
T. SOLE		09.10.20
G. OLLIVER		9/10/20
F. VATES		9/10/20

Name	Signature	Email	Date Signed
DAN WHITE		[REDACTED]	06/10/20
Meilyn WRIGHT		[REDACTED]	6/10/20
Grant SAWYER		[REDACTED]	6/10/20
BERT WAUCHESTER		[REDACTED]	7/10/20
Kelly JENKINS		[REDACTED]	7/10/20
Dan THOMSON		[REDACTED]	7/10/20
Sven Sabra		[REDACTED]	07/10/20
Phil Quinn		[REDACTED]	07/10/20
SHANE HURCOMB		[REDACTED]	7/10/20
JEREMY WATSON		[REDACTED]	7/10/20
Jarrold Campbell		[REDACTED]	6-10-2020
HAELEW WALKER		[REDACTED]	6-10-2020
Havia Mico		[REDACTED]	6-10-20
Mark Paken		[REDACTED]	6-10-20
Jack Sajy		[REDACTED]	"
Paul Gaddy		[REDACTED]	"
NOELAN BUTTS		[REDACTED]	"
Adrian Whelan		[REDACTED]	7/10/20
STU PEARCE		[REDACTED]	07/10/2020
BOBBIO NATHAN		[REDACTED]	07/10/20
Lizian Thomas		[REDACTED]	07/10/2020
Shane Bennett		[REDACTED]	07-10-2020
Mark Long		[REDACTED]	07-10-2020
Peter Soffe		[REDACTED]	07/10/2020
Toni Bell		[REDACTED]	07/10/2020
JEFF NICHOLAS		[REDACTED]	8/10/20
Janine Asson		[REDACTED]	8/9/20.
FAHE DRYSDALE		[REDACTED]	8.10.20
Ryan Daniel		[REDACTED]	9/10/20.
Frank Erkes		[REDACTED]	9-10-20.
Kare Moses		[REDACTED]	10/10/20
SHARON MCDONNELL		[REDACTED]	10/10/20
GARY TOA		[REDACTED]	10/10/20
Anna Dunstan		[REDACTED]	10/10/20.
Graeme Jones		[REDACTED]	12/10/2020

LICENCE TO OCCUPY - CHARGING STATION

MATTER

1. The matter for consideration by the Council is the agreement in principle for a licence to occupy which will allow for the installation of a Tesla Supercharger Station in the CBD. This licence will provide for three Tesla EV charging stalls (Tesla only) and one universal EV charging stall (any EV). This lease requires approval for the signing of a licence to occupy four Council car parking spaces for a period of five years with the option to renew twice, each extension being a further five years, potentially 15 years in total.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, Council approves in principle the plan to agree a licence to occupy between NPDC and Tesla for the installation of a Tesla Supercharger Station in the city centre, conditional to a technical feasibility study, community consultation and approved parking controls report at a subsequent meeting.

COMPLIANCE	
Significance	This matter is assessed as being of some importance
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Approve in principle the plan to agree a licence to occupy between NPDC and Tesla for the installation of a Tesla Supercharger Station in the city centre, conditional to a technical feasibility study, community consultation and approved parking controls report at a subsequent meeting. 2. Do not approve the plan in principle.

COMPLIANCE	
Affected persons	<p>The persons who are affected by or interested in this matter are:</p> <ul style="list-style-type: none"> • Visitors to and residents of the district who drive electric vehicles. • Businesses and attractions within the CBD close to the proposed locations. • Drivers of other vehicles wishing to park in the proposed locations. • Community as a whole due to potential loss of revenue from the selected car parking spaces.
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

2. It is recommended that Council approves in principle the licence to occupy with Tesla in order to install a Supercharger Station at one of the locations in Appendix 1 (Molesworth, Powderham or Gill streets).
3. Taking this approach will allow Tesla to conduct technical and safety feasibility checks at their expense and engage contractors to seek quotes for installation or upgrades to existing network infrastructure on the site options. The site which is found most technically favourable will then be identified by Tesla to Council.
4. Council Officers will engage with the community on the proposed sites. Feedback received will be input into a future parking control report.
5. If both Tesla and Council Officers determine one of the sites is preferable, Council Officers will then draft a report on parking control changes for the preferred site. NPDC will cease to generate revenue for the site selected as the Licence to Occupy does not attract a leasing fee. Enforcement of the spaces will also cease.

-
6. If the parking controls report is approved, NPDC will sign the licence to occupy with Tesla. Tesla will commence infrastructure upgrades and deployment at its expense.

BACKGROUND

7. Tesla is seeking to install a Supercharger station in a popular and convenient location in New Plymouth. This would allow Tesla owners a 15-minute charge at intervals conducive to long distance travel.
8. Tesla's Supercharger network has 25,000 charging locations globally.
9. Tesla has Supercharger stations in: Auckland, Christchurch, Hamilton, Hastings, Mangaweka, Omarama, Palmerston North, Queenstown, Taupo, Timaru, Wellington and Whangarei, with more in progress.
10. Tesla has offered Council a Licence to Occupy Agreement, on a site to be determined. This will allow Tesla drivers to use one of three Supercharger stalls and owners of other electric vehicles the opportunity to recharge their vehicles, using one universal charger while visiting nearby businesses or New Plymouth attractions.
11. The licence attracts no payment by Tesla for the licence to occupy and therefore represents a potential loss in revenue, but a gain in charging infrastructure at no cost to Council.
12. Tesla's intention to open the currently exclusive global Supercharger network to other EVs has been widely reported in the media, due to a tweet issued from Elon Musk's Twitter account. This means in future the community may access all four charging stalls. However, it is of note there is no reference to this plan in any official documents from the company.

What is required?

13. Tesla requires four consecutive carparking spaces close to suitable electrical infrastructure for its Supercharger stalls. The spaces need to be able to be reversed into.
14. See Figure 1 below for an indication of the required infrastructure scale. The site will consist of four charging stalls and one supporting cabinet. The site will likely also require a new transformer or additional capacity on an existing transformer, which will be commissioned by Tesla at its expense.

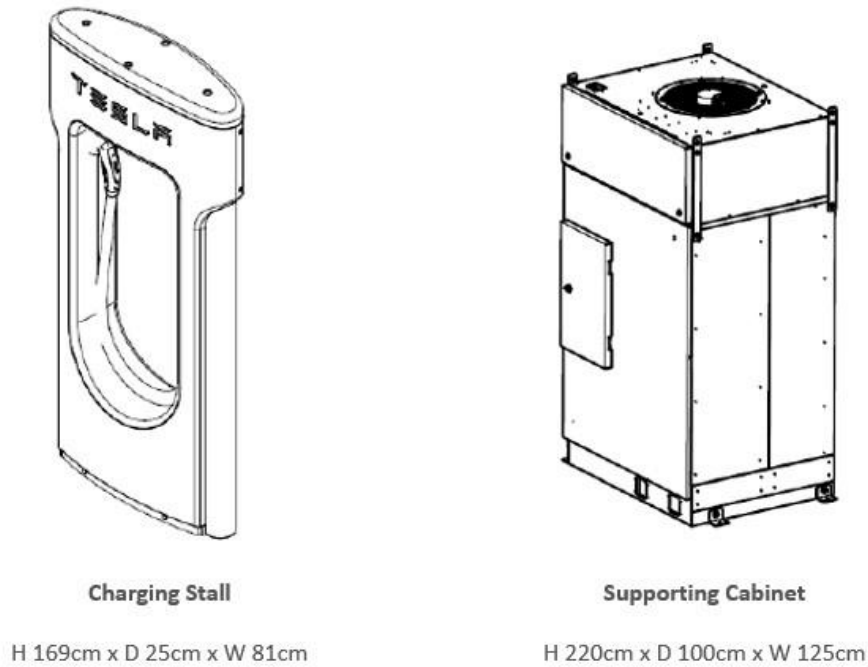


Figure 1 The Tesla charging stall and supporting cabinet.

What is being proposed?

15. Tesla proposes to install three Tesla exclusive Supercharger units and one universal charger to ensure all EV brands can be charged at the site. Tesla cars are navigated by in-car computers to the site. The Tesla Supercharger units can charge the Tesla cars in 15 minutes, while the universal charge time is dependent on the make and model. Tesla will not pay Council leasing fees for the licence to occupy the spaces on the site. Tesla charges drivers using the facility via an app.

Where are sites being considered?

16. Officers have identified potential locations which match the brief for Tesla's Supercharger station of being conveniently located to amenities and Tesla would like to conduct technical feasibility studies of these sites. After the completion of the technical feasibility, one site and four carparks will be chosen to site the Supercharger station.

Sites for consideration

17. The sites under consideration are detailed and mapped in Appendix 1 and a summary of each site is provided below.



Site One: Four carparks at the Molesworth Street carpark.



Site two: Four carparks in Powderham Street Carpark (opposite Catholic Cathedral)



Site three: Four car parking spaces on Ariki and Gill streets outside the Worley Building.

What are the alternatives

18. Should Council opt not to agree to the proposal in principle, or if community feedback proves to be unfavourable, Tesla has the option to pursue a location with a private landlord. The feasibility of this is not known by Council Officers.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

19. In alignment with Council's actions on mitigation emissions, this proposal offers visitors to the CBD increased charging infrastructure. The provision of charging infrastructure allows visitors to New Plymouth who have elected to drive an electric vehicle to access charging infrastructure even when travelling long distances. This option also affords Council the opportunity to augment the city's charging infrastructure at no capital cost, however at a cost to Council relevant to the revenue generated by these spaces operationally.

NEXT STEPS

20. The next steps, should the proposal be agreed in principle, will be for Officers to notify the community of the potential change in parking prohibitions on the locations agreed. The results of this will form part of a future parking controls report. Any feedback received will be shared with Tesla.
21. Tesla will, in parallel, conduct extensive feasibility checks on each site to determine whether they are feasible from a safety and technical perspective. This will mark the beginning of material financial investment in the proposal from Tesla. Therefore, it would be fair to ensure that the approval of the parking controls will likely be given, subject to community feedback or any technical feasibility results.
22. From the results of the community feedback and the technical feasibility studies, Tesla will work with Officers to determine a mutually preferable site. A subsequent parking controls report will present a resolution to formalise the change in status for the preferred site.
23. If approved, NPDC will sign the Licence to Occupy and Tesla will proceed with the installation including electrical infrastructure upgrades.

SIGNIFICANCE AND ENGAGEMENT

24. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being of some importance because currently these sites attract some parking revenue for the spaces identified.
25. One of the sites (Molesworth) currently has spaces which are leased occupancy, however these customers will be offered sites on the same carpark elsewhere and there is provision on the lease with these customers to move them to alternative spaces.

- 26. The Gill Street site has high occupancy and is therefore of value to visitors to the CBD. In turn this site is likely to be of interest to the Business and Retail Association, the Taranaki Chamber of Commerce and the neighbouring businesses (Centre City, Kathmandu, Worley and the opposite hotel and restaurant. Additionally, this site features in the forthcoming CBD strategy as a Car-lite zone.
- 27. Overall due to four car parking spaces required, the proposal has low significance to levels of service provide by Council.

OPTIONS

Option 1

Approve in principle the plan to agree a licence to occupy between NPDC and Tesla for the installation of a Tesla Supercharger Station in the city centre, conditional to a technical feasibility study, community consultation and approved parking controls report at a subsequent meeting.

Financial and Resourcing Implications

- 28. Revenue from one of the three sites will be discontinued. The below table identifies the occupancy rates and approximate revenue per year.

Site	Average Annual Occupancy	Annual Revenue
Molesworth Street Car Park	Annual Leases	\$5408 per annum
Powderham Street Car Park	69.5%	\$15K
Gill Street (Worley side/end)	90.69%	\$20K

- 29. Revenue from enforcement and infringement of these spaces will be discontinued as Council will cease to enforce these parking spaces.
- 30. No other expenditure will be required by Council to support the deployment.

Risk Analysis

- 31. The public could perceive the exclusive access to Tesla drivers of Council car parking as elitist.
- 32. If there is a low uptake of the spaces these could be perceived as underutilised.
- 33. Should the Council change its mind and not approve the parking prohibition for reasons other than technical feasibility studies or community feedback, the reputation with Tesla may be compromised as the company will have invested significantly in feasibility studies.

34. There is a risk that the community consultation goes unnoticed and submitters are not aware of the proposal until the work is complete.

Promotion or Achievement of Community Outcomes

35. There is outcomes of prosperity and sustainability related to this proposal as it is providing infrastructure with sustainable transport options at no capital cost to Council. Being part of the network will allow New Plymouth to be seen as a viable option to travel and to visit for long range electric vehicles (EVs), encouraging Tesla visitors from outside the region.

Statutory Responsibilities

36. If agreed in principle, this decision will be considered the Council approval needed for a lease/licence to occupy greater than five years. The sites will be notified for community consultation in line with the parking control reporting requirements. The preferred site will be determined and then presented at a subsequent meeting under a parking control report.

Consistency with Policies and Plans

37. The proposal is not inconsistent with any known Council plans.

Participation by Māori

38. There has been no consultation with Māori to date.

Community Views and Preferences

39. Community in this option relates to all those interested in the availability of parking in the CBD. This includes casual parking, lease holders (Molesworth Street) and neighbouring businesses. With that in mind this proposal will seek community feedback for all sites and this will determine whether Tesla go ahead with the feasibility studies. Any site attracting negative community feedback will not proceed with feasibility as this won't be in Tesla's interest. Please note Moleworth Street lessees will be offered alternative spaces in the car park and it is within existing contracts that a move is allowable.

Advantages and Disadvantages

40. The advantage of this option is that it allows (at present) the community access to one universal charger. The disadvantage of this option is that for the convenience of one universal charger, the community lose access to three casual or leased car parking spaces and their respective revenue.

Option 2
Do not approve the proposal in principle

Financial and Resourcing Implications

- 34. There are no current financial implications of this option as the current revenue will be retained.
- 35. Potentially may be asked to fund or co-fund charging infrastructure in the future, however this is unknown at this time.

Risk Analysis

- 36. The public could possibly perceive this lack of engagement with support for sustainable charging infrastructure negatively, or out of step with other districts which have approved this infrastructure.
- 37. There are no other known risks.

Promotion or Achievement of Community Outcomes

- 38. This option does not realise a present opportunity to showcase sustainability intent in the Council's strategies.
- 39. The community may still have access to the Supercharger network if Tesla secure a site with a private landlord.

Statutory Responsibilities

- 40. There are no statutory responsibilities with this option.

Consistency with Policies and Plans

- 41. This option is not consistent with a Sustainable Lifestyle Capital or the City Centre Strategy.

Participation by Māori

- 42. There has been no consultation with Māori to date.

Community Views and Preferences

- 43. Community in this option relates to all those interested in the availability of parking in the CBD. This includes casual parking, lease holders and neighbouring businesses. With that in mind this option will not give the community a chance to feedback on this proposal.

Advantages and Disadvantages

44. The advantage of this option is that it allows Council no longer needs to consider the offering in relationship to its plans or community or mitigate any of the risks of the first option.

Recommended Option

This report recommends **Option 1:** Approve in principle the plan to agree a licence to occupy between NPDC and Tesla for the installation of a Tesla Supercharger Station in the city centre, conditional to a technical feasibility study, community consultation and approved parking controls report at a subsequent meeting.

