



AGENDA RĀRANGI TAKE

Waimarino-Waiouru
Community Board



6PM, Thursday 5
October 2023

Council Chambers, 37
Ayr Street, Ohakune





WAIMARINO-WAIOURU COMMUNITY BOARD Te Poari-ā-Hapori o Waimarino-Waiouru

NOTICE OF MEETING

A MEETING OF WAIMARINO-WAIOURU COMMUNITY BOARD WILL BE HELD
WILL BE HELD IN THE COUNCIL CHAMBERS, 37 AYR STREET, OHAKUNE
ON THURSDAY, 5 OCTOBER 2023, AT 6PM

Members

| | |
|--------------------|---|
| Chairperson | Luigi Hotter |
| Deputy Chairperson | Stu Robinson |
| Board Members | Kay Henare Colin Pakai Angel Reid |
| Councillor | Rabbit Nottage |

Clive Manley
CHIEF EXECUTIVE

Quorum (3)

**THE PUBLIC BUSINESS PART OF THE AGENDA IS LIVE STREAMED TO
COUNCIL'S FACEBOOK PAGE**

Roles and Responsibilities of Community Boards

Community Boards are recognised as taking local leadership, whilst Council takes leadership of District-wide matters.

Role of Community Boards

As per [Section 52 Local Government Act 2002](#) [LGA], the role of a Community Board is to:

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

Responsibilities Delegated to the Community Board by Council: June 2022

In conjunction with Council Staff:

- (a) Co-ordinating rural reserves and hall committees;
- (b) Input into the development of Council's Long Term Plan;
- (c) Approved budget for the following activities in the area:
 - (i) Footpaths programme;
 - (ii) Parks and Reserves discretionary spend; and
 - (iii) Public information signage.
- (d) To approve:
 - (i) Temporary road closures for events (subject to administrative imperatives);
 - (ii) Street names;
 - (iii) Parades, collections and special uses of the roads;
 - (iv) Changes to speed restrictions on local roads (subject to NZTA rules);and
 - (v) Road closures.

Leadership and Decision Making:

- (a) Community Boards should be the natural first place for the Community to turn to.
- (b) Community Boards will be recognised as taking local leadership whilst Council takes leadership of District-wide matters;
- (c) That Community Boards are set up for success to assume leadership within their communities;
- (d) That Bylaws have the correct level of local input and (without conflict) are able to reflect local needs and wishes;
- (e) That disposals of assets have the correct level of local input, and are able to reflect local needs and wishes;
- (f) That community funding outside of policy criteria (unless legislation requires otherwise) sit with the Community Boards;
- (g) That new plantings – parks and reserves - (and not just removals) be approved by Community Boards in conjunction with council officers;
- (h) That Community Boards be informed of new liquor and gambling licences;
- (i) That Community Boards are fully informed on events in their area, and event organisers are encouraged to engage with the Community Board at the earliest opportunity;
- (j) That Community Board Chairs have a great role in the local community and are officially involved in important events in their Community Board area;
- (k) That the Chair (or representative) of Community Boards may be present at Council meetings, and have speaking rights during deputations, for items that have an affect or an importance for that Community Board area; and
- (l) That Community Board Members be invited to all Council workshops. Note: the only exception to this is where the Workshop Chair considers the topic should exclude them.

Relationships:

- (a) That the model going forward will be one of collaboration in decision-making in conjunction with Council officers and Council;
- (b) That Community Boards will work collaboratively with the community, council officers and Councillors, to build strong relationship and partnerships, and make decisions in conjunction with staff expertise;
- (c) That the Chair of Community Boards may be present at Council meetings, and have speaking rights during deputations, for items that have an affect or an importance for that Community Board area;
- (d) That Community Boards have a strong role in representing and advocating for their communities on current issues;
- (e) That the Mayor consults with Community Boards on the Councillor appointed to the Community Board; and
- (f) That the key principle for Community Boards is to respond locally and cooperatively with Iwi, Council officers, Council, and community groups to find solutions.

Planning:

- (a) That the primary role will be place-making and the wellbeing of communities;
- (b) That the purpose of the future Community Boards will be to deliver on prioritised Community Plans (in what ever form they take); and
- (c) That Community Boards will work on local plans (that input into Annual / Long Term Plan budgets and District Plans) with communities to agree and prioritise needs and future actions.

Support:

- (a) That Council has a continuous process for improvements in the delivery of reports and provision of information to Community Boards, and that the process is supported with the right resources, including IT resources;
- (b) That budgets align with the responsibilities. Budgets and funding for delegations, aspirations, priorities, and plans would remain within the current structure of long-term planning. Council budgets at a District-wide level include allocations for Town Revitalisation (Community Plans etc.) and are reviewed each Long-Term Plan, thus allowing for a dynamic response to community plans, and prioritisation of those plans by Community Boards;
- (c) That by using the budget setting process of Council, Community Boards can prioritise their aspirations, actions and projects from their community plans, and other plans as developed. These will feed into the overall budgeting processes of Council allowing Council to make the final budget allocations within the Community Board areas for projects in each Long Term Plan year, and in Annual Plan years as necessary; and
- (d) That structures will be worked through in the next triennium.

Meeting Frequency: Eight Weekly on Thursday at 6PM, excepting the months of January and July.

WAIMARINO-WAIOURU COMMUNITY BOARD

Te Poari-ā-Hapori o Waimarino-Waiouru

ORDER PAPER

A MEETING OF WAIMARINO-WAIOURU COMMUNITY BOARD WILL BE HELD
IN THE COUNCIL CHAMBERS, 37 AYR STREET, OHAKUNE
ON THURSDAY, 5 OCTOBER 2023, AT 6PM

PUBLIC BUSINESS | KAUPAPA O WAHO

1 Opening Karakia | Karakia Timatanga

2 Apologies (includes leave of absence notification)

3 Declarations of Interest

Members need to stand aside from decision-making when a conflict arises between their role as a Member of the Community Board and any private or other external interest they might have. This note is provided as a reminder to Members to review the matters on the agenda and assess and identify where they may have a pecuniary or other conflict of interest, or where there may be a perception of a conflict of interest.

If a member feels they do have a conflict of interest, they should publicly declare that at the start of the meeting or of the relevant item of business and refrain from participating in the discussion or voting on that item.

4 Notification of Additional Items

Matters Requiring Urgent Attention as Determined by Resolution of Waimarino-Waiouru Community Board

Pursuant to Sections 46A(7) and 46A(7A) of the Local Government Official Information and Meetings Act 1987, to receive the Chairperson's explanation that specified item(s), which do not appear on the Agenda of this meeting and/or the meeting to be held with the public excluded, will be discussed. The item(s) may be allowed onto the agenda by resolution of the Waimarino-Waiouru Community Board with an explanation as to why they cannot be delayed until a future meeting.

Minor Matters relating to the General Business of Waimarino-Waiouru Community Board

Any additions in accordance with Section 46A(7A) may be received and discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Waimarino-Waiouru Community Board for further discussion

5 Confirmation of Order of Meeting

6 Public Forum

A period of up to 30 minutes is set aside for public participation at the commencement of any meeting of the Community Board. Public forums are designed to enable members of the public to bring matters of their choice, not necessarily on the meeting's agenda, to the attention of the Community Board. Community Board standing orders do not apply.

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*Please Note: The contents of the Reports attached to this Order Paper have yet to be considered by the Community Board, and officer recommendations may be altered or changed by the Community Board in the process of making the formal decisions.
This Order Paper may be subject to amendment.*

| | | |
|----------|---|----------|
| 7 | Confirmation of Minutes of Community Board Meeting(s) | 8 |
| | The minutes of the Waimarino-Waiouru Community Board Meeting held 10 August 2023 will be put to the Board for confirmation. | |

REPORTS

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| 8 | Programme of Footpath Works | 18 |
| 9 | Application for Temporary Road Closure: Raetihi Christmas Carnival Saturday 9 December 2023 | 25 |
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| 18 | Resolution to Exclude the Public for Consideration of Community Board Business (to consider and adopt confidential items) | 149 |

PUBLIC EXCLUDED BUSINESS | KAUPAPA Ā ROTO

Please Note: The contents of the Reports attached to this Order Paper have yet to be considered by the Community Board, and officer recommendations may be altered or changed by the Community Board in the process of making the formal decisions. This Order Paper may be subject to amendment.

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: **Public Forum: Temporary Suspension and Reinstatement of Standing Orders**

Report for: **Decision**

Author(s): Tasha Paladin

GOVERNANCE MANAGER

Endorsed By: Clive Manley

CHIEF EXECUTIVE



Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to enable the Community Board to temporarily suspend Standing Orders to allow Elected Members and the Public to address the Board.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Public Forum: Temporary Suspension and Reinstatement of Standing Orders**; and
- 2 Pursuant to Section 27(4) Schedule 7 of the Local Government Act 2002, temporarily suspends the following Standing Orders to enable members of the Public to address the Community Board, and members to engage in discussion in a free and frank manner:
 - (a) 21.2 Time limits on speakers | Te tepenga wā mā ngā kaikōrero
 - (b) 21.5 Members may speak only once | Kotahi noa iho te wā e āhei ai te mema ki te korero; and
 - (c) 21.6 Limits on number of speakers | Ngā tepenga mō te maha o ngā kaikōrero.

The Waimarino-Waiouru Community Board received addresses as follows:

RESOLVED

That the Waimarino-Waiouru Community Board:

- 1 Pursuant to Section 27(4) Schedule 7 of the Local Government Act 2002, reinstates Standing Orders in their entirety for consideration of the Agenda.

Public Forum Guidelines

- 2.1 The Community Board has adopted the following Public Forum Guidelines:
 - (a) A period of up to 30 minutes, or such longer time as the meeting may determine, will be available for the public forum at each scheduled Community Board meeting;
 - (b) Speakers can speak for up to **five minutes**. Where the number of speakers presenting exceeds six in total, the chairperson has discretion to restrict the speaking time permitted for all presenters;
 - (c) The Public Forum is designed for members of the public to speak about matters of interest to them to the Board. It is not intended as a forum to question Board members. Board members may ask questions of speakers to clarify their statement;
 - (d) Members of the public wishing to speak must advise the Chief Executive (or delegate) at least one clear working day prior to the meeting;
 - (e) The Chairperson may refuse applications which are repetitious or offensive and may terminate a speaker in progress where the subject matter is disrespectful or offensive;
 - (f) There are not to be criticisms of individual Community Board and Council members or individual staff members.

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Confirmation of Minutes of Community Board Meeting

Report for: Decision

Author(s): Tasha Paladin **GOVERNANCE MANAGER**

Endorsed By: Clive Manley **CHIEF EXECUTIVE**

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to present the minutes of the Community Board Meeting held on 10 August 2023 for confirmation as a true and correct record.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Confirms the Public Business Minutes of the Waimarino-Waiouru Community Board meeting held Thursday, 10 August 2023 as attached, as a true and correct record

Attachment(s) | Ngā āpitihanga

- 1 Waimarino-Waiouru Community Board Public Business Minutes

WAIMARINO-WAIOURU COMMUNITY BOARD

Te Poari-ā-Hapori o Waimarino-Waiouru

MINUTES

THE MEETING OF WAIMARINO-WAIOURU COMMUNITY BOARD
HELD IN THE COUNCIL CHAMBERS, 37 AYR STREET, OHAKUNE
ON THURSDAY, 10 AUGUST 2023, AT 6:03PM

PUBLIC BUSINESS | KAUPAPA O WAHO

Present | Tuhinga

| | |
|--------------------|----------------|
| Chairperson | Luigi Hotter |
| Deputy Chairperson | Stu Robinson |
| Councillor | Rabbit Nottage |
| Mayor | Weston Kirton |

By Zoom Angel Reid

In Attendance | I Tae Mai

| | |
|----------------|--|
| Vivienne Hoeta | Deputy Mayor |
| Korty Wilson | Councillor |
| Clive Manley | Chief Executive |
| Vini Dutra | Executive Manager Infrastructure |
| Pauline Welch | Executive Manager Community & Economic Development |
| Rina Hepi | Manager Community & Recreational Facilities |
| Holly Buckley | Housing & Facilities Support Manager |
| Dick Scheyvens | Manager Land Transport |
| Tasha Paladin | Governance Manager |

Members of the community

External Speakers

| | | Item |
|-------------------|-----------|------|
| Christine Hickman | (by Zoom) | L1 |
| Bruce Stockwell | (by Zoom) | L1 |
| Deana Wilson | | L1 |

Absent | Ngaro

| | |
|---------------|-------------|
| Board Members | Kay Henare |
| | Colin Pakai |

1 Opening Karakia | Karakia Timatanga

Deputy Mayor Vivienne Hoeta

2 Apologies

The Chairperson invited notice from members of apologies, including apologies for lateness and early departure from the meeting.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Apologies from Member Henare and Member Pakai be accepted.

3 Declarations of Interest

Member Robinson declared his interest in Item 8 of the Agenda, due to his involvement with Ohakune Events Charitable Trust.

RESOLVED

Moved: Cr Nottage

Seconded: Member Hotter

That the Declarations of Interest be noted.

4 Notification of Additional Items

4.1 Matters Requiring Urgent Attention as Determined by Resolution of Waimarino-Waiouru Community Board

Waimarino-Waiouru Community Board received the following Reports to be considered as Late Items at this Meeting:

Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune

Section 46A(1)-(6) of the Local Government Official Information and Meetings Act 1987 and Standing Order 9.8 require that agendas are distributed with the associated reports. As the report was not distributed with the Agenda for this meeting, it must be treated as a Late Item to be considered at this meeting. A procedural resolution is required before a Late Item that is not on the Agenda for the meeting may be dealt with.

In accordance with section 46A(7)(b)(i) of the Local Government Official Information and Meeting Act 1987, the reason why the item was not on the Agenda is because it came to hand after the Agenda had been distributed.

In accordance with section 46A(7)(b)(ii) of the Local Government Official Information and Meeting Act 1987, the reason why discussion of this item cannot be delayed until a subsequent meeting is because a resolution on the matter is required before the next scheduled meeting of the Waimarino-Waiouru Community Board to enable the Ohakune Community Charitable Trust to place an order with the supplier and install the picnic tables by the 2023/24 summer school holidays.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

- 1 *Considers the Public Report **Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune** at this meeting as a Late Item not on the Agenda, pursuant to Section 46A(7)(a) of the Local Government Official Information and Meetings Act 1987, to enable a timely decision to be made.*

Member Hotter and Member Robinson declared their interests in this Item, owing to their membership of the Future Ohakune Project Governance Group.

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| 5 Confirmation of Order of Meeting |
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The order of the meeting was confirmed with the Late Agenda Item: Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune being tabled after Item 7 of the Agenda.

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| 6 Public Forum: Temporary Suspension and Reinstatement of Standing Orders |
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The Community Board temporarily suspended Standing Orders to allow Members and the public to address the Board.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

- 1 *Receives the Report **Public Forum: Temporary Suspension and Reinstatement of Standing Orders**; and*
- 2 *Pursuant to Section 27(4) Schedule 7 of the Local Government Act 2002, temporarily suspends the following Standing Orders to enable members of the Public to address Council, and members to engage in discussion in a free and frank manner:*
 - (a) *21.2 Time limits on speakers | Te tepenga wā mā ngā kaikōrero*
 - (b) *21.5 Members may speak only once | Kotahi noa iho te wā e āhei ai te mema ki te korero; and*
 - (c) *21.6 Limits on number of speakers | Ngā tepenga mō te maha o ngā kaikōrero.*

The Waimarino-Waiouru Community Board received addresses as follows:

6.1 Jude Chevin

Jude Chevin addressed the Community Board regarding the sewerage rates recently applied to her rating bill despite not being able to be connected to the sewerage system. Ms. Chevin had previously disputed the charge and it had been waived for a number of years. Council's Chief Executive advised the principle of the charge is that each resident must contribute to the capacity; however, if the charge had been waived in the past, there must be good reason. He undertook to investigate the case and follow up with Ms. Chevin.

6.2 Allan Whale

Allan addressed the Community Board regarding on behalf of Mrs. McGinniss of Tainui Street, Ohakune, regarding the sewerage rates recently applied to her rating bill. Members were advised the property requires an easement to connect to the system. It was suggested the property, currently on the edge of the boundary, would likely be demolished in the future and Council might consider that a more appropriate time to connect the property. Council's Chief Executive and Executive Manager Infrastructure undertook to look into the matter.

6.3 Fred Collett

Fred Collett spoke in support of Ms. Chevin and Mrs. McGinniss.

6.4 Lex McGinniss

Lex McGinniss, son of Mrs. McGinniss, asked Members why only part of Tainui Street had been connected to sewerage services. He shared the Rating Letter advising of the new charge; Council's Chief Executive and Executive Manager Infrastructure undertook to look into the matter.

6.5 Richard Milne

Richard Milne asked for understanding of the process that caused Ms. Chevin and Mrs. McGinniss to find themselves in this situation, and on the receiving end of the letter advising of the rating increase. Mr. Milne feels the system needs to change and advised he will formulate a letter for Council to formally respond to.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

- 1 Pursuant to Section 27(4) Schedule 7 of the Local Government Act 2002, reinstates Standing Orders in their entirety for consideration of the Agenda.

7 Confirmation of Minutes of Community Board Meeting**RESOLVED**

Moved: Member Robinson

Seconded: Cr Nottage

That the Council:

- 1 Confirms the Public Business Minutes of the Waimarino-Waiouru Community Board meeting held Thursday, 11 May 2023 as attached, a true and correct record.

Note: the meeting moved to the Late Agenda Item: Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune

L1 Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune

Note: Mayor Kirton left the meeting at 6:52PM and re-entered at 6:55PM

Members received a deputation from Christine Hickman, Bruce Stockwell of the Ohakune Community Charitable Trust (OCCT), and Deana Wilson of Ngāti Rangi to seek the Community Board's support for funding of \$126,770 to purchase and install 22 new picnic tables in Ohakune through reprioritising the Town Revitalisation Budget.

New street furniture is due to be installed throughout Ohakune over the next couple of weeks, and OCCT considers its proposal for picnic tables should be part of the Town Centre Revitalisation Street furniture project. It was argued there was a basic infrastructure need to support visitors to the area and a need to provide clean functional tables for residents. The cost to replace all existing picnic tables is \$127,000 and OCCT is keen to push ahead and install the tables ready for summer 2023/24; to meet this timeframe, an order would need to be placed with the supplier by September. It was noted that any formal decision to reprioritise the Town Centre Revitalisation budget would need approval of the Future Ohakune Project Governance Group.

Mayor Kirton asked if OCCT had considered opportunities for sponsorship to help with the funding of the project. OCCT were reluctant to approach local businesses as it felt they were overburdened with similar requests, and the addition of plaques to the furniture could add to maintenance and upkeep costs. OCCT acknowledged there were plenty of future opportunities to raise funds for Town Revitalisation projects, however, some funding bodies only meet annually. It was felt that when the Christie Park project commenced, the budget would be replenished by external grants.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

- 1 *Receives the Report **Deputation Ohakune Community Charitable Trust Funding Application for New Picnic Tables in Ohakune**; and*

RESOLVED

Moved: Member Robinson

Seconded: Cr Nottage

That the Waimarino-Waiouru Community Board:

- 2 *Supports in principle, the reprioritisation of part of the Town Revitalisation Budget to purchase and install 22 new picnic tables in Ohakune, dependent on the formal agreement of the Ohakune Town Revitalisation Governance Group at its 25 August meeting and confirmation of available funding in September 2023.*

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| 8 | Temporary Road Closure Application: Ohakune Blues and Roots Festival, 7 October 2023. |
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Members were presented with a report seeking approval of the temporary road closure application for the Ohakune Blues and Roots Festival, planned for 7 October 2023.

Council's Executive Manager Infrastructure spoke to the report and answered Member's technical questions. It was noted the application as set out in the report may change, and Officers were waiting on final road closure details from the organisers. The road closures will be monitored as part of the Traffic Management Plan (TMP).

Member Robinson provided further details regarding the event that is being run by Audiology on behalf of the Ohakune Events Charitable Trust. Up to 4,000 attendees are anticipated to the family friendly, après ski style event, targeted at an older demographic than Mardi Gras. The event is scheduled to run from 2PM until 9PM on the day and will include an R18 area.

RESOLVED

Moved: Cr Nottage

Seconded: Member Reid

That the Waimarino-Waiouru Community Board:

- 1 *Receives the Report **Temporary Road Closure Application: Ohakune Blues and Roots**;*
- 2 ***Approves** the following road closure subject to either no objections being received, or objections being received and resolved:*
 - (a) *Part of Thames Street south bound lane from Mangawhero Terrace to Rimu Street from 6AM Thursday 5 October 2023, to 6AM Saturday 7 October 2023;*
 - (b) *Full Road Closure of Thames Street from Mangawhero Terrace to Rimu Street from 6AM Saturday 7 October 2023, to 6AM Sunday 8 October 2023;*
 - (c) *Part of Thames Street south bound lane from Mangawhero Terrace to Rimu Street from 6AM Sunday 8 October 2023, to 6AM Monday 9 October 2023; and*
- 3 *Instructs officers to circulate a memo to all Community Board Members should any changes be made to the proposed road closure.*

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| 9 | Long Term Plan 2024-2034 Process and Engagement |
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Note: Member Robinson left the meeting at 7:30PM and re-entered at 7:32PM

Members received a report outlining the Long Term Plan process and how projects will be prioritised within the Community Board Area. As part of the process, Council plans to engage with its communities during an "engagement month" scheduled for September 2023. This month-long engagement provides an opportunity for community members to discuss their ideas on possible projects or what they would like to see Council focus on in their communities, with Councillors, Community Board members, and staff. Feedback will be collated and submitted to the Community Board for consideration on what it would like to see prioritised in its area and to be progressed to the Long Term Plan.

Council's Executive Manager Community & Economic Development spoke to the report and answered Members' questions.

There are three planned Community 'drop-in' sessions during September, one in each of the Community Board Ward areas. Collateral will also be made available in the district's libraries and service centres. Feedback from the drop-in sessions will be shared with the Community Boards at an LTP planning workshop early October.

RESOLVED

Moved: Cr Nottage
 Seconded: Member Reid

That the Waimarino-Waiouru Community Board:

1 Receives the Report Long Term Plan 2024-2034 Process and Engagement.

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| 10 Capital Works and Members Request for Information |
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Members were provided with an update on planned Capital Works in the Waimarino-Waiouru Ward in the 2023/24 Financial Year. Relevant officers spoke to this report and answered Members' questions.

Key Items Discussed:

- 10.1 **R1 Mangateitei Railway Overbridge Replacement:** is the next focus for bridge replacement in the District. Costs have escalated from the original budget, and options were presented to Council to consider either a rail crossing or a bridge replacement with alignment. It was noted R2 Ruapehu Road Rail Overbridge sight lines would be improved this year through small modifications.
- 10.2 **R4 Raetihi, Ohakune and Waiouru Speed Limits:** Consultation commences shortly on speed limits around schools, however, Waiouru school is situated within the NZ Defence Force Army Base, and therefore is outside Council's jurisdiction as a Road Controlling Authority and Council is unable to change or consult on a speed limit on the roads outside of it.
- 10.3 **R6 Bus Parking Mangawhero Terrace Extn. and Shannon Street:** Members requested the design be shared and an update report be tabled at the October Meeting
- 10.4 **C4 Waimarino Rest Home:** effective 1 July 2023, the lease was surrendered to Council and all tenancy and bond agreements have been transferred. Plans for modifications have been approved as part of the consent of the first six bedsits and a work programme is in place. Renovations to the flats have been scheduled for a spring start. Members requested an update report be tabled at the October Meeting
- 10.5 **D4 Raetihi Swimming Pool:** Member Reid and Council's Manager Community & Recreational Facilities conducted a site visit following the last meeting. A contract has been awarded to investigate the area where the leak is thought to be; the pipework has been removed, and three other contractors have been engaged to seal the pool, undertake a valve check and replacement, and additional investigations.
- 10.6 **D5 Waiouru Playground:** the process is waiting on Waka Kotahi; its permission is needed to progress the project as the entrance is on the State Highway. Once Waka Kotahi's permission has been granted, the next step is to engage with the land owner.
- 10.7 **D6 Vodafone Cell Tower:** Members requested an update report be tabled at the October Meeting
- 10.8 **O1 Security Cameras Ohakune:** the cameras have been installed and are operational at The Junction, the next step is to focus on the Carrot Park.

New Requests

Community Board Meetings: Members expressed a desire to increase the frequency of Community Board Meetings; Officers advised the 2024 Meeting and Workshop Schedule would be tabled at the next meeting and would incorporate the Board's request for a six-weekly schedule.

Tree Programme: Officers advised the Annual Tree Programme for the ward area would be tabled at the next meeting.

Shannon Street Subdivision Road Naming: Members noted the Shannon Street Subdivision, Ohakune, did not have any Road Names, only Street Numbers and requested an update report

to be tabled at the October Meeting. Council's Executive Manager Infrastructure undertook to follow up on the matter and report back.

Recycling Bags going to Landfill: Members advised they had experienced poor practice occurring with a Council contracted operator with rubbish bags and recycling materials going into the same receptacle. Officers undertook to follow up.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

1 *Receives the Report **Capital Works and Members Request for Information.***

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the meeting extends the time before a break and continues past the two-hour mark.

11 Chair, Deputy Chair, Chief Executive and Elected Members' Reports (Verbal)

Members each gave verbal updates on recent and upcoming events, and other matters of general and topical interest to the Community Board area.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

1 *Receives the Report **Chair, Deputy Chair, Chief Executive and Elected Members' Reports (Verbal).***

12 Resolution to Exclude the Public for Consideration of Community Board Business

Section 48 of the Local Government Official Information and Meetings Act 1987 gives the Community Board the right by resolution to exclude the public from the whole or any part of the proceedings of any meeting only on one or more of the grounds contained within that Section.

RESOLVED

Moved: Cr Nottage

Seconded: Member Robinson

That the Waimarino-Waiouru Community Board:

- 1 *Receives the **Report Resolution to Exclude the Public for Consideration of Community Board Business;***
- 2 *Excludes the public from the following part(s) of the proceedings of this meeting;*
- 3 *Notes the general subject of the matters to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds for excluding the public, as specified under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:*

| General subject of each matter to be considered | Reason for passing this resolution in relation to each matter | Ground(s) under section 48(1) for the passing of this resolution |
|---|--|--|
| C1 Confirmation of Public Excluded Minutes of the Community Board Meeting 11 May 2023 | For the reasons set out in the Public Business Minutes of the Waimarino-Waiouru Community Board Meeting 11 May 2023. | |
| C2 Confidential Briefing | s7(2)(c) To protect information which is subject to an obligation of confidence where the making available of the information would be likely to: prejudice the supply of similar information, or information from the same source, where it is in the public interest that such information should continue to be supplied; or would be likely otherwise to damage the public interest. | s48(1)(a)(i) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7. |

- 4 *Approves that Deputy Mayor Hoeta is permitted to remain at this meeting after the public has been excluded.*

The Public Business part of the meeting concluded at 8:18PM.

The minutes of this meeting were confirmed at the Community Board Meeting held this 5th day of October 2023.

Luigi Hotter
CHAIRPERSON

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Programme of Footpath Works

Report for: Decision

Author(s): Dick Scheyvens

MANAGER: LAND TRANSPORT

Endorsed By: Vini Dutra

EXECUTIVE MANAGER: INFRASTRUCTURE

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to update Members on the District's Footpath Safety Improvements, Renewals and Maintenance programme with specific regard to the Waimarino-Waiouru ward area.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Programme of Footpath Works**;
- 2 **Approves / Does Not Approve** the footpath safety improvements identified in the attachment; and
- 3 **Approves / Does Not Approve** the footpath renewals identified in the attachment.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|---|-------------------------------------|--------------------------|--------------------------|
| 2.1 Social: Safe, healthy communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The footpath programme promotes safe and accessible movement. | | | |
| 2.2 Economic: Thriving economy | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The footpath programme promotes safe and accessible movement. | | | |
| 2.3 Environmental: Sustaining beautiful environments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| The projects will be carried out to the required environmental standards. | | | |
| 2.4 Cultural: Vibrant and diverse living | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy.

Background | Tuhinga

- 4.1 There are 26.8 kilometres of footpaths throughout the Waimarino-Waiouru Community Board, as detailed in the table below.

| Ward | Locality | Length (KM) |
|-----------------------------------|--------------|-------------|
| Waimarino-Waiouru Community Board | Ohakune | 16.0 |
| | Raetihi | 9.3 |
| | Waiouru | 1.5 |
| | TOTAL | 26.8 |

- 4.2 Footpaths within the District are maintained by Council.
- 4.3 Footpath Safety Improvements, Renewals and Maintenance of footpath surfaces are under the Road Network Maintenance and Resurfacing Contract.
- 4.4 Control of vegetation, overhanging or growing on the footpaths, detritus and litter is undertaken through the Parks & Reserves contract.