APPENDICES

Appendix 1 Supporting Images Tesla Supercharger (ECM8646189)

Report Details

Prepared By: Denise Houston (Infrastructure Project Manager – Climate Action Framework)
Team: Planning and Infrastructure
Approved By: David Langford (Group Manager Infrastructure and Planning)
Ward/Community: New Plymouth
Date: 20 October 2021
File Reference: ECM8646283

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

Appendix 1 Supporting Images Tesla Supercharger

The following details some images about what the Tesla Supercharger sites look like once implemented:

Existing installations

Figure 1 Images of Tesla Supercharger sites



ECM Number 8646189



Model drawings of infrastructure in sites proposed

Figure 2 Molesworth Street

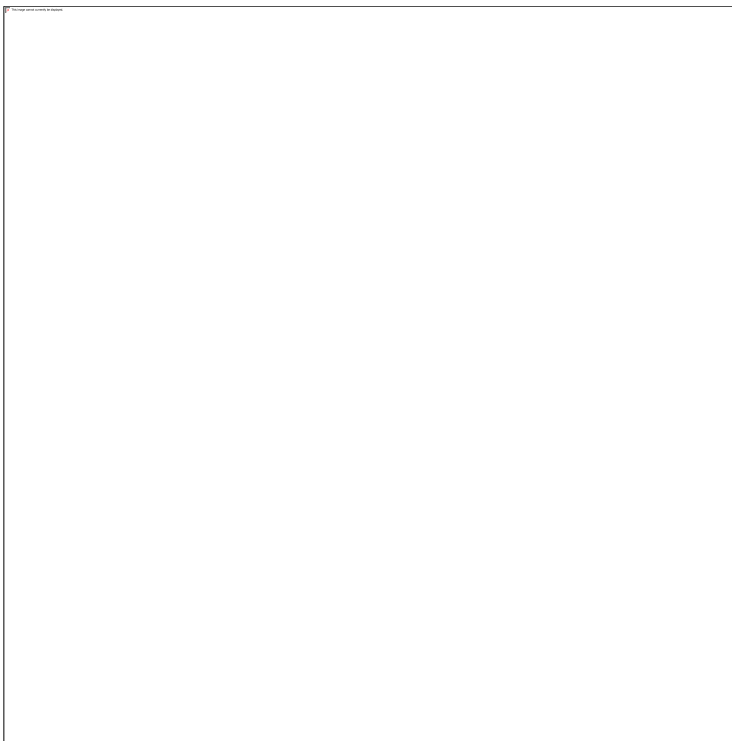


Figure 3 Powderham Street

ECM Number 8646189

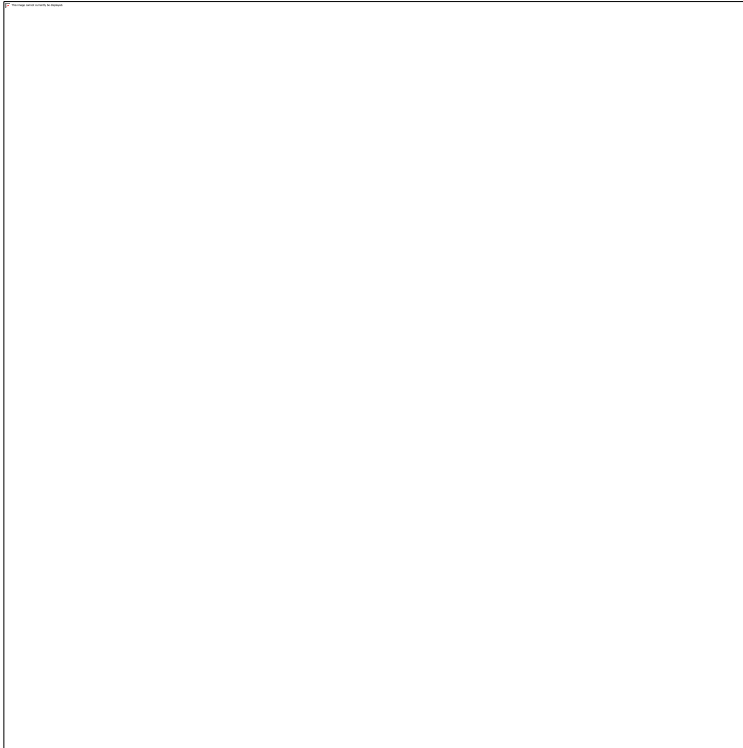
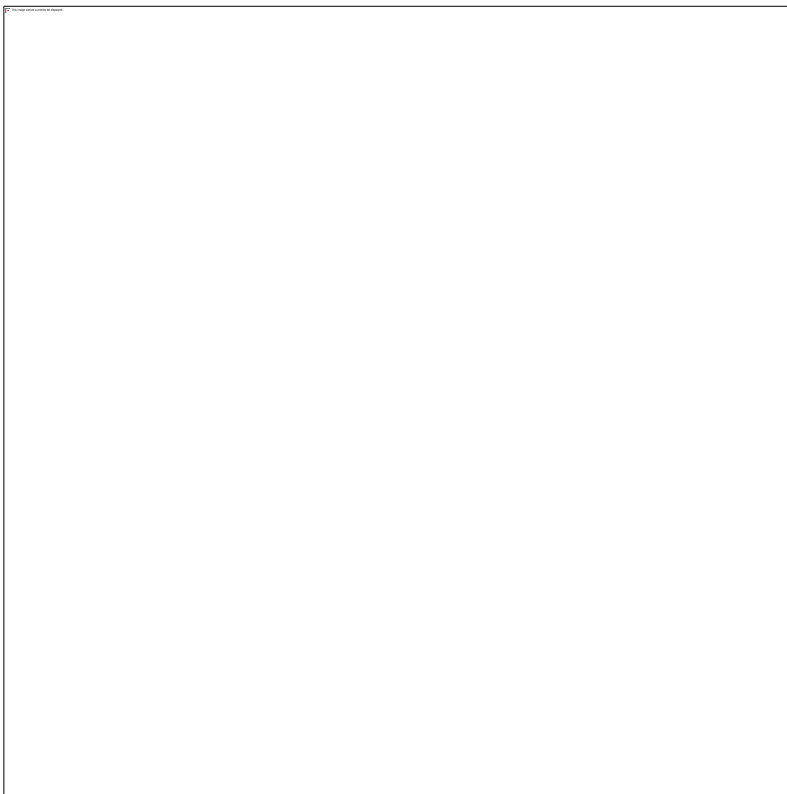


Figure 4 Gill Street



ECM Number 8646189

THE KAITAKE TRAIL – TE ARA A RUHIHIWERATINI

MATTER

1. The matter for consideration by the Council is how the Te Ara a Ruhihiweratini (The Kaitake Trail) project should proceed.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, Council:

- a) **Cancels the Kaitake Trail Project; and**
- b) **Returns the concept of the Taranaki Traverse to the planning stage to be resumed as part of a future Long-Term Plan.**

COMPLIANCE	
Significance	This matter is assessed as being significant
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Revoke the resolution to work in partnership with Ngā Mahanga and Ngāti Tairi hapū and proceed to implement the project as per the current scope and concept. 2. Amend the scope of the project to exclude cycling from the operation of the trail and constrain any future marketing of the trail to residents of Taranaki only. 3. Cancel the Project and return the Taranaki Traverse concept back to the planning stage to be resumed as part of a future Long-Term Plan (LTP).
Affected persons	<p>The persons who are affected by or interested in this matter are:</p> <ul style="list-style-type: none"> • The residents on Surrey Hill Road – concerned about the effect on rural amenity. • New Plymouth/Taranaki communities who would benefit from new leisure activity in the region. • Ngā Mahanga and Ngāti Tairi hapū – whose rohe is affected by development in native forest.
Recommendation	This report recommends Option 3 to address the matter.

COMPLIANCE	
Long-Term Plan / Annual Plan Implications	Yes – Cancellation of the project will result in a small reduction in Council’s future debt profile and rates requirement.
Significant Policy and Plan Inconsistencies	No

EXECUTIVE SUMMARY

2. The planning for the Kaitake Trail has entered its third year. Resource consenting processes and the associated consultation with various stakeholders have been long and comprehensive. In particular the relationship with Ngā Mahunga a Tairi hapū.
3. In the 2021-2031 LTP an additional \$2 million of funding (over and above Taranaki Regional Council’s \$3.5m) was approved subject to forming a working ‘Partnership’ with Ngā Mahanga and Ngāti Tairi hapū to build and govern the trail.
4. The Project Team has significantly advanced the legal agreements with the Department of Conservation (DOC) and the private landowner in order to secure access rights to the non-Council owned land required for the trail. Resource Consents have been granted for the Project by Taranaki Regional Council (TRC) and the Outline Plan Consent for works in the Paper Road has been approved by the NPDC. The Project Team is now ready to commence detailed design and procurement for a main contractor to build the trail.
5. Ngā Mahanga and Ngāti Tairi hapū have jointly prepared a Cultural Impact Assessment (CIA) for the Project. NPDC Officers have provided written responses to all the points raised in the CIA, including detailing mitigations that have been included in the Project concept. NPDC Officers also attended Hui at the Ōākura Marae to talk directly with the Ngāti Tairi hapū trustees. Despite the high level of interactions, it has not been possible to confirm a scope and concept for the Project that is mutually agreeable to all parties. As such, it is not currently possible to satisfy the Council resolution requiring the project to be delivered in partnership with Ngā Mahanga and Ngāti Tairi hapū and the Project’s progress has stalled.
6. Due to the length of time that the consultation process has taken, even if a partnership agreement was promptly formed, it is now not possible to complete the outstanding detailed design and procure a main contractor in time to allow any construction to start this summer season. As such, the majority of this financial year’s project budget of \$1.5m will not be spent and will have to be carried forward.

BACKGROUND

7. Following funding towards the Project being committed by the Taranaki Regional Council (TRC), the Kaitake Trail Project entered the planning phase in October 2018. Design, consenting and landowner negotiations commenced subsequent to this.
8. The Project Team established a working group with Ngā Mahanga and Ngāti Tairi hapū in 2018 and have held regular workshops since then. Through this working party a "Cultural Road Map" for the project was developed.
9. Public consultation was undertaken prior to lodging the resource consent applications. This included several days at the Ōākura Library for face to face discussions. A further meeting was held at Ōākura Hall with concerned residents of Surrey Hill Road.
10. All of this pre-application work resulted in changes to the project compared to how it was described in the initial Business Case report. The main changes were:
 - Removal of the proposed carpark at the top of Surrey Hill Road in response to local residents' concerns.
 - Extension of the trail through to Ōākura (all on NPDC road reserve) in order to realise the "mountain to sea" concept and promote the township as the start/end point of the trail thereby reducing traffic volume at the top of Surrey Hill Road.
 - Inclusion of Mana Whenua values throughout various aspects of the project.

HAPU ENGAGEMENT

11. Discussions with Ngā Mahanga and Ngāti Tairi hapū have been ongoing since the beginning of the Project. However, due to the concerns raised by the hapū progress on the project has halted and communication between the Council and hapū has significantly reduced.
12. NPDC provided a written response to the CIA, received in March 2021, in order to outline the Council's position. This response largely confirmed Council's agreement in principle to most requests made in the CIA. Most issues were at an early stage of planning and design and could be accommodated as more detail work was undertaken. Some of the CIA requests, however, were more material, such as requesting the alteration of the scope of the project to exclude cycling.

13. A hui was held with the Ngāti Tairi Trustees at Ōākura Marae on 15 August 2021 to provide them with an update on the Project, discuss the CIA and the Council's response as well as exploring what a 'Partnership' with the hapū could look like. The major outstanding items at raised during this hui was the objection to cycling on the trail and the marketing of the trail as a national and international piece of tourism infrastructure as this would be considered as promoting inappropriate access to native bush. The outcome of this hui was that the Ngāti Tairi hapū Trust would consider their views on the trail and confirm their official position. NPDC left an offer of support with the hapū to provide any information they required to make an informed decision.
 14. The suit of Management Plans that detail how various environmental impacts would be managed and mitigated were requested through the consenting process. These plans have also been shared with Ngāti Tairi hapū for their feedback (August 2021) and to demonstrate how NPDC would address some of the issues raised in the CIA. To date, no formal feedback has been received.
 15. Since the Ōākura Marae hui there has been no formal response from the hapū on their position. As a result, the project's progress has now stalled. Furthermore, due to the ongoing delays, it is now not possible to complete the required detailed design and procurement processes in time to allow any physical works to commence this summer season. As such, the \$1.5m budgeted for the project this financial year will be largely unspent and will be required to be carried forward.
 16. In addition to the direct engagement with iwi and hapū, it is noted there have been a number of submissions to the Proposed District Plan hearings by Mana Whenua which indicate their opposition to the Kaitake Trail. These submissions are paraphrased and summarised below:
 - One submission refers to the use of Paper Roads in the National Park and requests joint management and governance arrangements between Mana Whenua and Councils are put in place.
 - Another submission requests a new policy be included in the Proposed District Plan that would restrict and avoid public access to areas of native bush and the National Park where it is culturally inappropriate. Te Ara a Ruhiiweratini (The Kaitake Trail) is specifically cited in this context as being inappropriate.
 - Specifically noted in submissions was to avoid public access where it would adversely affect any of the following:
 - waahi tapu sites
 - sites and areas of significance to Māori
 - habitats of taonga species.
-

17. During the hearings, the Commissioners made the comment that they see enormous opportunities for the region in the Taranaki Traverse Concept, supported by National Policy documents. The Proposed District Plan, as currently worded, does provide policy support and rules that enable the Trail.
18. At these hearings, iwi representatives reminded the Commissioners that if the Trail Project was to go ahead, iwi do have a lot to offer in terms of cultural knowledge to help guide the Trail Project.
19. It is apparent that the submissions to the Proposed District Plan and at the Hearings seek Policy and Rule changes which would make consenting of the Trail more difficult.
20. It is difficult not to conclude that iwi and hapū do not support the Kaitake Trail concept and that they are unwilling to proactively enter into a partnership with Council for its construction.

MITIGATIONS

21. Based on the engagement to date, it may be possible to resolve the impasse by removing cycling from the scope of the project and by agreeing to limit the marketing of the trail so that it is not publicised as a piece of national/international tourism infrastructure. It is important to note that concerns about cycling have been noted in many stakeholder discussions, not just by hapū, with the main concerns being:
 - Safety on a shared use downhill trail
 - Cultural sensitivity of cycling within the National Park.
22. Removal of cycling may provide enough mitigation for an agreement to proceed with Mana Whenua. However, there is still a risk that the either Ngā Mahanga or Ngāti Tairi hapū will be reluctant to form a partnership with Council for this project.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

23. Construction of the Kaitake Trail will cause greenhouse gas emissions, both directly from its construction activity and from embodied carbon. In addition, approximately 2.1 hectares of native bush that is currently sequestering carbon from the atmosphere will be removed. Whilst this will be off-set by an equivalent area of replanting in native, it is noted that this will take some years to mature and reach the same level of carbon sequestering. Overall, in the context of the District's total carbon emissions this impact is very small.
-

SIGNIFICANCE AND ENGAGEMENT

24. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being significant. The trail represents an asset to New Plymouth district and there is a high level of interest and support for it to proceed (based on feedback from public survey in March 2019). It is also aligned with the vision of the Taranaki Traverse and will make an important contribution to Council's vision of being a Sustainable Lifestyle Capital.