Discussion | He Kōrerorero

- 5.1 One of the Department of Internal Affairs (DIA) Mandatory Non-Financial Performance Measures provides a Key Performance Indicator (KPI) for the condition of footpaths within a local road network. It states the percentage of footpaths within the district that fall within the level of service or service standard for the condition of footpaths that is set out in Council's asset management plan.
- 5.2 As of July 2016, Council has been required to report on these mandatory non-financial performance measures as part of its Annual Report.
- 5.3 The Performance Measure set required that 75 per cent of the network was to be in average condition or greater condition, with no more than 10 per cent of the network in poor condition
- 5.4 As part of the renewal of the Land Transport Asset Management Plan, the footpath KPI targets were realigned to the following:
- ≥90% of footpaths to be in average condition or greater.
 - ≤5% of footpaths to be in poor condition.
- 5.5 This was updated for the 2018-28 long term plan and remains the same for 2021-31 LTP.
- 5.6 GHD carried out the condition rating for the entire District in 2020, with the results shown in the table below.

| Footpath Condition Rating 2020/21 | | | | |
|-----------------------------------|---------------|--|------------------------|-----------------|
| Score | Condition | Description | Percentage of Footpath | Length (Metres) |
| 0 | Excellent | Brand new | 15.9% | 9,025 |
| 1 | Very Good | No visible defects | 62.2% | 47,773 |
| 2 | Good | Very minor defects | 13.2% | 8,889 |
| 3 | Average | Number of defects but still quite serviceable | 3.2% | 2,165 |
| 4 | Below Average | Quite a few obvious defects | 2.3% | 1,503 |
| 5 | Poor | Significant number of defects and service cracking | 1.7% | 1,096 |
| 6 | Very Poor | Unsuitable for pedestrian use | 1.6% | 1,088 |
| | | | 100.0% | 71,539 |

- 5.7 The results identify 3.3 per cent of footpaths were in poor or very poor condition, the majority of which were in the localities of Raetihi, Ohakune and Taumarunui. 94.5 per cent of footpaths were in average condition or greater, exceeding the KPI target.
- 5.8 Following the rating, an identified works list was compiled to programme and renew the majority of the poor sections and to repair broken sections.
- 5.9 The repairs and renewals undertaken over the last few years have increased the excellent/brand new rated footpaths from 13.9 per cent up to 15.9 per cent of the total footpath network. The deterioration of below average and poorly rated footpaths hovers around 3% of the network. The current condition in the district is shown below, as well as the condition per Community Board.

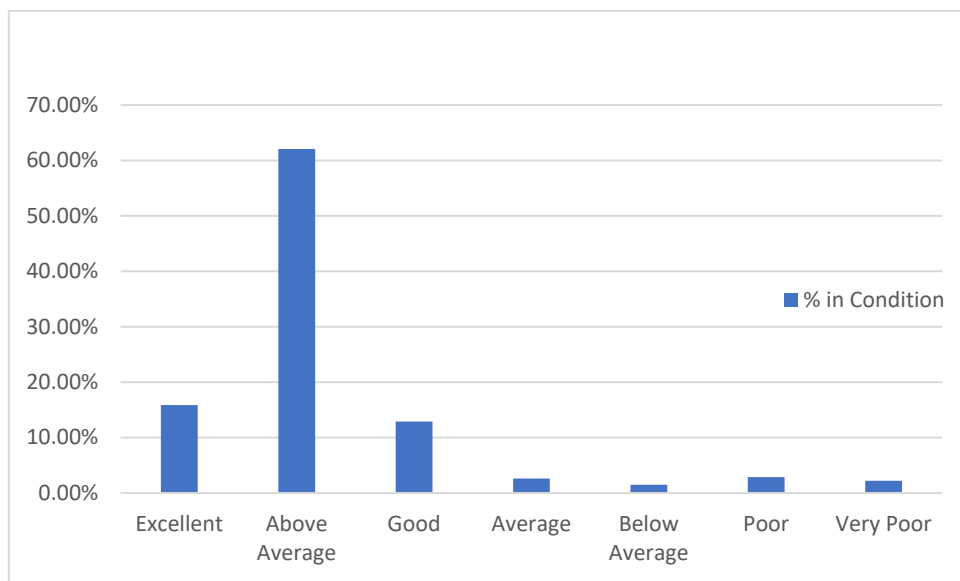


Figure 1 District Condition

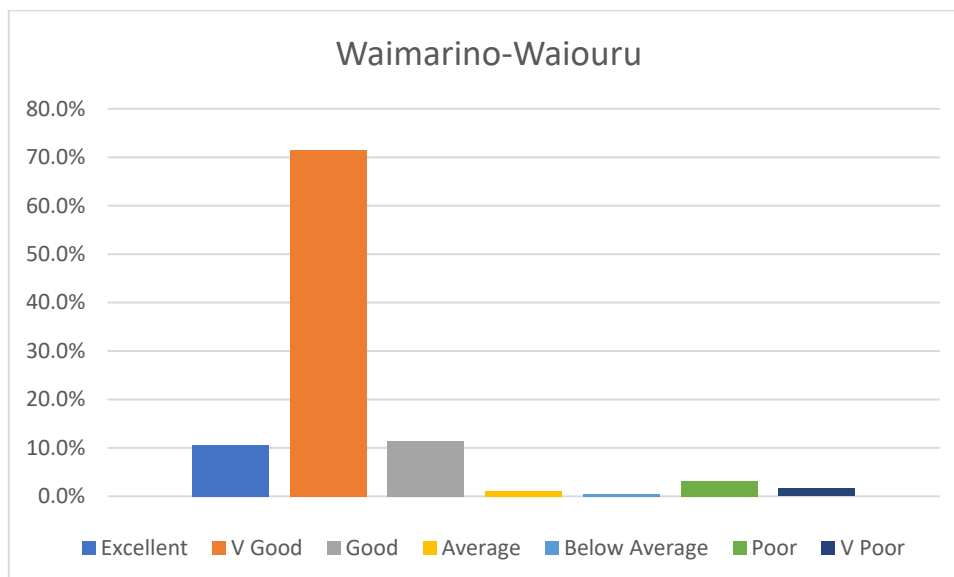


Figure 2 Waimarino-Waiouru Community Board Footpath Condition

- 5.10 The identified works list **attached** to this report, is to renew or repair the footpaths in poor condition and to bring existing gravel and hard surface footpaths up to current standard. The cost of the works is accommodated within the existing footpath maintenance, renewal and development budgets.
- 5.11 All footpath repairs and renewals are concrete. Where the surrounding land use is predominately commercial, footpaths will be full width. Where it is residential, it will be a 1.5 metre concrete path with grass berms.
- 5.12 For vehicle entranceways (driveways), under the Land Transport Bylaw 2014, the provision and maintenance of vehicle entrances are the responsibility of the landowner. The vehicle entrance is the area from the road edge to the property boundary. When footpath renewal is undertaken, footpaths will be constructed through existing vehicle entrances where there is a new footpath being provided where none currently exists or where footpaths are being renewed full width from the kerb to the boundary.
- 5.13 Where there are existing footpaths going through a vehicle entrance, an on-site decision will be made to either renew that section or leave it as it is. For existing footpaths, if the decision is made to renew the vehicle entrance, only the width where the two intersect and out to the kerb will be replaced.
- 5.14 The Footpath Condition Rating will continue to capture any deterioration that has occurred. This will influence the next footpath renewal construction programme.
- 5.15 As well as footpath renewal and improvements, footpath maintenance will also be carried out on sections of the footpath network where identified by the condition rating.
- 5.16 Transport Choices funding will also be utilised to improve pram crossings many of which do not meet the latest accessibility standards, helping to make the footpath network even more accessible to everyone.
- 5.17 The Footpath Safety Improvement sites are developed from service requests, letters to Council, community meetings, town revitalisation discussions and the Exception Annual Plans. Therefore, taking account of community requests.

Attachment(s) | Ngā āpitihanga

1 Identified Works List

| Footpath Safety Improvements | | | | | |
|---|-----------------|-----------------------|--|-------------|---------------|
| COMMUNITY BOARD | LOCALITY | STREET | LOCATION | SIDE | LENGTH |
| Waimarino-Waiouru | Ohakune | Bracken Street | From Burns Street to Moore Street | L | 167m |
| Waimarino-Waiouru | Ohakune | Ohakune Mountain Road | Railway Row to 80/50km/h sign | L | 170m |
| Waimarino-Waiouru | Ohakune | Old Station Road | Mountain Road footbridge to Mangawhero Walkway | L | 230m |
| Waimarino-Waiouru | Ohakune | Wye Street | Goldfinch to Miro Street (includes new Kerb and Channel) | L | 117m |
| * the current unsubsidised budget will allow for around 200 - 300 m over the district to be constructed per year. | | | | | 684m |

| Recently Completed Footpath Improvements | | | | | |
|---|-----------------|---------------|--|-------------|---------------|
| COMMUNITY BOARD | LOCALITY | Street | LOCATION | SIDE | LENGTH |
| Waimarino-Waiouru | Ohakune | Rimu Street | Rimu Street to link existing on Thames | L | 445m |
| | | | | | 445m |

| Footpath Renewals | | | | | |
|---|-----------------|------------------|---------------------------------------|-------------|---------------|
| COMMUNITY BOARD | LOCALITY | Street | LOCATION | SIDE | LENGTH |
| Waimarino-Waiouru | Ohakune | Miro Street | From Lee Street to Shannon Street | R | 56m |
| Waimarino-Waiouru | Ohakune | Arawa Street | From Manuka Street to Shannon Street | L | 68m |
| Waimarino-Waiouru | Ohakune | Goldfinch Street | From Conway Street to Wye Street | L | 203m |
| Waimarino-Waiouru | Ohakune | Goldfinch Street | From Wye Street to Shannon Street | L | 74m |
| Waimarino-Waiouru | Raetihi | Seddon Street | From Ballance Street to Ward Street | R | 25m |
| Waimarino-Waiouru | Raetihi | Grey Street | From Ward Street to Duncan Street | L | 72m |
| Waimarino-Waiouru | Raetihi | Ward Street | From George Street to end of footpath | L | 49m |
| Waimarino-Waiouru | Raetihi | Pitt Street | From Duncan Street to Ward Street | L | 17m |
| Waimarino-Waiouru | Waiouru | Ruanui walkway | From Ruanui Street to SH1 | L | 95m |
| Please note that the lengths are subject to change as site visits define the actual lengths and areas for footpath renewal and maintenance. The above list will be scheduled into footpath works programmes as budget allows. | | | | | 659m |

| Footpath Maintenance | | | |
|-----------------------------|-----------------|---------------------|---------------|
| COMMUNITY BOARD | LOCALITY | No. OF SITES | LENGTH |
| Waimarino-Waiouru | Ohakune | 8 | 28m |
| Waimarino-Waiouru | Raetihi | 4 | 11m |
| Waimarino-Waiouru | Waiouru | 1 | 6m |
| | | 20 Sites | 63m |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Application for Temporary Road Closure: Raetihi Christmas Carnival Saturday 9 December 2023

Report for: Decision

Author(s): Vini Dutra

EXECUTIVE MANAGER: INFRASTRUCTURE

Endorsed By: Clive Manley

CHIEF EXECUTIVE

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to advise Members of the road closure application for the Raetihi Christmas Carnival 2023 and seek a decision to be made regarding the temporary road closure.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Application for Temporary Road Closure: Raetihi Christmas Carnival 2023**;
- 2 **Approves / Does Not Approve** the following road closure subject to either no objections being received, or objections being received and resolved:
 - (a) Seddon Street, Raetihi, between Ward Street and Duncan Street, on Saturday 9 December 2023 between the times of 9AM and 2PM, for the purpose of the Raetihi Christmas Carnival; and
- 3 Instructs officers to circulate a memo to all Community Board Members should any changes be made to the proposed road closure.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|--|-------------------------------------|--------------------------|--------------------------|
| 2.1 Social: Safe, healthy communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The Christmas Carnival brings the community together in a positive environment to celebrate Christmas.

| | Contributes | Detracts | No Impact |
|---------------------------------------|-------------------------------------|--------------------------|--------------------------|
| 2.2 Economic: Thriving economy | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Traffic will not be able to drive down Seddon St, Raetihi for the duration of the event. However, businesses affected have been consulted and are happy for the road closure to go ahead. The foot traffic due to the Christmas parade could be of huge benefit to businesses and market stall holders.

| | Contributes | Detracts | No Impact |
|---|--------------------------|--------------------------|-------------------------------------|
| 2.3 Environmental: Sustaining beautiful environments | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Organisers will ensure the area is clean and tidy after the event has ended.

| | Contributes | Detracts | No Impact |
|---|--------------------------|--------------------------|-------------------------------------|
| 2.4 Cultural: Vibrant and diverse living | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy.

Background | Tuhinga

- 4.1 An application was received from Raetihi Promotions Charitable Trust for the Temporary Road Closure of Seddon Street between Ward Street and Duncan Street, Raetihi for the Raetihi Christmas Carnival 2023.

Discussion | He Kōrerorero

- 5.1 Pursuant to the Transport (Vehicular Traffic Road Closure) Regulations 1965, notice is hereby given that the Ruapehu District Council, for the purpose of holding the Raetihi Christmas Carnival, is proposing to close Seddon Street, Raetihi, between Ward Street and Duncan Street on Saturday 9 December 2023 between the times of 9AM and 2PM.
- 5.2 The Traffic Management Plan is in the process of being submitted and approved.
- 5.3 Police have approved the proposed closure.
- 5.4 The proposed closure will be advertised in the Ruapehu Bulletin on once approved by this Community Board and posted on the Council Facebook page on the same date.
- 5.5 Any person affected by the closure will have until 4PM Friday 3 November 2023 to lodge their notice of objection to the Council, in writing.
- 5.6 Any objections that are received will be addressed and resolved accordingly.

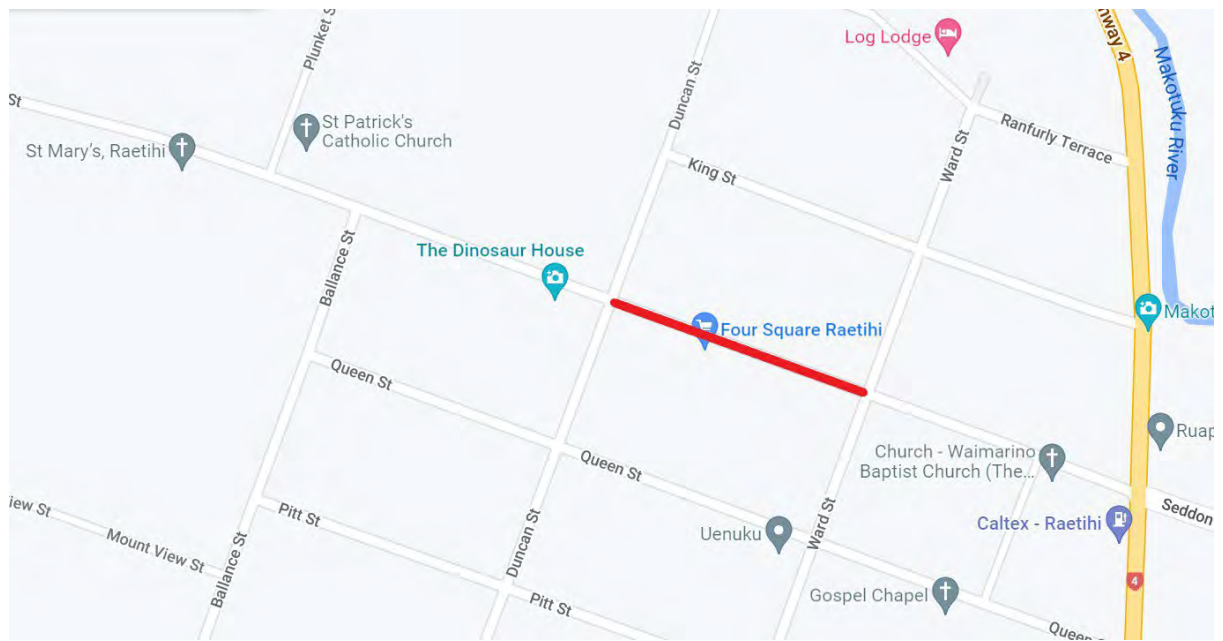
Next Actions | Ngā mahinga e whai ake nei

- 6.1 The final road closure information will be advertised in the Ruapehu Bulletin on Wednesday 29 November 2023.

Attachment(s) | Ngā āpitihanga

- 1 Map of Road Closure area

Map of Proposed Road Closure for Raetihi Christmas Carnival 9 December 2023



Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: Retrospective Adoption: Temporary Road Closure Targa Rally NZ Thursday 26 October 2023

Report for: Decision

Author(s): Shelley Donovan TECHNICAL SERVICES COORDINATOR

Endorsed By: Vini Dutra EXECUTIVE MANAGER: INFRASTRUCTURE



Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to advise of and seek retrospective approval for the Temporary Road Closure within the Waimarino–Waiouru area for the Targa Rally NZ 2023 Event.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Temporary Road Closure Targa Rally NZ 2023**;
- 2 **Retrospectively Approves / Does Not Approve** the following road closure subject to either no objections being received, or objections being received and resolved:
 - (a) Waiaruhu Road 350 metres from the intersection with SH1 Road from 1:05PM to 5:35PM on Thursday 26 October 2023; and
- 3 Instructs officers to circulate a memo to all Community Board Members should any changes be made to the proposed road closure.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|---|--------------------------|--------------------------|-------------------------------------|
| 2.1 Social: Safe, healthy communities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.2 Economic: Thriving economy | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.3 Environmental: Sustaining beautiful environments | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.4 Cultural: Vibrant and diverse living | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy.

3.2 Engagement

Resident will receive a reminder letter, between one and three weeks before the event, providing information including the event process, emergency numbers and a contact if the residents require an escort to or from their property during the road closure. Signage will also be erected on the proposed roads to advise users of the impending closure.

Background | Tuhinga

- 4.1 An application was received from Club Targa Inc. in June 2023 allowing time to close the roads under the preferred Transport (Vehicular Traffic Road Closure) Regulations 1965.
- 4.2 The Targa NZ Event is an annual event held across New Zealand and passes through many local regions.
- 4.3 Council officers will advise Club Targa of any comments regarding the closure received from residents to enable Club Targa to re-consult with residents and achieve a mutually satisfactory agreement.
- 4.4 Upon approval of the Temporary Road Closure Application, and no sooner than 21 days prior to the event date, road closure signage will be erected on the roads to advise users of the impending closure.
- 4.5 A reminder letter will be dropped to residents on the affected roads seven to 21 days before the event. The final letter will detail Emergency Procedures should an emergency arise.
- 4.6 An emergency 0800 number will be published enabling residents to contact the organisers during the road closure in the event of an emergency. The rally can then be stopped so that appropriate procedures can take place.
- 4.7 Medical staff will be located at the start of each 'stage' on the closed road and are there to render assistance if required.
- 4.8 The letter will also advise of Club Targa's commitment to repairing any property damage that may occur.
- 4.9 In addition, written correspondence will be made to all transport operators, dairy companies, rural delivery, utilities, schools, bus operators and associated organisation's that could be affected by the closure, including Police, Fire Service and St John.
- 4.10 Every effort will be made to enable local schools and community groups to benefit from the event by initiating them to hold fundraising activities.

Discussion | He Kōrerorero

- 5.1 Pursuant to the (Vehicular Traffic Road Closure) Regulations 1965 notice is hereby given that the Ruapehu District Council for the purpose of the Targa NZ 2023 event proposes to close the following road to ordinary vehicular traffic for the period as follows:
- (a) Stage: ss17 – Waiaruhe Road
 Date of closure: Thursday 26 October 2023
 Time: 1:05pm to 5:35PM
 Road Closure Authority: Ruapehu District Council
- 5.2 Any person objecting to the proposal was called upon to lodge notice of objection and grounds thereof in writing before 4:00PM Wednesday 20 September 2023 at the office of the Ruapehu District Council, Taumarunui or via email info@ruapehudc.govt.nz
- 5.3 No objections were received.
- 5.4 It will be an offence under the above regulations for any person otherwise than under authority of an authorised period to use the road for ordinary vehicular traffic during the period of closure.
- 5.5 The first advertisement of the road closure was advertised in the Ruapehu Bulletin on Wednesday 6 September 2023.
- 5.6 The second and final advertisement is scheduled to be advertised in the Ruapehu Bulletin on Wednesday 11 October 2023.

Next Actions | Ngā mahinga e whai ake nei

- 6.1 Club Targa Inc. will undertake its obligations associated with the event.
- 6.2 Officers will arrange for the second and final advertisement to be advertised in the Ruapehu Bulletin on Wednesday 11 October 2023.

Attachment(s) | Ngā āpitihanga

- 1 Approved Traffic Management Plan
 2 Waiaruhe Road Map



RCA consent (eg CAR/WAP)
and/or RCA contract reference

TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Use this form for complex activities. Refer to the NZ Transport Agency's Traffic control devices manual, part 8 Code of practice for temporary traffic management (CoPTTM), section E, appendix A for a guide on how to complete each field.

| | | | | | | | |
|--|---|--|---|----------|------------|-----------------|----------|
| Organisations /TMP reference | TMP reference: TMNZ-HOF-230171 | Contractor (Working space): Club Targa Inc. | Principal (Client): Club Targa Inc. | | | | |
| | | Contractor (TTM): Traffic Management NZ | RCA: Ruapehu District Council Rangitikei District Council | | | | |
| Location details and road characteristics | Road names and suburb | | House no./RPs (from and to) | | Road level | Permanent Speed | |
| | SS17 – WAIARUHE ROAD | | | | | | |
| | Waiaruhe Road, Raketapauma | | RP 0.150 to RP 9.185 | | LVL R | 100km/h | |
| | Maukuku Road, Raketapauma | | 210m from Waiaruhe Road | | LVL R | 100km/h | |
| | Turakina Valley Road, Raketapauma | | 17.075 to m RP 14.335 | | LVL R | 100km/h | |
| | Owhakura Road, Raketapauma | | 210m from Turakina Valley Road | | LVL R | 100km/h | |
| | Kaimatawi Road, Raketapauma | | RP 0.000 to RP 0.160 | | LVL R | 100km/h | |
| Traffic details (main route) | AADT Under 200 | | Peak flows 0700-0900 and 1500-1800 Monday to Friday | | | | |
| Description of work activity | | | | | | | |
| <p>This TMP is for Leg 3 of the Targa NZ 2023 event. Rally will be on closed roads, time trial with Motorsport compliant competition vehicles. These leave the start line in 30-60 second intervals.</p> | | | | | | | |
| Planned work programme | | | | | | | |
| Unattended Start date (Pre-event Signage) | 12/10/2023 | Time | 24 hours | End date | 26/10/2023 | Time | 24 hours |
| Start date | 26/10/2023 | Time | 1100 | End date | 26/10/2023 | Time | 1900 |
| Consider significant stages, for example: | <ul style="list-style-type: none"> road closures detours no activity periods. <p>Timing teams arrive 30 minutes before road closure and prepare setup for road closure under guidance from the STMS. Block marshals arrive 30 minutes before road closure. Then at road closure time, they secure the START/FINISH and all side roads. STMS travels the stage after road closure time to check or amend the road closure setups. Non-activity periods are used for escorting residents to and from properties.</p> <p>Site Safety Protocol:</p> <ul style="list-style-type: none"> Rally marshals to tape the track route, all the gates, and the driveways. Road closure notification will be delivered by the organizers to residents in the vicinity well in advance. Resident gates and driveways taped by the organizers to reinforce the closure. 000 safety car, 00 safety car, 0 safety car with sirens and beacons to ensure the track is clear before releasing the rally cars. <p>Stage Name: SS17 – WAIARUHE ROAD</p> <p>Road Closure: 1:05pm – 5:35pm 26th October 2023</p> <p>Race Start Traffic Management Diagram: TMNZ-HOF-230171-1.1</p> <p>Race Finish Traffic Management Diagram: TMNZ-HOF-230171-1.2</p> | | | | | | |

| | | | | | |
|--|----|--|----|----------------------------------|-----|
| <p>Side Roads Traffic Management Diagram: TMNZ-HOF-230171-1.3</p> <p>Pre-event signage</p> <ul style="list-style-type: none"> Installed 14 days prior to event taking place. Must be undertaken by event contractor. <ul style="list-style-type: none"> Refer to signage schedule at the end of this document. <p>Set up and removal of the road closures:</p> <ul style="list-style-type: none"> L1 Mobile Operation used for set up and removal of sites <ul style="list-style-type: none"> Refer to TMNZ-HOF-230171-2 and 3 <p>Notes</p> <ul style="list-style-type: none"> Marshals in place during attended closure to monitor and guide participants and general traffic. | | | | | |
| Alternative dates if activity delayed | | No alternative dates | | | |
| Road aspects affected (delete either Yes or No to show which aspects are affected) | | | | | |
| Pedestrians affected? | No | Property access affected? | No | Traffic lanes affected? | Yes |
| Cyclists affected? | No | Restricted parking affected? | No | Delays or queuing likely? | Yes |
| Proposed traffic management methods | | | | | |
| <p>Installation (includes parking of plant and materials storage)</p> | | <p>Once on site prior to the installation of the TTM, the STMS is to:</p> <ul style="list-style-type: none"> Check all vehicles have correct signage and flashing beacons. They also need to have continuous and appropriate communication with the STMS and each other on an agreed channel at all times. <p>Installation Process: Site will be installed under a Level 1 mobile operation with appropriate work vehicles and crew. TTM equipment will be unloaded from:</p> <ul style="list-style-type: none"> The non-traffic side of a stationary work vehicle. Refer to TMNZ-HOF-230171-2. <p>TTM equipment is installed either:</p> <ul style="list-style-type: none"> To the non-traffic side of a work vehicle. Refer to TMNZ-HOF-230171-2. OR From behind the work vehicle at 10m in front of the shadow vehicle Refer to TMNZ-HOF-230171-3. OR From the rear deck of the work vehicle with a shadow vehicle in place. Use this set up for the road closure cones. Refer to TMNZ-HOF-230171-3. <p>When working from the rear deck the crew must be harnessed. No crew to be on the deck of work vehicle when turning around at loop points.</p> <p>Order of installation: Signs installed on the left-hand side of the road. Signs should be erected by travelling around the road network in a clockwise direction setting up each side road as they are passed. All turns in and out of side roads will be to the left which is to make turning easy and provide better safety.</p> <ul style="list-style-type: none"> The first sign erected for the site must be the advance warning sign. The remaining signs are placed in order from the left as per the approved TMP. The vehicle then makes a loop to make the next run. This process will continue until the sign network is complete. Delineation devices must be placed once all signs have been installed. <p>Once TTM is installed, a drive-through check of the site will be made by the STMS in all directions including all side roads. On completion of the drive through check and the above is confirmed, the STMS then must give the okay for the event crew to enter the site for the site safety (toolbox) briefing.</p> <p>Once on site, prior to the event commencing, the STMS will conduct the toolbox briefing using this approved TMP to explain:</p> | | | |
| | | <p>APPROVED CAR E957133 Richard Ashman STMS Number 31099 Rangere District Council Page 2 03 August 2023</p> | | | |



RCA consent (eg CAR/WAP)
and/or RCA contract reference

| | |
|---------------------------|--|
| | <ul style="list-style-type: none"> • Identified hazards – Identify public safety and site safety hazards and how they will be addressed and place on the hazard document for 'toolbox' briefing. • The TTM requirements for the site – STMS to check the TMP is appropriate to the site. Where the TMP is not suitable, halt proceedings until the necessary actions have been taken. • Safety zone requirements and limits – Where they are located. No plant, equipment or work vehicles within safety zones. These safety zones must be kept clear. <p>On completion of site set up and toolbox briefing:</p> <ul style="list-style-type: none"> • Once the STMS can confirm the site is safe, legal and complies with the TMP, they must give the okay for the event crew to carry out the rally. • Competition/Official Vehicles are staged within the road closure area. All stages have a minimum of 120 minutes for staging from the road closure point. |
| Attended (day) | <p>Road closure and side road treatments.</p> <p>The site will be attended during the day by a Level 1 / CAT B STMS.</p> <p>During road closure times all stages are attended by Block Marshals and Officials.</p> <p>The STMS checks the stage setup prior to competition commencement. STMS will be within 30 minutes of stages.</p> <p>All staff on the site shall be briefed on the traffic management requirements before starting any work on site.</p> <p>A site safety / tailgate meeting is to be held at the start of each day and all hazards, the control measure implemented to control the hazards are to be noted on the Hazard ID form. The Hazard ID form must be signed by all staff and sub-contractors on the site.</p> |
| Attended (night) | Event is during the day only |
| Unattended (day) | Pre-event signage will be left unattended. |
| Unattended (night) | Pre-event signage will be left unattended. |
| Detour route | <p>No detour planned</p> <p>Does detour route go into another RCA's roading network? Yes No (delete either Yes or No) If Yes, has confirmation of acceptance been requested from that RCA? Yes No (delete either Yes or No) Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p> |
| Removal | <p>Removal of the site will be done under a mobile closure with TTM equipment taken from:</p> <ul style="list-style-type: none"> • The non-traffic side of a stationary work vehicle. Refer to TMNZ-HOF-230171-2. <p>TTM equipment is removed either:</p> <ul style="list-style-type: none"> • To the non-traffic side of a work vehicle. Refer to TMNZ-HOF-230171-2. OR • From behind the work vehicle at 10m in front of the shadow vehicle Refer to TMNZ-HOF-230171-3. OR • From the rear deck of the work vehicle with a shadow vehicle in place. Use this set up for the road closure cones. Refer to TMNZ-HOF-230171-3. <p>When working from the rear deck the crew must be harnessed. No crew to be on the deck of work vehicle when turning around at loop points.</p> <p>Removal Procedure</p> <ul style="list-style-type: none"> • Removal of the site will commence as soon as the client has finished with their event. • The removal of TTM measures must be in order of delineation devices, direction and protection signs, and then finally advanced warning signs. • The last signs removed from the site must be the advanced warning signs. • The STMS will carry out the final check and sign off before leaving the site. |

Proposed TSLs (see TSL decision matrix for guidance)

| | TSL details as required | Times | Dates | Diagram ref. no.s |
|--|--|---------------|--------------------|--|
| | <p>Approval of Temporary Speed Limits (TSL) are in terms of Section 7 of Land Transport Rule: Setting of Speed Limits 2022 (List speed, length and location)</p> <p>CAR E957133 Ashman STMS Number 31099 Rangiora District Council</p> | (From and to) | (Start and finish) | (Layout drawings or traffic management diagrams) |

| | | | | |
|--|--|--|-----|-----|
| Attended day/night | TSL's not required | N/A | N/A | N/A |
| Unattended day/night | TSL's not required | N/A | N/A | N/A |
| TSL duration | Will the TSL be required for longer than 12 months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i> | | | No |
| Positive traffic management measures | | | | |
| No TSL's – not required | | | | |
| Contingency plans | | | | |
| Generic contingencies for: <ul style="list-style-type: none"> major incidents incidents pre-planned detours. | Major Incident A major incident is described as: <ul style="list-style-type: none"> Fatality or notifiable injury - real or potential Significant property damage, or Emergency services (police, fire, etc) require access or control of the site. | Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> stop all activity and traffic movement secure the site to prevent (further) injury or damage contact the appropriate emergency authorities render first aid if competent and able to do so notify the RCA representative and / or the engineer under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so Comply with any obligation to notify WorkSafe. | | |
| | Incident An incident is described as: <ul style="list-style-type: none"> excessive delays - real or potential minor or non-inquiry accident that has the potential to affect traffic flow structural failure of the road. | Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> stop all activity and traffic movement if required secure the site to prevent the prospect of injury or further damage notify the RCA representative and / or the engineer STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced. | | |

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| | | | | |
|--|---|---|--|-----|
| | <p>Detour</p> <p>If because of the on-site activity it will not be possible to remove or reduce the effects of TTM once it is established a detour route must be designed. This is likely for:</p> <ul style="list-style-type: none"> excessive delays when using an alternating flow design for TTM redirecting one direction of flow and / or total road closure and redirection of traffic until such time that traffic volumes reduce and tailbacks have been cleared. <p>The risks in the type of work being undertaken, the risks inherent in the detour, the probable duration of closure and availability and suitability of detour routes need to be considered.</p> <p>The detour and route must be designed including:</p> <ul style="list-style-type: none"> pre approval from the RCA's whose roads will be used or affected by the detour route ensure that TTM equipment for the detour signs etc are on site and pre installed. | <p>Actions</p> <p>When it is necessary to implement the pre-planned detour the STMS must immediately undertake the following:</p> <ul style="list-style-type: none"> Notify the RCA and / or the engineer when the detour is to be established Drive through the detour in both directions to check that it is stable and safe Remove the detour as soon as it practicable and safe to do so and the traffic volumes have reduced and tailbacks have cleared Notify the RCA and / or the engineer when the detour has been disestablished and normal traffic flows have resumed. | | |
| | <p>Note also the requirements for no interference at an accident scene:</p> <p>In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to:</p> <ul style="list-style-type: none"> save a life of, prevent harm to or relieve the suffering of any person, or make the site safe or to minimise the risk of a further accident; or maintain the access of the general public to an essential service or utility, or prevent serious damage to or serious loss of property, or follow the direction of a constable acting in his or her duties or act with the permission of an inspector. | | | |
| <p>Other contingencies to be identified by the applicant (i.e. steel plates to quickly cover excavations)</p> | <p>Weather</p> | <p>The STMS will suspend or re-evaluate the methodology of the works if weather conditions e.g., rain, fog etc., will adversely affect safety, i.e., If CSD (3 x PSL) is not achieved during site set-up, or sign visibility not achieved after site set up. Work can recommence only after the all clear has been given by the STMS.</p> | | |
| | <p>Event running late due to unforeseen circumstances.</p> | <p>Planned event will occur within the hours listed on the TMP (refer to Planned Work Programme on Page 1), however, should any unforeseen circumstances occur that impact on the time the crews finish their planned event, the STMS will contact the TMC as soon as possible.</p> <p>This is to notify the TMC of the issues and the requirement to complete the job outside of the time that has been applied for in this TMP.</p> | | |
| | <p>Passage of emergency vehicles</p> | <p>The STMS must allow passage of emergency service vehicles.</p> | | |
| <p>Authorisations</p> | | | | |
| <p>Parking restriction(s) alteration authority</p> | <p>Will controlled street parking be affected?</p> | No | <p>Has approval been granted?</p> | N/A |
| | <p>N/A</p> | | | |
| <p>Authorisation to work at permanent traffic signal sites</p> | <p>Will portable traffic signals be used or permanent traffic signals be changed?</p> | No | <p>Has approval been granted?</p> | N/A |
| | <p>N/A</p> | | | |

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RCA consent (eg CAR/WAP)
and/or RCA contract reference

| | | | | |
|--|--|----------------------|---|-----|
| Road closure authorisation(s) | Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)? | Yes | Has approval been granted? | Yes |
| Roads closed for the URG event to take place. Council approval required | | | | |
| Bus stop relocation(s) – closure(s) | Will bus stop(s) be obstructed by the activity? | No | Has approval been granted? | N/A |
| N/A | | | | |
| Authorisation to use portable traffic signals | Make, model and description/number | Not required | | |
| | NZTA compliant? | N/A | | |
| EED | | | | |
| Is an EED applicable? | No | EED attached? | N/A | |
| Delay calculations/trial plan to determine potential extent of delays | | | | |
| Delays expected due to road closures | | | | |
| Public notification plan | | | | |
| First Letter drop and/or door knock must take place prior to the event to all residents on affected road closures as early as possible. Once TMP is approved, the second letter drop is delivered and pre-event signage in place 2 weeks prior to the event. Resident gates and driveways taped to reinforce the closure. Notification undertaken by the event organiser. | | | | |
| Public notification plan attached? | No | | | |
| On-site monitoring plan | | | | |
| Attended (day and/or night) | Level 1 / CAT B qualified STMS to undertake 2-hourly checks. Block Marshals, Stage Commander and Timing Teams to all be constantly aware of TTM measures and must be monitoring and in communication with the STMS so any TTM changes can be remedied by the STMS | | | |
| Unattended (day and/or night) | STMS to check Pre-Warning Signage at least once in a 48 hour period. | | | |
| Method for recording daily site TTM activity (eg CoPTTM on-site record) | | | | |
| STMS to complete on-site record forms attached to TMP. | | | | |
| Site safety measures | | | | |
| All Block Marshals/Officials are required to attend training prior to event start. All CoPTTM approved high-visibility vests and closed footwear to be worn at all times. Safety warning cars traverse the stage at 10-minute intervals, 1 hour prior to competition cars to confirm safety measures are in place and spectators are in safe positions. All official vehicles are fitted with Fleetlink radios with direct contact with Targa Base and all other officials and the clerk. All vehicles (competitors and officials) are fitted with a GPS tracking device for “real time” tracking and accident notification. High Visibility Clothing at CoPTTM standards, and Hard Hats, Long Sleeves, Long Pants, Safety Footwear, Safety Glasses and Cut Resistant Gloves as per TTM contractor policies. All vehicles to have flashing beacons & sirens. STMS to wear a yellow high visibility vest compliant with CoPTTM specifications. All other work personnel wear orange/blue reflective overalls. | | | | |
| Temporary safety barrier system | Will a temporary safety barrier system be used at this worksite? | No | If yes, has the temporary safety barrier system been designed by an installation designer and independently reviewed as being fit for purpose? | N/A |
| | Statement from temporary safety barrier installation designer attached | | | N/A |
| Other information | | | | |
| All TMP changes are to be recorded and the TMC informed prior to any significant modifications to TTM measures, modifications that are not included in the approved TMP. All other changes are to be noted on the TMP and TMC to be advised as soon as possible. | | | | |



RCA consent (eg CAR/WAP)
and/or RCA contract reference

| Site specific layout diagrams | | | | | | |
|---|--|---------------------|-----------------------------|-------------------|-------------------------------|--------------------------|
| Number | Title | | | | | |
| TMNZ-HOF-230171-1.1 | Road Closure – Race Start | | | | | |
| TMNZ-HOF-230171-1.2 | Road Closure – Race Finish | | | | | |
| TMNZ-HOF-230171-1.3 | Side Road Treatment | | | | | |
| TMNZ-HOF-230171-2 | Mobile Operation Personnel on the shoulder | | | | | |
| TMNZ-HOF-230171-3 | Mobile Operation Personnel on the road | | | | | |
| Contact details | | | | | | |
| | Name | 24/7 contact number | CoPTTM ID | Qualification | Expiry date | |
| Principal | Club Targa Inc. – Victoria Edwards | 021 525 643 | ----- | ----- | ----- | |
| TMC | Ruapehu District Council – Kiel Harris | 027 216 1964 | 29496 | L2-L3 STMS - NP R | 29/03/2024 | |
| | Rangitikei District Council – Martin Skinner | 027 2944208 | ----- | STMS L1 | ----- | |
| Engineers' representative | Not required | ----- | ----- | ----- | ----- | |
| Contractor | Club Targa Inc. – Victoria Edwards | 021 525 643 | ----- | ----- | ----- | |
| TTM Contractor | Traffic Management NZ – Puke Tapara | 06 355 3675 | ----- | ----- | ----- | |
| STMS | STMS details must be shown and recorded in Daily onsite record. | | | | | |
| | Edward Jetson | 027 519 5603 | 9493 | CAT (AB) P | 19/05/2025 | |
| | Puke Tapara | 027 446 0012 | 19953 | STMS (AB) P | 30/08/2025 | |
| | Ikani Fifita | 021 740 124 | 140160 | CAT (AB) P | 23/11/2025 | |
| | Poilangi Taukapo | | 145051 | CAT (AB) P | 19/11/2024 | |
| TC | Not required | ----- | ----- | ----- | ----- | |
| Others as required | Not required | ----- | ----- | ----- | ----- | |
| TMP preparation | | | | | | |
| Preparation | Sabina Dillon | 12/07/2023 | | 99097 | STMS (ABC) -NP TTM Planner | 31/01/2026 99/99/9999 |
| | Name (STMS qualified) | Date | Signature | ID no. | Qualification | Expiry date |
| This TMP meets CoPTTM requirements | | | Number of diagrams attached | | 5 | |
| TMP returned for correction (if required) | | | | | | |
| | Name | Date | Signature | ID no. | Qualification | Expiry date |
| Engineer/TMC to complete following section when approval or acceptance required | | | | | | |
| Temporary safety barrier system | The attached temporary road safety barrier design has been independently reviewed as being fit for purpose | | | | Not required | |
| TMP Approved | | | | | | |
| | Name | Date | Signature | ID no. | Qualification | Expiry date |

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RCA consent (eg CAR/WAP)
and/or RCA contract reference

| Acceptance by TMC (only required if TMP approved by engineer) | | | | | | |
|--|--|-------------------------------|--------|----------------------|-------------|----------------------|
| Name | Date | Signature | ID no. | Qualification | Expiry date | |
| Qualifier for engineer or TMC approval | | | | | | |
| <p>Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.</p> <p>This TMP is approved on the following basis:</p> <ol style="list-style-type: none"> To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site. | | | | | | |
| Notification to TMC prior to occupying worksite/Notification completed | | | | | | |
| Type of notification to TMC required | Notification is to be made by email confirmation. TMC to be notified of works by emailing daily activity sheet to nicole.Drift@ruapehudc.govt.nz 8am daily. | Notification completed | Date | <input type="text"/> | Time | <input type="text"/> |

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| ON-SITE RECORD | | | | | | Today's date |
|--|---|----------------------|---------------------|-----------|------------|--------------------|
| On-site record must be retained with TMP for 12 months. | | | | | | |
| Location details | Road names(s): | House number/RPs: | Suburb: | | | |
| Working space | | | | | | |
| Person responsible for working space | | | | | | |
| | Name | | | | Signature | |
| Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below | | | | | | |
| TTM | | | | | | |
| STMS in charge of TTM | | | | | | |
| | Name | TTM ID Number | Warrant expiry date | Signature | Time | |
| Worksite handover accepted by replacement STMS | | | | | | |
| | Name | ID Number | Warrant expiry date | Signature | Time | |
| | Tick to confirm handover briefing completed | | | | | |
| Delegation | | | | | | |
| Worksite control accepted by TC/STMS-NP | | | | | | |
| | Name | ID Number | Warrant expiry date | Signature | Time | |
| | Tick to confirm briefing completed | | | | | |
| Temporary speed limit | | | | | | |
| Street/road name (RPs or street numbers): | | TSL action | Date: | Time: | TSL speed: | Length of TSL (m): |
| From: To: | | TSL installed | | | | |
| | | TSL remains in place | | | | |
| | | TSL removed | | | | |
| Street/road name (RPs or street numbers): | | TSL action | Date: | Time: | TSL speed: | Length of TSL (m): |
| From: To: | | TSL installed | | | | |
| | | TSL remains in place | | | | |
| | | TSL removed | | | | |
| Street/road name (RPs or street numbers): | | TSL action | Date: | Time: | TSL speed: | Length of TSL (m): |
| From: To: | | TSL installed | | | | |
| | | TSL remains in place | | | | |
| | | TSL removed | | | | |
| Street/road name (RPs or street numbers): | | TSL action | Date: | Time: | TSL speed: | Length of TSL (m): |
| From: To: | | TSL installed | | | | |
| | | TSL remains in place | | | | |
| | | TSL removed | | | | |

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| | |
|-------------------------------|--|
| TMP or generic plan reference | |
|-------------------------------|--|

Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

| Items to be inspected | TTM set-up | 2 hourly check | 2 hourly check | 2 hourly check | 2 hourly check | 2 hourly check | TTM removal |
|--------------------------------------|------------|----------------|----------------|----------------|----------------|----------------|-------------|
| High-visibility garment worn by all? | | | | | | | |
| Signs positioned as per TMP? | | | | | | | |
| Conflicting signs covered? | | | | | | | |
| Correct delineation as per TMP? | | | | | | | |
| Lane widths appropriate? | | | | | | | |
| Appropriate positive TTM used? | | | | | | | |
| Footpath standards met? | | | | | | | |
| Cycle lane standards met? | | | | | | | |
| Traffic flows OK? | | | | | | | |
| Adequate property access? | | | | | | | |
| Barrier deflection area is clear? | | | | | | | |
| <i>Add others as required</i> | | | | | | | |
| | | | | | | | |
| Time inspection completed: | | | | | | | |
| Signature: | | | | | | | |

Comments:

| Time | Adjustment made and reason for change |
|------|---------------------------------------|
| | |
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| | |
|-------------------------------|--|
| TMP or generic plan reference | |
|-------------------------------|--|

Checking process for generic TMPs

This form, or a similar company record, must be completed prior to set up of a worksite where a generic TMP is used.

Location details

| | | | | | |
|---------------------------|--|--------------------|--|--|--|
| Road name(s) | | House number/RP(s) | | Suburb | |
| Road name(s) | | House number/RP(s) | | | |
| Generic TMP reference no. | | TMD no(s). | | Note: The checking process must include all the TMDs to be used | |

| Category | Points to consider | Y | N | Comment/Mitigation |
|------------------------------------|--|---|---|--------------------|
| Road level | Is this at the correct road level? | | | |
| Shape | Are the following catered for in the generic TMP? <ul style="list-style-type: none"> Intersections Vertical Curves (hills) Horizontal Curves (corners) Sufficient advance warning | | | |
| Direction and protection | Check that there is: <ul style="list-style-type: none"> sufficient length to place the planned direction and protection sufficient road width to place the planned direction and protection ie minimum lane width is 2.75m adequate sight distance on both sides sufficient room to accommodate required positive traffic control | | | |
| Proposed speed restrictions | Is a TSL required? Refer to the TSL decision matrix in CoPTTM (section E Appendix B) | | | |
| Plant and equipment | Will your plant and equipment fit within the designated working space? | | | |
| Personal safety | Are all workers able to carry out their work within the designated working space? If not are they covered by the rules for inspections? | | | |
| Layout diagrams | Is diagram(s) detailed in the generic TMP? Does the diagram(s) match the written section of the TMP? | | | |
| RCA notification | Has the RCA been notified? | | | |

Completed by:

| | | | | | |
|--|-------------|------------------|-------------|----------------------|------------------|
| STMS/TC in charge of worksite | | | | | |
| (All names to be entered before site set-up) | <i>Name</i> | <i>Signature</i> | <i>Date</i> | <i>Qualification</i> | <i>ID number</i> |
| | | | | | |
| | <i>Name</i> | <i>Signature</i> | <i>Date</i> | <i>Qualification</i> | <i>ID number</i> |

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C2.5 Combined level LV and level 1 worksite layout distances

| Permanent speed limit or RCA-designated operating speed (km/h) | | ≤50 | 60 | 70 | 80 | 90 | 100 | | |
|--|-------------------------------------|---|------|-----|-----|------|------|-----|-----|
| Traffic signs | | | | | | | | | |
| A | Sign visibility distance (m) | 50 | 60 | 70 | 80 | 90 | 100 | | |
| B | Warning distance (m) | 50 or 30* | 80 | 105 | 120 | 135 | 150 | | |
| C | Sign spacing (m) | 25 or 15* | 40 | 50 | 60 | 70 | 75 | | |
| Safety zones | | | | | | | | | |
| D | Longitudinal (m)+ | 10 or 5* | 15 | 30 | 45 | 55 | 60 | | |
| E | Lateral (m)+ | 1 | 1 | 1 | 1 | 1 | 1 | | |
| | Lateral behind barrier installation | As specified by the Installation Designer | | | | | | | |
| Tapers | | | | | | | | | |
| G | Taper length (m)# | 30 | 50 | 70 | 80 | 90 | 100 | | |
| G | LV roads taper length (m)# | 25 | 30 | 35 | 40 | 45 | 50 | | |
| K | Distance between tapers (m) | 40 | 50 | 70 | 80 | 90 | 100 | | |
| Delineation devices | | | | | | | | | |
| | Cone spacing in taper (m) | 2.5 | 2.5 | 5 | 5 | 5 | 5 | | |
| | Cone spacing: Working space (m)## | 5 | 5 | 10 | 10 | 10 | 10 | | |
| * Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints. | | | | | | | | | |
| + On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used. | | | | | | | | | |
| * 1. On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses). | | | | | | | | | |
| 2. On all roads where the shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres). | | | | | | | | | |
| 3. A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed. | | | | | | | | | |
| ## LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20). | | | | | | | | | |
| Lane widths (based on permanent speed or TSL if applied) | | | | | | | | | |
| Speed (km/h) | 30 | 40 | 50 | 60 | 70 | 80 | 90 | 100 | |
| F | Lane width (m) | 2.75 | 2.75 | 3.0 | 3.0 | 3.25 | 3.25 | 3.5 | 3.5 |

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour)

When on the shoulder:

- If CSD **not** available: Advance warning sign and base to be installed with sign visibility distance and warning distance in place
- If CSD available: Advance warning sign may be attached to the rear of a work vehicle which has an amber flashing beacon(s) and is visible to approaching road users from the rear.

When the activity encroaches onto a live lane consider alternating flow controls.

If the above requirements cannot be achieved, the operation must be modified to comply with the appropriate level LV or level 1 requirements.

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Rough Draft - Comment





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03 August 2023

Example of signage schedule:

Signage Schedule

Static signs to be erected 7-14 days prior to the event, at the START and FINISH of the route and all intersections between.

| Standard 600mm x 450mm | Large 900mm x 600mm | Extra Large 600 x 1200mm | |
|---|---|---|--|
|  |  |  |  |

Removal of all static signs after each stage is completed.

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03 August 2023

Spectator Safety Pamphlet



- Heed the safety tape.
- Expect the unexpected.
- Listen for approaching cars.
- Remain alert.
- Keep dogs on leads.
- Leave yourself room to move away quickly.
- Try to stay behind something solid.
- Keep children under supervision.
- DO AS THE MARSHALS ASK.**
- Assist the marshals to run a safe stage.

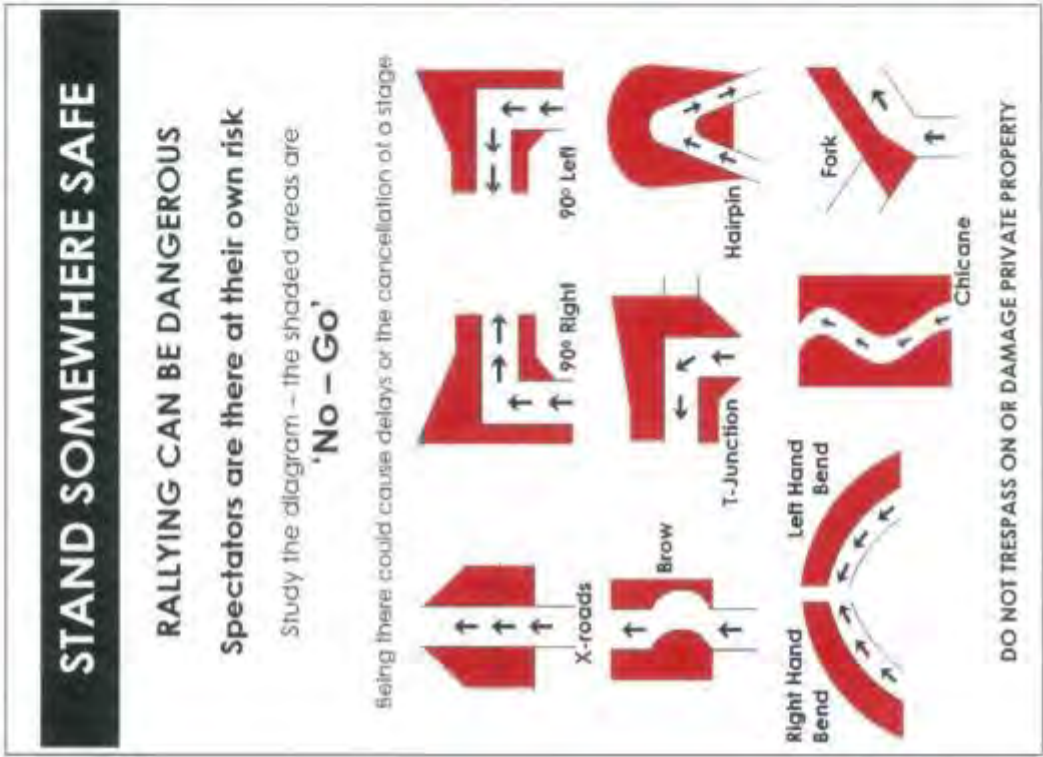
NEVER

- Stand on the road.
- Endanger the drivers or your safety.
- Stand or sit on walls, fences, or stock piles.
- Stand in prohibited areas.
- Sit close to the edge of the road.
- Block-escape routes.
- Remove signs or arrows.
- Be the one to stop the stage.

IN THE EVENT OF AN EMERGENCY PLEASE PHONE

0800 827 427

WARNING TO THE PUBLIC: - MotorSport can be dangerous. It is a condition of admission that all persons taking any connection with the promotion, organization, operation, conduct or conduct of the meeting, including the owners of the vehicles, are absolved from all liability relating to or arising out of any accident, damage or personal injury (whether total or otherwise) however caused to spectators or ticket holders.



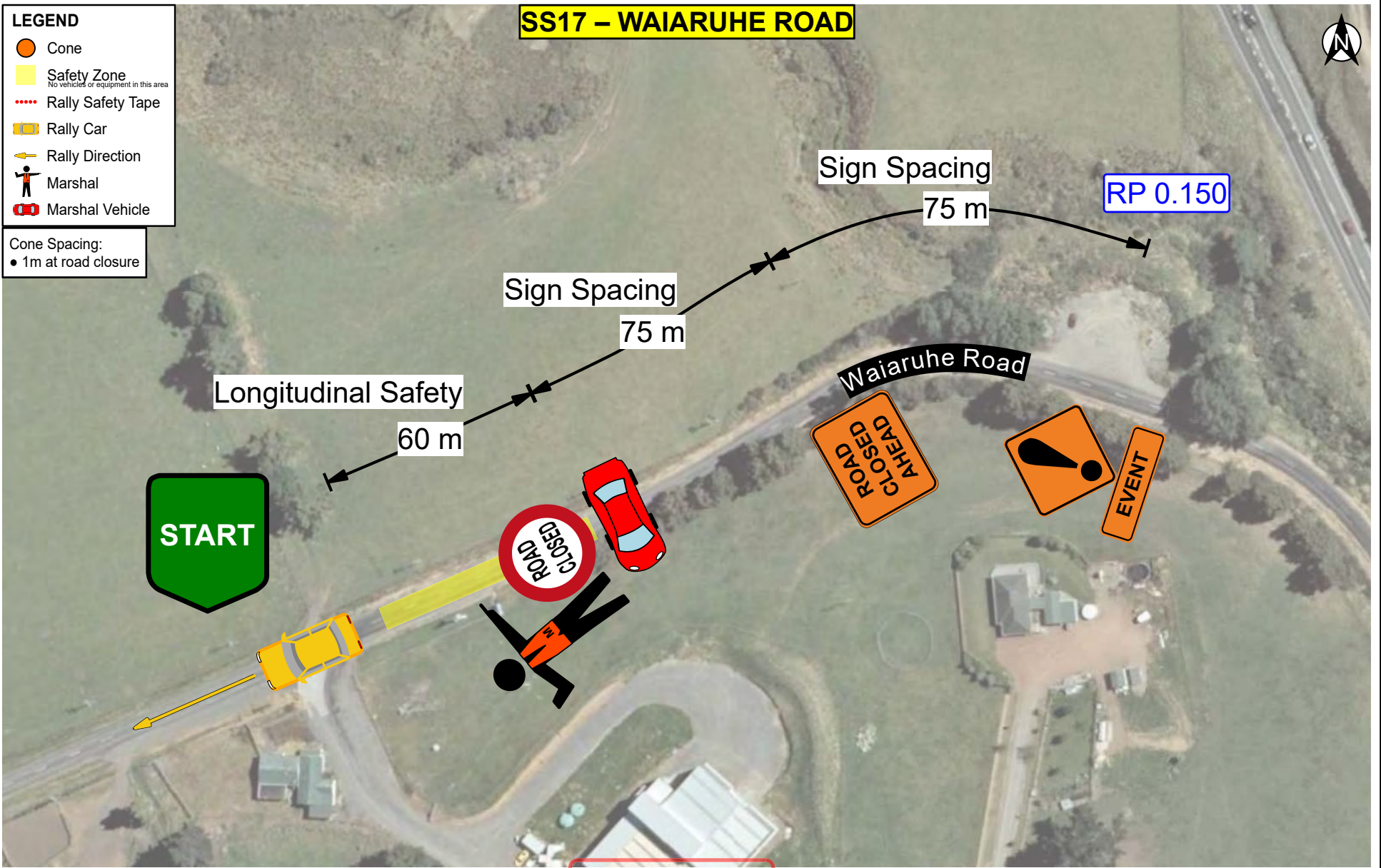
APPROVED

CAR E957133
Richard Ashman
STMS Number 31099

Range District Council

Richard Ashman

03 August 2023



Situation:
Waiaruhe Road, Raketapauma

Drawing No:
TMNZ-HOF-230171-1.1

Drawing Title:
Road Closure - Race Start

Revision: **APPROVED** A
Drawing By: Sabina Dillon

Checked: **APPROVED** rd Ashman
Date: **APPROVED** 03 August 2023
Ruapehu District Council

TMC Approval:



APPROVED

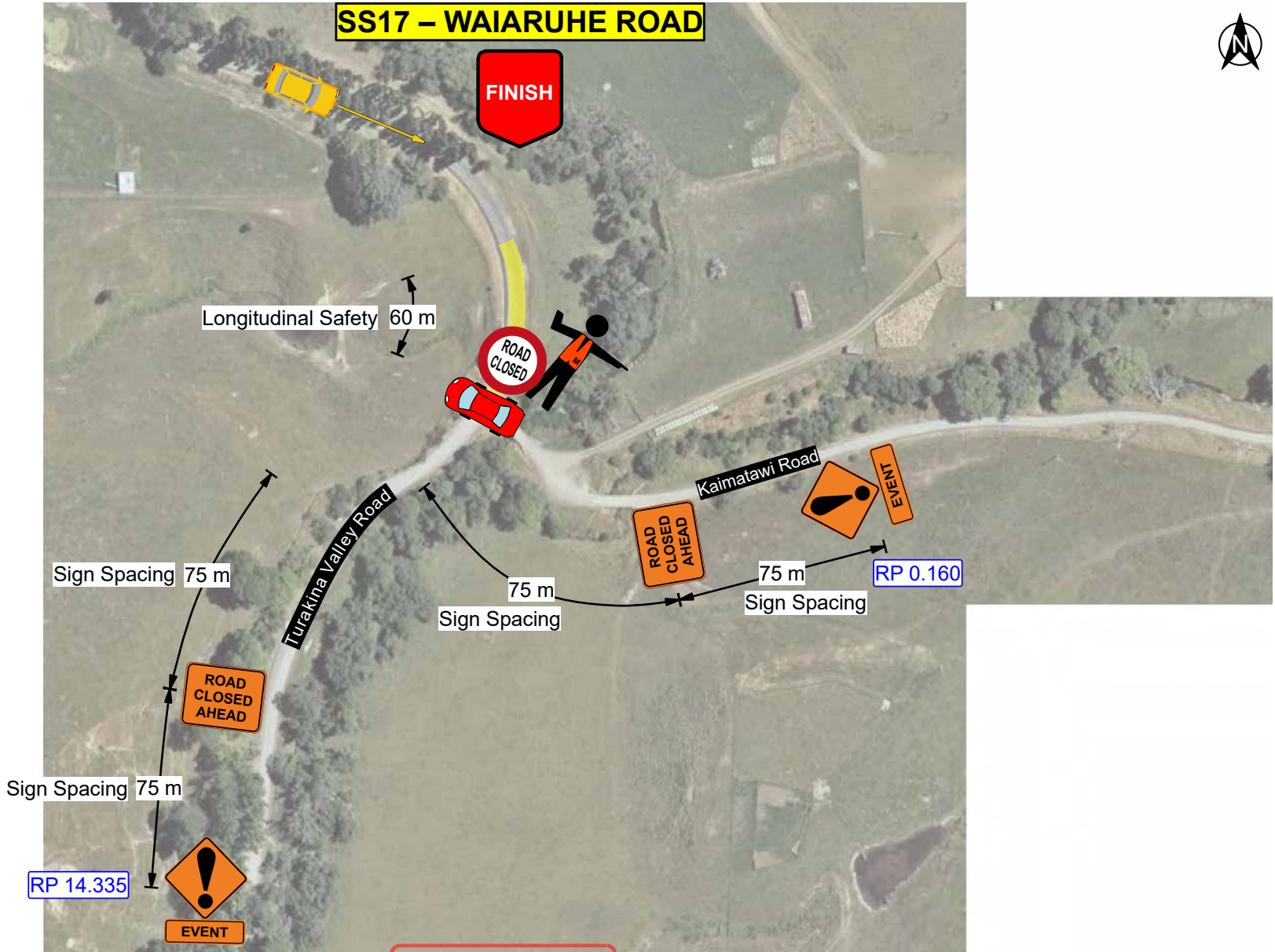
03 August 2023


Traffic Management NZ

LEGEND

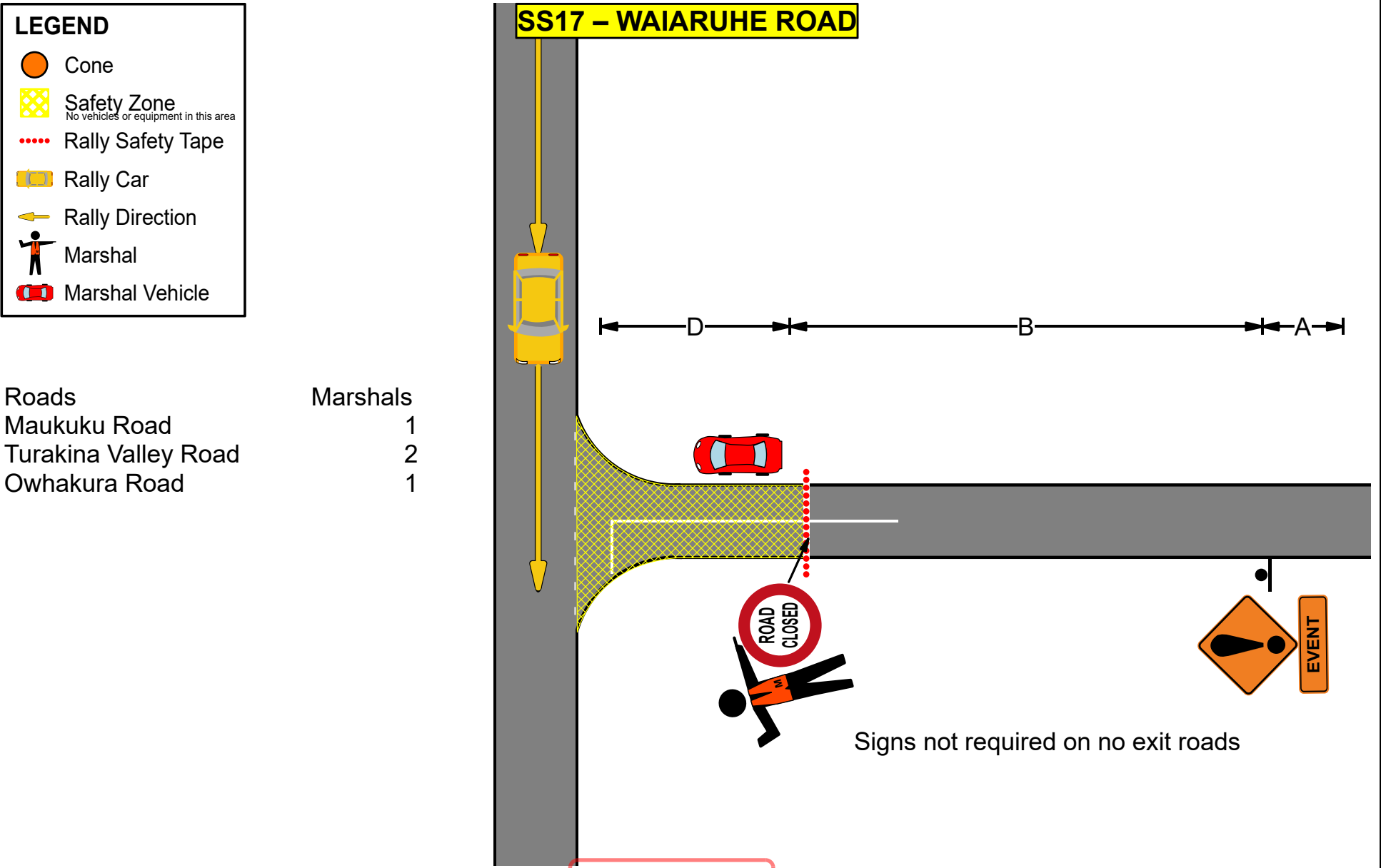
-  Cone
-  Safety Zone
No vehicles or equipment in this area
-  Rally Safety Tape
-  Rally Car
-  Rally Direction
-  Marshal
-  Marshal Vehicle

Cone Spacing:
● 1m at road closure



| | | | | |
|---|--|---|---------------|---|
| Situation: Turakina Valley Road, Raketapauma | Drawing No: TMNZ-HOF-230171-1.2 | Revision: A Drawing By: Sabina Dillon Checked: Richard Ashman | TMC Approval: |  |
| Traffic Management NZ | Drawing Title: Road Closure - Race Finish | Date: 03 August 2023 Ruapehu District Council | | |

APPROVED
 Richard Ashman
 03 August 2023



| | | | | |
|------------------------------|---------------------------------------|---|---------------|--|
| Situation: Various | Drawing No: TMNZ-HOF-230171-1.3 | Revision: A Drawing By: Sabina Dillon Checked: Ard Ashman | TMC Approval: | |
| Traffic Management NZ | Drawing Title: Side Road Treatment | Date: July 2023 | | |
| | | | | |

APPROVED
 03 August 2023
 Ruapehu District Council

LEGEND

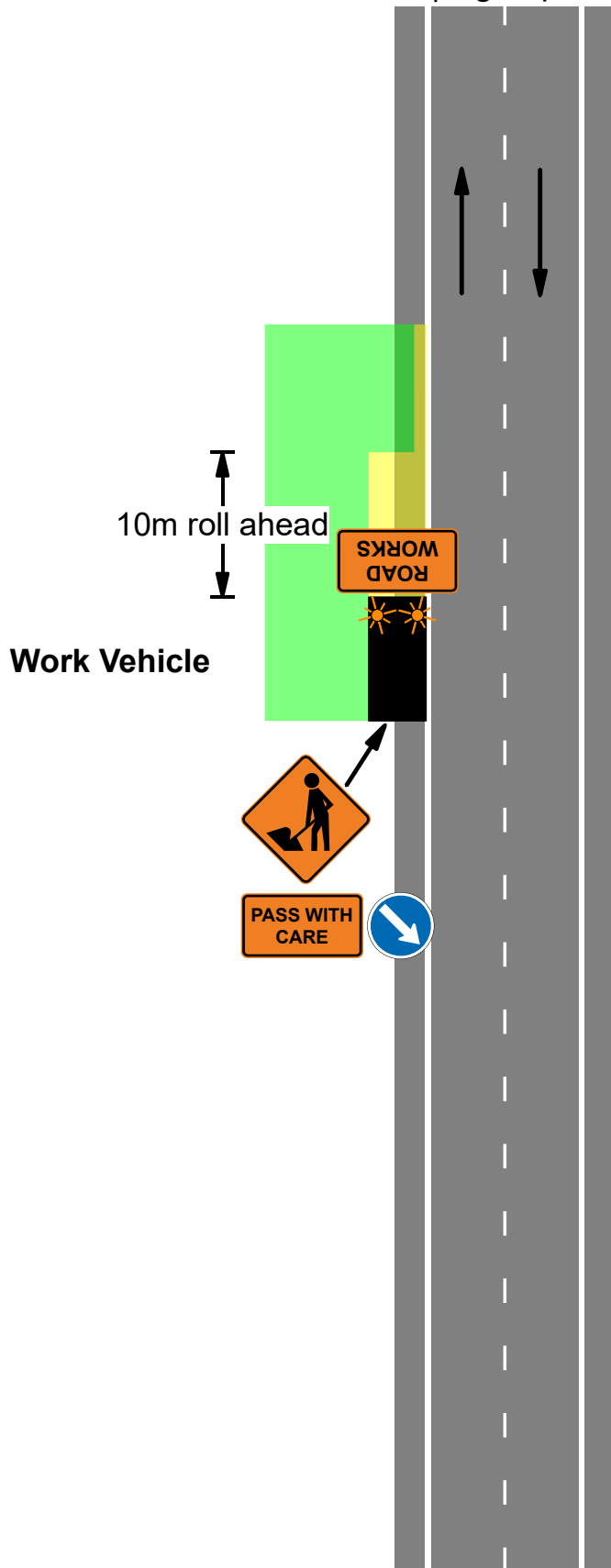
- Work Area
- No-go Zone

Mobile Operation layout using work vehicle.
 May not stay in location for more than 5 minutes

Vehicle must avoid unnecessary delays to traffic (eg. pull over when 10 or more vehicles are delayed)

Vehicle to have amber flashing lights in operation whilst entering and leaving the sites TM and whilst it is being installed or removed

All personnel handling TTM equipment must take it from or place onto the the non-traffic side of the work vehicle without getting onto the deck of the work vehicle. TTM must be installed or removed either 10m in front of the work vehicle or TTM may be installed at any location on the non-traffic side of the work vehicle, free from the live lanes.



| | | |
|--|----------------------------------|---|
| Situation: Various | Drawing No: TMNZ-HOF-230171-2 | Revision: A Drawing By: Sabina Dillon |
| Drawing Title: Mobile Operation - Personnel on the shoulder | CAR Checked: Richard Ashman | Date: July 2023 |
| Traffic Management NZ | | STM Number: 31099 TMC Approval: Waikato District Council |



03 August 2023

LEGEND

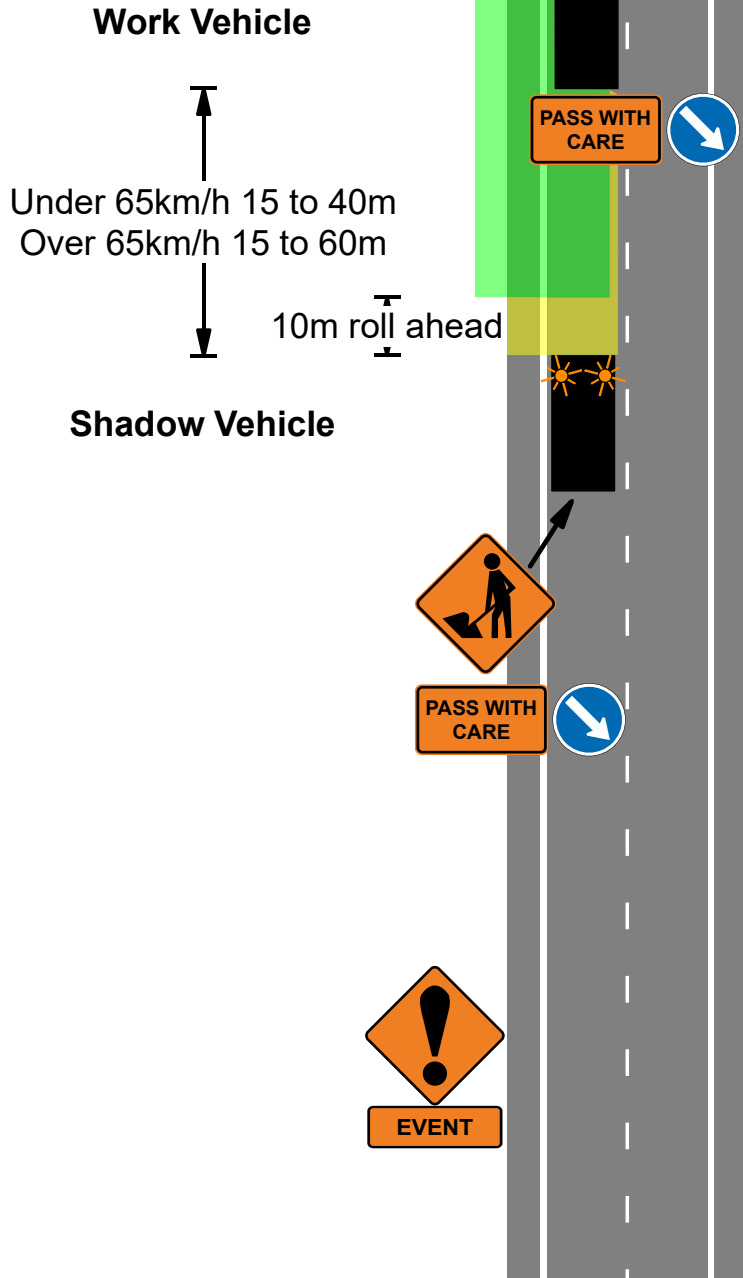
- Work Area
- No-go Zone

Mobile Operation layout using Level 1 Shadow Vehicle and a work vehicle. May not stay in location for more than 5 minutes

Vehicles must avoid unnecessary delays to traffic (eg. pull over when 10 or more vehicles are delayed)

All vehicles to have amber flashing lights in operation whilst they are entering and leaving the sites TM and whilst it is being installed or removed

Shadow is mandatory for working on the rear of the work vehicle



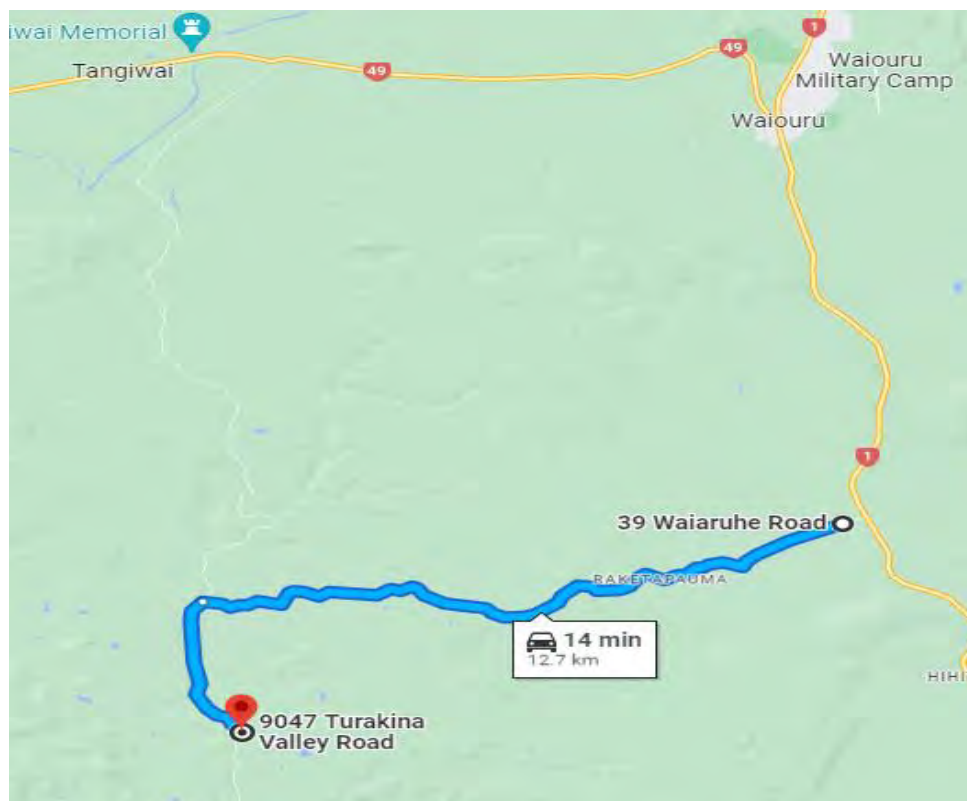
| | | | |
|--|----------------------------------|---|--|
| Situation: Various | Drawing No: TMNZ-HOF-230171-3 | Revision: A Drawing By: Sabina Dillon | |
| Drawing Title: Mobile Operation - Personnel on the road | | CAR Checked: Richard Shuman July 2023 | |
| | | STM Approval: 31099 Waikato District Council | |

Traffic Management NZ



03 August 2023

| | |
|---------------|--|
| Stage Name: | SS17 – WAIARUHE ROAD |
| Road Closure: | 1:05pm – 5:35pm 26 th October 2023 |
| RCA: | Ruapehu District Council Rangitikei District Council |
| Start: | On Waiaruhe Road, 350mtrs from its intersection with SH1 Road |
| | Past Haukuku Road |
| | Left into Turakina Valley Road at its intersection with Owhakura Road |
| Finish: | On Turakina Valley Road, 100mtrs from its intersection with Kaimatini Road |
| | |



Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Ohakune Land Transport Plan

Report for: Decision

Author(s): Pauline Welch

EXECUTIVE MANAGER: COMMUNITY & ECONOMIC DEVELOPMENT

Endorsed By: Clive Manley

CHIEF EXECUTIVE

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to present the draft Ohakune Transport Plan and Priorities to the Community Board for adoption.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Ohakune Land Transport Plan**; and
- 2 Endorses the Ohakune Land Transport Plan.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 2.1 Social: Safe, healthy communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2.2 Economic: Thriving economy | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.3 Environmental: Sustaining beautiful environments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| 2.4 Cultural: Vibrant and diverse living | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy but has undergone engagement through the consultation process for the Ohakune Town Revitalisation.

Background | Tuhinga

- 4.1 In 2020, Council funded consultants Boffa Miskell to work with the community on developing a strategic revitalisation plan for Ohakune.
- 4.2 This resulted in the development of the Future Ohakune Reference Group (comprising of representatives from the community, Ngāti Rangī, big and local businesses, farming, and market gardeners) to establish initial ideas and propose some potential objectives, initiatives and projects for the future of Ohakune.
- 4.3 Over Labour weekend 2022, the Ohakune community was given the opportunity to provide feedback on the concept designs for the Wayfinder signs, the draft Transport and Parking Plan, the high-level concept for Christie Park and the Junction, plus the Streetscape refresh. Further Consultation has been completed on the Christie Park redesign.
- 4.4 The seven focus areas to come out of the consultation were:
- key strategic interventions and wider initiatives
 - the Junction
 - Mangawhero corridor
 - Town centre
 - south of the Mangateitei
 - culture and environment, and
 - housing, accommodation, and growth.
- 4.5 The table below shows the high-level strategies and plans either completed or under development.

| Item | Timing |
|--|-----------|
| Spatial Plan | Completed |
| Wayfinding Strategy | Completed |
| Consultation concepts designs for: Wayfinder design, Christie Park, Transport and Parking, and Junction and refresh of the streetscape | Completed |
| Christie Park detailed design | Underway |
| Junction detailed design | Underway |
| Ohakune Transport Plan | Completed |

Discussion | He Kōrerorero

- 5.1 **DEVELOPMENT OF THE OHAKUNE TRANSPORT PLAN**
- 5.2 The Ohakune Transport Plan has been prepared in response to, and to support, the objectives of the Ohakune Spatial Plan.
- 5.3 Alongside the quantitative data gathering, the project team also sought to gain a user perspective and understanding of the network through engagement with the local community and stakeholders. This engagement utilised the feedback from the spatial plan preparation, a targeted stakeholder survey, conversations with the Future Ohakune Governance Committee, local business owners and site visits and observations.

5.4 The initial draft transport issues, constraints, and recommendations were also tested via the community consultation sessions held over Labour Weekend 22 to 24 October 2022. The feedback received from stakeholders via online surveys and engagement was used in the development of this plan.

5.5 PRIORITIES

5.5.1 Transport Plan Principles - prioritisation:

- (a) Safety:
 - (i) Measures to protect pedestrians and cyclists,
 - (ii) Measures to avoid/minimise conflict with other vehicles, cycles etc., with off-road river/stream path networks and
 - (iii) creating safe connections with on-road networks, and local streets.
- (b) Connection of Town Centre to Junction
 - (i) Identify, design, and implement a safe, attractive, and connected walking and cycling network Ohakune to Junction implementing the principles above, then
 - (ii) New walk and cycle ways
- (c) Create new pedestrian walkway and cycleway on the Mangawhero Terrace (east) side of the Mangawhero river to the swing bridge opposite Shannon Street.

5.6 PRIORITY ONE: SAFETY

5.6.1 Principles:

- (a) A network of consistent accessible footpaths around town centre connecting all open spaces and places of activities and interest
- (b) Eight to 80 principles to be adopted i.e., accessible to all
- (c) Safety measures to minimise conflict between pedestrians, cycles and other transport users
- (d) Improve links to use of blue and green networks (i.e., water streams, rivers and open grass activity places).

5.6.2 Actions

5.6.3 Walking and Cycling Safety - Protection for pedestrians and cyclists

- (a) State Highway 49: create safe road crossing for pedestrians and cyclists by pedestrian-controlled lights east of Teitei River, SH49 bridge to provide:
 - (i) Safe access to Carrot land from the CBD/Town
 - (ii) Safe access to and from the Snowmass residential area, and
 - (iii) Safe access to the new proposed residential sub-division on Teitei Drive.
- (b) State Highway 49: create safe road crossing for pedestrians and cyclists by installing pedestrian-controlled lights at the isite or the Memorial Arch (where the current pedestrian refuge is) to provide:
 - (i) Safe access to and from the isite, playground, bush walks, public toilets, and the CBD/Town, and
 - (ii) Safe access to and from the Motor Camp and motels.
- (c) Safe access to and from Maungarongo Marae and Te Kura Kaupapa Māori o Ngati Rangī.
 - (i) Goldfinch Street Mangawhero Terrace: raised pedestrian crossing from close to Shannon Street to the Swing bridge, and
 - (ii) Complete the footpath along Bracken Street and Milton Street to Burns Street and up to opposite Maungarongo Marae. The present footpath ends at the transition

from Moore Street to Bracken Street. Pedestrians to and from Maungarongo Marae and the Kura are currently unprotected from vehicles.

- (d) Implement speed reductions to improve safety and public amenity at the following locations:
 - (i) CBD (Goldfinch Street, Miro Street to Ayr Street to Tay Street) 30kph
 - (ii) Eastern approach: 50kph from Ruapehu Road, and
 - (iii) Extend the 50 Kph limit on the Ohakune to Raetihi Road by 200 metres.

5.6.4 Road Safety and traffic management

- (a) Goldfinch Street to the Junction and to/from the mountain provided the highest traffic count. It also recorded the highest average speed, in some places in excess of the speed limit, especially above Shannon Street
- (b) No safety features, crossing facilities or traffic calming measures on Goldfinch Street/Mangawhero Terrace, and
- (c) At present, Lower Goldfinch Street from Clyde Street to Ayr Street has a very high traffic count carrying all traffic for the town centre, commercial trade deliveries, seasonal snow sport traffic to Turoa and seasonal cycle hire business.

5.6.5 Actions

- (a) Repurpose lower Goldfinch Street to provide more people friendly options including wider footpaths, food and beverage and sports gear activities but still provide light vehicle travel and access to the supermarket
- (b) Consider encouraging traffic destined for north, Turoa, Junction and Ohakune Old Coach Road to use alternative streets
- (c) Greater Ohakune and Junction overall lacking in traffic speed controls or provisions to protect pedestrians and cyclists and provide safe access and crossings
- (d) Designate Lower Goldfinch Street as one way for north bound traffic only. Signage and street design (ramped pedestrian crossings, less streetside parking) to discourage heavy and through traffic
- (e) Encourage by signage heavy and long vehicle traffic and traffic destined for other than town centre use Miro, Arawa, Ayr, and Upper Goldfinch Streets.
- (f) Provide formal pedestrian crossings at the following locations:
 - (i) SH49: on-demand signalised crossing, or zebra crossing to Carrot land activity area. (Actual placement to be defined clearing intersections but giving early access)
 - (ii) SH49: on-demand signalised crossing at current pedestrian refuge.
 - (iii) Traffic calming (Speed moderation)
 - (1) Vertical or horizontal deflection to slow traffic close to Foyle Street and Christie Park
 - (2) Early speed reduction signage: SH49 and Ohakune to Raetihi road. With appropriate warning signage to support speed limit reductions.
 - (3) Mountain Road: speed reduction signage and reposition speed limit reduction from 80Kph to 50Kph 200 metres further up the mountain road.

5.7 PRIORITY TWO: NEW WALKING AND CYCLING CONNECTIONS.

5.7.1 Actions

- (a) Network links connecting local greater town cycle/walkway with local regional cycle/walkways including:
 - (i) Ohakune Old Coach Road
 - (ii) Ohakune to Raetihi walk and cycle way
 - (iii) Ohakune to Rangataua walk and cycle way
 - (iv) Te Ara Mangawhero trail.

- (b) Research Old Coach Road trail option: Hapuawhena Viaduct to Junction along rail corridor.
 - (i) Initiate confirmation / development of Ohakune to Raetihi walk and cycleway trail.

5.8 PRIORITY THREE: PUBLIC TRANSPORT

5.8.1 Actions

- (a) Recognise Ohakune Railway Station as an important and integral part of the greater Ohakune public transport network and as a destination in any trial or pilot scheme to at least meet each Northerner train arrival
- (b) Research viability and local and national government support for a pilot public transport scheme for local and Raetihi destinations
- (c) Research viability of park and ride seasonal scheme to Tūroa destination with new owners of ski field facilities and Te Ara Mangawhero trail
- (d) Park and Ride: research ability to implement Park and Ride facilities in town and the Junction in conjunction with Public Transport options and availability of Council or Kiwi Rail or other land, and
- (e) Ensure all park and ride facilities are connected to walking and cycling infrastructure to provide safe access and travel choice to users.

5.9 Ohakune Junction.

5.9.1 The Ohakune Junction is undergoing a significant change in ownership and operation of critical land areas. There is an increase in popularity of Ohakune public events which are choosing to locate in the Junction because of the open spaces and ease of managing those events. Final details and effects of these changes will take some time to become clear and be settled. However, those changes will likely have a material effect on the operation and use of the Junction and the associated transport considerations.

5.9.2 Consequently, it is not considered appropriate to attempt to anticipate the medium to long term transport issues for the Junction at this time. It is therefore proposed that this Transport Plan address the transport needs of the Junction in a two-stage approach:

- (a) An Interim Transport Plan to address the current transport issues in the Junction, and
- (b) A medium-term Transport Plan when the significant changes settlements and developments have been finalised.

5.9.3 One of the current transport issues is the junction of Thames Street, Old Station Road and Mangawhero Terrace. This is a busy intersection with cyclists from the Old Coach Road, walkers from the Mangawhero river walk and vehicular traffic heading to the Mountain and/or retail and food options in the Junction all aggregating at the intersection which includes the one lane bridge over the Mangawhero River. Lines of sight are also difficult and dangerous. This mixes fast moving vehicle traffic with slow moving walkers and cyclists.

5.9.4 Potential solutions may include a roundabout, replacement of the one-way bridge with either a two lane bridge, a walk/cycleway bridge, or one way traffic systems walker/cyclist separation facilities. However, these are medium to long term solutions and will be influenced by the medium-term developments.

5.9.5 This report recommends immediate actions as follows:

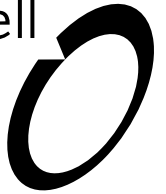
- (a) Research the possibility of a “clip on” cycle/walker bridge on the downstream side of the one lane bridge over the Mangawhero River, and
- (b) Consider a pedestrian raised crossing over Mangawhero Terrace about 100 metres south of the intersection.

Next Actions | Ngā mahinga e whai ake nei

- 6.1 The priorities in the Land Transport Plan are part of the Land Transport Asset Management Plan and priority will be given to the Health and Safety issues at the Junction.

Attachment(s) | Ngā āpitihanga

- 1 Ohakune Land Transport Plan



Ohakune Transport Plan

Prepared for Ruapehu District Council

15 August 2023






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Document Quality Assurance

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| Prepared by: | Cameron Martyn Principal, Transport Planner Boffa Miskell Limited |  |
| Status: [FINAL] | Revision / version: [2] | Issue date: 15 August 2023 |

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Template revision: 20210624 0000

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Cover photograph: Mangawhero Terrace looking south from pedestrian bridge at The Junction, 2022.

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Appendix 1: Project Prioritisation – Ohakune Governance Group

Appendix 2: Community Feedback

Appendix 3: Traffic Volume Data

Appendix 4: GIS Analysis

1.0 Introduction

The Ohakune Transport Plan (OTP) has been prepared in response to, and in order to support, the objectives of the Ohakune Spatial Plan (OSP). The Plan is based around the application of integrated transport and land use planning best-practice, and aims to:

- outline the existing national and local policy context, drivers and approach to integrated transport and land use planning.
- enable planning for sustainable social and environmental outcomes to support the wellbeing and health of existing and future communities.
- outline the stakeholder engagement activity and feedback received to ensure a relevant and realistic plan with community buy-in.
- support forecast growth and land use change identified and enabled through the proposed spatial plan initiatives.
- Identify the issues and opportunities present in the existing transport and access network, based on an analysis of movement patterns including peak demand and the current operating conditions for all transport modes.
- provide guidance on access network and public streetspace management to ensure the most appropriate use of public space while allowing for a well-connected access and movement networks.
- provide advice and guidance to assist in the realisation of recommended actions and proposed next steps.

2.0 Policy Context

The national, regional and local policy context summarised below sets the direction and priority areas for integrated transport planning in Aotearoa and underpins the recommendations of the Ohakune Transport Plan.

2.1 National policy framework

2.1.1 Emissions Reduction Plan

The purpose of the Emissions Reduction Plan (ERP), required under the Climate Change Response Act 2002, is to set the long-term emissions reduction targets required for Aotearoa to contribute to the global effort to limit temperature rise to 1.5°C.

The ERP recognises transport is one of our largest sources of greenhouse gas emissions and is responsible for 17 per cent of Aotearoa New Zealand's gross emissions. The Plan seeks to identify a pathway to a zero-carbon transport system by 2050 which includes reducing transport emissions by:

- 13 per cent by 2030
- 41 per cent by 2035 (compared to 2019).

To move towards achieving this, the Independent Climate Change Commission recommends the Government focuses on three areas to reduce emissions from the transport system:

- Reducing reliance on cars and supporting people to walk, cycle and use public transport.
- Rapidly adopting low-emission vehicles and fuels.
- Beginning work now to de-carbonise heavy transport and freight.

2.1.2 Government Policy Statement on Land Transport

The Minister of Transport is required to issue a Government Policy Statement on Land Transport (GPS) every three years. The GPS sets out the Government's priorities for expenditure from the National Land Transport Fund over a 10-year period and how funding should be allocated. Regional land transport plans must be consistent with the GPS, and NZTA must give effect to it with regards to land transport planning and funding.