OPTIONS

25. For ease of reading all three options have been assessed together

Option 1

Revoke the resolution to work in partnership with Ngā Mahanga and Ngāti Tairi hapū and proceed to implement the project as per the current scope and concept.

Option 2

Amend the scope of the project to exclude cycling from the operation of the trail and constrain any future marketing of the trail to residents of Taranaki only.

Option 3

Cancel the Project and return the Taranaki Traverse concept back to the planning stage to be reactivated at a future Long-Term Plan.

Financial and Resourcing Implications

26. The Kaitake Trail Project is currently budgeted for in the LTP. In total there is \$6.43m of capital funding available for the design and construction of the trail. Up to \$3.5m of this budget is funded from the TRC, with the balance of the funding coming additional Council borrowing to be repaid from rates.
27. To date approximately \$960k has been expended on the planning, design, community engagement and consenting processes for the project. Of this, the TRC have contributed \$350k.
28. The funding from the TRC is governed by a funding agreement in the form of a deed. The agreement allows either party to terminate the deed by giving notice in writing to the other party. If the deed is terminated then the TRC's liability is capped at a maximum of \$400k, with NPDC being liable for the balance of any costs in excess of this.
29. If the decision is to proceed with Option 3 and the project is cancelled then the project budget will be removed with a corresponding reduction in future debt and rates levels.
-

Risk Analysis

30. The main risk is associated with Option 2 – amending the scope of the project. Removing cycling from the scope of the project will not address with wider environmental concerns the hapū have about the project. As such, there is a likelihood that the Mana Whenua continue to oppose the project and will be unwilling to work in partnership to deliver it. If this eventuates then Council would have to reconsider its options for the project.
31. The scope of the Project and the specification for the trail are set out in the funding agreement with the TRC. Changing the scope and specification of the Project will require the agreement of both parties to vary the funding agreement. As such, if the Council chooses to proceed with Option 2 and amend the scope of the project to remove cycling, this will be subject to also securing the TRC's agreement.

Promotion or Achievement of Community Outcomes

32. The Community outcomes are affected by the decision in the following ways:
 - Partnership – proceeding with the Project in its current state is likely to contribute towards a deterioration in the relationship between NPDC and Taranaki Iwi and the hapū. Conversely, choosing to moderate the scope of the Project or cancel the Project would strengthen the relationship as NPDC would be seen as listening to and respecting the views of Mana Whenua as a partner.
 - Sustainability - the Kaitake Trail Project will require the clearance of some native bush. Whilst there is provision in the Project for off-set planting from sustainably sourced stocks, it should be noted that exchanging mature, established plants for juvenile specimens is not equivalent on a hectare to hectare basis. Cancellation of the project would avoid the removal of any native plants; however, one of the opportunities of opening access to the surrounding bush for easier predator trapping would also be foregone. If the trail is constructed then it does provide the opportunity for easier access to native bush that will support the Predator Free Taranaki trapping programmes.
 - Community – the Kaitake Trail, if constructed, would be a positive asset for the community wellbeing. It will provide access so that people can connect with the landscape surrounding Mt Taranaki. It will also provide health benefits as people walk and cycle the trail.
-

Statutory Responsibilities

33. There are no specific legislative requirements that relate to this decision, other than the general provisions in the Local Government Act regarding decision making; specifically to recognise and respect the Crown's responsibility to take appropriate account of the principles of the Treaty of Waitangi/Te Tiriti o Waitangi and to maintain and improve opportunities for Māori to contribute to local government decision-making processes.

Consistency with Policies and Plans

34. Proceeding with the Project in its current form would be in conflict to the resolution of Council to work in partnership with the hapū to deliver the project. It would also be in conflict with the Partnership community outcome adopted by the Council as part of the LTP.

Participation by Māori

35. The participation by Māori is outlined in the main body of this report.

Community Views and Preferences

36. The Kaitake Trail was included in the Council's Long-Term plan and the community were consulted about this project as part of the "Tracks and Trails" package of works. In total 3,302 submissions were received on the Tracks and Trails issue with 47 per cent of submitters being in favour of the "Taranaki Traverse Mountain to Sea" that included the Kaitake Trail.

Advantages and Disadvantages

37. Continuing with the Project in its current form will have the advantage of seeing the Project delivered broadly in line with the time and budget expectations set as part of the LTP. However, one of the main disadvantages of this option will be the contribution to the deterioration in the relationship with Mana Whenua.
38. Amending the scope of the Project could allow the Project to proceed on a partnership basis with Mana Whenua but, in doing so, cycling will be excluded from the trail.
39. Cancelling the project creates the opportunity to consider alternative options for the Taranaki Traverse. It also allows this work to commence with iwi and hapū involvement from the outset of the earliest planning. The disadvantage of this approach is that the actual implementation of any trail will be significantly delayed.

Recommended Option

This report recommends **Option 3:** Cancel the Project and return the Taranaki Traverse concept back to the planning stage to be reactivated at a future LTP to address the matter.

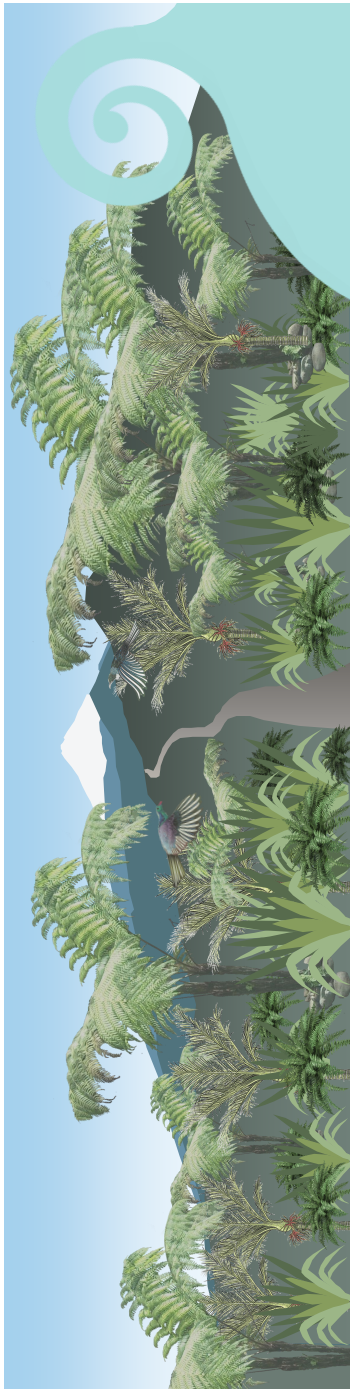
APPENDICES

Appendix 1 Kaitake Trail – Cultural Road map (ECM8499522)

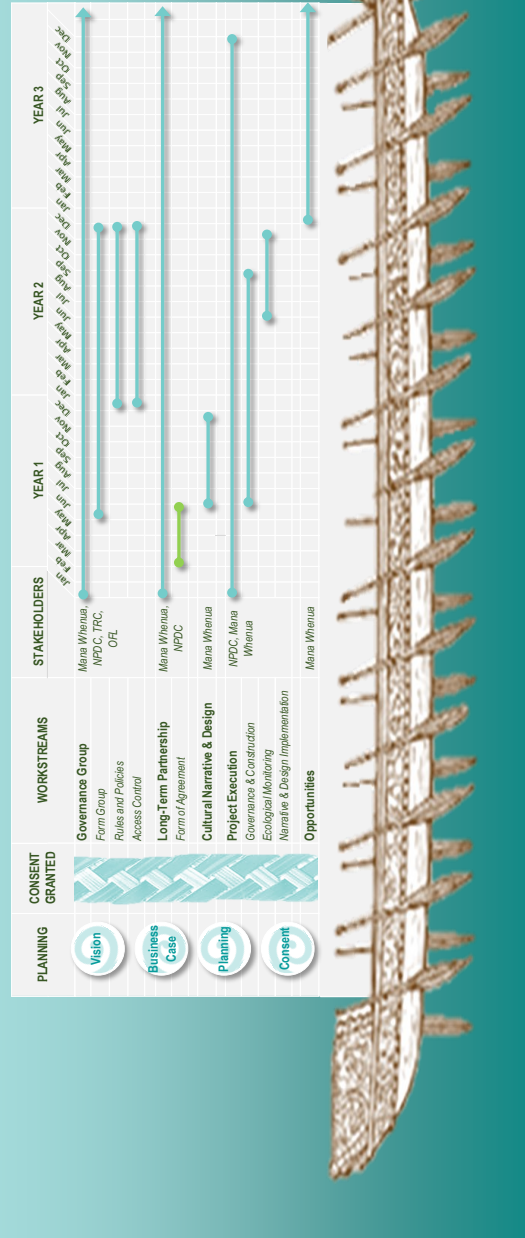
Report Details

Prepared By:	Ross Beaven (Project Manager)
Team:	Infrastructure
Approved By:	David Langford (Planning and Infrastructure Manager)
Ward/Community:	Kaitake
Date:	November 2021
File Reference:	ECM8658069

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



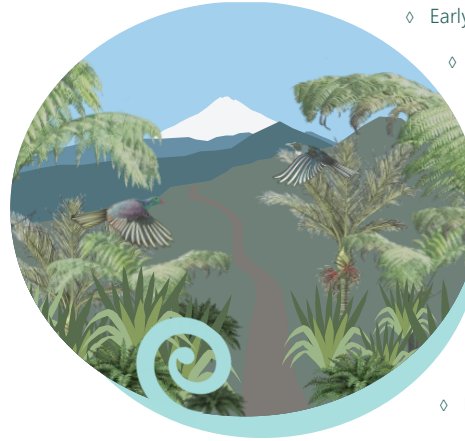
TE ARA A RUHIHIWERATINI - PROJECT TIMELINE



TE ARA A RUHIHIWERATINI THE JOURNEY TO DATE



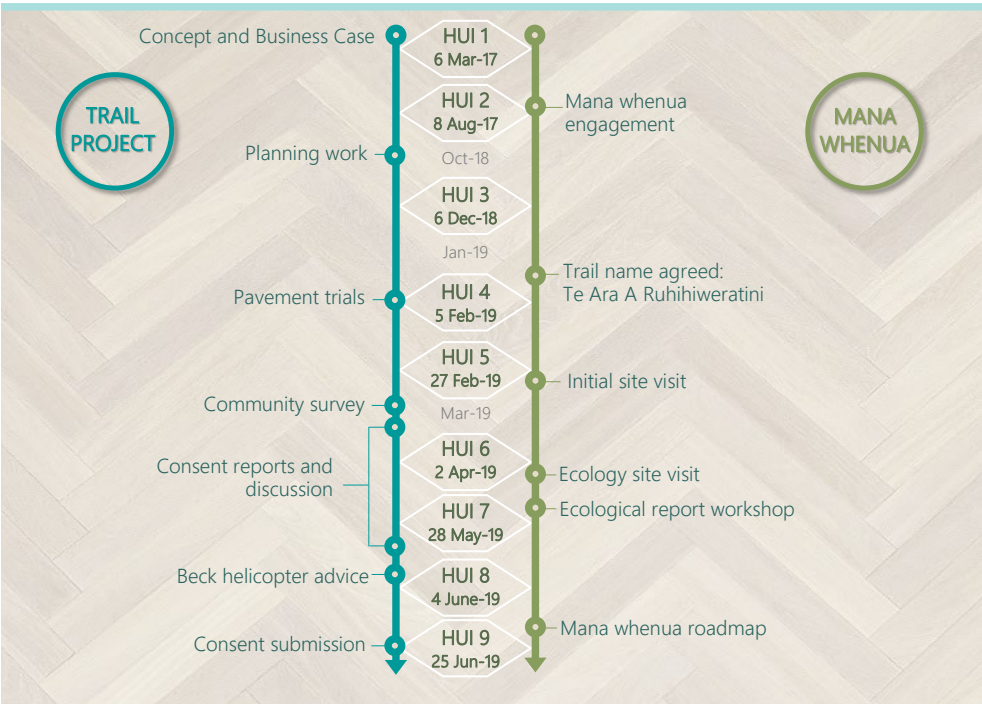
Mana whenua were engaged early in the project. The purpose is to develop an inclusive relationship and foster a long term relationship between mana whenua and NPDC regarding the trail, if that is desirable.



- ◊ Early engagement
- ◊ Developing the relationship
- ◊ Agreement on project's values and purpose
- ◊ Site visits
- ◊ Early reports and assessments
- ◊ Project assessment and report
- ◊ Design discussions
- ◊ Archaeological discussion
- ◊ Ecology workshop

WORK AREAS

5.1



The awahi rito and tupuna of the harakeke protect the rito and ensure the plant continues to flourish. The same analogy can be used for the structure of governance. The governance board and long-term relationship agreement will support the cultural opportunities for mana whenua and allow cultural narrative to flourish.

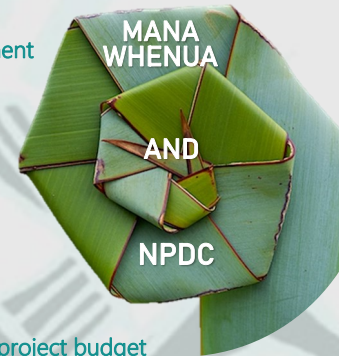
TE ARA A RUHIHIWERATINI MANA WHENUA CULTURAL ROADMAP

GOVERNANCE



- ◊ Trail values integration
- ◊ Management plan
- ◊ Rules and policies
- ◊ Bylaw controls
- ◊ Access control

LONG TERM AGREEMENT



- ◊ Develop form of agreement

CULTURAL NARRATIVE AND DESIGN



- ◊ Allocation of 1.5% of project budget
- ◊ Develop trail identity (brand and themes)
- ◊ Messaging and design

OPPORTUNITIES

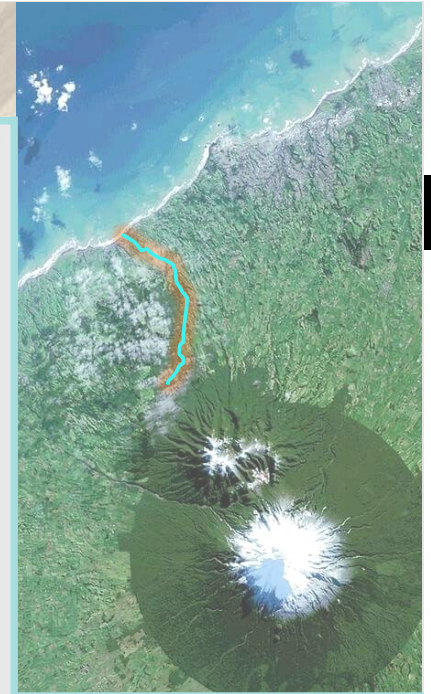


- ◊ Predator control
- ◊ Education - Te Mātauranga
- ◊ Guardianship - Kaitiakitanga
- ◊ Commercial opportunities
- ◊ Ecological management
 - ◊ Restoration projects

PROJECT EXECUTION



- ◊ Site based cultural monitoring
- ◊ Oversee implementation of cultural narrative and design
- ◊ Participate in governance of construction project



5.1

KEY RELATIONSHIPS

New Plymouth District Council
and
Mana Whenua

Taranaki Regional Council
and
Pukeiti

Mounga Project

Department of Conservation

Iwi

ADOPTION OF NGĀMOTU NEW PLYMOUTH CITY CENTRE STRATEGY

MATTER

1. The matter for consideration by Council is the adoption of the Ngāmotu New Plymouth City Centre Strategy.

RECOMMENDATION FOR CONSIDERATION

That having considered all matters raised in the report, Council adopts the Ngāmotu New Plymouth [City Centre Strategy](#).