The current GPS was published on 26 August 2020 and takes effect on 1 July 2021. The GPS strategic priorities are safety, better travel options, climate change and improving freight connections.

2.1.3 Road to Zero – New Zealand Road Safety Strategy 2020–2030

Road to Zero articulates Government’s vision, which is ‘a New Zealand where no one is killed or seriously injured in road crashes,’ their guiding principles for design of the road network and road safety decisions, as well as targets and outcomes for 2030. It sets out the five areas of focus for the next decade: infrastructure improvements and speed management; vehicle safety; work-related road safety; road user choices; and system management.

The RLTP includes a headline target that is aligned with the Road to Zero target of a 40 per cent reduction in deaths and serious injuries by 2030 for the region.

An activity under this Plan is to develop and maintain a Road Safety Strategy for the Manawātū-Whanganui Region, which aims to set out a framework and action plan for the coordinated delivery of multiple road safety interventions. The Manawātū-Whanganui Road Safety Strategy will be developed through engagement and consultation with a range of regional stakeholders responsible for road safety outcomes and reflects a multi-agency approach that is managed at a regional level.

2.1.4 Transport Outcomes Framework

The national Transport Outcomes Framework takes a strategic, long-term and integrated approach to transport and makes clear what Government is aiming to achieve through the transport system in the long term. The five outcomes are outlined in the diagram below.

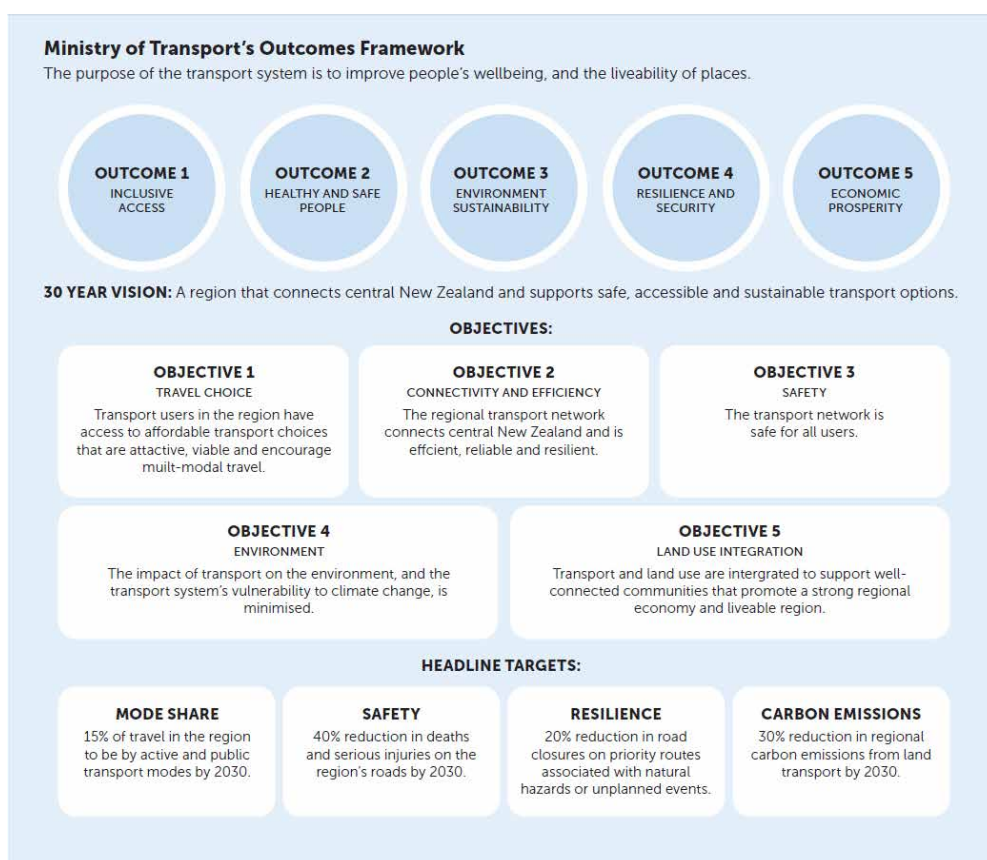


Figure 1 - Transport Outcomes Framework

All of these outcomes are inter-related. To make a positive contribution across the five outcomes, the transport system also needs to be integrated with land use planning, urban development, and regional development strategies. The RLTP has included these outcomes as the foundation of its strategic framework, to align with this enduring long-term direction.

2.1.5 One Network Framework

The One Network Framework ("ONF") is an evolution from the One Network Road Classification to take a movement and place approach to classifying roads and streets, recognising place and movement functions, as well the surrounding context of the street.

The ONF will introduce the importance of adjacent land use and place functions in defining how the network should look and feel at any location. ONF provides an opportunity for more integrated delivery of regional outcomes. The ONF provides a useful tool for transport planning, based on a five-point matrix that links place and movement functions to inform a set of street categories. The Urban Street categories are based on movement and place function, and this informs the requirements for the design of the street and what is prioritised.

A street category is defined as part of a bigger network context, and the Framework recognises a street network (or even a single corridor) can have multiple street categories along its length reflecting changes in its location and the form, function and activities of adjacent land uses.

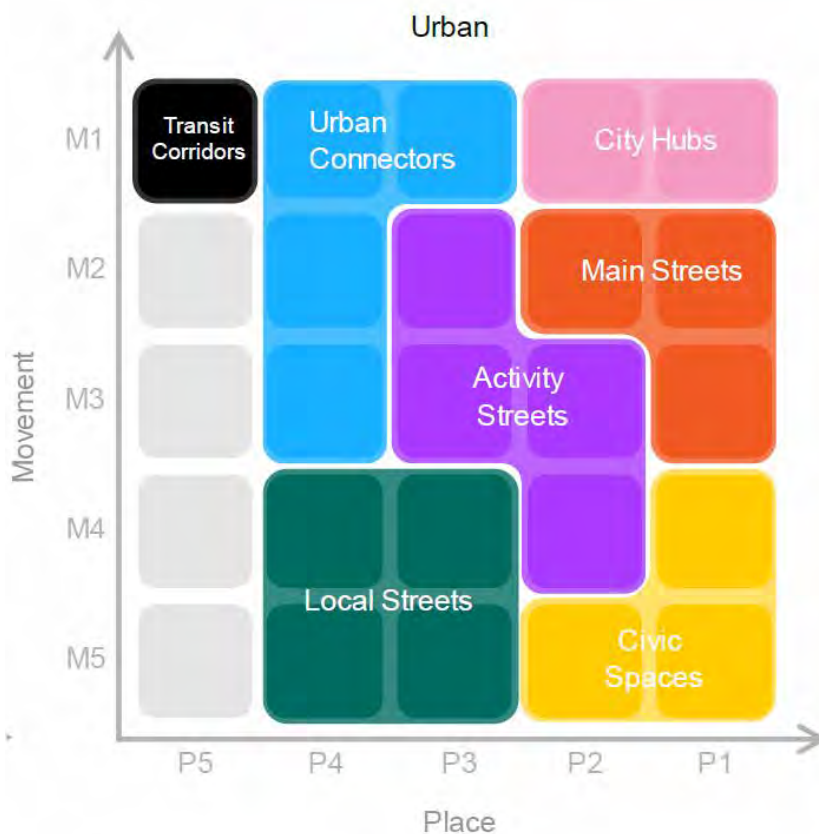


Figure 2 - One Network Framework - Street Categories

During the 2021–24 period, the Manawatū-Whanganui Region's road controlling authorities will advance their current ONRC network classifications and transition them into the new One Network Framework in time for the 2024–27 Regional Land Transport Plan cycle.

2.1.6 National Mode Shift Plan

The Transport Agency's National Mode Shift Plan sets out national objectives and programmes to increase the share of travel by public transport, walking and cycling by shaping urban form, making shared and active modes more attractive, and influencing travel demand and transport choice. While the Manawatū-Whanganui Region is not identified as one of the six high-growth urban areas with the highest potential to achieve mode shift, it is still considered a high priority for the region and is therefore reflected in this Plan.

2.2 Horizons Regional Council

2.2.1 Horizons' Regional Land Transport Plan (RLTP)

The Horizons RLTP sets out the current state of the region's transport network, the challenges the region faces, and the priorities for future investment in order to achieve the following vision:

"A region that connects central New Zealand and supports safe, accessible and sustainable transport options."

The RLTP takes account of the Government's direction and priorities and sets five investment priorities which seek to enable safer, more efficient and accessible travel that minimises the environmental impact.

2.2.2 Manawatū-Whanganui Regional Public Transport Plan (RPTP) 2015–25

The Manawatū-Whanganui Regional Public Transport Plan (RPTP) sets out the public transport system that Horizons Regional Council, in partnership with local councils, proposes to fund and operate. It was last updated in 2015 and is due to be renewed following completion of the Regional Land Transport Plan.

2.3 Ruapehu District Council

2.3.1 Long Term Plan 2021-2031

The land transport category of the Ruapehu District Council long term plan provides road and pedestrian infrastructure that allows for the safe, reliable, efficient and effective movement of vehicles and people. Roads are essential infrastructure for both community and economic development and this category is currently allocated 39% of Council total spend in the plan.

2.4 Ohakune Spatial Plan

Future Ohakune Governance Group comprising Ruapehu District Council, Ngāti Rangī, Ohakune Inc, and key community stakeholders have been working with the Ohakune community to understand the values and aspirations for the future of Ohakune.

The outcome of this process is the Ohakune Spatial Plan (OSP) which sets out key priorities for Ohakune, looking at how Ohakune grows and responds to the key pressures, risk and opportunities that exist.

The OTP aims to identify and address the transport implications of the OSP, providing a set of key moves and recommendations to support and enable the realisation of the Spatial Plan.

DRAFT OHAKUNE SPATIAL PLAN

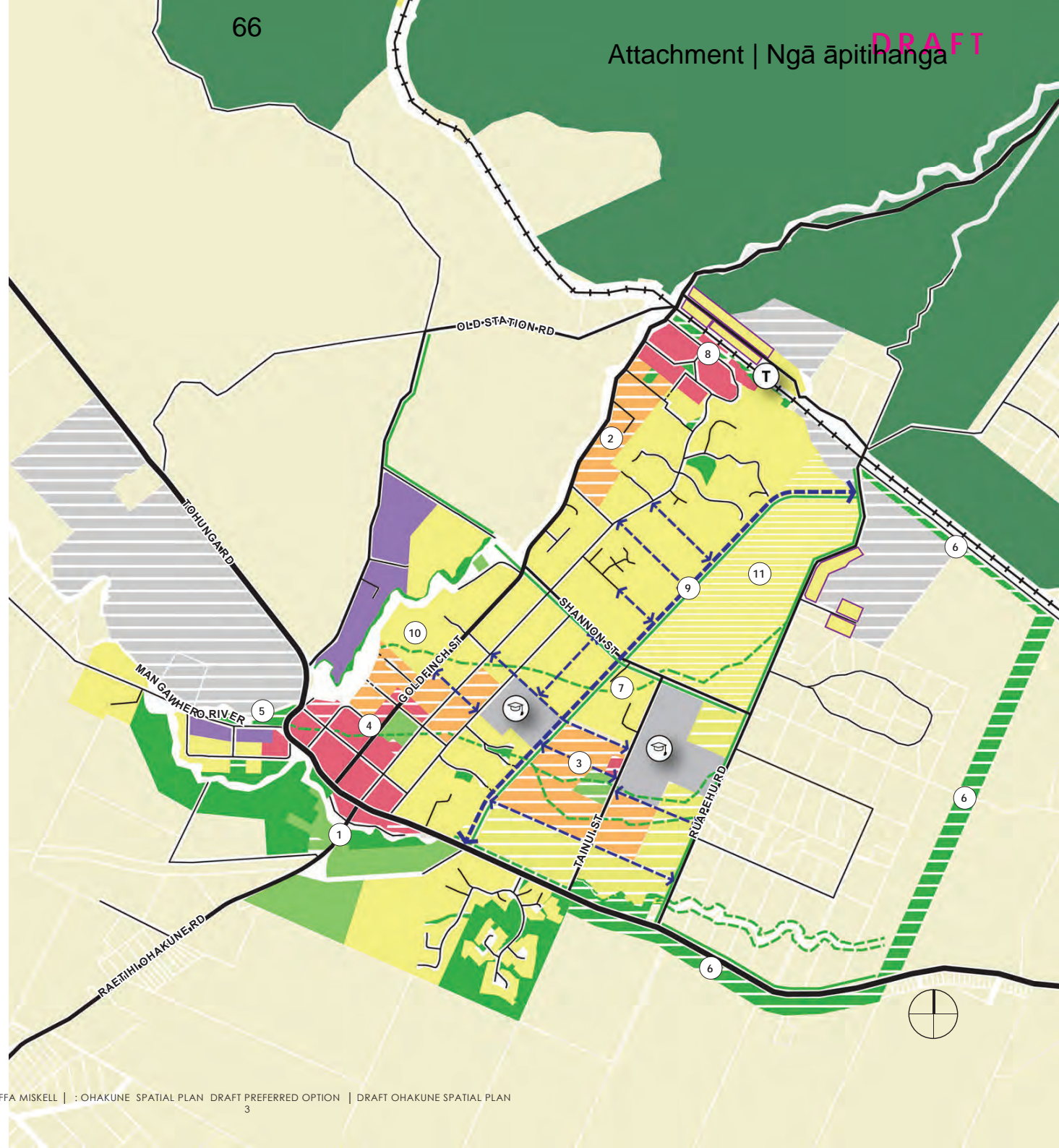
We are familiar with larger sections, larger types of house and plenty of space. With social, demographic, financial and environmental challenges, there is likely to be changing demand for wider housing choices with good access to open space and facilities.

KEY MOVES

- 1 SAFETY IMPROVEMENTS TO THE INTERSECTION OF RAETIHI OHAKUNE ROAD. IMPROVE THE CONNECTION BETWEEN CARROT PARK AND CENTRE
- 2 MEDIUM DENSITY HOUSING CLOSE TO THE MANGAWHERO RIVER CORRIDOR AND THE AMENITIES OF THE JUNCTION
- 3 MEDIUM DENSITY HOUSING IS LOCATED BETWEEN THE TWO SCHOOLS. AS THIS IS GREENFIELD LAND, MORE COMPREHENSIVE MEDIUM DENSITY RESIDENTIAL IS EXPECTED.
- 4 MEDIUM DENSITY - PROVIDE FOR GREATER HOUSING CHOICE NEAR THE TOWN CENTRE AND SURROUNDING CHRISTIE PARK
- 5 INDUSTRIAL LAND IS REZONED TO OPEN SPACE ALONG THE MANGAWHERO RIVER.
- 6 A NEW GREEN BELT HELPS CREATE A CONTINUOUS RECREATION AND GREEN LOOP AROUND OAHAKUNE - INVESTIGATION IS NEEDED TO DETERMINE THE WIDTH AND LOCATION AS WELL AS THE FINAL PLANNING MECHANISM OR EASEMENT/AGREEMENT USED
- 7 NEW GREEN 'BIODIVERSITY' AND RECREATION LINKS ALONG RIVER CORRIDORS. LOOK TO CREATE A BUFFER THAT RESTRICTS DEVELOPMENT WITHIN A SPECIFIED DISTANCE FROM STREAM EDGE. PROMOTE FUTURE ACCESS
- 8 DEVELOPMENT OF A FLEXIBLE MULTI USE PUBLIC OPEN SPACE AND EVENTS AREA
- 9 NEW COLLECTOR - A NEW NETWORK OF LOCAL ROADS IS PROPOSED, CO-LOCATED WITH GREEN LINKS. THE EXACT LOCATION OF THESE ROADS IS STILL TO BE DETERMINED.
- 10 DETAILED NATURAL HAZARD AND FLOOD MAPPING - MORE INFORMATION IS REQUIRED TO UNDERSTAND THE DEVELOPMENT RISK AND ZONING IMPLICATION
- 11 LONG TERM RESIDENTIAL GROWTH IS ALREADY PROVIDED FOR IF NEEDED. A DETAILED HOUSING AND STAGING ANALYSIS WILL NEED TO BE UNDERTAKEN.

LEGEND

- EXISTING COMMERCIAL
- PROPOSED COMMERCIAL
- PROPOSED MEDIUM DENSITY RESIDENTIAL
- EXISTING RESIDENTIAL - LOW DENSITY
- PROPOSED RESIDENTIAL - LOW DENSITY
- FUTURE RESIDENTIAL - LOW DENSITY
- PROPOSED MĀORI PURPOSE ZONE
- EXISTING RURAL
- EXISTING INDUSTRIAL
- PROPOSED LARGE FORMAT RETAIL
- EXISTING ACTIVE RESERVE
- PROPOSED ACTIVE RESERVE
- EXISTING PROTECTED AREA - RESERVE
- PROPOSED PROTECTED AREA - RESERVE
- EXISTING PROTECTED AREA - CONSERVATION
- PROPOSED GREEN LINK
- RIVER
- HERITAGE CONSERVATION AREA
- SCHOOL
- STATE HIGHWAY
- ARTERIAL ROAD
- COLLECTOR ROAD
- LOCAL ROAD
- POTENTIAL FUTURE ROAD CONNECTION
- T TRAIN STATION
- TRAIN LINE



3.0 Project Objectives

An integrated transport and land use planning approach has been adopted in the preparation of the OTP. This approach is based around the following objectives:

1. Provide a safe transport network for all users.

- Address perceived threats to safety on the network – ie related to lack of space, vehicle speed, safe crossing points, lighting, and sightlines.
- Minimise conflict between vulnerable road users (people walking and cycling) and vehicles.
- Balancing movement and place functions – key movement corridors enable the safe and efficient movement of people and freight, while creating human-centred activity centres accessible by sustainable transport modes.

2. Prioritise sustainable and active transport - walking, cycling and public transport.

- Identify safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.
- Provide safe crossing points to support walking pathways (including across SH49) and reduce vehicle speeds on key streets through traffic calming measures such as raised tables, kerb build-outs and entry treatments.
- Encourage the provision and use of the appropriate public or community transport services and networks for better connections and transport options to/from and within Ohakune.
- Make the network inclusive – ensure important destinations are accessible to all (8-80 planning) and the pathways are enjoyable places for everyone to use and spend time.
- Encourage and support the transition to a low carbon society.

3. Improve access to and use of public open space and recreational facilities.

- Recognise the role of the street network in contributing to high quality public space and identify opportunities for the same space to perform different functions across the day/week.
- Investigate opportunities to improve links to blue/green¹ corridors and regional cycling pathways, through wayfinding, street design, and safe pedestrian and cyclist crossings.

4. Support the needs of the existing community and businesses.

- Identify and provide for connections to community facilities and services, such as support services, health, education and recreation.

Please note - In all instances 'Blue-green infrastructure' refers to the use of blue elements, like rivers, streams, wetlands, water treatment facilities, and green elements, such as trees, forests, fields, parks, and natural open space in urban and land-use planning.

1

- Consider the impact of all initiatives on existing residents and employees, continue to provide a level of vehicle access and on-street parking for residents and visitors to the town with limited travel options.
- Recognise the role of the street network in providing site access and servicing requirements for existing business operations.

5. Promote the most efficient management and use of streets and car parking space.

- Identify opportunities to convert surplus car parking space to public open space in times of lower demand (ie outside the peak seasons) and provide additional space and capacity on priority walking and cycling routes.
- Identify and collect the data and evidence necessary to support changes and decision making around street space allocation and potential alternative uses for on-street parking spaces in the longer term.

4.0 Data Gathering and Analysis

Collection, understanding and analysis of both qualitative and quantitative data is an important component of the transport planning process. The Ohakune Transport Plan has been informed by the data sources set out below.

4.1 Traffic Data

- Waka Kotahi NZTA Crash Analysis System Data.
- Waka Kotahi NZTA State Highway AADT volume data for SH49.
- Traffic volume and speed surveys undertaken at 18 key sites across Ohakune over a 7-day period from Tuesday 12 July 2022 to Monday 18 July 2022 to coincide with the school holiday peak demand. This data is summarised in Table 1 and graphically in Figures 3 and 4.

Table 1 - Traffic Volume and Speed Data

| Location | 7-day ADT Both directions | Vehicle Speed kph | | Heavy vehicle % |
|--|------------------------------|-------------------|-----------------------|-----------------|
| | | mean | 85 th %ile | |
| Raetihi - Ohakune Road | 2412 | | | |
| Ayr Street – btwn Rata and Goldfinch | 1253 | 34 | 41 | 5.7 |
| Ayr Street – btwn Goldfinch and Miro | 1969 | 25 | 35.5 | 8.3 |
| Goldfinch Street – btwn Clyde and Ayr | 2595 | 19 | 24 | 6.2 |
| Goldfinch Street – btwn Tay and Conway | 2212 | 45 | 52 | 6.6 |
| Miro Street – btwn Clyde and Ayr | 1662 | 33 | 39 | 5.5 |
| Arawa Street – btwn Clyde and Ayr | 738 | 39 | 48 | 13 |
| Ruapehu Road – btwn Bridge and Tawhero | 517 | 53 | 66.5 | 21.4 |
| Shannon Street – btwn Mangawhero and Miro | 455 | 38 | 44 | 7.1 |
| Mangawhero Terrace – btwn Lee and Carters | 1629 | 51.5 | 57 | 10.4 |
| Old Station Road – btwn Marshalls and Mangawhero | 340 | 53 | 63 | 14.6 |
| Dreadnought Road – btwn Ruapehu Rd and Bridge | 171 | 70.5 | 86 | 5.2 |
| Ohakune Mountain Road | 604 | 67.5 | 75 | 7.2 |
| Burns Street – btwn Clyde and Milton | 862 | 34 | 40 | 15.3 |
| Thames Street – btwn Mangawhero and Rimu | 648 | 26 | 34 | 6.6 |
| Tainui Street – btwn Bridge and KCC RHS | 333 | 48 | 58 | 14.5 |
| Miro Street -btwn Shannon and Lee | 1036 | 46 | 53 | 4.6 |
| Railway Row – btwn Ohakune Mountain and Soldiers | 228 | 43 | 53 | 21.1 |
| SH49 - Ohakune East (at Mangateitei River Bridge) | 2460 | | | 14 |
| SH4 - Ohakune West (west of Old Station Road) | 1700 | | | 16.6 |

Note – red shading denotes mean and 85th %ile speed above speed limit and orange shading denotes highest volumes and heavy vehicle percentages.

The traffic volume and speed data indicate relatively high peak demand and vehicle speeds on the Goldfinch Street – Mangawhero Terrace, in particular when compared with the available alternative parallel routes of Arawa Street and Miro Street. These findings are analysed further in Section 5.

4.2 GIS and Mapping Analysis

In addition to the quantitative data gathering, Boffa Miskell undertook a series of GIS analysis of catchment mapping for walking/cycling for both the existing and proposed spatial plan access network. This analysis informed the recommendations around cycling and walking networks, along with optimum locations for potential future public transport routes and services.


An example of the results of this data analysis are presented as Figures 5 and 6, which show the 800m walking catchment for the existing and future proposed OSP transport network. The lighter areas on the diagrams represent the properties which have the best levels of access to other parts of town – usually located around intersections and near the middle of the street network. This type of analysis is particularly useful for planning public transport routes and stop location and is used as the base for the future recommended public transport route map in Section 6.

Attachment | Ngā āpiti hanga



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

DRAFT

LEGEND Address point density, 400m walking distance (current)

 Sparse
 Dense

OHAKUNE TRANSPORT PLAN
Accessibility

Date: 10 November 2022 | Revision: 0
 Plan prepared for Ruapehu District Council by Boffa Miskell Limited
 Project Manager: Cameron.Martyn@boffamiskell.co.nz | Drawn: DHi | Checked: CMa

Attachment | Ngā āpitihanga



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DRAFT

LEGEND Address point density, 400m walking distance (future)

- Sparse
- Dense

OHAKUNE TRANSPORT PLAN
Accessibility

Date: 09 November 2022 | Revision: 0

Plan prepared for Ruapehu District Council by Boffa Miskell Limited

Project Manager: Cameron.Martyn@boffamiskell.co.nz | Drawn: DHi | Checked: CMa

4.3 Community and Stakeholder Engagement

To complement the quantitative data gathering, the project team also sought to gain a user perspective and understanding of the network through engagement with the local community and stakeholders. This engagement utilised the feedback from the spatial plan preparation, and added in a targeted stakeholder survey, conversations with the Future Ohakune Governance Committee, local business owners and site visits and observations.

The initial draft transport issues and constraints, and recommendations were also tested via the community consultation sessions held over Labour Weekend 22-24 October 2022.

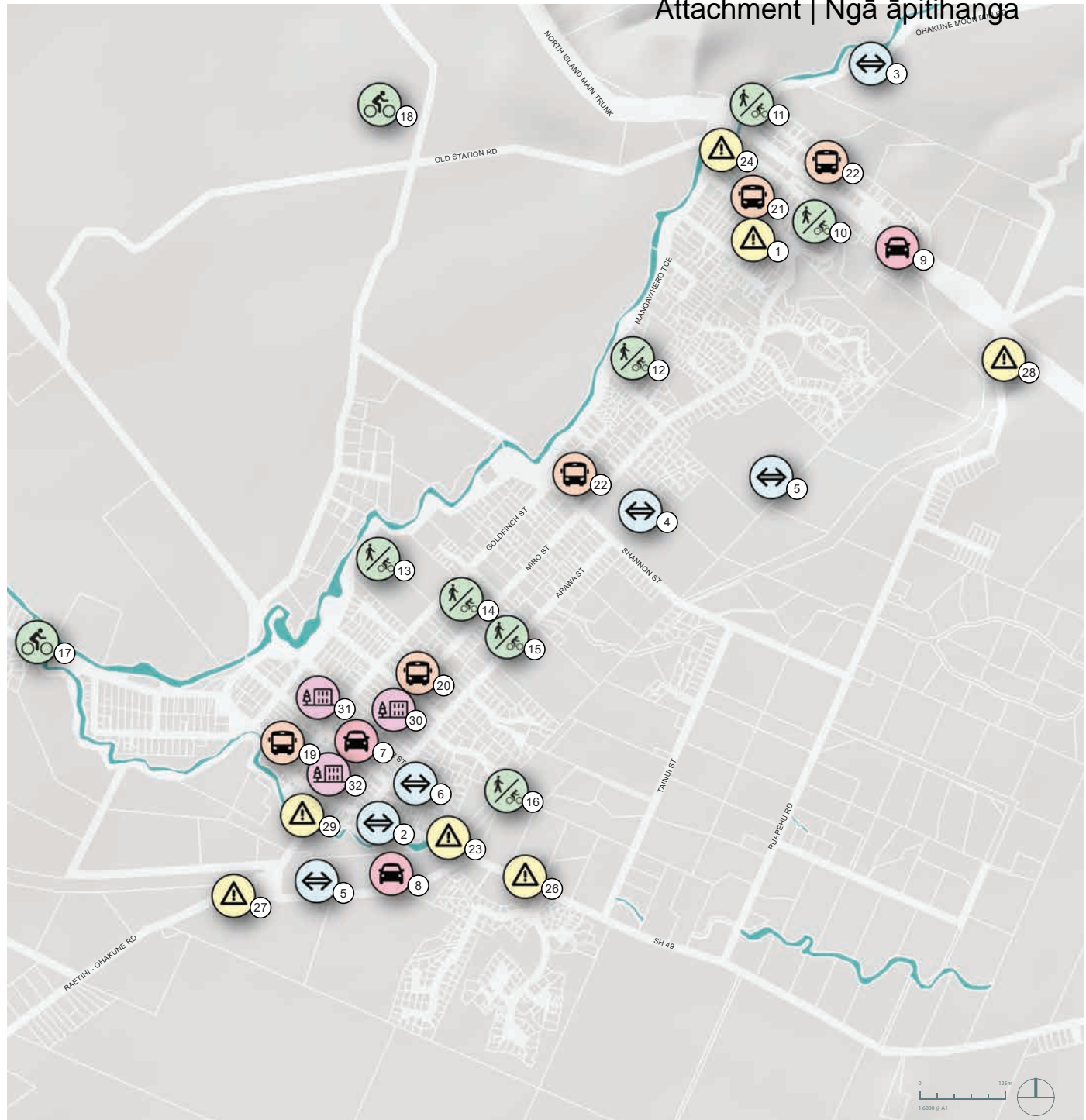
The feedback received from stakeholders via online surveys and engagement is summarised in Figure 7 with a workshop summary presented in Appendix 1.

OHAKUNE TRANSPORT PLAN

STAKEHOLDER FEEDBACK MAP

FEEDBACK SUMMARY

- ACCESS**
 - 1 The Junction is increasingly being used for events, which is ideally placed for security and road closures that do not affect the town.
 - 2 Retail growth should be encouraged in the Town retail area - improving the Goldfinch/ Mangawhero access.
 - 3 Mountain access needs to be provided for, with a link to key pick up areas or parking areas.
 - 4 New development will need to consider if a North/South road is possible.
 - 5 The old rail line connecting to SH49 has a range of opportunities through the area earmarked for future development in the Spatial Plan.
 - 6 Potential to enhance the function and role of Ayr Street from both access and place function. This could spread the commercial town area and reduce access reliance on southern part of Goldfinch Street.
- PARKING/ TRAFFIC**
 - 7 There is a lot of empty parking space in town, which only caters for the ski season peak and is not an efficient use of space all year round. Are there alternate uses?
 - 8 Potential for a future Park and Ride by the Carrot Park access. This could provide mountain transport.
 - 9 A future park and ride could be established on Council owned land - linking to a mountain shuttle.
- PEDESTRIAN/ CYCLING**
 - 10 Make the most of the natural waterways around Ohakune by improving access and using for pedestrian and cycle paths.
 - 11 The pedestrian bridge on Ohakune Mountain Road needs to be connected to the cycle network.
 - 12 There is an opportunity for the old pumphouse with outlet tunnel under the road to the river to be part of a heritage trail.
 - 13 A potential connection through Ohakune Club or the development site to the south could link the new river path with Goldfinch Street.
 - 14 Potential for a walking/cycling link through the reserve to the schools.
 - 15 Potential for a walking/cycling link via a laneway and along council owned land along the waterway.
 - 16 The proposed new road alignment in the Spatial Plan could be more appropriate as a walking and cycling link.
 - 17 Opportunity to provide and improved alternate off-road cycle link to Raetihi.
 - 18 Old Coach Rd cycle trail a key recreational attraction, important to provide safe cycle link back to Town Centre.
- PUBLIC TRANSPORT**
 - 19 Create a consolidated off-street parking area and bus stop on vacant land opposite the Council Chambers.
 - 20 Create a parking area or bus hub for mountain transport/mountain bike users on vacant Council land.
 - 21 The Junction area should be the main transport and parking hub for the mountain and bike trails. Local transport operators should establish at the Junction.
 - 22 There needs to be a public transport link between the train station and the township. A loop bus network could be established. This could operate as a heritage tram attraction.
- SAFETY**
 - 23 Carrot Park high activity area and town gateway - reduce speed on SH49 to improve safety.
 - 24 The intersection of Ohakune Mountain Road / Thames Street / Old Station Road should be improved to slow vehicles, and improve safety for pedestrians and cyclists.
 - 25 Reduce speed on the approach to SH49 before the Ambulance Station.
 - 26 Reduce speed on SH49, before or after the intersection with Old Station Road.
 - 27 The rail overbridge on Ruapehu Road needs to be upgraded to provide heavy/large vehicle access.
 - 28 This section of SH49 requires a One Network Framework classification from Waka Kotahi. A reduced speed is recommended between the bridges, and alternative access provided by Ayr Street. Important to consider the Place function of this link.
- TOWN CENTRE**
 - 29 Goldfinch Street supports a wide range of town centre activity, consider one-way traffic access to provide more space for planting, seating and people walking.
 - 30 Consider relocation of Fire Station to Old Station Road to improve access, avoid congestion and conflict.
 - 31 The area of highest Place value is the Town Centre. This could be made one-way or pedestrianised. The roles of mountain/town access, commercial and street activity could be distributed across the local network.



5.0 Transport Context

An understanding of the existing transport context has been gained through a combination of onsite and expert analysis, community feedback and data gathering. This contextual analysis is presented below as a succinct series of observations and constraints, and then as recommendations for each component of the network. The context is summarised graphically on pages 27 and 28 of this document.

5.1 Walking and Cycling

5.1.1 Observations and Constraints

- Local walking and cycling connectivity – There is a lack of consistent and connected walking and cycling infrastructure for local trips, reinforcing car travel for short trips and creating town centre congestion and safety conflicts.
- Regional walking and cycling connectivity – lack of connection between the local cycling network and regional recreational trails and links.
- Key intersections within Ohakune present safety issues for people walking and cycling through potential conflicts with vehicles and other road users.
- The Old Coach Road recreational cycling trail is an important tourist attraction with up to 40,000 annual users but is poorly connected to the local cycling network.
- There is a need to plan for and provide sustainable transport options and infrastructure to connect proposed new developments to existing network and destinations.
- There is a lack of consistent and connected green/blue network to maximise recreational access to river corridors and regional links.
- SH49 presents a significant barrier to cycling and walking, with no formal crossing points or cycling infrastructure.
- Mangawhero Terrace provides the key N-S cycling link but experiences high vehicle speeds and presents safety risks to people walking and cycling.

5.1.2 Recommendations

It is recommended a network of safe and accessible walking and cycling pathways be developed within Ohakune to encourage and increase the use of active transport both for local access and recreation. Increasing the share of people using active transport will aid in reducing carbon emissions (thereby meeting Council commitments and objectives outlined in the Long-Term Plan) as well as resulting in improved health and wellbeing outcomes for the community.

The Horizons RLTP recognises that mode share by active transport will need to grow considerably to ensure more trips are undertaken by public transport and walking and cycling by 2050. As well as providing access for the growing number of residents and visitors, the transport network also plays an important part in contributing to the quality of place and helping respond to climate change.

Identifying the priority areas of focus and the appropriate level of infrastructure and service on the Ohakune network will help contribute to:

- promoting walking and cycling as viable alternatives to short car trips for access to/from and across the town
- improved public realm, including pause points incorporating facilities such as seating and shade.
- implementation of wayfinding strategies
- improved pedestrian access and connections to the study area, regional community infrastructure and open space.
- addressing perceptions of safety across the network and encouraging a greater uptake of walking for residents and visitors within Ohakune
- leveraging the economic, environmental, and social benefits improved pedestrian connections and access can provide.

Walking

It is recommended a pedestrian priority network be identified and implemented on key linkages, to provide improved safety and access for walking based around:

- consistent, accessible footpaths with safe, dedicated crossing points on desire lines
- direct and clear paths providing a level of pedestrian priority, in particular around the town centre.
- incorporation of '8-80 design' principles which ensure the pedestrian network is accessible to all.
- measures to address perceptions of safety, including clear sightlines, lighting, active surveillance, active frontages and minimising conflict between pedestrians and other transport users.

Improved links to and use of Blue/Green network, in particular Mangawhero and Mangateitei River corridors, will make walking a more appealing option for short trips and assist in activating the local street network.

Cycling

Cycling presents several advantages over other modes of transport. Individuals benefit from the fact that cycling is a healthy and cheap form of transport that can often prove to be faster than other transport modes and allows cyclists to avoid traffic congestion. For society, the advantages of cycling include environmental sustainability (no direct emissions of pollutants, CO2 or noise), relatively low-cost infrastructure requirements and improvements in public health.

It is important to recognise that any cycling network must offer continuous and connected infrastructure and priority, without network gaps – particularly in areas of potential conflict such as intersections or crossing points. A network can only perform as strongly as its weakest link, so any gaps in provision must be addressed to provide a seamless and low stress network.

To support and realise the potential of Ohakune as a cycling destination, a continuous, connected local cycling network integrated with regional cycling trails should be further established and prioritised. The network treatments, infrastructure and level of service should be based on street type, anticipated cyclist activity and user profile, and surrounding attractors.

5.1.3 Regional Recreational Opportunities

A strong theme of the stakeholder feedback was the opportunity to further establish Ohakune as a major regional hub for recreational cycle tourism. The visitor accommodation and infrastructure already in place to service the peak winter season provides Ohakune with a great advantage in promoting and enhancing the town as a year-round destination based around cycle tourism. Furthermore, given the current uncertainty around the future of winter sports tourism, there is a strong desire by locals to support and encourage investment in cycling, with several citing the success of the recreational cycling trail network in the lower South Island as an example of the positive impact cycle tourism could bring.

The Horizons RLTP recognises that Ruapehu and Whanganui Districts have two of the 'Great Rides', that make up part of the national cycleways network, Ngā Haerenga: The Timber Trail and the Mountains to Sea cycle trails. The trails are the 'premier' rides on the network. In recent years the network of cycle routes has been expanded to include a number of on-road cycle touring routes, with the long-term aim of developing a nationwide cycling network, enabling locals and international visitors to explore all of New Zealand by bicycle. All or part of the following 'cycle touring routes' are in the Horizons region:

- Manawatū Cycleway
- Mountains to Sea Cycle Trail
- Tararua Traverse
- The Gentle Annie
- The OTT Trail (Ohakune to Taihape Trail)
- Pureora Timber Trail Connection

In addition to these 'Great Rides' and touring routes, Ohakune is ideally placed to benefit from increasingly popular local and regional trails and mountain biking tracks including:

- Ohakune Old Coach Road
- Ohakune – Raetihi
- Rangataua Forest
- 42 Traverse
- Fishers Track
- Marton Sash and Door Tramway
- The Pines

Planning for improved connections to Ohakune can be informed by the Te Araroa Trail and Regional Cycle Network map included in the Regional Land Transport Plan, which collates information from each district strategy and identifies all existing and proposed cycle routes in the region. It is intended to be used to also highlight potential gaps and future opportunities to build on the existing network.

Walking trails also feature strongly within the Manawatū-Whanganui Region. Passing through the region is the Te Araroa walkway which is a continuous 3,000 km walking track from Cape Reinga to Bluff. The national trail is designed to connect people, towns and cities. Sections

within the Manawatū-Whanganui region require further development to remove the section of walkway along the State Highway network in the southern area of the region.

5.2 Regional and Local Connections

5.2.1 Observations and Constraints

- Regional Bus Connections - Daily Auckland to Palmerston North InterCity bus service (via Whanagnui and Raetihi) stops in Ohakune at 27 Clyde St (SH49).
- Local Bus – Raetihi-Ohakune ‘every other Tuesday’ service, stops in Goldfinch Street outside Pharmacy.
- Ohakune Railway Station – public transport gateway to Ohakune, poor connectivity to town centre and mountain. Train services - Northern Explorer in running 3-times/week - Wellington-Auckland (Sunday/Wednesday/Friday) 4h45m to Ohakune and Auckland – Wellington (Saturday/Monday/Thursday) 6h to Ohakune- \$140
- Rail corridor bridge connection – cannot accommodate heavy vehicles, issues for emergency vehicle access and safety.
- Connection to mountain/national park – need for better sustainable and community transport links to recreational attractions.
- Disconnection between Town Centre and Junction – no public transport link or local taxi/shuttle services.
- Mangawhero Terrace/Old Station Road/Mountain Road/Thames Street high is a high-volume intersection, key gateway to junction, access restrictions of one-lane bridge, safety concerns for people walking and cycling.
- Goldfinch Street/Mangawhero Terrace/Mangawhero River corridor – traffic link between town centre and junction, highest volume traffic route, high speeds, lack of consistent connection to river corridor. South of Ayr St – 7-day Average Daily Traffic 2,595 and mean speed of under 20kph. This is a higher volume than the average annual daily traffic count on SH49.
- Mangawhero Terrace is a residential street with a 50kph speed limit, 7-day Average Daily Traffic 1629), a 7-day average mean vehicle speed of 52kph southbound and 85thile speed of 57kph for both directions, Sat AM over 60kph.
- Miro Street – 7-day Average Daily Traffic of 1036 with a mean speed of 46kph and 85thile 53kph.

5.2.2 Recommendations

Public Transport

- Improve access to Public Transport and travel choice through the establishment of a local bus route and supporting infrastructure to better link and service the town centre, Junction area and any new growth areas. Potential for route configuration based around accessibility analysis to maximise service catchment and links to mountain. The service may initially be a trial community transport service like the Wanaka trial model, potentially transitioning to a

seasonal public transport and full-time public transport service, dependent upon patronage and demand.

- Distribute traffic access functions more evenly enabling other town centre streets, (such as Arawa Street and Ayr Street) to perform a greater role in providing access to/from SH49 corridor as an alternative to Goldfinch Street for traffic without an origin or destination in town centre, and heavy vehicles.
- Recognise the Train Station as an important gateway to Ohakune and ensure connection into any future local public transport network.
- Consider the feasibility of a heritage or tourist attraction service linking Ohakune Train Station and Junction area with the Town Centre via the Mangawhero Boulevard. The service could include a new terminus at Goldfinch Street to create an arrival and focal point for improved public space and amenity.

Local Network Links

- Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. To complement the establishment of a Boulevard on the Mangawhero River corridor establish a lower speed traffic environment through traffic calming treatments.
- Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

5.3 Town Centre Access

5.3.1 Observations and Constraints

Goldfinch Street is currently subject to a range of competing demands on space and must fulfil a range of roles including - town centre, main vehicle access from SH49 to the mountain and Junction, on-street carparking, highest pedestrian activity as well as freight and service vehicle access. Although some of these roles are fulfilled at different times throughout the day (for example heavy freight vehicles accessing New World), Goldfinch Street cannot be expected to safely and effectively accommodate the wide range of competing priorities and demands.

There are limitations of increasing volumes of car access into and through Goldfinch Street and the town centre, while protecting the ability of the network to safely support future growth and demand. Given other streets on the local network appear to be relatively underutilised in comparison, this provides an opportunity to revisit the local street hierarchy.

The current access pathways for heavy servicing and freight vehicles (in particular into New World Supermarket) create some potential safety issues within Goldfinch Street and at the intersection of SH49.

5.3.2 Recommendations

Identify the most appropriate use of public street space through application of a One Network Framework assessment of the town centre streets and identify areas which may have potential for reallocation of space away from on-street parking to provide an enhanced place or alternative economic function.

Goldfinch Street

- There is an opportunity to recognise and retain the important role of Goldfinch Street in serving a traffic and servicing access function, but also provide greater priority towards the role of the street as the centre of town and area of highest pedestrian and commercial activity away from SH49.
- Reprioritising the use of streetspace on Goldfinch Street away from the storage and movement of vehicles towards a place for people holds great potential to support adjacent businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.
- To support these changes and town centre place improvements, it is recommended Goldfinch Street be converted to provide one-way traffic access northbound only. This would both enable visitors to the town and traffic with a destination to the north (including the alpine area and Junction) to still travel via Goldfinch Street and access the local business on this route if they choose but encourage a greater proportion of through traffic to preference Miro Street, Ayr Street or Arawa Street. The traffic volumes currently experienced on Goldfinch Street south of Ayr Street need to be reduced to enable the town centre to flourish as a place for people to meet, visit and spend time.
- Through encouraging traffic without an origin or destination on Goldfinch Street to take an alternative route, such as Miro Street, to access SH49 from the north, and through a rationalisation of on-street car parking supply, the precinct around Goldfinch Street could be transformed into a space for people.
- There is further potential to identify areas of existing at-grade car parking which may hold future potential for redevelopment and land use change,

Ayr Street and Miro Street

- To support a revitalisation and easing of demand on Goldfinch Street, there is also potential to establish a pedestrian priority zone on Goldfinch St and Ayr St between Rata Street and Miro Streets. This may also assist in signalling a preferred area for any potential future expansion of commercial activity or premises within the town centre.
- Consideration of the future use of land currently utilised for at-grade car parking adjacent to Ayr Street to cater for peak demand during the winter visitor season is recommended.
- Alternately, it may be possible to remove a significant portion of on-street parking if capacity exists to accommodate this in existing off-street areas, again freeing up valuable streetspace for other uses.
- There may be potential to encourage heavy vehicles (including large tourist vehicles such as motorhomes, buses and those towing caravans) accessing Ohakune from the north or south via SH49 to make greater use of the Arawa Street or Miro Street – Ayr Street access route. This could be done through provision of long vehicle parking along Ayr Street east of Miro Street, and mid-block west of Goldfinch Street.

Vehicle Access and Circulation

- It is recommended a 30kph speed limit be introduced to the pedestrian priority zone on Goldfinch Street and Ayr Street to improve safety for all town centre users.
- To complement the recommendations for the SH49 corridor, ease congestion and demand on Goldfinch Street and spread demand across the local access network, it is also recommended general traffic without a town centre origin or destination and heavy freight and delivery vehicles are encouraged to access via Ayr Street and Miro Street or Arawa Street as an alternative to Goldfinch Street. Establishing Goldfinch Street as one-way (northbound) access only will assist with a reduction in through traffic on this link.

5.4 Clyde Street/State Highway 49 Corridor

5.4.1 Observations and Constraints

Waka Kotahi NZTA State highway traffic monitoring data indicates the local section of SH49 experiences the following traffic volumes and characteristics:

- Ohakune East (at Mangateitei River Bridge) – Annual Average Daily Traffic (AADT) 2460 with 14% heavy vehicles.
- Ohakune West (approx. 300m west of Old Station Road intersection) – AADT 1700 with 16.6% heavy vehicles.
- Intersection of Raetihi- Ohakune Road – 26% heavy vehicles.

These AADT traffic volumes do not represent a particularly high volume of traffic and could be expected to translate to approximately 250 vehicles in a peak hour, with 35 heavy vehicles, on average at Ohakune East. It would be expected that during seasonal visitor peaks the volumes would increase significantly, based on the local traffic count data addressed in Section 4. Goldfinch Street in the town centre recorded a higher 7-day Average Daily Traffic count during the peak period surveyed.

It is noted that SH49 also functions as an alternate main road connection during any closure of SH1, which would also be expected to significantly increase demand for relatively short periods.

On approach from the west, the SH49 speed limit changes from 100kph to 50kph approximately 120m west of the intersection with Old Coach Road. On approach from the East, the SH49 speed limit transitions from 100kph to 70kph approximately 70m east of the intersection with Tainui Street, then from 70kph to 50kph at the Whangaehu River Bridge, after the Carrot Park access.

The intersection of SH49 and the Raetihi-Ohakune Road is the key traffic cross-intersection in the town centre. There are no bicycle facilities or formalised pedestrian crossing points of SH49, and a pedestrian refuge constructed in the road median immediately west of the intersection with Goldfinch Street.

SH49 provides direct access to Goldfinch Street and the town centre for regional travellers and visitors, but the configuration and operation of SH49 through the Ohakune Town Centre also creates a significant barrier to pedestrian access, safety issues for people walking and cycling, impacts on the amenity of the town and discourages access to the Mangateitei River walkway, Visitor Information Centre, and other businesses on the south side of the highway.

There is no clear point of arrival or town gateways creating sense of arrival and awareness of changed traffic conditions to Ohakune from the north/west and the extended 70kph speed limit area upon entry from the east appears to require revisiting given the substantial residential and visitor accommodation accessed off Turoa Drive, the Carrot Park and other activity within this area.

5.4.2 Recommendations

The following actions are recommended in relation to SH49:

- Utilise the Waka Kotahi One Network Framework assessment to recognise a greater place function and address issues of safety, access, amenity and commercial function while still providing for movement functions on SH 49.
- Establish town gateway treatments to instil a sense of arrival and communicate drivers are entering an area of changed road conditions, lower speeds and enhanced place function. Complement these treatments with signage warning of upcoming reduction in speed limit to 50kph to slow traffic earlier upon approach to the gateway sites.
- Consider changes to intersection operations at Goldfinch Street to provide one-way traffic access northbound only, and at Miro Street to encourage Junction or ski-field bound traffic without a town centre origin and destination to preference this route.
- Make improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and enhance access and amenity within the Town Centre.
- Identify opportunities to provide heavy-vehicle and long-vehicle parking away from the immediate town centre (ie SH49 between Rata Street and Arawa Street), connected to the centre and businesses via good quality footpaths.

5.5 Parking and Streetspace Management

5.5.1 Observations and Constraints

Car parking supply and occupancy – there is an elevated level of off-street and on-street car parking provided in the town centre to cater for peak winter demand. This creates disconnection and barriers to pedestrian access and movement, and outside the peak visitor season an excess of vacant space throughout town centre. From initial observations and stakeholder discussions, it appears this car parking supply is generally underutilised for most of the year, creating potential for alternate uses which contribute to making the town centre more attractive for all users.

Car parking on-street immediately adjacent to off-street supply in areas of potentially higher place value in Town Centre.

5.5.2 Recommendations

- Potential to better utilise space currently occupied by on and off-street car parking space for uses which provide benefits to Town Centre, such as wider footpaths, seating and planting areas, bicycle parking and e-bike/e-scooter charging facilities, regional and local bus stop infrastructure.

- Park and Ride facilities – New park and ride facilities to support sustainable transport access and uptake for short trips.
- Consolidate town centre parking supply, reallocate streetspace space from car storage to alternative uses which provide greater community and public place benefits.
- On-street parking in the areas of highest demand on Goldfinch Street, between Clyde St/SH49 and Ayr Street, on Ayr Street between Goldfinch and Miro Street, it may be appropriate to introduce parking management tools such as time restrictions to encourage turnover and availability, or potential parking charges to generate revenue which can support other improvements within the town centre.
- There is an opportunity to rationalise on and off-street car parking supply through determining the underlying demand for visitor parking within the Town Centre and Junction outside the peak season and determining the most appropriate location for this parking – including coaches, motorhomes, caravans and other oversize vehicles. It is recommended parking for day visitors to the Town Centre be provided around the fringes of the business areas, a short walk from Goldfinch Street and other key destinations. The parking supply at Mangateitei Terrace could perform this role if serviced by a formalised, safe crossing of SH49.
- There is also the opportunity to establish park and ride facilities to address the levels of vehicle storage on-street in the public realm in the town centre and at the Junction and provide improved transport hubs for services to the mountain and other recreational areas (such as Old Coach Road cycling trail). Providing dedicated park and ride facilities would decrease traffic volumes through high activity areas such as Goldfinch Street and Thames Street and potentially free up more valuable areas of land currently utilised for at-grade car storage in these areas to be developed for other uses.

5.6 Ohakune Junction

At the time of writing, it is understood that Ruapehu District Council are seeking to prepare a specific masterplan for Ohakune Junction to leverage off work previously completed as part of the Future Ohakune programme, building on the inputs received and knowledge gained through the extensive engagement with the community and key stakeholders.

The Ohakune Junction Masterplan is intended to build on the recommendations of the Ohakune Transport Plan to provide a range of transport options that better connect the Junction and Ohakune Town Centre. The broad scope of the Masterplan will include more detailed transport planning and traffic design work to address and resolve issues and opportunities specific to the Junction area, including but not limited to:

- Develop preliminary masterplan options. focusing on key areas, including but not limited to:
 - Ohakune Railway Station and approach
 - Thames Street, Mangawhero Terrace, Ohakune Junction Road
 - The interface with Ngāti Rangī offices/future cultural centre
 - Ohakune Pump track and Ohakune Station Road interface.
- The future treatment and layout of the Ohakune Mountain Road/Mangawhero Terrace/Thames Street/Old Station Road intersection to improve safety and access for all users.

- Consideration of traffic control and safety improvements on the lower section of Ohakune Mountain Road (from the intersection with Thames Street to north of the entrance to the Ngati Rangi office car park) to benefit all modes and users.
- A review of the quantum and location of public car parking supply to achieve public realm outcomes while providing for access by all members of the community.
- A review of access to parking at the railway station, considering the most efficient use and layout of existing car parking space, options to improve parking and the demand for and range of parking available.
- Investigations into improving local pedestrian access via a new walkway along the river behind Turoa Lodge.
- Investigations into options for alternate uses of public space currently occupied by car parking that can achieve broader community and business benefits.
- Providing consistency of public space treatment to both sides of Tyne Street
- Consideration of placemaking, public safety, signage, legibility, and wayfinding.
- Working with Councils existing Civil Engineer Consultant to obtain the necessary civil design guidance and input to inform the draft and final masterplan.
- Engage with the community and key stakeholders on proposed actions and priorities.

The Ohakune Transport Plan supports the intent to address these specific aspects of the transport and access network as part of the Ohakune Junction Masterplan, and therefore will not seek to pre-empt the outcome of this more detailed investigation with any further recommendations around The Junction area.

OHAKUNE TRANSPORT PLAN

ISSUES AND CONSTRAINTS

KEY OBSERVATIONS

- 1 SH49 corridor/alternate to SH1 – high traffic volume including heavy vehicles, barrier to pedestrian access, safety issues for walking and cycling, Miro St key intersection and town access point.
- 2 Goldfinch Street/Mangawhero Tce/Mangawhero River corridor – traffic link between town centre and junction, highest volume traffic route, high speeds, lack of consistent connection to river corridor.
- 3 Connection to Old Coach Rd recreational trails – high demand recreational trail (40K annual users), needs improved connection to junction and town cycling network.
- 4 Local walking and cycling connectivity – lack of consistent and connected walking and cycling infrastructure for local trips, encouraging short car trips and creating town centre congestion and safety conflicts.
- 5 Connection to proposed new development areas – need to provide sustainable transport options and infrastructure to connect proposed new developments to existing network and destinations.
- 6 River corridor connection – lack of consistent and connected green/blue network to maximise recreational access to river corridors.
- 7 Car parking supply and occupancy – high level of car parking to cater for peak winter demand which creates vacant space and disconnection throughout town centre.
- 8 Disconnection between Town Centre and Junction – no public transport link or local taxi/shuttle services.
- 9 Goldfinch Street – high demand to fulfill multiple roles - town centre, main vehicle access from SH49 mountain and junction, on-street carparking, highest pedestrian activity, freight access.
- 10 Ohakune Railway Station – public transport gateway to Ohakune, poor connectivity to town centre and mountain.
- 11 Intersection Mangawhero Tce/Old Station Road/Mountain Road/Thames Street – high volume intersection, key gateway to junction, access restrictions of one-lane bridge, safety concerns for people walking and cycling.
- 12 Point of arrival, town gateways – no clear gateway to Ohakune from north, creating sense of arrival and awareness of changed traffic conditions.
- 13 Connection to mountain/national park – need for better sustainable transport links to recreational attractions.
- 14 Regional walking and cycling connectivity – lack of connection between a local cycling network and regional recreational trails and links.
- 15 Rail corridor bridge connection – cannot accommodate heavy vehicles, issues for emergency vehicle access and safety.

- LEGEND**
- PROPOSED DEVELOPMENTS
 - TRAIN LINE



OHAKUNE TRANSPORT PLAN

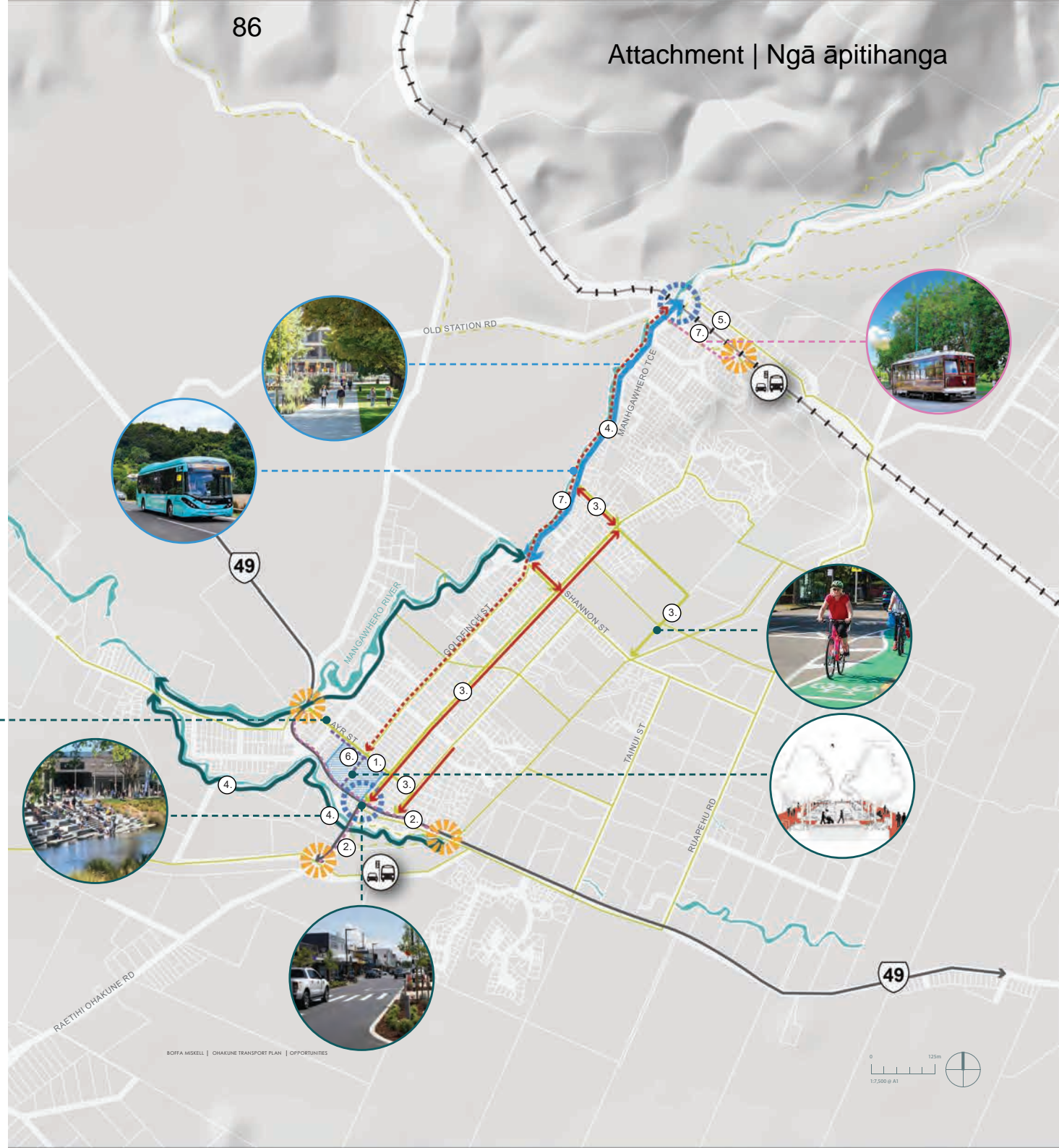
OPPORTUNITIES

KEY MOVES

- ① Extend commercial area and activity from Goldfinch St to Ayr St between Rata and Miro Streets.
- ② SH 49 'bridge to bridge' should be reclassified as an Activity Street under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.
- ③ Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion and demand on Goldfinch Street.
- ④ Improved connection to river corridors – new Mangawhero boulevard, improved access to Mangatelei River and active transport pathways and links integrated into blue/green networks.
- ⑤ Junction masterplan study area.
- ⑥ Consolidate town centre parking supply, reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating.
- ⑦ Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway.
- ☀ Town gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function. Include rail station as a town gateway.
- ⚙ Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.
- 🚗 New park and ride facilities to support sustainable transport access and uptake for short trips.

LEGEND

- PRIMARY VEHICLE MOVEMENT
- EXISTING SHARED USER PATHS
- PROPOSED SHARED USER PATHS
- TRAIN LINE
- TRAFFIC ROUTE
- POTENTIAL PUBLIC TRANSPORT ROUTE



6.0 Key Moves

6.1 Walking and Cycling

1. Identify and establish safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.
2. Extension of connections to recreational and regional networks, providing continuous and connected infrastructure and priority, without network gaps.
3. Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.
4. Create a new pedestrian and cycling boulevard beside the Mangawhero River from Shannon Street to Old Station Road, providing enhanced access to the river corridor and open space enhancements.
5. Improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks for improved, separated and continuous connections E-W and N-S throughout Ohakune and to the regional recreational networks.