COMPLIANCE	
Significance	This matter is assessed as being significant
Options	<p>This report identifies and assesses the following reasonably practicable options for addressing the matter:</p> <ol style="list-style-type: none"> 1. Adopt the Ngāmotu New Plymouth City Centre Strategy 2. Do not adopt the Ngāmotu New Plymouth City Centre Strategy
Affected persons	The persons who are affected by or interested in this matter are Ngāti Te Whiti and Te Atiawa, business, retail and hospitality sector within the city centre, transport agencies, residents, rate payers and visitors to the District.
Recommendation	This report recommends Option 1 for addressing the matter.
Long-Term Plan / Annual Plan Implications	Yes – delivery of City Centre projects has funding through the 2021-2031 LTP commencing year four. Planning of priority projects will occur over 2022-24 with delivery beginning in 2024. Some initiatives will be delivered through existing budgets. Any additional funding requirements will be considered through future Annual Plans and Long-Term plans.
Significant Policy and Plan Inconsistencies	The Ngāmotu New Plymouth City Centre Strategy is the lead strategy for the future of the City Centre. Changes to existing policies and plans will be required to achieve the outcomes of the strategy. These will be programmed into future policy and plan reviews.

EXECUTIVE SUMMARY

2. This report recommends Council adopts the Ngāmotu New Plymouth City Centre Strategy as the lead document that guides future development and activities in the City Centre for the next 30 years.

3. The strategy sets out a clear vision for the city centre that was co-created with Ngāti Te Whiti (Appendix 1). The vision is:

*Whiria te tangata kia kotahi ai ōna mana ōna whenua.
With land and people together our city centre thrives for all.*

4. By 2050 it is envisaged that the City Centre will be a thriving hub of activity where our people go for cultural and social experiences. The presence of Ngāti Te Whiti and Te Atiawa will be visible and the City Centre will have a strong economic foundation and will be a place where people want to live, work, shop and play.

5. The vision is supported by five goals that the strategy sets out to achieve and five principles that need to be applied when delivering the strategy.

6. The Strategy will be implemented through five key moves that all interconnect and will help achieve the goals and vision as follows:

- Whakamana – Restoring our Huatoki
- Whakahononga – Connecting our City to the Coast
- Whakaataahua – Activating our Green Links
- Whakaora – Living in Our City Centre
- Whakakaha – Reinforcing our City Core

7. Under each key move there are proposed projects that are proposed to achieve the overall vision and goals. These projects will be planned and prioritised over the coming years to begin delivery from 2024. In addition to the key moves there are key policy adjustments that are required to enable the vision to be achieved.

8. The Strategy will be delivered in partnership with Ngāti Te Whiti hapū as mana whenua for the City Centre. The success of the Strategy is dependent on private and public sector partnerships that require a multi-agency approach as we work towards this shared vision for the City Centre.

9. The Strategy is fully web-based so it is more accessible for the community. Through the web-based platform, information will be kept up to date and that projects are kept alive through their development.

10. The next steps will be to release the Strategy and to begin the planning and implementation stage. This includes setting project priorities and timelines, and developing and business cases in partnership with key stakeholders.

BACKGROUND

What we have done so far?

11. In May 2019, the CBD 2050 Summit was held, which heard from key stakeholders with interest within the city centre. This provided a clear message that a strategic approach was required to future planning and development in the City Centre.
12. During the Annual Plan 2020/21, funding was provided to develop a New Plymouth City Centre Strategy.
13. The intention to prepare a Strategy was put out to tender in February 2020 and commenced development after the first Covid-19 lockdown in September 2020.
14. The Strategy was developed in partnership with Ngāti Te Whiti Hapū who are mana whenua. This included representation from Ngāti Te Whiti in the project team along with representatives from Te Kotahitanga o Te Atiawa Trust. A Cultural Values Statement was developed which is a key foundation document that underpins the strategy.
15. Key stakeholders were identified and engaged with early to co-create this strategy. The strategy was developed around three project stages:
 - **Discovery.** In this stage, various stakeholder groups conducted a SWOT analysis of the city, participated on a hikoī to discuss key areas of interest. This information then shaped key themes.
 - **Define.** The key themes were then presented back to key stakeholders, to further define and shape, and to ensure that what was heard during the Discovery stage was interpreted correctly. From this, a draft strategy was developed.
 - **Reflection.** This stage consisted of presentation of the draft strategy and opportunity for final alterations if required.

Why do we need a City Centre Strategy?

16. City centres worldwide are transforming themselves to respond to the challenges they are facing. Reshaping our City Centre requires an understanding of the key challenges.
-

17. Retail trends are changing particularly with online shopping and pressure for retail outside the City Centre. Understanding the New Plymouth niche and providing a multi-dimensional City Centre where we can all live, work and play is key to its success
18. Economic evidence confirms that our CBD is too large. This means activities are too spread out so and they cannot support each other to be collectively strong. Transitioning to better groupings of activities and focusing investment to align with these groupings will provide better signals to the market and a stronger city centre.
19. The CBD is not currently targeted for residential living. Deliberate moves to bring neighbourhoods into and around the central city will create liveable and climate resilient communities that help the City Centre thrive as a modern city.
20. The City Centre is highly car dependant which does not support a thriving and accessible city. Behaviour change over time supported by alternatives is required to help with responding to the threat from climate change.
21. There are also significant opportunities to leverage off the City Centre's strategic location and strong natural asset base. Focusing on its coastal interface, recognising the Huatoki corridor as a central connection and linking to Pukekura Park and Pukaka.
22. There are other challenges around the central city that the Strategy seeks to address particularly around variable streetscape quality, lack of quality office space, employment opportunities and event activation.

A thriving city centre for all

23. The Vision for the City Centre is enduring. It draws on the importance of the past and the natural assets that have always made the City Centre a preferred place for occupation over time. The strategy sets out a clear vision that weaves the values of people and place together:

*Whiria te tangata kia kotahi ai ōna mana ōna whenua.
With land and people together our city centre thrives for all.*

24. By 2050 it is envisaged that the City Centre will be a thriving hub of activity where people go for cultural and social experiences. The presence of Ngati Te Whiti and Te Atiawa will be visible, the City Centre will have a strong economic foundation and will be a place where people want to live, work, shop and play.
 25. The vision is achieved through the realisation of key goals that are implemented through key principles. The key goals are:
-

- A cultural distinctive city that places Ngāti Te Whiti identity, mātauranga and the aspirations to land, sites and areas of significance, fresh water and the coast at the heart of the city centre's future;
 - A re-energised economy that is the business and retail hub of the region with diverse opportunities for work and play;
 - Thriving with residential living opportunities that provide for a range of community needs that are developed over time;
 - An accessible and inclusive central city that provides easy movement in, out and within;
 - A green and healthy City Centre leading a low-emission and environmental wellbeing approach that is visibly reflected in its streets and public spaces.
26. The key principles are around how the Central City Strategy will be implemented and will permeate through future projects and initiatives. The key principles are:
- Uniquely Ngamotu New Plymouth that the Strategy will deliver a fit for purpose response that is unique to our local context.
 - Partnering with Ngāti Te Whiti through inclusive governance and project structures through delivery of policy changes and projects.
 - Responding to Climate Change and considering how decision-making and investment will reduce emissions and lead to a resilient city.
 - Taking a community-first approach recognises and respects that people and communities are key to creating a City Centre that thrives for all to enjoy. This means going beyond the physical elements of the city and prioritising people and communities first.
 - Ensuring responsive delivery through collaborative relationships recognises that the Strategy requires stakeholder working together to fully achieve the vision.

How will we get there?

27. The Strategy also identifies five key moves that are required to bring about lasting change in the city. These moves are supported by potential projects that can be delivered over time.

- **Whakamana.** Restoring the Huatoki. The vision for the Huatoki Stream sees it as a central feature in the identity and experience of the city centre. The stream provides a seamless connection through the city centre and becomes a place that people appreciate and where they gather. Adjoining spaces and buildings will be shaped in response to the stream.
 - **Whakahononga.** Connecting our city to the coast. The vision is for the city centre to connect seamlessly to the water's edge and conveniently link with neighbourhoods at its fringe. Buildings within the city centre will look out towards the city's coastal aspect, engaging with the views. Pedestrian priority at intersections will provide safe passage and enhanced street amenity with sightlines to the coast. Separate cycle lanes will cater for those travelling to the city by foot, bike and/or scooter.
 - **Whakaataahua.** Activating our green links. The vision is for a green journey through the city from parks to the coast and back again that reinforces the notion of New Plymouth as a city that embraces its natural environment. This green circuit connects some of New Plymouth's key destinations, recognises Māori and Pākehā settlement history, leverages off existing open spaces and provides increased access to the City.
 - **Whakakaha.** Reinforcing our city core. The vision for this key move sees the city centre core recognised by residents, business and visitors alike as the hub of New Plymouth. Defined by Queen Street in the west and Liardet Street in the east, it is where the bustle of the city is alive and well – with a concentration of workers, retailers, hospitality and locals mixing alongside out-of-city visitors seeking out the latest arts, culture and recreation offer within the city.
 - **Whakaora.** Living in our city centre. The vision for living in the city is to increase our residential population at scale. There will be a range of living options from top of the shop living to apartments to residential neighbourhoods. There will be a transition to a new walkable residential neighbourhood east of Liardet Street. This neighbourhood provides more housing choice in the District and has food, hospitality, employment events, arts, culture and nature on its doorstep.
28. The Strategy is supported by a delivery framework that sets out key areas that need to be focused on in delivery.
-

29. The Strategy's success is dependent on working in partnership with key private and public sector organisations. The Council will not deliver the Strategy alone and requires collaboration and sustaining partnerships. Council will work closely with Ngati Te Whiti hapū on a co-governance model for planning and delivery. Working closely with landowners to streamline development processes and establishing stronger relationships with the Chamber of Commerce and retailers are also critical delivery outcomes.
30. The Strategy requires significant public and private sector investment over a 30 year period. Identifying and leveraging off planned works is one way to maximise investment, particularly through Council renewals. Establishing early relationships with potential private investment opportunities is a key focus alongside working with key agencies such as Waka Kotahi, and Kāinga Ora on areas of shared interest.
31. There are future policy changes that will support the City Centre Strategy. The Proposed District Plan is currently at the hearings stage and already has a strong policy approach that supports the City Centre. However, there are likely further plan changes that will be required to further support the strategy in the long term. The Transportation Plan will provide 'District-wide' direction for transport modes and confirm approaches to improving connectivity and parking. The Emissions Reduction Plan will support approaches to reduce emissions in the City Centre. The Strategy will inform the subsequent strategy, policy and guidance that will be required to enable and deliver the change envisaged.
32. Projects and initiatives will be sequenced to ensure every dollar spent is optimised. Priority will be given to consolidating previous investment, ensuring an additive approach and recognising interdependencies.
33. Measurable targets have been set against each of the five goals, will ensure that progress can continually be reviewed and reported against.
34. It is noted that each of the proposed projects will need to be further developed through the business case process. These will be reported to Council for approval as required.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

35. The Strategy identifies responding to climate change as one of the guiding principles, and all future projects implemented need to take climate change (mitigation/adaptation) into consideration. This includes identifying ways that reduce emissions and reliance on fossil fuels and ensuring investment in the city centre results in a resilient city that is better able to adapt to climate change.
-

36. Key elements of the Strategy note adaptation and mitigation opportunities such as becoming a car-lite city that supports sustainable transport options and a green city that encourages biodiversity. It also has the potential to drive operational emission changes when developing residential living in the city.

NEXT STEPS

37. The next steps are to develop the planning phase for the implementation of the Strategy. This will identify the key opportunities within the Strategy that can be focused on initially. This planning work will support a future capital investments programme that is scheduled to begin in 2024 of the Long-Term Plan.
38. Key planning initiatives that will be initially focused on that support the key moves include:
- Developing a Devon Street Tree Master Plan that will outline, plan and programme for street tree upgrades;
 - Developing a Corridor Masterplan for the Huatoki that will provide guidance for developers and Council on future projects;
 - A streamlining service for City Centre development and consenting processes;
 - Developing and implementing city centre public realm public space design guidance (street furniture, structures and materials);
 - Trial and test a number of initiatives to inform business cases such as a new bus depot location and implementing pedestrian priority across State Highway 45.
39. Although detailed programming has not been undertaken due to alignment with the renewals programme it is likely that Queen Street will be a high priority for redevelopment as capital funding comes on-line in 2024. This will be confirmed through the implementation phase.
40. Underpinning these initiatives is the development of a co-governance model with Ngati Te Whiti hapū and exploring and establishing partnerships with key landowners, organisations and agencies which is a key priority.
41. Detailed timelines and business cases are to be developed to explore and confirm funding allocation from 2024 onwards.
42. As the Strategy is web based progress with projects will be regularly updated online to show implementation progress to the community.
-

SIGNIFICANCE AND ENGAGEMENT

43. In accordance with the Council's Significance and Engagement Policy, this matter has been assessed as being significant because of its financial implications, the impact on the relationship of Ngāti Te Whiti and their ancestral land, water and wāhi tapu sites with the city centre area. The decision could affect level of service as stated in the 2021-2031 LTP.
44. There is on-going public interest in this Strategy and central city issues. The Strategy provides direction to key issues around street trees and parking. An options assessment for the planting plan on Devon Street is underway and investigations into costings around options for the Downtown Carpark are also currently being investigated. The Strategy provides direction on this matters such as a need to be car-lite, green and has an awa first approach.
45. As the Strategy impacts on mana whenua, it has been developed in partnership with Ngāti Te Whiti hapu and Te Kotahitanga o Te Atiawa Trust. It is envisioned that this partnership continues when delivering initiatives and projects within the city. There are many sites of significance and the coast and rivers in the city centre and acknowledgement of these when delivering futures projects is paramount.
46. Other key stakeholders were also engaged with throughout the process. Engagement was either via collaborative co-create workshops or one-on-one meetings either face-to-face or online. Information sessions to the general public were also provided for.
47. Consultation on the specific projects will likely occur as part of the Long-Term Plan 2024-34 process.

OPTIONS

Option 1

Adopt the Ngāmotu New Plymouth City Centre Strategy

48. As a sub-option, Council could consider making amendments to the Strategy before adopting it.

Financial and Resourcing Implications

49. On 17 August 2021 Council decided that the parking fee structure in the City Centre would remain. It was determined that \$1 million of the Covid-19 and Economic Development Reserve, would be allocated to support central city initiatives. This funding, available until 30 June 2024 provides the opportunity to initiate 'quick-win' initiatives and to accelerate the planning and business cases required for the capital projects.
50. The LTP 2021-2031 outlines approximately \$12m in funding over years 4 to 10 (from 2024) to implement the Strategy. However, this is a high-level amount and will likely be revised as a more defined programme is determined following business case development and as projects are prioritised into a portfolio. Any additional funding requirements will be considered through future LTP processes.
51. To maximise cost efficiencies, project delivery will align with asset renewal timeframes.
52. Officers will explore opportunities for private partnerships, and will work collaboratively with agencies in key areas to establish funding workstreams.

Risk Analysis

53. As mentioned above, there may be additional financial implications in order to deliver projects, however this can be managed through the business case and approval channels.
54. There is greater reputational risk if this option is declined as the Strategy has been developed with key stakeholders and shows a shared vision for the Central City.

Promotion or Achievement of Community Outcomes

55. The Strategy positively contributes to all community outcomes:
 - Partnership - The Strategy was developed in partnership with Ngāti Te Whiti hapū and this partnership will continue when delivering projects. There is also further partnership/collaborative opportunities with various stakeholders invested in the city centre.
 - Community - Community wellbeing will be enhanced through the delivery of the Strategy. The vision, which was developed in partnership with the hapū, is about connecting people within the city. The Strategy aims to make the city people centric and enable safe, accessible movement in and around the city.

-
- Sustainability - The Strategy recognises and provides for climate change and responds to this through the project principles and project delivery and behaviour change to encourage sustainable living.
 - Delivery – Prudent planning projects identified in this Strategy can align with delivery of key infrastructure works, creating cost efficiencies.
 - Prosperity – one of the goals for the Strategy is to re-energise the economy. Providing quality amenity that attracts business and people to the city to live, work and play will strengthen the city centre.

Statutory Responsibilities

56. The Strategy is consistent with the Proposed District Plan. Further analysis and work will determine if plan changes are need to respond to the long-term aspirations of the strategy.

Consistency with Policies and Plans

57. The Strategy is consistent with Council policies and plans, however it has been identified that some policies/plans, such as Reserve Management Plans and Encroachment Policies will require reviewing to align with Strategy outcomes and enable some projects.

Participation by Māori

58. This strategy was developed in partnership with Ngāti Te Whiti and Te Kotahitanga o Te Atiawa Trust. Two co-create workshops were held with the hapū along with a vision development workshop.
59. A significant part of the Strategy entailed the Cultural Values Statement was developed by the hapū. These values have been incorporated throughout the strategy. The main values are described below:
- Rangatiratanga me te Mana: A tangata whenua voice is always present with respect to the protection, management and advocacy of their spiritual, cultural and historical associations, interests and aspirations.
 - Whanaungatanga / Kotahitanga: Recognises the importance of working together to achieve a common understanding and reaching a consensus on how mutually beneficial outcomes will be achieved. Consensus, respect for individual differences and participatory inclusion for decision-making.
 - Kaitiakitanga: Recognises the obligations of Ngāti Te Whiti as kaitiaki (guardians) to manage resources and interests in accordance with their customary preferences.

- Mai Taranaki Maunga Ki Uta Ki Tai / Integrated Management: The Māori concept of integrated management relies on the idea that the mauri of an area/natural, physical, cultural resource cannot be assessed in isolation of its surroundings and must be based on the mauri of interrelated components in the wider catchment.
 - Te Tirohangaroa / Forward looking: Consideration of the future environment and the impacts of use and development on the ability of future generations to provide for themselves are key components of sustainable management as required under the Resource Management Act.
60. A key consideration of hapū is to maintain a presence and relationship with the City Centre and its communities. To achieve the Whanaungatanga value Council will continue to work with Ngāti Te Whiti on co-governance arrangements through the planning and implementation stages.

Community Views and Preferences

61. Throughout the development of the Strategy, a diverse representation of stakeholders input was sought. More than 200 stakeholders met with Council either through workshops or meetings to help shape the Strategy and, additional to this, some contacted Council directly to express their wishes for the future state of the city centre. Participants included:
- Iwi and hapū
 - Young people
 - Private property owners and developers and Real Estate agents
 - Transportation sector
 - City Centre Business, Hospitality and Retail sector
 - Aged and Accessibility Working Party
 - Health sector
 - Arts and Creatives representatives
 - General Public
-

62. The general view from those who provided input was that they saw a lot of opportunities within the city centre. All of which, are identified in the Opportunities and Challenges summary. There is an air of excitement about the potential that the Strategy can deliver and the impact that this will have on the longevity of the city. Diversifying our offering within the city and embracing what is unique to Ngāmotu New Plymouth whilst acting as an enabler for future collaborations will keep the city thriving.

Advantages and Disadvantages

63. Adoption of the Strategy will enable change to occur and long-standing issues to begin to be resolved. The Strategy brings a strategic, long term approach to planning in the city centre that will guide and direct projects. It provides a pathway forward and ensures that there is a clear roadmap for investment. However, once detailed business cases are developed and a wider programme is established there may be further financial implications.

Option 2

Do not adopt the draft Ngāmotu New Plymouth City Centre Strategy

Financial and Resourcing Implications

64. This option would mean budget assigned to year 2024 onwards of the LTP would no longer be required.

Risk Analysis

65. There is a reputational risk if the Strategy is not adopted. It has been an issue for some time and is widely anticipated by those who have contributed to the Strategy and also at the CBD Summit in 2019.

Community Views and Preferences

66. This option would not be a preference of the community as there has been strong community desire for a forward thinking strategy for the city centre.

Advantages and Disadvantages

67. This option would see minimal interventions within the city centre. This would not only have impacts on the city centre but on the economic performance of the region.
-

Recommended Option

This report recommends **Option 1:** Adopt the draft Ngāmotu New Plymouth City Centre Strategy for addressing the matter.

6

APPENDICES

Appendix 1 Strategy on a page (ECM 8645091)

Report Details

Prepared By: Samantha Vincent (Community Partnership Adviser) / Juliet Johnson (Manager Planning)
Team: Planning Team
Approved By: David Langford (General Manager Planning and Infrastructure)
Ward/Community: District wide
Date: 19 October 2021
File Reference: ECM8644949

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

Appendix 1:



RESPONSIBLE (FREEDOM) CAMPING SUMMER SEASON 2020/2021 FUNDING INITIATIVES REPORT

PURPOSE

1. This report provides information on the \$84,000 of funding the Ministry of Business, Innovation and Employment (MBIE) provided to NPDC for responsible camping initiatives over the summer season 2020/2021.

RECOMMENDATION

That, having considered all matters raised in the report, the report be noted.

SIGNIFICANCE AND ENGAGEMENT

2. This report is provided for information purposes only, and has been assessed as being of some importance.

DISCUSSION

3. The Council adopted the Freedom Camping Bylaw in December 2017. A number of issues were evident after the bylaw's initial summer of operation. This indicated a need for change so the Council reviewed the bylaw and undertook a special consultative procedure with the community. The Council adopted an amended bylaw, which became operative in December 2018. The latest amendments the Council adopted in October 2020, to address overcrowding issues at specific sites and the associated impacts on the environment, in addition to community access and public health and safety at the sites.
4. The Tourism Facilities Development Grants Fund, as administered by MBIE, made funding available to support Councils to manage responsible camping during the 2020/2021 summer season.
5. Funding was available to enable short-term practical solutions to assist in addressing issues with freedom camping. MBIE supported activities such as additional operating costs to service facilities, education, monitoring and enforcement projects, and ambassador programmes. The funding was not available for infrastructure, vehicle hire, capital costs or in-house work.
6. In August 2020, NPDC applied for \$113,000 of funding for a range of initiatives.

7. In September 2020, MBIE approved \$97,000 of available funding for initiatives including education, an ambassador programme, monitoring and enforcement, security camera hireage, and additional servicing of toilet and rubbish facilities. MBIE did not approve funding for security for a temporary area lockdown at a freedom camping hotspot.
8. NPDC claimed a total of \$84,934.12 + GST in actual expenditure in relation to the implemented initiatives.
9. MBIE required submission of a mid-season Project Status Report in February 2021 and a final Project Status Report on completion of the project (June 2021) as funding deliverables. Please refer to appendices 1 and 2.
10. MBIE reporting requirements included, per initiative, summary details about completed work, expenditure, health and safety information, and expected completion date of the work. Officers also provided information on the perceived overall impact of the initiatives, lessons learned and stakeholder feedback. Outlined below is a summary of each initiative.
11. The reduction in complaints and infringements in relation to freedom camping over the peak season of 2020/2021 could be part of an accumulative effect of a combination of the initiatives that were in play.
12. Officers are mindful that the last 2020/2021 peak freedom camping season solely involved domestic visitors as opposed to the international visitor component due to the closure of the nation's borders.

Initiative 1 – Education

13. Officers arranged the update of signage at Battiscombe Terrace, Tongaporutu and Lake Rotomanu. The website information and Campermate app rounded out the provision of information available to the public.
14. The employed Ambassador provided feedback that campers were far more aware of district rules around freedom camping as information on the local rules was readily available, and resulted in reduced complaints and infringements. Freedom campers were more compliant over the 2020/2021 season than historically.

Initiative 2 – Ambassador Programme

15. NPDC employed a Responsible Camping Ambassador who was responsible for providing information and advice to visitors and the wider community through informal visitation and monitoring of freedom camping sites throughout the New Plymouth District. He was also engaged to promote positive behaviour in freedom camping communities, educate campers in responsible camping initiatives, rules and where appropriate facilities were located, answer public queries and collect relevant statistical data whilst showing our visitors and residents why the District is such a great place to visit.
16. The education topics included where campers could legally stay, where waste could be disposed, and the location of local attractions. The role was an intermediary for not only visitors outside of the district, but also for locals to feed their observations directly back to a Council representative.
17. NPDC lodged 59 service requests throughout the duration of the Ambassador's contract as a result of his interaction with the community. The requests impacted many areas of Council including Parks, Property, Environmental Health and Animal Control.
18. The Ambassador's geographical scope included the district's main camping areas and some of the lesser-known spots, from the Stoney River to Tongaporutu.
19. Visitors commented on how beneficial it was to have the opportunity to discuss issues with a Council representative and receive clear guidance and advice. The residents of the more popular freedom camping areas provided feedback that they were grateful that Council implemented this initiative, that a representative was listening to their concerns, and that visitors were being educated in regards to the legislation.
20. This initiative provided an opportunity to work closely with external agencies such as the Department of Conservation (DOC) to share information on key sites and issues that affected both organisations. NPDC worked with DOC, the New Plymouth i-SITE Visitor Information Centre, and the Egmont National Park Visitor Centre to provide a wide variety of literature on tourist attractions as well as advice on best practice for campers.

Initiative 3 – Monitoring and Enforcement

21. This initiative included increasing the monitoring and enforcement provision that already existed, to permit intensive coverage to target the high points of the week (Friday to Sunday); better coverage of early morning enforcement checks in hotspot locations; and the ability to enforce in locations with long return travel time, e.g. Tongaporutu.
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22. There was an increase in compliance from 86.8 per cent in December 2020 to a mean compliance rate of 92.5 per cent for January to March 2021. Officers calculated these percentages based on the number of infringements issued in relation to the total number of freedom camping vehicles recorded onsite over each month.
 23. There was also a reduction in camping complaints over the above referenced period, with these being solely in relation to people living in their cars.

Initiative 4 – Security Camera Hireage

24. The intention of this initiative was to hire four relocatable security cameras for monitoring, compliance and intelligence gathering in a hotspot freedom camping location.
25. This initiative presented some roadblocks in relation to achieving any type of power to the site, but it was also the untenable insurance-related risks posed that resulted in the non-progression of this initiative.

Initiative 5 – Additional Operating Costs

26. This initiative included an increase in the servicing/cleaning of toilets, ablution facilities, septic tanks, and sanitary bins cleaning. It also included ablution facility consumables and rubbish collection.
27. Locations where this change was implemented included Tongaporutu, Lake Rotomanu, Mangorei Road, Corbett Park, Waitara Marine Park, Fitzroy Beach, Rogan Street, Battiscombe Terrace Waitara, and Buller Street.
28. The Ambassador was able to provide feedback to the Property Team as to where NPDC needed to increase the cleaning and rubbish collection. Council received fewer complaints in regards to rubbish bins in the high usage areas.

CLIMATE CHANGE IMPACT AND CONSIDERATIONS

29. MBIE approved funding solely for freedom camping initiatives that would reduce the negative environmental impacts of unmanaged freedom camping.

NEXT STEPS

30. In August 2021, MBIE announced that this particular funding stream is now ending and at this stage, they are not planning any further contestable funding rounds for Responsible Camping initiatives. However, they are planning a further round of funding from the Tourism Infrastructure Fund (TIF), which officers anticipate may open for applications in March 2022. Council can consider any capital expenditure for responsible camping infrastructure projects as part of this funding.
31. Council intends to fund the employment of a Responsible Camping Ambassador for the coming 2021/2022 summer season due to the success of the initiative.
32. MBIE has advised that they continue to progress work on Freedom Camping reform to provide a long-term solution to some of the local challenges.

FINANCIAL AND RESOURCING IMPLICATIONS

33. NPDC claimed a total of \$84,934.12 + GST in actual expenditure in relation to the implemented initiatives.
34. Of this total, NPDC paid \$6,030 for the Responsible Camping Ambassador for the 2020/2021 summer season. The cost for the coming summer season may increase depending on the extent of the proposed ambassadorial service.

IMPLICATIONS ASSESSMENT

35. This report confirms that the matter concerned has no particular implications and has been dealt with in accordance with the Local Government Act 2002. Specifically:
 - Council staff have delegated authority for any decisions made;
 - Council staff have identified and assessed all reasonably practicable options for addressing the matter and considered the views and preferences of any interested or affected persons (including Māori), in proportion to the significance of the matter;
 - Council staff have considered how the matter will promote the social, economic, environmental, and cultural well-being of communities in the present and the future.
 - Unless stated above, any decisions made can be addressed through current funding under the Long-Term Plan and Annual Plan;
 - Any decisions made are consistent with the Council's plans and policies; and
 - No decisions have been made that would alter significantly the intended level of service provision for any significant activity undertaken by or on behalf of the Council, or would transfer the ownership or control of a strategic asset to or from the Council.