OHAKUNE TRANSPORT PLAN

KEY MOVES

WALKING & CYCLING

- 1 Identify and establish safe, attractive and connected walking and cycling networks and a level of service based around safest and most direct routes between key origins and destinations such as open space, the town centre and regional cycling networks.

— PROPOSED SHARED USER PATHS

- 2 Extension of connections to recreation and regional networks, providing continuous and connected infrastructure and priority, without network gaps.

← - - - → PROPOSED NETWORK EXTENSIONS

- 3 Intersection improvements to prioritise safety, allow walking and cycling crossing and connection, slow traffic and improve access and amenity.

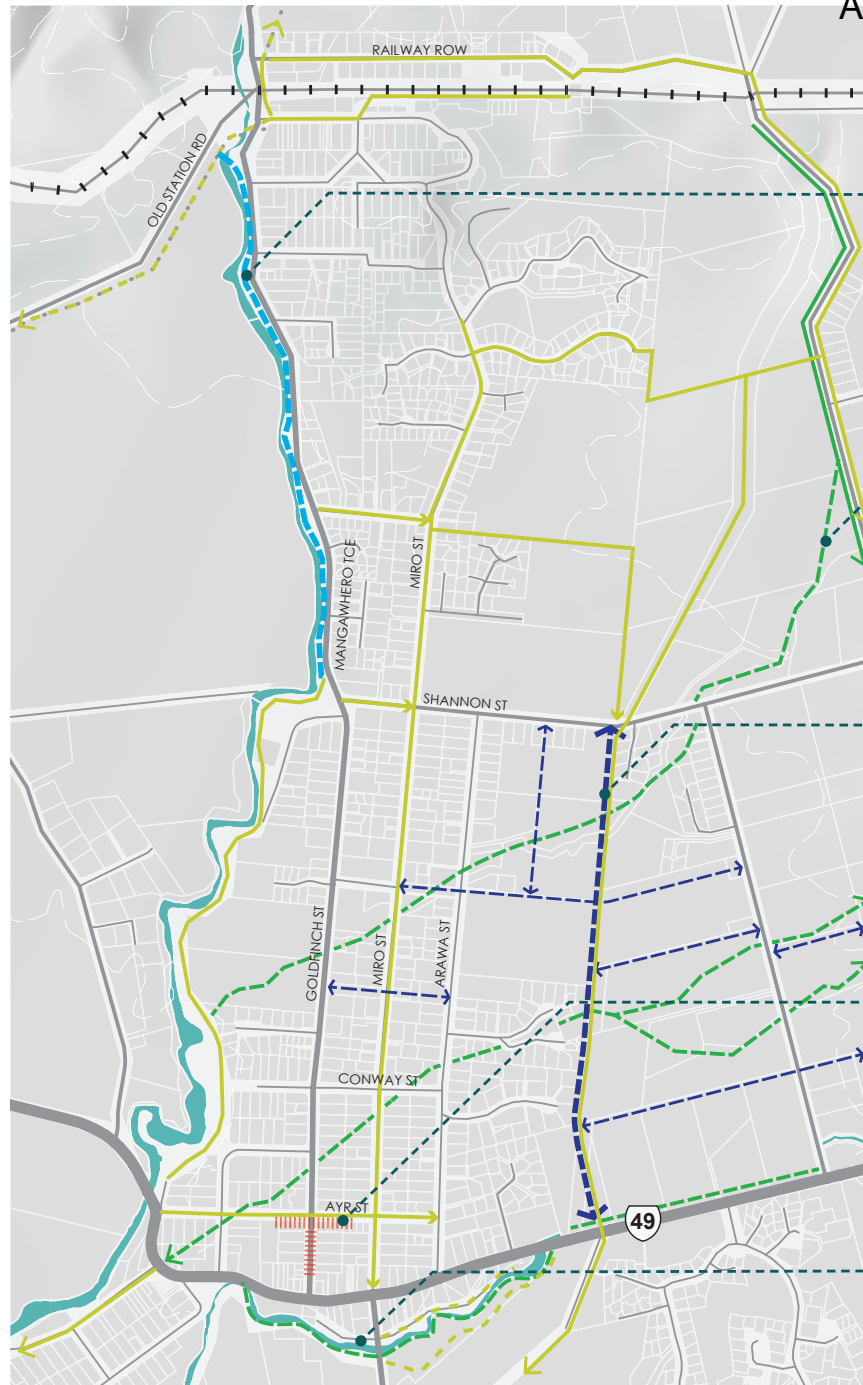
||||| PEDESTRIAN PRIORITY AREA

- 4 Create a new pedestrian and cycling boulevard beside the Mangawhero River from Shannon Street to Old Station Road, providing enhanced access to the river corridor and open space enhancements.

- - - PROPOSED PEDESTRIAN/CYCLING BOULEVARD

- 5 Improved access to Mangateitei River and active transport pathways and links integrated into blue/green networks for improved, separated and continuous connections East-West and North-South throughout Ohakune and to the regional recreational networks.

- - - PROPOSED GREEN LINK



6.2 Local and Regional Connections

6. Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway. Include rail station as a town gateway.
7. Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. Distribute traffic access functions more evenly enabling Arawa Street, Miro Street and Ayr Street to perform a greater role in providing access to/from SH49 corridor.
8. Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

OHAKUNE TRANSPORT PLAN

KEY MOVES

LOCAL AND REGIONAL CONNECTIONS

6 Improve linkages between Junction and Town Centre by providing public transport or local shuttle links, potential for heritage trail or tourist attraction tramway. Include rail station as a town gateway.

■■■■■ PROPOSED BUS LOOP

7 Address issues of safety associated with high traffic speed on the Goldfinch-Mangawhero Terrace through reconsidering the operational priority and role of the local street network. Distribute traffic access functions more evenly enabling Arawa Street, Miro Street and Ayr Street to perform a greater role in providing access to/from the SH49 corridor.

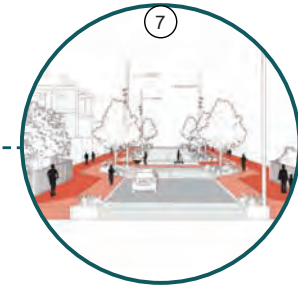
8 Noting the relative traffic volume and speed data, and the direct link provided by Mangawhero Terrace to the Junction and Ohakune Mountain Road, there is potential to better utilise Miro Street south of Shannon Street as the primary cycling link to the town centre for local cycle access from the residential catchments.

—➔ PROPOSED PRIMARY LOCAL CYCLE PATH

19 Establish Park and Ride facilities linked to local transport services in two key locations:

- on land which once formed park of the Raetihi-Ohakune Rail connection near the Ohakune Carrot Adventure Park
- on Council-owned land adjacent to the rail corridor accessed via Ohakune Station Road.

■■■■■ PROPOSED PARK & RIDE LOCATIONS



6.3 Town Centre

9. Maintain and recognise the access role of Goldfinch Street but provide greater priority for use of streetspace for people to support town centre businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.
10. Consider an extension of commercial area and activity from Goldfinch Street to Ayr Street between Rata and Miro Streets to complement the role of Goldfinch Street as a pedestrian priority area.
11. Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion.
12. In conjunction with a consolidation of the town centre car parking supply, identify opportunities to reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating to support existing and new businesses.
13. Consider changes to intersection operations at Goldfinch Street to provide one-way traffic access northbound only, and at Miro Street to encourage Junction or ski-field bound traffic without a town centre origin and destination to preference this route.

OHAKUNE TRANSPORT PLAN

KEY MOVES

TOWN CENTRE

- 9 Maintain and recognise the access role of Goldfinch Street but provide greater priority for use of streetspace for people to support town centre businesses and build on the local investment in the brewery and movie theatre to become the meeting and gathering place within the town centre.

PROPOSED GATHERING PLACE

- 10 Consider an extension of commercial area and activity from Goldfinch Street to Ayr Street between Rata and Miro Streets to complement the role of Goldfinch Street as a pedestrian priority area.

PROPOSED TOWN CENTRE EXPANSION

- 11 Encourage traffic and heavy freight vehicles with local origin and destination onto Ayr Street for off-peak freight access to spread demand and ease congestion.

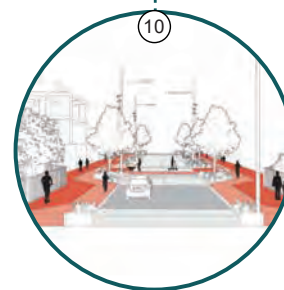
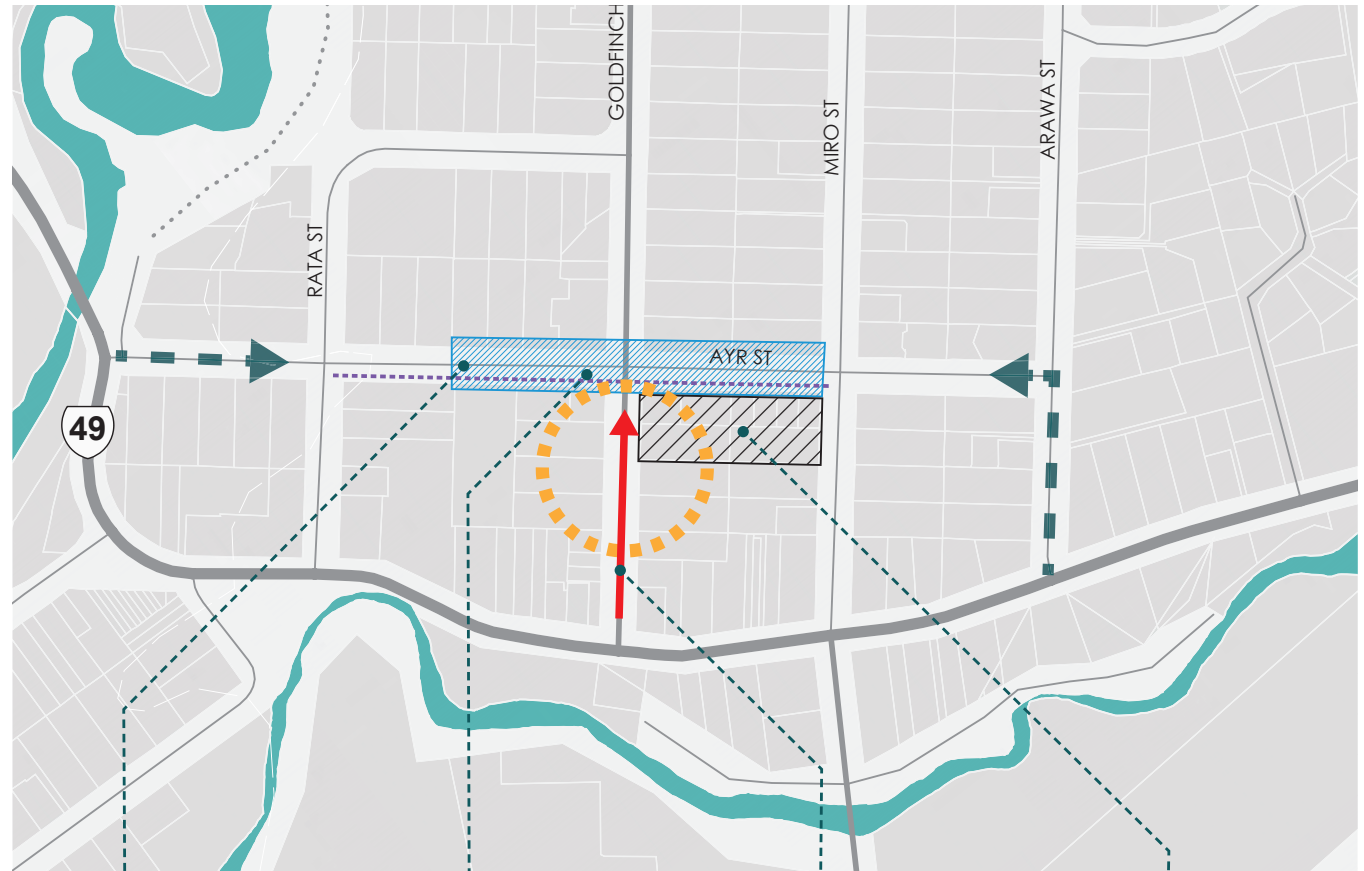
LOCAL ORIGIN/DESTINATION PRIORITY

- 12 In conjunction with a consolidation of the town centre car parking supply, identify opportunities to reallocate streetspace to alternate uses, such as pedestrian and cycle space, planting and seating to support existing and new businesses.

CARPARK CONSOLIDATION

- 13 Consider changes to intersection operations at Goldfinch Street to encourage one-way traffic access northbound only, and at Miro Street to encourage Junction or ski field-bound traffic without a town centre origin and destination to prefer this route.

ONE-WAY TRAFFIC ROUTES



6.4 SH 49 Corridor – Clyde Street

14. SH 49 'bridge to bridge' should be reclassified as an **Activity Street** under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.
15. Implement a formalised pedestrian and cycling crossing of SH49 in close proximity to the Goldfinch Street intersection and in close proximity to the Carrot Park servicing the recreational, visitor and proposed park and ride functions at the site.
16. Establish town gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function. Complement these treatments with signage warning of upcoming reduction in speed limit to 50kph to slow traffic earlier upon approach to the gateway sites.

6.5 Car Parking

17. Determine the underlying demand for visitor parking within the Town Centre and Junction outside the peak season and determining the most appropriate location for this parking – including coaches, motorhomes, caravans and other oversize vehicles. It is recommended parking for day visitors to the Town Centre be provided around the fringes of the business areas, a short walk from Goldfinch Street and other key destinations.
18. Consider the appropriate parking controls and time limits in areas of highest activity to encourage turnover and availability of parking spaces in high demand locations.
19. Establish Park and Ride facilities linked to local transport services in two key locations:
 - on land which once formed part of the Raetihi-Ohakune Rail connection near the Ohakune Carrot Adventure Park
 - on Council owned land adjacent to the rail corridor accessed via Ohakune Station Road.

OHAKUNE TRANSPORT PLAN

KEY MOVES

SH49 CORRIDOR - CLYDE ST

- 14 SH 49 'bridge to bridge' should be reclassified as an **Activity Street** under One Network Framework to recognise greater place function and address issues of safety, pedestrian access, amenity and commercial function while still allowing high movement function.

BRIDGE-TO-BRIDGE ZONE

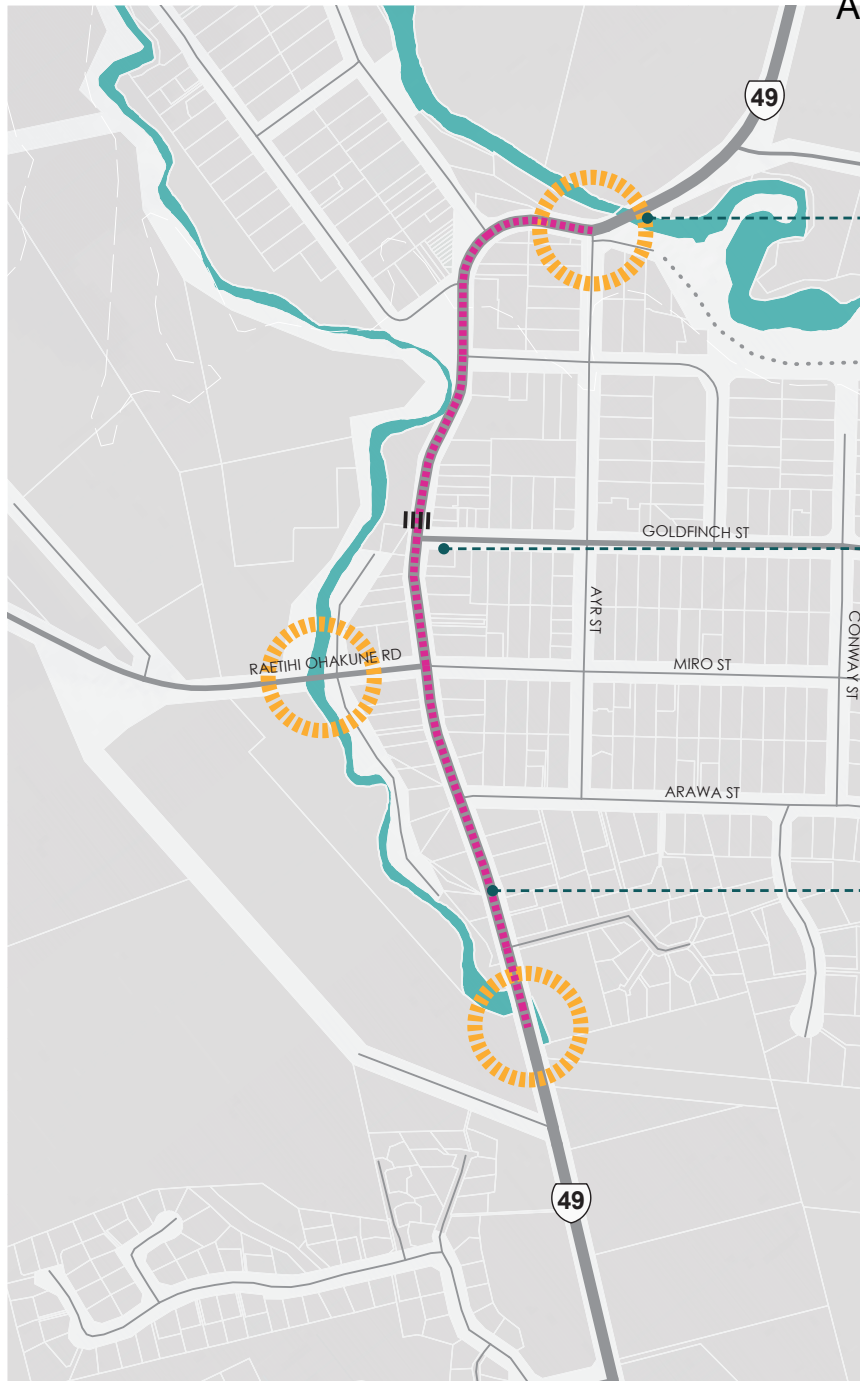
- 15 Implement a formalised pedestrian and cycling crossing of SH49 in close proximity to the Goldfinch Street intersection.

SH49 CROSSING

- 16 Establish own gateway treatments to instill a sense of arrival and changed road conditions, lower speeds and place function.

TOWN GATEWAYS

BELOW: ONE NETWORK FRAMEWORK, WAKA KOTAHI



7.0 Project Priority and Implementation

Section 6 of this Transport Plan identified a range of 19 strategic project actions and key moves across five transport theme areas. The projects have been deliberately ordered to give an indication of recommended priority across the theme areas. However, it is recognised that the projects must now be considered in a broader funding and stakeholder priority context, with further analysis and investigation into the feasibility of implementing the key moves.

The Ohakune Governance Group are one of the key stakeholder groups who will provide important guidance and direction to identifying projects that hold the most potential benefit to the local community across a range of cultural, environmental, social and economic indicators.

The recommended project priorities identified by the Ohakune Governance Group have been included as Appendix 1 to this report.

Appendix 1: Project Prioritisation – Ohakune Governance Group

OHAKUNE TRANSPORT PLAN
FINAL DRAFT v2 dated 14 August 2023

Ohakune Governance Group - Draft prioritisation of proposed actions.

Prepared by Bruce Stockwell (in collaboration with Boffa Miskell) on behalf of the Ohakune Governance Group

Transport Plan Principles - prioritisation:

- i. Safety:
 - a) Measures to protect pedestrians and cyclists, then;
 - b) measures to avoid / minimise conflict with other vehicles, cycles etc with off-road river / stream path network and creating safe connections with on-road network, and local streets.
- ii. Connection of Town Centre to Junction:

Identify, design, and implement a safe, attractive, and connected walking and cycling network Ohakune to Junction implementing the principles above, then;
- iii. New Walk / Cycle ways:

Create new pedestrian walkway and cycleway on the Mangawhero Terrace (east) side of the Mangawhero river to the swing bridge opposite Shannon Street.

Transport Plan Actions - prioritisation

PRIORITY ONE – Safety

Principles:

- a) A network of consistent accessible footpaths around town centre connecting all open spaces and places of activities and interest.
- b) 8 – 80 principles to be adopted - i.e. accessible to all.
- c) Safety measures to minimise conflict between pedestrian / cycles and other transport users.
- d) Improve links to use of blue / green networks (i.e., water streams / rivers and open grass activity places).

Actions:

Walking and Cycling Safety - Protection for pedestrians and cyclists.

- i. State Highway 49 - Create safe road crossing for pedestrians / cyclists by pedestrian-controlled lights east of Tei Tei river SH49 bridge.
Reasons:
 - Safe access to Carrot land from CBD / Town.
 - Safe access to / from Snow Mass residential area
 - Safe access to new proposed residential sub-division on Tei Tei Drive.
- ii. State Highway 49 - Create safe road crossing for pedestrians / cyclists by pedestrian-controlled lights at I Site / Memorial Arch (where pedestrian refuge is now).
Reasons:

- Safe access to / from I Site, playground / bush walks / public toilets / CBD / Town.
 - Safe access to / from Motor Camp / motels
 - Safe access to / from Ngati Rangi Marae / Kura.
- iii. Goldfinch Street / Mangawhero Terrace – raised pedestrian crossing from close to Shannon Street to Swing bridge.
 - iv. Complete footpath along Bracken Street and Milton Street to Burns Street and up to opposite Ngai Rangi Marae. Present footpath ends at transition from Moore Street to Bracken Street. Pedestrians to / from Ngati Rangi Marae and Kura are currently unprotected from vehicles.
 - v. Implement speed reductions to improve safety and public amenity at the following locations:
 - a) CBD (Goldfinch / Miro to Ayr to Tay streets) 30kph.
 - b) Eastern approach -50kph from Ruapehu Road.
 - c) Extend 50 Kph limit on Ohakune / Raetihi road out by 200 metres.

Road Safety and traffic management.

Context:

- Goldfinch Street to Junction and into / from mountain. Highest traffic count also showed highest average speed, in some places in excess of the speed limit, esp. above Shannon Street.
- No safety features, crossing facilities or traffic calming measures on Goldfinch / Mangawhero Terrace.
- At present Lower Goldfinch Street from Clyde Street to Ayr Street – very high traffic count carrying all traffic for town centre, commercial trade deliveries, seasonal snow sport traffic to Turoa and seasonal cycle hire business.

Actions:

- i. Repurpose lower Goldfinch Street to provide more people friendly options including wider footpaths, food and beverage and sports gear activities but still provide light vehicle travel and access to the supermarket.
- ii. Consider encouraging traffic destined for north, Turoa, Junction and Ohakune Old Coach Road to use alternative streets.
- iii. Greater Ohakune and Junction overall lacking in traffic speed controls or provisions to protect pedestrians and cyclists and provide safe access and crossings.
- iv. Designate Lower Goldfinch Street as one way for north bound traffic only. Signage and street design (ramped pedestrian crossings, less streetside parking) to discourage heavy and through traffic.
- v. Encourage by signage heavy / long vehicle traffic and traffic destined for other than town centre use Miro / Arawa / Ayr // Upper Goldfinch Streets.
- vi. Provide formal pedestrian crossings at the following locations:
 - a) SH49 – on-demand signalised crossing, or zebra crossing to Carrot land activity area. (Actual placement to be defined clearing intersections but giving early access)
 - b) SH49 – on-demand signalised crossing at current pedestrian refuge.
- vii. Traffic calming (Speed moderation)
 - a) vertical or horizontal deflection to slow traffic close to Foyle Street and Christie Park
 - b) Early speed reduction signage - SH49 and Ohakune – Raetihi road. With appropriate warning signage to support speed limit reductions.

- c) Mountain Road - speed reduction signage – reposition speed limit reduction from 80Kph to 50Kph 200 metres further up mountain road.

PRIORITY TWO – New Walking and Cycling connections.

Actions:

- i. Network links connecting local greater town cycle/walk- way with local regional cycle / walk ways including:
 - a) Ohakune Old Coach Road -
 - b) Ohakune – Raetihi walk / cycle way.
 - c) Ohakune – Rangataua walk / Cycle way.
 - d) Te Ara Mangawhero trail
- ii. Research Old Coach Road trail option – Hapuawhena Viaduct to Junction along rail corridor.
- iii. Initiate confirmation / development of Ohakune – Raetihi walk / cycleway trail.

PRIORITY THREE – Public Transport

Actions:

- i. Recognise Ohakune railway station as an important and integral part of the greater Ohakune public transport network and as a destination in any trial / pilot scheme to at least meet each Northerner train arrival.
- ii. Research viability and local and national government support for a pilot public transport scheme for local and Raetihi destinations.
- iii. Research viability of park and ride seasonal scheme to Turoa destination with new owners of ski field facilities and Te Ara Mangawhero trail.
- iv. Park n' Ride. – Research ability to implement Park n' Ride facilities in town and Junction in conjunction with Public Transport options and availability of RDC or Kiwi Rail or other land.
- v. Ensure all park and ride facilities are connected to walking and cycling infrastructure to provide safe access and travel choice to users.

Ohakune Junction.

The Ohakune Junction is undergoing a significant change in ownership and operation of critical land areas and an increase in popularity of Ohakune public events which are choosing to locate in the Junction because of the open spaces and ease of managing those events. Final details and effects of these changes will take some time to become clear and be settled. However, those changes will likely have a material effect on how on the operation and uses of the Junction and the associated transport considerations.

Consequently, it is not considered appropriate to attempt to anticipate the medium / long Transport issues for the Junction at this time. We therefore propose that this Transport Plan address the transport needs of the Junction in a two-stage approach:

- i. An Interim Transport Plan to address the current transport issues in the Junction, and
- ii. A medium-term Transport Plan when the significant changes settlements and developments have been finalised.

This report addresses the Junction Interim Transport plan and proposes as follows:

One of the current transport issues is the junction of Thames Street, Old Station Road and Mangawhero Terrace. This is a busy intersection with cyclists from the Old Coach Road, walkers from the Mangawhero river walk and vehicular traffic heading to the Mountain and / or retail and food options in the Junction all aggregating at the intersection which includes the one lane bridge over the Mangawhero river. Lines of sight are also difficult and dangerous. This mixes fast moving vehicle traffic with slow moving walkers and cyclists.

Potential solutions may include a roundabout, replacement of the one-way bridge with a two lane / walk/ cycle way bridge, one way traffic systems walker / cyclist separation facilities. However, these are medium / long term solutions and will be influenced by the medium-term developments.

This report recommends immediate actions as follows:

- i. Research the possibility of a “clip on” cycle / walker bridge on the downstream side of the one lane bridge over the Mangawhero river, and
- ii. Consider a pedestrian raised crossing over Mangawhero Terrace about 100 metres south of the intersection.

Appendix 2: Community Feedback

QUESTION 3C - OHAKUNE TRANSPORT PLAN - OPPORTUNITIES

Out of the key moves what do you see as being the top priority? Any other comments?



DOTS ON BOARDS

HIGH SUPPORT FOR -

- Improve linkages between The Junction and Town Centre by providing public transport or local shuttle links

COMMENTS - ON ENGAGEMENT BOARDS

Yes safer side Road crossings. More pedestrian crossings
 From hospitality point of view we need transport connecting Bars and Restaurants. Zero tolerance of drink driving
 Mostly crossing SH49 is difficult and unsafe
 Footpath widths dont Cross the two people passing test
 Designate a bypass so trucks dont have to come through town
 This is very important – No 5

COMMENTS - ON SURVEYS

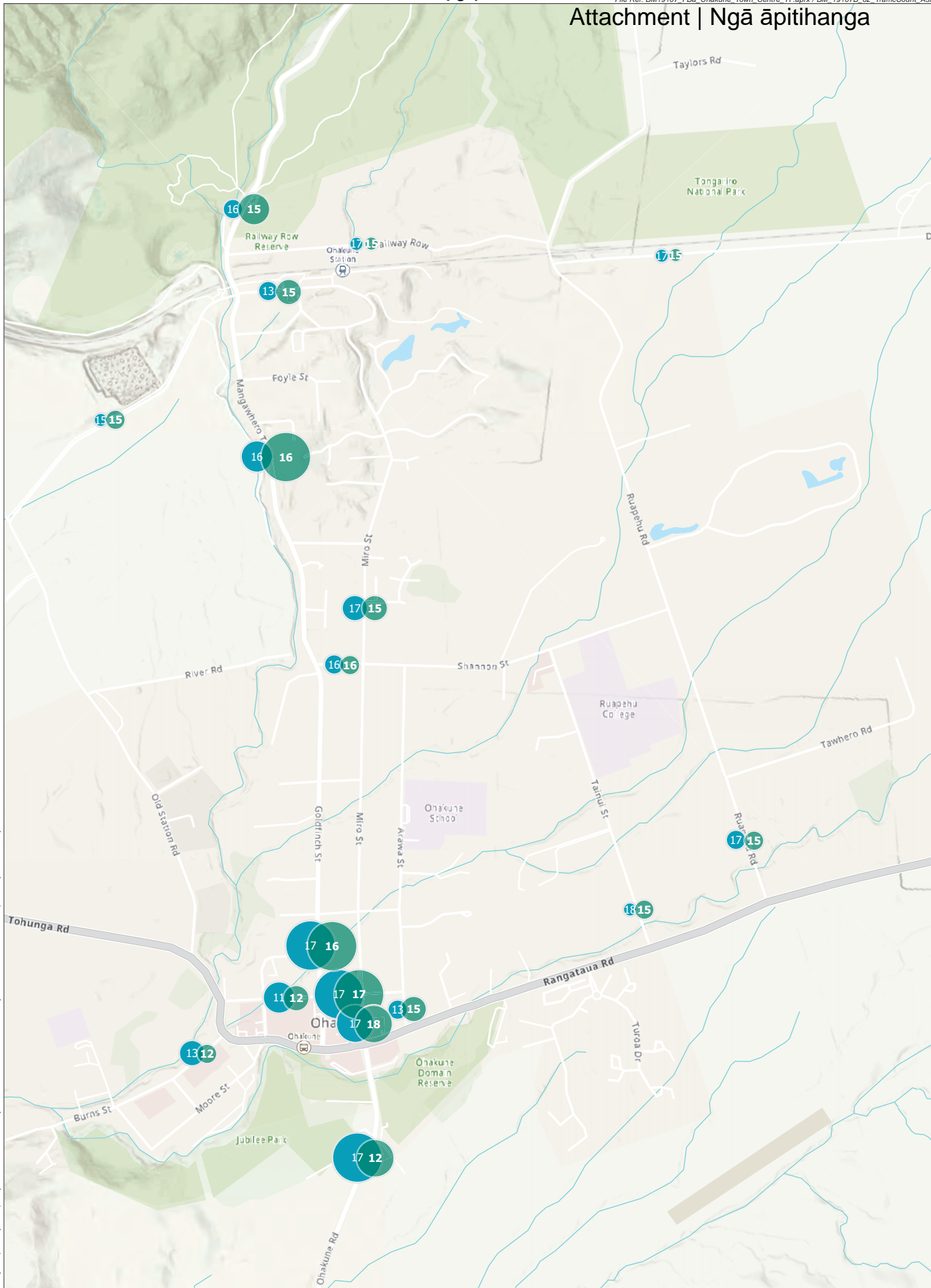
Roads upgrade
 Remove parallel parking on SH49 to reduce congestion and improve visibility
 Encourage tourist activity also in the summer
 Join up junction to maintained walk/cycle ways 2x
 Development but also maintenance of the assets
 Safe crossing to the Carrot Park 2x
 Tram from Junction to town 3x
 Tidy up and plantings
 Growth of tourism, entertainment that support local community
 Cycling to be more connected to other places 4x
 Park and ride
 Green belt around Ohakune with walking and biking access
 Carvings or features that can be added by local Iwi
 Consider traffic flow into the supermarket. Now causes congestion
 Connect the junction to town
 Safety over aesthetics
 Activities to attract people to come to Ohakune
 Corten steel with wooden sleeper on the side for signs

SO WHAT?