APPENDICES

Appendix 1 Mid-Season Project Status Report and Assessment of Impact of Initiatives (ECM8456821)

Appendix 2 Final Project Status Report and Assessment of Impact of Initiatives (ECM8526391)

Report Details

Prepared By: Kimberley Laurence (Senior Advisor Community and Customer Services)
Team: Community and Customer Services Group
Approved By: Teresa Turner (Group Manager Community and Customer Services)
Ward/Community: New Plymouth District
Date: 19 October 2021
File Reference: ECM8581796

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



APPENDIX 1 - PROJECT STATUS REPORT AND ASSESSMENT OF IMPACT OF INITIATIVES			
TFDG Claim No	N/A - \$0	Date	February 2021
Project Name	Funding of Responsible Camping during the 2020/21 peak summer season in the New Plymouth area by New Plymouth District Council	Completed by:	Kimberley Laurence with input from Council Officers responsible for the various initiative areas (Compliance, Parks, and Property teams)
<p>Details of completion of Project Tasks and expenditure to date: <i>Provide summary details about the completed work, including documentation of completed Project Tasks. Detail project expenditure to date, including actual expenditure against budgeted expenditure and an explanation for any variance. Also identify any other sources of contributions (source name and amount), and which milestone this relates to.</i></p>			
<p><u>Initiative 1 – Education</u></p> <p>Summary details about completed work: main sign at Lake Rotomanu updated, next ones at other points soon to be updated.</p> <p>Documentation/evidence: attachment includes a signage proof as an example.</p> <p>Budgeted expenditure: \$6,000 approx. – based on initial timeline against budgeted cost.</p> <p>Actual expenditure: \$170.61 for new sign at Lake Rotomanu.</p> <p>Explanation for variance: another two signs to be completed for Tongaporutu and Battiscombe Terrace, other identified hotspots did not require signage due to differing requirements. Website had been and continues to be updated in-house, no assigned expenditure for this.</p> <p>Any other contributions: Campermate App team provide free and timely updates to their app.</p> <p><u>Initiative 2 – Ambassador Programme</u></p> <p>Summary details about completed work: our employed ambassador Phillip has been out in the field with our Armourguard contractor(s) who complete daily patrols of some of the restricted areas. He has also met with the Responsible Camping Ambassadors from South Taranaki District Council as they had already established this type of role. Building a relationship with bordering Councils and external contractors is beneficial as it gives us open communication channels for sharing information and ideas moving forward.</p> <p>Documentation/evidence: attachment includes a summary report from the ambassador’s working hours from 8-17 January 2021. This outlines the quality of information we are gathering from a wide area within our jurisdiction, and assists the Council community to ensure that all aspects in regards to camping can be captured and issues addressed where appropriate. Towards the end of the summer season we expect it to give us great data to plan an enforcement and education programme for the following year.</p> <p>Budgeted expenditure: \$10,000 approx. – based on initial timeline against budgeted cost.</p> <p>Actual expenditure: \$1,694.09 based on gross pay information for ambassador (up until 31 January 2021).</p> <p>Explanation for variance: initially we recruited for two ambassadors working 10 hours per week each, however due to one resignation we have been able to offer our remaining ambassador Phillip up to 20 hours work per week. This is actually proving to be very beneficial as it enables us to have a more consistent approach. Phillip organises his week of work travelling between the major hotspots including the outlying area of Tongaporutu.</p> <p>Any other contributions: nil.</p> <p><u>Initiative 3 – Monitoring and Enforcement</u></p> <p>Summary details about completed work: responsible camping patrols by Armourguard every day. Daily reports recording all vehicles at particular sites, the number of offences and infringements issued.</p> <p>Documentation/evidence: attachment includes an example of daily report received from contractor.</p>			



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<p>Budgeted expenditure: \$6,000 approx. – based on initial timeline against budgeted cost.</p> <p>Actual expenditure: \$15,200 approx. for December 2020 and January 2021.</p> <p>Explanation for variance: cost reported is for a comprehensive summer coverage of the hotspots and other identified places as required.</p> <p>Any other contributions: none reported.</p> <p><u>Initiative 4 – Security Camera Hireage</u></p> <p>Summary details about completed work: security camera hireage initiative is still yet to be implemented. The initial provider’s contract for this was not approved due to insurance concerns, but fortunately another provider has been sourced to get this going and our Compliance Lead is working through the options with them. Therefore, the trial will be installed later than expected.</p> <p>Documentation/evidence: email correspondence had occurred with providers, should this be required.</p> <p>Budgeted expenditure: \$12,000 approx. – based on initial timeline against budgeted cost.</p> <p>Actual expenditure: \$0.</p> <p>Explanation for variance: as per summary details about completed work.</p> <p>Any other contributions: nil.</p> <p><u>Initiative 5 – Additional Operating Costs: toilet, septic tank and sanitary bin cleaning</u></p> <p>Summary details about completed work: some hotspot toilet cleaning was increased to twice a day from 1 December 2020 and most of the time this keeps up with demand. It became evident that the Tongaporutu toilet cleaning required more frequent cleaning than the two-three times a week it was being serviced, so this was increased to daily from 15 January 2021 until further notice. Each clean is \$80.54 due to the travel time involved to visit this site. There seems to be a very steady amount of visitors and freedom campers to this site every day of the week. This location has also had two septic cleans in this period so far. New big belly rubbish bin for Lake Rotomanu, and increased rotation of cleans for high profile bins.</p> <p>Documentation/evidence: toilet cleaning audits are available if these are of interest. Public litter dropped at the dump has increased from 24 tonnes per month to 30 tonnes – spreadsheets for this can also be provided.</p> <p>Budgeted expenditure: \$13,000 approx. – based on initial timeline against budgeted cost.</p> <p>Actual expenditure: \$31,718.66 approx. up to 31 January 2021.</p> <p>Explanation for variance: December through February are the busy months. The cost of cleans has increased, due to having to increase Tongaporutu toilet cleaning. The amount of rubbish being collected in the district has increased with more rubbish going to the dump and the cost of this increasing.</p> <p>Any other contributions: nil.</p>
<p>Problems and Risks (including Health & Safety): <i>Identify any problems or risks that have occurred, arising or expected to arise with the Project, the Project Tasks, or the operation of the Agreement and how these will be mitigated, including details of any changes to the Health and Safety policy and procedures relating to this Project; including a register of any incidents/accidents that have occurred.</i></p>
<p><u>Initiative 1 – Education</u></p> <p>Health and safety related information: nothing to report.</p> <p>Any problems or risks: nothing to report.</p> <p>Any information from the community that affects our ability to deliver this initiative: nothing to report.</p> <p><u>Initiative 2 – Ambassador Programme</u></p> <p>Health and safety related information: the ambassador has completed the Council induction programme for new employees, he has also read and acknowledged the Council’s Vehicle Policy as during his working hours he has access to a Council pool vehicle. As he is working outside of the normal Council hours we have implemented a system whereby Monday to Friday he notifies his line manager when he starts and finishes work, and on weekends he contacts the after-hours team. This means if there is an issue or incident we are able to respond quickly and efficiently ensuring his health and safety is maintained at all times. Discussion held with ambassador to avoid (until the matter has been resolved) a</p>

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certain freedom camping site temporarily where a camper had just been trespassed who is known to be aggressive. No reported incidents or accidents in relation to this initiative, but NPDC is working on improving our working alone systems.

Any problems or risks: nothing to report.

Any information from the community that affects our ability to deliver this initiative: no.

Initiative 3 – Monitoring and Enforcement

Health and safety related information: two incidents reported (INC_2337 and INC_2457) as part of our Health and Safety management system in relation to aggressive behaviour against our contractors who perform these duties.

Any problems or risks: no others identified as having arisen to date, we have seen a decline in the number of infringements being issued, and this trend is expected to continue. Any unexpected problems that arise will be dealt with on a case by case basis.

Any information from the community that affects our ability to deliver this initiative: nothing to report.

Initiative 4 – Security Camera Hireage

Health and safety related information: N/A.

Any problems or risks: N/A.

Any information from the community that affects our ability to deliver this initiative: N/A.

Initiative 5 – Additional Operating Costs: rubbish collection; toilet, septic tank and sanitary bin cleaning

Health and safety related information: nil at this stage that we are aware of.

Any problems or risks: it is difficult to determine what impact freedom campers versus day visitors have on the toilet facilities within the 'hot spot' areas. Feedback from the Responsible Camping Ambassador is useful in determining this.

Any information from the community that affects our ability to deliver this initiative: the number of community events can have an impact on the region as a whole and specific sites. At this stage all planned events continue to occur and extra cleaning of toilets and monitoring take place around these.

Work required to complete the project and expected completion date: *Provide summary of remaining work and if there is any variance in expected completion date.*

Initiative 1 – Education

Two signs still to be updated starting shortly, expected completion date end of March 2021.

Initiative 2 – Ambassador Programme

This appointment has not only been beneficial to the Council, it has already had a great impact on visitors and locals alike. The feedback we have received to date has been extremely positive. Visitors have commented on how beneficial it is to have the opportunity to discuss issues with a Council representative and also receive clear guidance and advice. The residents of the more popular areas have been grateful that this initiative has been put in place. They are happy as they feel their concerns are being listened to and visitors are being educated with regards to the legislation.

Initiative 3 – Monitoring and Enforcement

Ongoing daily patrols of responsible camping areas in the district.

Initiative 4 – Security Camera Hireage

Provider to be finalised for this initiative for implementation to occur. In terms of a revised expected completion date, we would intend to continue this initiative as long as the funding is available. As a contingency, should there be any roadblocks to implementing this initiative, it has been identified that we would possibly request to put the funding towards extending the Ambassador initiative.

Initiative 5 – Additional Operating Costs: rubbish collection; toilet, septic tank and sanitary bin cleaning

Further increased cleaning and monitoring will continue over the upcoming months. There is no change expected to the completion date, but factors that do affect this include the provision of fine weather which will determine the number of visitors to the hotspots.

7.1



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<p>Additional information requested by the Ministry (including the Tiaki Promise): <i>If this is the final report please provide commentary on the overall success/failure of the Project. Including details of how you have showcased the Tiaki Promise (where appropriate).</i></p>			
<p>Please advise should there be any further information you would like to be provided with as we progress this project and project tasks, otherwise we will provide Tiaki Promise details with the final report.</p>			
<p>Attached Evidence: signage proof example, sample of Responsible Ambassador report, sample of monitoring and enforcement report from engaged contractors.</p>			
Mid-season Report	Y / N	Final Report	Y / N

7.1



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Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation's ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	<i>Across the New Plymouth District at the following points – Lake Rotomanu, Battiscombe Terrace, Tongaporutu.</i>	
Initiative Description:	Education – Initiative 1: <i>this initiative includes updated signage and website.</i>	
Time-Period (i.e. when was the change implemented):	<i>Battiscombe Terrace and Tongaporutu signage from November 2020, Lake Rotomanu from mid-January 2021.</i>	

7.1



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1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	Camper are far more aware of district rules around freedom camping.	As indicated by feedback from our ambassador Phillip, as per initiative 2.
1.2 Outline any lessons learned and / or unintended consequences arising from this initiative.	No, rather the reinforcement of the need for clear and concise communication.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.	The camping community are supportive of this initiative.	As indicated by feedback from our ambassador Phillip, as per initiative 2.

2. Focused measures

Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	Complaints and infringements have reduced.	Believe this could be part of an accumulative effect of a combination of the initiatives in play.

7.1



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<p>2.5 With regard to projects and initiatives to inform and educate campers, please provide information on the type, method, and quantity of information distributed.</p>	<p>Updated signage at the locations mentioned above, updated website and Campermate app.</p>	
<p>Have there been any changes to responsible campers' behaviour as a result?</p>	<p>Appears to be a reduction in offences being committed.</p>	

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Assessing the impact of local initiatives during peak visitor season 2020/2021

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Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	<i>Across the New Plymouth District – Responsible Camping Ambassador Phillip travels to all areas within the NPDC jurisdiction, which includes from Stoney River to Tongaporutu.</i>	
Initiative Description:	Ambassador Programme – Initiative 2: <i>this initiative includes an Ambassador who is responsible for providing information and advice to visitors and the wider community through informal visitation and monitoring of freedom camping sites throughout the New Plymouth District; promoting positive behaviour in freedom camping communities; educating campers in responsible camping initiatives, rules and where appropriate facilities are located; providing assistance; answering public queries and collecting relevant statistical data whilst showing our visitors and residents why the New Plymouth District is such a great place to visit.</i>	
Time-Period (i.e. when was the change implemented):	<i>Phillip started the first week of January 2021.</i>	

7.1



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1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	The impact to date of the initiative has been extremely positive, from both the community and visitors. The benefits have included better overall education for visitors to the district and a better understanding from a Council perspective of areas we can improve upon, i.e. additional toilets, rubbish bins, etc.	
1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.	Has been beneficial to have one ambassador for a consistent approach who is working a higher number of hours, as opposed to two ambassadors as originally planned.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.	The local community has been very positive about this role as it gives them the opportunity to have open and honest conversations, and open a two-way communication channel with various Council departments ranging from Parks, Property and Transportation.	

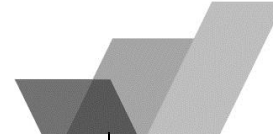
2. Focused measures

Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	Complaints and infringements have reduced.	Believe this could be part of an accumulative effect of a combination of the initiatives in play.

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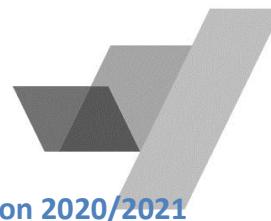


<p>2.5 With regard to projects and initiatives to inform and educate campers, please provide information on the type, method, and quantity of information distributed.</p>	<p>The information delivered to visitors to our province has been of a very high quality. We have worked with the Department of Conservation, the New Plymouth i-Site, and the North Egmont Visitors Centre to provide a wide variety of literature on tourist attractions as well as advice on the best practice for campers. The quantity of information being delivered varies from site to site, such as campers who want to have in-depth interactions to those who do not wish to interact at all. Due to the informal nature of the role the level of interaction is assessed on a case by case basis. If any issues are encountered these are communicated to the relevant enforcement agencies.</p>	
<p>Have there been any changes to responsible campers' behaviour as a result?</p>	<p>There hasn't been any reported information on this, however the feedback that Phillip has received while out at various sites has been positive. The real value will be assessed at the end of the contract when we can look at year on year data in regards to infringements issued, keeping in mind that the data won't be completely accurate due to a downturn in tourist numbers on a whole to the province due to Covid-19 international travel restrictions.</p>	

7.1



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
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Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation's ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	<i>Across the New Plymouth District – specifically Battiscombe Terrace and Lake Rotomanu.</i>	
Initiative Description:	Monitoring and Enforcement – Initiative 3: <i>this initiative included increasing the monitoring and enforcement provision that exists to permit intensive coverage to target the high points of the week (Friday to Sunday); better coverage of early morning enforcement checks in hotspot locations; and the ability to enforce in locations with long return travel time, e.g. Tongaporutu.</i>	
Time-Period (i.e. when was the change implemented):	<i>From May 2020 the current level of enforcement started, has not changed further.</i>	

7.1



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INNOVATION & EMPLOYMENT**

HIKINA WHAKATUTUKI

1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	We have seen nearly a 42% reduction in the issuing of infringements from 85 issued in December 2020 to 47 issued in January 2021.	December 646 vehicles, January 712 vehicles.
1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.	Increased information leads to increased compliance.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.		

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2. Focused measures

Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	42% reduction in complaints.	



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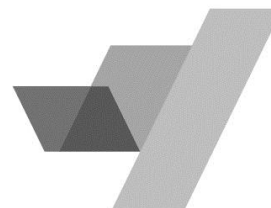


<p>2.3 With regard to monitoring and enforcement initiatives, please provide information on the number of infringements issued and collected during peak season.</p> <p>To what extent was council able to recoup enforcement costs?</p> <p>Were rates of compliance also assessed to provide a balanced picture? If so, can you provide information on the proportion of campers that were compliant?</p>	<p>Please see above 1.1.</p> <p>Most infringements are paid, for example 70 out of 85 paid in December 2020.</p> <p>December 87.5% compliant, January 93.5% compliant.</p>	

7.1



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Assessing the impact of local initiatives during peak visitor season 2020/2021

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Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
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Region / Area where change has been implemented:	<i>Intention is to implement this initiative across the New Plymouth District – within some identified freedom camping hotspots.</i>	
Initiative Description:	Security Camera Hireage – Initiative 4: <i>this initiative includes the hireage of four relocatable solar security cameras for monitoring, compliance and intelligence gathering in hotspot locations.</i>	
Time-Period (i.e. when was the change implemented):	<i>Initiative is yet to be implemented.</i>	

N/A for all questions at this stage.

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Assessing the impact of local initiatives during peak visitor season 2020/2021

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Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

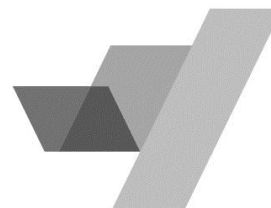
Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	<i>Across the New Plymouth District – Tongaporutu, Lake Rotomanu, Mangorei Road, Corbett Park, Waitara Marine Park, Fitzroy Beach.</i>	
Initiative Description:	Additional Operating Costs – Initiative 5: <i>this initiative included an anticipated increase in servicing/cleaning toilets, ablution facilities, septic tank cleaning, sanitary bin cleaning and ablution facility consumables.</i>	
Time-Period (i.e. when was the change implemented):	<i>From 1 December 2020 there was an increase to twice a day cleaning on most public toilets. Some rubbish bins that were emptied every two days received daily cleans from this date too. Tongaporutu toilet servicing was only three times a week, but the decision was made to change to daily cleans from 15 January 2021.</i>	



1. Open-ended questions

Qualitative assessment	Description	Any additional comments
<p>1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?</p>	<p>Increasing the cleaning from once a day to twice a day, with the second clean starting later in the day, has helped with the impact at that time when more people are about, especially during the week after work. This has been of benefit, with less complaints than the year before. Increasing the rubbish bin cleaning regime resulted in less complaints of overflowing bins.</p>	<p>The cleaning contractor made the initiative to put a later run on, starting at 5pm, to cover the fact that it is light until about 9pm and there are a lot of people out and about during that time.</p> <p>20% increase in amount of waste going to the landfill.</p>
<p>1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.</p>	<p>In hindsight, it would have been further beneficial to increase the Tongaporutu toilets to daily cleaning, despite the increased costs per frequency, from December 24 as opposed to from January 15.</p> <p>Also, the more the rubbish bins are emptied the quicker it fills also – appeared to be a significant amount of household rubbish.</p>	<p>A number of complaints were received regarding the state of the toilets from the many visitors to the area.</p>
<p>1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.</p>	<p>Feedback is generally received through the Responsible Camping Ambassador as to where we may need to increase cleaning and rubbish collection.</p>	

7.1



2. Focused measures

Measure	Description	Any additional comments
<p>2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.</p>	<p>1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied</p>	<p>Having a Responsible Camping Ambassador allows us to have a much better handle on the impact of camping in the various areas.</p>
<p>2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.</p>	<p>Increasing cleaning of public toilets has resulted in less complaints during this period than the previous year.</p> <p>In regards to rubbish bins, less complaints in the high usage areas.</p>	
<p>2.4 With regard to projects and initiatives that involve upgrading or building new facilities: a) what are the numbers of campers who utilised the facilities? b) to what extent did the facilities reduce the impact on pressure points elsewhere in the district?</p>	<p>It is very difficult to determine who are campers and who are visitors using the facilities. At Lake Rotomanu, there were up to 80 people in any given night.</p> <p>NPDC have provided better facilities in some areas this summer than what was previously provided, e.g. new serviceable toilets at Tongaporutu (three toilets, compared to one</p>	



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**

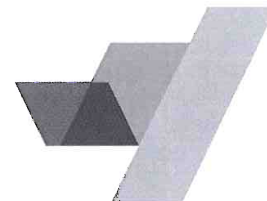
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c) were the new facilities used frequently?

d) what was the frequency and cost of servicing the facilities during peak season? (weekly)

previously), and toilets at Mangorei Road now. This has provided for a better visitor experience to the areas and district. Also, an extra big belly compacting bin was installed which helped immensely. All public toilets in the district have a very high usage over the summer time when days are longer, and bins heavily used. Twice a day cleaning on most public toilets, with Tongaporutu facilities once per day. Weekly cost of all these is approximately \$5,900 per week, and approximately \$1,500 per week for the responsible camping hotspots. All of the district's bins cost \$6,500 per week to empty and dump fees of an average of \$2000 per week. January spend on consumables for all public toilets (toilet paper, paper towels and soap) constituted approximately \$10,000.

7.1



APPENDIX 2 - PROJECT STATUS REPORT AND ASSESSMENT OF IMPACT OF INITIATIVES			
TFDG Claim No	Payment 3 - \$35,934.12 + GST	Date	May 2021
Project Name	Funding of Responsible Camping during the 2020/21 peak summer season in the New Plymouth area by New Plymouth District Council	Completed by:	Kimberley Laurence with input from Council Officers responsible for the various initiative areas (Compliance, Parks, and Property teams)
<p>Details of completion of Project Tasks and expenditure to date: <i>Provide summary details about the completed work, including documentation of completed Project Tasks. Detail project expenditure to date, including actual expenditure against budgeted expenditure and an explanation for any variance. Also identify any other sources of contributions (source name and amount), and which milestone this relates to.</i></p>			
<p>Initiative 1 – Education</p> <p>Summary details about completed work: main sign at Lake Rotomanu updated, others at Tongaporutu and Battiscombe Terrace to be updated soon.</p> <p>Project tasks status completion for this initiative: there is signage still to be updated.</p> <p>Documentation/evidence: attachment provided as part of Mid-Project Report included a signage proof.</p> <p>Budgeted expenditure: \$10,000.00 initial estimate as per Responsible Camping Initiatives Applications Form – 2020/2021 Summer Season.</p> <p>Actual expenditure: \$170.61 for new sign at Lake Rotomanu.</p> <p>Explanation for variance: Two signs to be completed for Tongaporutu and Battiscombe Terrace. The other identified hotspots did not require signage due to differing requirements. Website had been and continues to be updated in-house, no assigned expenditure for this.</p> <p>Any other contributions: Campermate App team provides free and timely updates to their app.</p> <p>Initiative 2 – Ambassador Programme</p> <p>Summary details about completed work: Throughout the summer months the ambassador (Phillip) worked a varied shift pattern of Wednesday through to Sunday, liaising with and educating both locals and visitors to our district. The education topics included where campers could legally stay, where waste could be disposed, and the location of local attractions. The role was also a great intermediary for not only visitors outside of the province but also for locals to feedback their observations directly to a Council representative. The community therefore had a sounding board for a variety of issues that may not previously have been captured. Phillip documented these to be generated as service requests, which were then assigned to the appropriate areas within Council to address.</p> <p>Documentation/evidence: Attachment includes a summary report from the ambassador’s working hours from 8-14 February 2021. This outlines a sample of the information we were gathering from a wide area within our jurisdiction, and assists the Council to ensure that all aspects in regards to camping can be captured and issues addressed where appropriate. The summary report shows the attention to detail, as well as the interactions with external agencies as part of this role. It highlights the positive effect this has not only had on the community of New Plymouth but the wider impact on tourism partners and agencies.</p> <p>59 service requests were lodged throughout the duration of the contract. The volume of service requests is tantamount to the level of interaction with the community and dedication to the role. Then requests were varied and impacted many areas of Council including Parks, Property, Environmental Health and Animal Control.</p> <p>Budgeted expenditure: \$16,000.00 initial estimate as per Responsible Camping Initiatives Application Form – 2020/2021 Summer Season.</p> <p>Actual expenditure: \$6,030.20 based on gross pay information for ambassador (up until end of contract 6/04/2021).</p> <p>Explanation for variance: Initially we recruited two ambassadors working 10 hours per week each. Due to the resignation of one of the ambassadors we increased the hours for the remaining ambassador to 20 hours per week. This proved to</p>			

Approved

 3 June 2021



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INNOVATION & EMPLOYMENT**

HIRIKINA WHAKATITIIKI

be very beneficial as it enabled us to have a more consistent approach. The ambassador organised his week of work travelling between the major hotspots including the outlying area of Tongaporutu.

Any other contributions: nil.

Initiative 3 – Monitoring and Enforcement

Summary details about completed work: Responsible camping patrols by Armourguard every day. Daily reports recording all vehicles at particular sites, the number of offences and infringements issued.

Documentation/evidence: attachment provided as part of Mid-Project Report was an example of daily report received from contractor.

Budgeted expenditure: \$20,000 – estimated cost for timeframe as per Responsible Camping Initiatives Applications Form – 2020/2021.

Actual expenditure: \$38,000 approx. for December 2020 through April 2021.

Explanation for variance: Cost reported is to carry out comprehensive summer coverage of the hotspots and other identified places as required.

Any other contributions: none reported.

Initiative 4 – Security Camera Hireage

Summary details about completed work: The mid-Project Status Report outlined the trial was to be installed later than anticipated. However the security camera hireage initiative was not implemented in this cycle. A suitable supplier was identified but power to the site was unable to be arranged. It was identified (as part of this cycle's process) that, in future, the supplier will be able to design/build a usable security camera system to address the lack of power.

Documentation/evidence: email correspondence occurred with providers, should this be required.

Budgeted expenditure: \$25,000 initial estimate as per Responsible Camping Initiatives Application Form – 2020/2021 Summer Season.

Actual expenditure: \$0.

Explanation for variance: as per summary details about completed work.

Any other contributions: nil.

Initiative 5 – Additional Operating Costs: toilet, septic tank, sanitary bin cleaning and rubbish collection

Summary details about completed work: Toilet cleaning at hotspots was increased to twice a day from 1 December 2020 and this kept up with demand at most of the sites. It became evident that the Tongaporutu toilet cleaning required more frequent cleaning than two-three times a week. Toilet cleaning was increased to daily from 15 January 2021 until the end of summer. Each clean was \$80.54 due to the travel time involved to visit this site. A new big belly rubbish bin was installed at Lake Rotomanu and four new recycling stations installed at Back Beach/Paritutu carparks. There was increased rotation of cleans of bins at high profile sites.

Documentation/evidence: Toilet cleaning audits are available if these are of interest. Public litter dropped at the dump has increased from 24 tonnes per month to 30 tonnes – spreadsheets for this can also be provided.

Budgeted expenditure: \$26,000 initial estimate as per Responsible Camping Initiatives Application Form – 2020/2021 for additional cleaning and rubbish collection over and above the standard servicing.

Actual expenditure: \$20,758.31 approx. up to end of April 2021 for responsible camping operating costs including toilet cleaning, septic tank cleaning, sanitary bin cleaning and consumables. \$19,975.00 approx. for additional rubbish collection.

Explanation for variance: December through to February are the busy months. The cost of cleans has increased due to increasing the frequency of Tongaporutu toilet cleaning. The amount of rubbish being collected in the district has increased and the cost is increasing. Illegal dumping is on the increase, including an escalation of whiteware being dumped in reserves. It is not established if this is linked to Responsible Camping and this initiative - may be coincidental.

Any other contributions: nil.

Problems and Risks (including Health & Safety): *Identify any problems or risks that have occurred, arising or expected to arise with the Project, the Project Tasks, or the operation of the Agreement and how these will be mitigated, including details of any changes to the Health and Safety policy*

7.2



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**

HIKINA WHAKATUTUKI

and procedures relating to this Project; including a register of any incidents/accidents that have occurred.

Initiative 1 – Education

Health and safety management system information: nothing to report.

Any problems, risks or H&S incidents: nothing to report.

Any health and safety learnings in relation to this initiative: nothing to report.

Any information from the community that affects our ability to deliver this initiative: nothing to report.

Initiative 2 – Ambassador Programme

Health and safety management system information: The ambassador completed the Council induction programme for new employees and acknowledged the Council's Vehicle Policy as during his working hours he had access to a Council pool vehicle. As he was working outside of the normal Council hours we implemented a system whereby Monday to Friday he notified his line manager when he started and finished work, and on weekends he contacted the after-hours team. The intention was if there was an issue or incident we would be able to respond quickly and efficiently ensuring his health and safety is maintained at all times.

Any problems, risks or H&S incidents in relation to this initiative: One instance reported through our H&S management system where Phillip did not report that he had returned from visiting camping hotspots as per the procedure outlined above and subsequently couldn't be contacted. After touching base with his emergency contact it was established that he was fine and well and had forgotten to report back in as safe. NPDC is working on improving our working alone systems.

Any health and safety learnings in relation to this initiative: As mentioned above, further work is in progress in relation to lone workers and improving these systems.

Any information from the community that affects our ability to deliver this initiative: no.

Initiative 3 – Monitoring and Enforcement

Health and safety related information: two incidents reported (INC_2337 and INC_2457) as part of our Health and Safety management system in relation to aggressive behaviour against our contractors who perform these duties.

Any problems, risks or H&S incidents in relation to this initiative: no others identified as having arisen to date, we have seen a decline in the number of infringements being issued.

Any health and safety learnings in relation to this initiative: nothing to report.

Any information from the community that affects our ability to deliver this initiative: nothing to report.

Initiative 4 – Security Camera Hireage

Did we adhere to our health and safety management system during the project duration in relation to this initiative: N/A.

Any problems, risks or health and safety incidents reported in relation to this initiative: N/A.

Any health and safety learnings in relation to this initiative: N/A.

Any information from the community that affects our ability to deliver this initiative: N/A.

Initiative 5 – Additional Operating Costs: rubbish collection; toilet, septic tank and sanitary bin cleaning

Health and safety related information: nil at this stage that we are aware of.

Any problems, risks or health and safety incidents reported in relation to this initiative: it is difficult to determine what impact freedom campers versus day visitors have on the toilet facilities within the 'hot spot' areas. Feedback from the Responsible Camping Ambassador was useful in determining this.

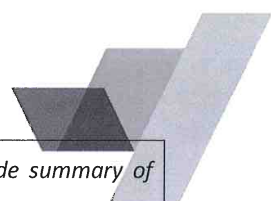
Any health and safety learnings in relation to this initiative: nothing to report.

Any information from the community that affects our ability to deliver this initiative: the number of community events can have an impact on the region as a whole and specific sites. Events continued through until approximately April 4. A dramatic drop off in usage after this date, especially later in the day, so this indeed aligned with the forecast peak period of usage.

7.2



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HIKINA WHAKATUTUKI



Work required to complete the project and expected completion date: *Provide summary of remaining work and if there is any variance in expected completion date.*

Initiative 1 – Education

Two signs still to be updated with expected completion date end of May 2021.

Initiative 2 – Ambassador Programme

All project tasks were completed for this initiative. This appointment was not only beneficial to the Council, it had a great impact on visitors and locals alike. The feedback we received was extremely positive. Visitors commented on how beneficial it was to have the opportunity to discuss issues with a Council representative and also receive clear guidance and advice. The residents of the more popular areas were grateful that this initiative was put in place. They felt their concerns were being listened to and visitors were being educated with regards to the legislation. Phillip used his initiative to interact with visitors and locals within our most popular camping hotspots. He not only visited the main camping areas but he also delved into the lesser known spots and had some detailed discussions with campers in these areas. Phillip's contract included Easter Weekend due to the volume of visitors expected which proved worthwhile as we had a large influx for these 4 days, therefore having someone on hand to answer questions and concerns was invaluable.

Initiative 3 – Monitoring and Enforcement

Patrols are reduced or adjusted accordingly with the end of the summer season.

Initiative 4 – Security Camera Hireage

Further to the content as part of the first section, if funding were to be available this coming summer peak season, the intention would be for the unit to be built to address the lack of power to the site and installed ahead of the busy holiday period for implementation and operation.

Initiative 5 – Additional Operating Costs: rubbish collection; toilet, septic tank and sanitary bin cleaning

The work in relation to this initiative was completed. Factors that had an effect on the numbers of visitors to the hotspots (which included impact on public toilets) was the provision of fine, warm weather. Extra rubbish collection finished on April 5, with the winter regime of emptying bins starting on April 6.

Additional information requested by the Ministry:

Please advise should there be any further information you would like to be provided with in relation to this project and project tasks.

Attached Evidence: sample of Responsible Ambassador report.

Mid-season Report	Y / N	Final Report	Y / N
Initiative		Budgeted/estimated expenditure*	Actual expenditure
1 – Education		\$10,000.00	\$170.61 ¹
2 – Ambassador		\$16,000.00	\$6,030.20 ²
3 – Monitoring and Enforcement		\$20,000.00	\$38,000.00
4 – Security Camera Hireage		\$25,000.00	\$0 ³
5 – Additional Operating Costs: cleaning and rubbish collection over and above standard		\$26,000.00	\$40,733.31
TOTAL		\$97,000.00	\$84,934.12

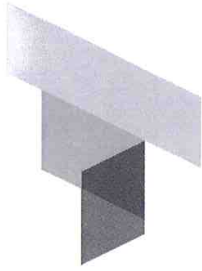
*As per Responsible Camping Initiatives Application Form 2020/2021. Variances are described in further detail within the report content.

¹Includes actual sign cost (\$170.61). No assigned expenditure for ongoing website update in-house.

²For one ambassador.

³As per explanation within report, this initiative did not go ahead but some foundational work was completed to assist with this for next season, if possible. No assigned expenditure for this foundational work.

7.2



Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation’s ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	<i>Across the New Plymouth District at the following points – Lake Rotomanu, Battiscombe Terrace, Tongaporutu.</i>	
Initiative Description:	Education – Initiative 1: this initiative includes updated signage and website.	
Time-Period (i.e. when was the change implemented):	<i>Battiscombe Terrace and Tongaporutu signage from November 2020, Lake Rotomanu from mid-January 2021.</i>	



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HIKINA WHAKATUTUKI

1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	Campers are far more aware of district rules around freedom camping. Benefits include reduced infringements being issued.	As indicated by feedback from our ambassador Phillip, as per initiative 2.
1.2 Outline any lessons learned and / or unintended consequences arising from this initiative.	No unintended consequences, rather the reinforcement of the need for clear and concise communication.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.	The camping community are supportive of this initiative. No adverse commentary from the media.	As indicated by feedback from our ambassador Phillip, as per initiative 2.

2. Focused measures

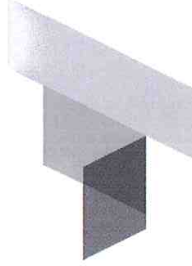
Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	Complaints and infringements have reduced. Freedom campers appear to be more compliant, as raised awareness with the local rules being readily available.	Believe this could be part of an accumulative effect of a combination of the initiatives in play.



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**

HIKINA WHAKATITIKI

<p>2.5 With regard to projects and initiatives to inform and educate campers, please provide information on the type, method, and quantity of information distributed.</p>	<p>Updated signage at the locations mentioned above, updated website and Campermate app.</p>	
<p>Have there been any changes to responsible campers' behaviour as a result?</p>	<p>Appears to be a reduction in offences being committed.</p>	



Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation's ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement. Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Initiative Description:	Across the New Plymouth District – Responsible Camping Ambassador Phillip travels to all areas within the NPDC jurisdiction, which includes from Stoney River to Tongaporutu.
Time-Period (i.e. when was the change implemented):	Ambassador Programme – Initiative 2: this initiative includes an Ambassador who is responsible for providing information and advice to visitors and the wider community through informal visitation and monitoring of freedom camping sites throughout the New Plymouth District; promoting positive behaviour in freedom camping communities; educating campers in responsible camping initiatives, rules and where appropriate facilities are located; providing assistance; answering public queries and collecting relevant statistical data whilst showing our visitors and residents why the New Plymouth District is such a great place to visit. Phillip started the first week of January 2021 and finished his contract on 6 April 2021.



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HIKINA WHAKATUTUKI

1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	The impact of the initiative was positive for both the local community and visitors. The benefits included better overall education for visitors to the district and a better understanding from a Council perspective of areas we can improve upon, i.e. additional toilets, rubbish bins, etc.	This initiative gave us a greater opportunity to work closely with external agencies such as the Department of Conservation to share information on key sites and issues that affected both organisations.
1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.	Was beneficial to have one ambassador for a consistent approach who was working a higher number of hours, as opposed to two ambassadors as originally planned.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.	The local community was positive about this role as it gave them the opportunity to have open and honest conversations, and open a two-way communication channel with various Council departments ranging from Parks, Property, Environmental Health and Animal Control.	Overall feedback from the community has been positive. They have appreciated the information provided and the opportunity to feedback any observations made, directly to a Council representative.

2. Focused measures

Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	Complaints and infringements have reduced.	Believe this could be part of an accumulative effect of a combination of the initiatives in play.



**MINISTRY OF BUSINESS,
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	<p>2.5 With regard to projects and initiatives to inform and educate campers, please provide information on the type, method, and quantity of information distributed.</p>	<p>The information delivered to visitors to our province has been of a very high quality. We worked with the Department of Conservation, the New Plymouth i-Site, and the North Egmont Visitors Centre to provide a wide variety of literature on tourist attractions as well as advice on the best practice for campers. The quantity of information being delivered varies from site to site, such as campers who want to have in-depth interactions to those who do not wish to interact at all. Due to the informal nature of the role the level of interaction is assessed on a case by case basis. If any issues are encountered these are communicated to the relevant enforcement agencies.</p> <p>There hasn't been any reported information on this, however the feedback that Phillip has received while out at various sites has been positive.</p>	
<p>Have there been any changes to responsible campers' behaviour as a result?</p>			



Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation's ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement. Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Initiative Description:	Across the New Plymouth District – specifically Battiscombe Terrace and Lake Rotomanu, and all prohibited areas.
Time-Period (i.e. when was the change implemented):	Monitoring and Enforcement – Initiative 3: this initiative included increasing the monitoring and enforcement provision that exists to permit intensive coverage to target the high points of the week (Friday to Sunday); better coverage of early morning enforcement checks in hotspot locations; and the ability to enforce in locations with long return travel time, e.g. Tongaporutu. From May 2020 the level of enforcement that continued over the summer season commenced.



**MINISTRY OF BUSINESS,
INNOVATION & EMPLOYMENT**
HIKINA WHAKATUTUKI

1. Open-ended questions

Qualitative assessment	Description	Any additional comments
1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?	We have seen a reduction in the issuing of infringements from 85 issued in December 2020, 47 issued in January 2021, 35 issued in February 2021, 27 issued in March 2021, and 9 up until April 5.	December 646 vehicles, January 712 vehicles, February 490 vehicles, March 305 vehicles and to 5 April, 68 vehicles.
1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.	Increased information leads to increased compliance.	
1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.		

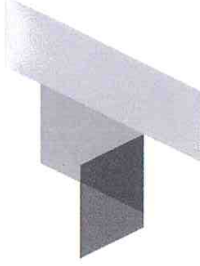
2. Focused measures

Measure	Description	Any additional comments
2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.	1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied	
2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.	Reduction in complaints. Over the last quarter, very few in relation to camping – approximately 4 and these were in relation to people living in their cars.	



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INNOVATION & EMPLOYMENT**
HIKINA WHAKATITILIKI

<p>2.3 With regard to monitoring and enforcement initiatives, please provide information on the number of infringements issued and collected during peak season.</p> <p>To what extent was council able to recoup enforcement costs?</p> <p>Were rates of compliance also assessed to provide a balanced picture? If so, can you provide information on the proportion of campers that were compliant?</p>	<p>February 35 tickets, approx. 7% non-compliance. March 27 tickets, 9% non-compliance. April 9 tickets, 13% non-compliance.</p> <p>From February to April, the enforcement costs were \$22,800 and the revenue was \$6,600, so there was a deficit of \$16,200. NPDC has supported the increase of infringements as suggested by MBIE due to the above.</p> <p>December 87.5% compliance, January 93.5% compliance, February 93% compliance, March 91% compliance, April 87% compliance.</p>	
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Assessing the impact of local initiatives during peak visitor season 2020/2021

This reporting template is a guide for councils on the information that MBIE requires regarding the success or otherwise of local initiatives, in line with our contractual agreements. Please complete this template to the best of your organisation’s ability.

Note: this template can be altered in a way that best fits your project or initiative

Reporting requirements

Performance measure	Description
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement. Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Initiative Description:	<i>Intention is to implement this initiative across the New Plymouth District – within some identified freedom camping hotspots.</i>
Time-Period (i.e. when was the change implemented):	Security Camera Hireage – Initiative 4: this initiative includes the hireage of four relocatable solar security cameras for monitoring, compliance and intelligence gathering in hotspot locations. <i>Initiative was not implemented this cycle.</i>

N/A for all questions at this stage.



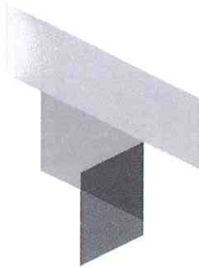
Assessing the impact of local initiatives during peak visitor season 2020/2021

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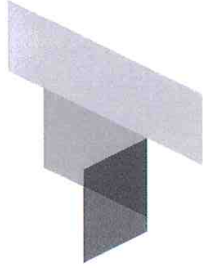
Reporting requirements

Performance measure	Description	
Mid-season assessment	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.1(e) of schedule 1 of the Funding Agreement.	Completed template: due 12 February 2021 , along with the other requirements for a Project Status report as set out in clauses 10.1(a),(b),(c) and (d) of schedule 1 of the Funding Agreement.
Final report	Information on the impact initiatives are having on the management of responsible camping in the region as per clause 10.2(e) of schedule 1 of the Funding Agreement.	Completed template: due no later than one month after the project is completed , along with the other requirements for the final status report as set out in clause 10.2(a), (b), (c) and (d) of schedule 1 of the Funding Agreement.
Region / Area where change has been implemented:	Across the New Plymouth District – Tongaporutu, Lake Rotomanu, Mangorei Road, Corbett Park, Waitara Marine Park, Fitzroy Beach, Rogan Street, Battiscombe Terrace Waitara, Buller Street.	
Initiative Description:	Additional Operating Costs – Initiative 5: this initiative included an anticipated increase in servicing/cleaning toilets, ablution facilities, septic tank cleaning, sanitary bin cleaning, ablution facility consumables and rubbish collection.	
Time-Period (i.e. when was the change implemented):	From 1 December 2020 there was an increase to twice a day cleaning on most public toilets. Some rubbish bins that were emptied every two days received daily cleans from this date too. Tongaporutu toilet servicing was only three times a week, but the decision was made to change to daily cleans from 15 January 2021 as the cleanings were not keeping up with the number of visitors over the summer months.	



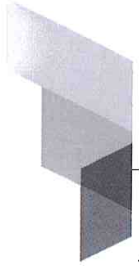
1. Open-ended questions

Qualitative assessment	Description	Any additional comments
<p>1.1 Provide an assessment of the overall impact of the project or initiative to date. What were the key perceived benefits or drawbacks?</p>	<p>The continued twice a day cleaning made a difference over the summer months, up until the end of daylight saving on April 4. Increasing the cleaning from once a day to twice a day, with the second clean starting later in the day, has helped with the impact at that time when more people are about. This has been of benefit with less complaints than the year before especially regarding toilets running out of toilet paper and soap. Increasing the rubbish bin cleaning regime resulted in less complaints of overflowing bins.</p>	<p>The cleaning contractor had made the initiative to put the later run on starting at 5pm to cover the fact that it is light until about 9pm and there are a lot of people out and about during that time. This really helped to cover the later period in the day when people were still around up until dark.</p> <p>20% increase in amount of waste going to the landfill.</p>
<p>1.2 Outline any lessons learned and / or unintended consequences arising from the initiative.</p>	<p>To have daily cleans of all of the toilets in the district, including Tongaporutu, from December 1 each year, as well as implementing a second later in the day clean of the beach and park toilets.</p> <p>Also, the more the rubbish bins are emptied the quicker it fills also – appeared to be a significant amount of household rubbish and illegal dumping.</p>	<p>This should reduce the anticipated complaints from the public over the summer months. In hindsight, the impact of visitors on the toilets at sites like Tongaporutu and Upper Mangorei Road were underestimated prior to this Responsible Camping season.</p>
<p>1.3 Please provide any other relevant information, including local community, political and media reaction to the project or initiative.</p>	<p>Feedback was generally received through the Responsible Camping Ambassador as to where we needed to increase cleaning and rubbish collection.</p>	<p>The weekly feedback from the Responsible Camping Ambassador was valuable throughout the summer months, especially in relation to the further away sites that the Facilities Team could not regularly attend.</p>



2. Focused measures

Measure	Description	Any additional comments
<p>2.1 On a scale of 1 to 5, how satisfied is council that the project or initiative is contributing toward the sustainable management of camping in the area.</p>	<p>1. Strongly Dissatisfied 2. Dissatisfied 4. Satisfied 5. Strongly Satisfied</p>	<p>Having a Responsible Camping Ambassador allowed us to have a much better handle on the impact of camping in the various areas. Hopefully, even more improvements can be made for the next summer season, taking into account our lessons learned from this time.</p>
<p>2.2 To what extent was there a reduction or increase in the number of complaints related to the initiative or project area during peak season.</p>	<p>Increasing cleaning of public toilets resulted in less complaints during this period than the previous year.</p> <p>In regards to rubbish bins, less complaints in the high usage areas.</p>	<p>Although there were still some complaints regarding the cleaning of public toilets over the peak season, it was felt that we had a better handle on these and were immediately able to make the necessary changes to avoid any further, similar complaints.</p>
<p>2.4 With regard to projects and initiatives that involve upgrading or building new facilities:</p> <p>a) what are the numbers of campers who utilised the facilities?</p> <p>b) to what extent did the facilities reduce the impact on pressure points elsewhere in the district?</p> <p>c) were the new facilities used frequently?</p> <p>d) what was the frequency and cost of servicing the facilities during peak season? (weekly)</p>	<p>It is very difficult to determine who are campers and who are visitors using the facilities. At Lake Rotomanu, there were up to 80 people in any given night.</p> <p>NPDC provided better facilities in some areas this summer than what was previously provided, e.g. new serviceable toilets at Tongaporutu (three toilets, compared to one previously), and toilets at Mangorei Road now. This provided for a better visitor experience to the areas and district. Also, an extra big belly compacting bin was installed which helped immensely. All public toilets in the district had a very high usage over the summer time when days are longer, and waste bins were heavily</p>	<p>Public toilet consumables costs (toilet paper, soap, paper towels) were higher this summer than previous years for public toilets, but this was to be expected due to the increase in services provided. Total cost of all public toilet consumables for December through April inclusive is \$33,000. We estimate that 25% of this was for Responsible Camping hotspots (\$8,250.00 approx.). Generally, NPDC has focused on improving the visitor experience of public toilets throughout the District within the last 12 months.</p> <p>An average weekly cost of \$1,175 for additional rubbish collection in relation to the project.</p>



used. Twice a day cleaning on most public toilets, with Tongaporutu facilities once per day. Weekly cost of all these is approximately \$5,900 per week, and approximately \$1,300 per week for the responsible camping hotspots. All of the district's bins cost \$6,500 per week to empty and dump fees of an average of \$2,000 per week. January spend on consumables for all public toilets (toilet paper, paper towels and soap) constituted approximately \$10,000.

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.