- Support from comments on engagement boards and surveys to making SH49 safer. Suggestions through removing car parking.
- Safe crossing to the Carrot Park is mentioned here and also in earlier survey comments.
- Wide support for increased cycling connections to other destinations. This links to several other survey question comments noting its high community support.
- Wide support also for connections via public transport from the town centre to The Junction.
- Several comments around improvements for tourism (summer activities, activities to attract people) links to the strong desire to consider tourism from question 2B.

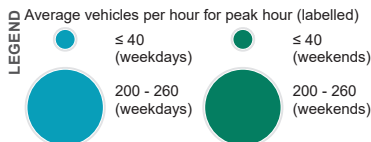
Appendix 3: Traffic Volume Data

Attachment | Ngā āpiti hanga



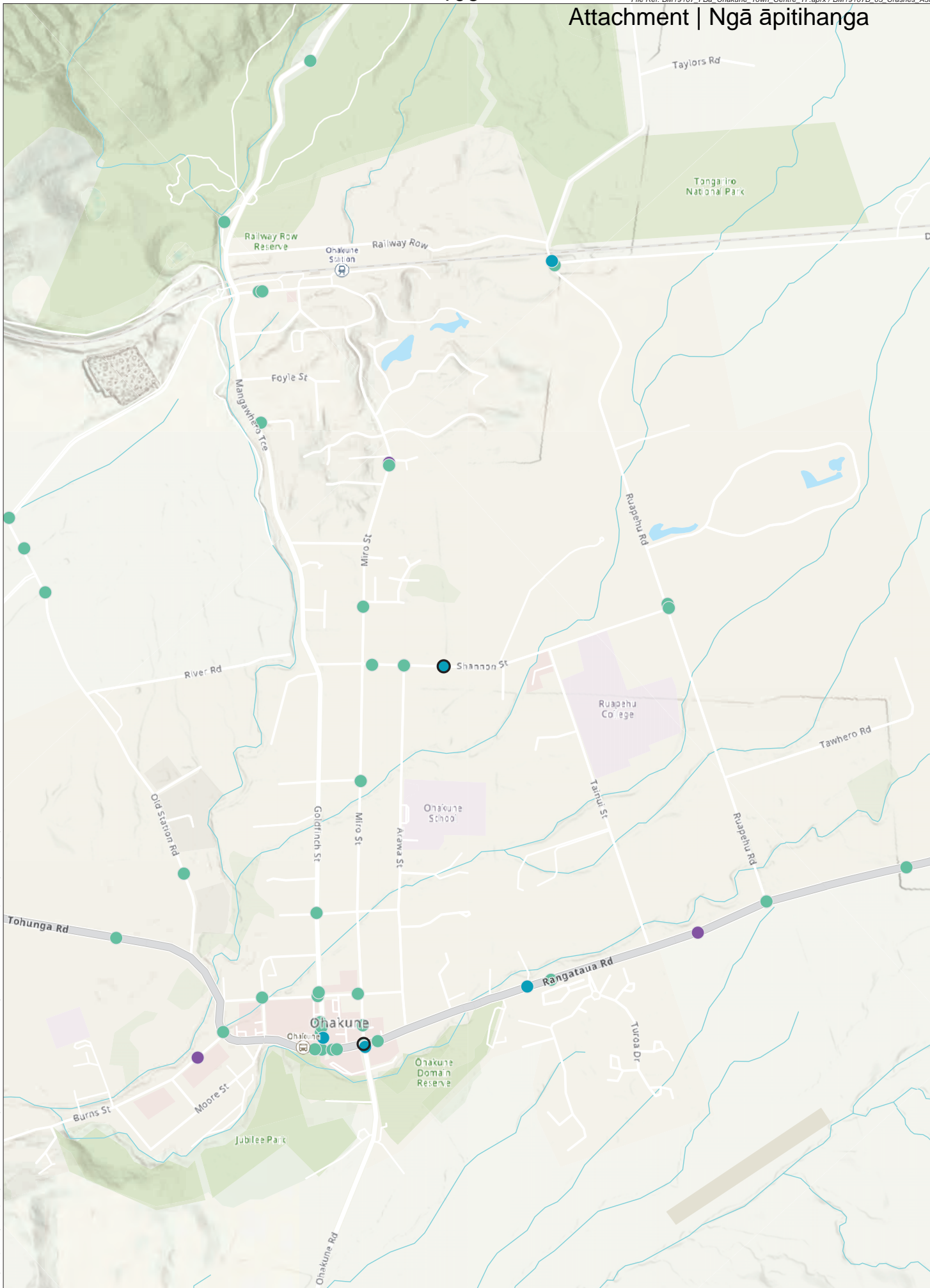
This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

DRAFT



Appendix 4: GIS Analysis

Attachment | Ngā āpiti hanga



This plan has been prepared by Boffa Miskell Limited on the specific instructions of our Client. It is solely for our Client's use in accordance with the agreed scope of work. Any use or reliance by a third party is at that party's own risk. Where information has been supplied by the Client or obtained from other external sources, it has been assumed that it is accurate. No liability or responsibility is accepted by Boffa Miskell Limited for any errors or omissions to the extent that they arise from inaccurate information provided by the Client or any external source.

About Boffa Miskell

Boffa Miskell is a leading New Zealand professional services consultancy with offices in Whangarei, Auckland, Hamilton, Tauranga, Wellington, Nelson, Christchurch, Dunedin, and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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| | | | | | | | | |
|------------------|-----------------|-----------------|-----------------|-------------------|---------------|---------------------|-------------------|----------------|
| Whangarei | Auckland | Hamilton | Tauranga | Wellington | Nelson | Christchurch | Queenstown | Dunedin |
| 09 358 2526 | 09 358 2526 | 07 960 0006 | 07 571 5511 | 04 385 9315 | 03 548 8551 | 03 366 8891 | 03 441 1670 | 03 470 0460 |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: Ohakune Town Revitalisation Ohakune Charitable Trust
Proposal for Furniture Renewals and Street Lamp
Maintenance



Report for: Decision

Author(s): Pauline Welch

EXECUTIVE MANAGER: COMMUNITY &
ECONOMIC DEVELOPMENT

Endorsed By: Clive Manley

CHIEF EXECUTIVE

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to provide information and seek approval in relation to Ohakune Town Revitalisation for the proposal for renewing street furniture and streetlamp painting.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Ohakune Town Revitalisation Ohakune Charitable Trust Proposal for Furniture Renewals and Street Lamp Maintenance**; and
- 2 Approves the streetscape furniture proposals and the street lamp maintenance as per the table in 5.2.

Well-Being Outcomes

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|--|-------------------------------------|--------------------------|--------------------------|
| 2.1 Social: Safe, healthy communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The improvements to, streetscapes are aimed at improvements for the locals as well as tourism. Safer streets, attractive environment will bring benefits to locals as well as tourists.

| | Contributes | Detracts | No Impact |
|---------------------------------------|-------------------------------------|--------------------------|--------------------------|
| 2.2 Economic: Thriving economy | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

There is an economic cost to Town Revitalisation, as this is being funded through rates, but providing a positive, vibrant town will have economic benefits from increasing visitors and residents.

The local economy relies heavily on visitors, and providing the right mix of attractions, walks, rides, places to eat and areas for both children and adults, will provide income and economic benefits for locals.

| | Contributes | Detracts | No Impact |
|---|-------------------------------------|--------------------------|--------------------------|
| 2.3 Environmental: Sustaining beautiful environments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Residents have expressed that the natural environment brings benefits to Ohakune, but overall have some concerns about the management of the area and desire more local control. The beautification and improvements to the town will add to the local attraction, plus improvements to the urban environment will give locals both pride and a sense of accomplishment.

| | Contributes | Detracts | No Impact |
|---|-------------------------------------|--------------------------|--------------------------|
| 2.4 Cultural: Vibrant and diverse living | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

The Ohakune Governance Group has an iwi representative sitting on the board and actively engages with iwi on the Town Revitalisation Projects. The voices of the people through Pūwhenua ki Ruapehu recognise the importance of the local community and iwi in the future.

Town Revitalisation is by the locals, for the locals, and the importance of the community involvement is why the need to engage and work with the community in the priority.

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy but has undergone engagement through the consultation process for the Ohakune Town Revitalisation.

Background | Tuhinga

- 4.1 In 2020, Council funded consultants Boffa Miskell to work with the community on developing a strategic revitalisation plan for Ohakune.
- 4.2 This resulted in the development of the Future Ohakune Reference Group (comprising of representatives from the community, Ngāti Rangī, big and local businesses, farming, and market gardeners) to establish initial ideas and propose some potential objectives, initiatives and projects for the future of Ohakune.
- 4.3 Over Labour weekend 2022, the Ohakune community was given the opportunity to provide feedback on the concept designs for the Wayfinder signs, the draft Transport and Parking Plan, the high-level concept for Christie Park and the Junction, plus the Streetscape refresh. Further Consultation has been completed on the Christie Park redesign.
- 4.4 The seven focus areas to come out of the consultation were:
 - (a) key strategic interventions and wider initiatives
 - (b) the Junction
 - (c) Mangawhero corridor
 - (d) Town centre
 - (f) south of the Mangateitei
 - (g) culture and environment, and
 - (h) housing, accommodation, and growth.

- 4.5 The table below shows the high-level strategies and plans either completed or under development.

| Item | Timing |
|--|---------------------|
| Spatial Plan | Completed |
| Street Scape | Partially completed |
| Wayfinding Strategy | Completed |
| Consultation concepts designs for: Wayfinder design, Christie Park, Transport and Parking, and Junction and refresh of the streetscape | Completed |
| Christie Park detailed design | Underway |
| Junction detailed design | Underway |
| Ohakune Transport Plan | Completed |

Discussion | He Kōrerorero

5.1 STREETScape PROPOSAL

- 5.2 The current proposal is to approve the procurement for the following,

| Item | Proposal Date | Cost Estimate (excl GST) |
|--|--|--|
| Renewal of 22 Picnic Tables Purchase | 8 August 2023 (WWCB deputation) | \$5,650 each \$124,300 Total |
| Picnic Tables Installation | 8 August 2023 (WWCB deputation) | \$13,000 |
| Bollard Rope Purchase | 25 August 2023 (Ohakune Governance meeting) | \$751 |
| Bollard Rope Installation and Traffic Management | 25 August 2023 (Ohakune Governance meeting) | \$2,000 Traffic Management \$1,500 Installation \$3,500 Total |
| Renewal of 11 Litter Bins Purchase | 25 August 2023 (Ohakune Governance meeting) | \$1650 each \$18,150 Total |
| Litter Bin Installation | 25 August 2023 (Ohakune Governance meeting) | \$200 each \$2,200 Total |
| Entrance Sign and Wayfinding | 25 August 2023 (Ohakune Governance meeting) | \$45,000 |
| 10 Bike Stands Purchase | 25 August 2023 (Ohakune Governance meeting) | \$375 each \$3,750 Total |
| Bike Stand Installation | 25 August 2023 (Ohakune Governance meeting) | \$250 each (estimate) \$2,500 Total |
| 33 Street Light Pole Painting | 25 August 2023 (Ohakune Governance meeting) | \$1,293 each \$42,700 Total |
| 33 Street light Pole Painting Traffic Management | 25 August 2023 (Ohakune Governance meeting) | \$2,000 each \$10,000 Total |
| | | \$265,851 Total |

- 5.2 This will in effect complete the CBD upgrade.

- 5.3 The proposed value of items in the above table is to the value of \$265,851 has been approved by the Tenders group and is within budget.

Next Actions | Ngā mahinga e whai ake nei

- 6.1 Staff will work with contractors and suppliers to ensure that all the work is completed within timeframes.

Attachment(s) | Ngā āpitihanga

NIL

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: Community Halls Vested in or Administered by Council

Report for: Information

Author(s): Pauline Welch

EXECUTIVE MANAGER: COMMUNITY &
ECONOMIC DEVELOPMENT

Endorsed By: Clive Manley

CHIEF EXECUTIVE



Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to provide Members a high level briefing on all of the community halls in the District either vested in or administered by Council.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Community Halls Vested in or Administered by Council** for information.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|--|--------------------------|--------------------------|-------------------------------------|
| 2.1 Social: Safe, healthy communities | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Community halls are hubs for social interactions. They provide spaces for people to come together, build relationships, and strengthen community bonds. Social well-being is fostered through events such as community meetings, cultural celebrations, social clubs, and gatherings that promote social cohesion. Some community halls offer fitness classes, health workshops, and wellness programs. These activities contribute to the physical well-being of community members by promoting active and healthy lifestyles.

| | Contributes | Detracts | No Impact |
|---------------------------------------|--------------------------|--------------------------|-------------------------------------|
| 2.2 Economic: Thriving economy | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Community halls can serve as venues for local markets, business expos, and entrepreneurship workshops. These activities can stimulate economic development within the community by supporting local businesses and fostering entrepreneurship. In times of emergencies or natural disasters, community halls can serve as emergency shelters and disaster response centres. Being prepared for such events enhances the safety and resilience of the community.

| | Contributes | Detracts | No Impact |
|---|--------------------------|--------------------------|-------------------------------------|
| 2.3 Environmental: Sustaining beautiful environments | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| | Contributes | Detracts | No Impact |
| 2.4 Cultural: Vibrant and diverse living | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Community halls often host cultural events, performances, and exhibitions. By supporting and facilitating these activities, local councils contribute to the cultural well-being of their communities, preserving traditions and promoting cultural diversity.

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy.

Background | Tuhiinga

- 4.1 Most communities within the Ruapehu District have a community hall. Ten of the halls have either been located or have been built on Council owned land and are vested in Council. Two halls are located or have been built on Crown land and are only managed by Council (Owhango and Karioi).
- 4.2 Council actively manages the Taumarunui Memorial Hall, the Miriama Street Community Hall and the Manunui hall. In 2019 Council purchased the lower floor of the two story Taumarunui Cosmopolitan Club. This space is now known as the Miriama Street Community Hall and will become a Unit Title. The purchase was to ensure a community space in Taumarunui was available in the event the Taumarunui Memorial Hall was ever demolished due to its very high earthquake prone risk.
- 4.3 The remainder of the community halls are managed on a day-to-day basis by either a formal incorporated society or an informal hall committee.
- 4.4 Twelve halls have been built on land owned by a private community entity and are fully owned and operated by members of the Incorporated Society or other entity owner. Hall committees of these privately owned halls occasionally apply for funding of a hall project from Council, but otherwise, Council has almost no operational role related to these privately owned halls.
- 4.5 Historically, an Elected Member, either of Council or a Community Board, has been nominated to be involved in keeping abreast of the operation and management of those halls that are not actively managed by Council.

Discussion | He Kōrerorero

5.1 COMMUNITY HALL OVERSIGHT

- 5.2 As previously outlined, most of the Council owned or administered halls are managed on a day-to-day basis by members of the local community.
- 5.3 Ratepayer and resident incorporated societies take the lead management role for several halls which allows for those communities to raise funds from sources other than Council. Most of the halls are used for regular meetings or events during the year, a good example being the Owhango Hall. A few, however, have very little use for only one or two annual events, an example being the Retaruke Hall.

- 5.4 Money to maintain the halls is raised both from the hire of the hall, through Council grants or other fund raising which is project specific.
- 5.5 Council has historically held and purchased insurance cover on the halls while the community (through the hall committees) have paid for power and other outgoings from their own hall bank accounts.
- 5.6 In terms of Council's current rating policy, community halls are zero rated.
- 6.1 **ELECTED MEMBER APPOINTMENT TO TAKE A MORE 'HANDS ON' ROLE**
- 6.2 The purpose of nominating an Elected Member to be connected to a hall in their own community, is to provide some governance and guidance to the members of that hall committee.
- 6.3 Committee members are volunteers within their community who have sufficient interest in the current and future use of the hall asset to be active in the running and maintenance of the hall.
- 6.4 At the time of appointment, usually at the beginning of a triennium, Elected Members appointed to these committees agree to report back to an appropriate forum on an annual basis to share updates with Council officers and Members on any hall projects, timeframes and funding, whether maintenance or capital renewals or upgrades.
- 6.5 Every hall has different building style and components, and this is relevant when considering the use of the hall and the frequency of each type of use.
- 6.6 Attached for members' information is the community hall section from the Community Facilities Asset Management Plan which provides detail of the age, construction and current condition of each hall.

| |
|---------------------------------------|
| Attachment(s) Ngā āpitihanga |
|---------------------------------------|

- 1 Community Hall Listing

Community Hall Listing

Council owned Halls operated by the Community

| | Asset | Location | Ward | Appointed Representative | Insurance | Rates |
|----|--|---------------------------------------|-----------------------|---|---|-----------------------|
| 1 | Owhango Hall (operated by ORRIS) | 2157 State Highway 4, Owhango | Ōwhango-National Park | Member Peter Zimmer (appointed as liaison to ORRIS) | Owned by Department of Conservation | RDC pay rates \$3,500 |
| 2 | Retaruke Hall | 3309 Oio Road, Owhango | Ōwhango-National Park | Member Peter Zimmer | RDC \$2,300 | Zero rated rates |
| 3 | Kaitieke Hall (excluding Pavilion - privately owned) | Kaitieke Road, Kaitieke | Ōwhango-National Park | Member Peter Zimmer | RDC \$1,400 | Zero rated rates |
| 4 | National Park Hall (operated by National Park Progressive Association) | Carroll Street, National Park Village | Ōwhango-National Park | Member Murray Wilson (appointed to the National Park Progressive Association) | RDC \$4,100 | Zero rated rates |
| 5 | Taringamotu Hall | Ngapuke Road, Taumarunui | Taumarunui-Ōhura | | No insurance | Zero rated rates |
| 6 | Otunui Hall | Kururau Road, Taumarunui | Taumarunui-Ōhura | Member Luke Pepper | RDC \$2,400 | Zero rated rates |
| 7 | Kirikau Hall | 10 Kirikau Valley Road, Taumarunui | Taumarunui-Ōhura | Councillor Lyn Neeson | RDC \$1,500 | Zero rated rates |
| 8 | Ohura War Memorial Hall | Ngarimu Street, Ohura | Taumarunui-Ōhura | Member Sophie Stockbridge | RDC \$7,000 | \$2,000 |
| 9 | Waitaanga Hall | State Highway 40, Waitaanga | Taumarunui-Ōhura | | RDC \$50 | Zero rated rates |
| 10 | Karioi Hall | 35 Powells Road, Karioi | Waimarino-Waiouru | Member Colin Pakai | Appears to be owned by Department of Conservation | RDC pay rates \$1400 |
| 11 | Rangataua Hall | Miharo Street, Rangataua | Waimarino-Waiouru | Councillor Rabbit Nottage | RDC \$5,000 | Zero rated rates |
| 12 | Horopito Hall | State Highway 4, Horopito | Waimarino-Waiouru | Luigi Hotter | RDC \$1,500 | Zero rated rates |

Council owned Halls operated by Council

| | Asset | Location | Ward |
|---|------------------------------|--------------------------------|------------------|
| 1 | Taumarunui War Memorial Hall | 149 Hakiaha Street, Taumarunui | Taumarunui-Ōhura |
| 2 | Miriama Community Centre | 10 Miriama Street, Taumarunui | Taumarunui-Ōhura |
| 3 | Manunui Hall | Miro Street, Manunui | Taumarunui-Ōhura |

Privately Owned Halls in the Ruapehu District

| | Asset | Location | Ward | Appointed Representative | Insurance |
|----|---------------------------|-----------------------------------|------------------|---------------------------------|--------------------|
| 1 | Hikumutu Community Centre | Hikumutu Road, Hikumutu | Taumarunui-Ōhura | | On charged |
| 2 | Kakahi Community Hall | 397 Waitea Branch Road, Kakahi | Taumarunui-Ōhura | Member Oriwia Wanakore | On charged to Hall |
| 3 | Matiere Hall | 2134 Ohura Road, Matiere | Taumarunui-Ōhura | | No record |
| 4 | Ngakonui Hall | Taumarunui-Ngapuke Road, Ngakonui | Taumarunui-Ōhura | | On charged |
| 5 | Nihoniho Settlers Hall | 617 Ohura North Road, Ohura | Taumarunui-Ōhura | | No record |
| 6 | Okahukura Community Hall | Ongarue Back Road, Okahukura | Taumarunui-Ōhura | | No record |
| 7 | Ongarue Hall | Ongarue Village Road, Ongarue | Taumarunui-Ōhura | | No record |
| 8 | Orautoha Hall | Pukekaha Rd, Orautoha Valley | Taumarunui-Ōhura | | No record |
| 9 | Piriaka Hall | State Highway 4, Piriaka | Taumarunui-Ōhura | | No record |
| 10 | Te Whakarae Hall | 1035 River Road, Te Whakarae | Taumarunui-Ōhura | | No record |
| 11 | Tokirima Hall | Tokirima Road | Taumarunui-Ōhura | | On charged to Hall |
| 12 | Waimiha Hall | 741 Ongarue Stream Road | Taumarunui-Ōhura | | No record |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Annual Tree Programme: South 2023/24

Report for: Decision

Author(s): Carole Colquhoun **COMMUNITY PROPERTY ASSETS OFFICER**

Endorsed By: Vini Dutra **EXECUTIVE MANAGER: INFRASTRUCTURE**

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to advise Members of the Planned Tree work in Ohakune and Raetihi in the 2023/24 Financial Year

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Annual Tree Programme: South 2023/24**; and
- 2 Approves the Tree works proposed in the Annual Tree Programme: South 2023/24.

Well-Being Outcomes

In accordance with Section 10 of the Local Government Act 2002 (LGA): the purpose of Local Government is to promote the social, economic, environmental, and cultural well-being of communities in the present and for the future.

Refer: [Pūwhenua ki Ruapehu Portal](#)

| | Contributes | Detracts | No Impact |
|---|-------------------------------------|--------------------------|-------------------------------------|
| 2.1 Social: Safe, healthy communities | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Reduces risk by proactive management of potential hazards | | | |
| 2.2 Economic: Thriving economy | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 2.3 Environmental: Sustaining beautiful environments | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Maintain the health of established trees to increase their longevity. | | | |
| 2.4 Cultural: Vibrant and diverse living | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Significance and Engagement | Takenga mai

3.1 Significance

This report does not trigger the Significance and Engagement Policy.

3.2 Engagement

Resource Management Team have confirmed that maintenance of the Heritage Trees does not require Consent application as none are being removed and the maintenance required will be carried out by qualified arborist.

Background | Tuhinga

- 4.1 The planned tree schedule has been developed to ensure that the community is notified and has the opportunity to feed back any concerns over planned work, and to ensure that Council Officers have the appropriate approval to allow work to proceed. The process entails presentation of the work list to the appropriate Community Board and, if necessary, notification to the property owner immediately adjacent to the Council property or road reserve where a tree is planned to be felled.
- 4.2 Tree work is for trees that are in decline, dead, or where a tree may have become a problem due to location or size. Stump grinding is also carried out, this is often completed a number of years after the tree has been felled, due to budgetary constraints.
- 4.3 Once a tree has been removed, the decision to replant may be made with appropriate species, size and location being considered. The tree programme notes where a replacement tree has been recommended. Planting of replacement trees is undertaken under this same budget.
- 4.4 Council has an annual budget for planned tree work throughout the District. The budget for the Southern Tree Programme comes out of the Parks & Reserves planned maintenance budget for each Township. The total planned maintenance budgets for FY23/24 are as below:
- | | |
|-------------|-------------|
| (a) Ohakune | \$22,616.00 |
| (b) Raetihi | \$ 8,224.00 |
| (c) Ruatiti | \$ 4,112.00 |
- 4.5 In FY22/23 audits were carried out on all Heritage Trees in the District by a qualified Arborist. The Southern Tree Audit is provided in the Attachments and includes an audit of the stand of trees at Rochfort Park and a full audit of the oak trees on Grey Street, Raetihi, which was requested by the Community Board members at last year's review.

Discussion | He Kōrerorero

5.1 HERITAGE TREE AUDIT

- 5.2 To comply with the District Plan rules regarding trimming, pruning, maintenance or removal of Heritage Trees, an Audit by a qualified Arborist was carried out during FY2022/23. The full list is attached as **Attachment 2 Tree Hazard Evaluation South**, the trees that have been identified as requiring attention have been added into **Attachment 1 Annual Tree Programme: South 2023/24**

- 5.3 Under the Ruapehu District Plan Section HE3.2.1, Permitted Activities for Heritage Trees are as described below:
- (a) Minor trimming, pruning or maintenance of any scheduled tree listed in Appendix 6 (Heritage Trees) undertaken by hand operated clippers in accordance with accepted arboriculture practice;
 - (b) The removal of dead, damaged or diseased limbs of any scheduled tree listed in Appendix 6 undertaken by a qualified arborist; and
 - (c) The removal of any scheduled tree listed in Appendix 6 that is dead, dying or terminally damaged by disease or natural causes.
- 5.4 Section HE3.4 (c and d) describes the assessment criteria applicable to the maintenance or removal of Heritage Trees. Each criteria is considered in weighing up an application.
- 5.4.1 Assessment Criteria for modifications to Scheduled Trees:
- (a) The extent to which the condition of the tree constitutes a hazard unless the work is done;
 - (b) Whether there are possible alternative developments, avoiding the need for work to be done on the tree;
 - (c) The extent to which the work will enhance or reduce the value of other protected trees in the vicinity; and
 - (d) The impact of the scheduled tree/s on light levels to adjoining properties, in relation to shading of habitable rooms.
- 5.4.2 Assessment Criteria for removal of Scheduled Trees
- (a) Whether the tree is causing serious structural damage to adjacent structures.
 - (b) Whether the tree's chance of survival, in the case of transplanting, can be assured.
 - (c) Whether the tree's chance of survival, in the case of transplanting, is better than in its existing location.
 - (d) Possible alternative developments avoiding the need to remove the tree(s).
 - (e) The impact of the scheduled tree/s on light levels to adjoining properties, in relation to shading and heating
- 5.5 No trees have been identified as needing to be removed, however there are several that require removal of deadwood, limb weight reduction and other long overdue maintenance. Some trees were not able to be audited as the Heritage Tree markers were not evident. Recreational Services have been asked to carry out a follow-up check.
- 5.6 Resource Management Team have confirmed that maintenance of the Heritage Trees does not require Consent application.
- 5.7 **Rochfort Park/Behind Snowmass**
- 5.7.1 In response to the concerns raised regarding this stand of trees, a review was carried out in August 2023 by a qualified arborist.
- 5.7.2 The report advises that the Macrocarpa is in good health and recommend three minor limbs are removed, and that the Lawson Pine should be full removed.
- 5.7.3 The full report is **Attachment 3 Rochfort Park Tree Hazard Evaluation**
- 5.8 **Grey Street, Raetihi**
- 5.8.1 In response to the continued complaints regarding the Oak Trees on Grey Street, Community Board members requested a specific review of the Street.


- 5.8.2 The report recommends tidying up the Oak trees and removing the small cedars that have self-seeded along the street.
- 5.8.3 The full report is **Attachment 4 Grey Street Tree Hazard Evaluation**.

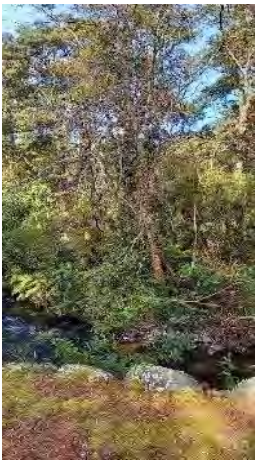


| |
|--|
| Next Actions Ngā mahinga e whai ake nei |
|--|



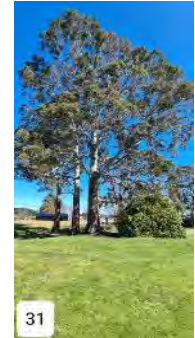

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|-----|---|
| 6.1 | Once approved, Officers will begin the process of planning the treework, obtaining quotes as necessary. |
|-----|---|


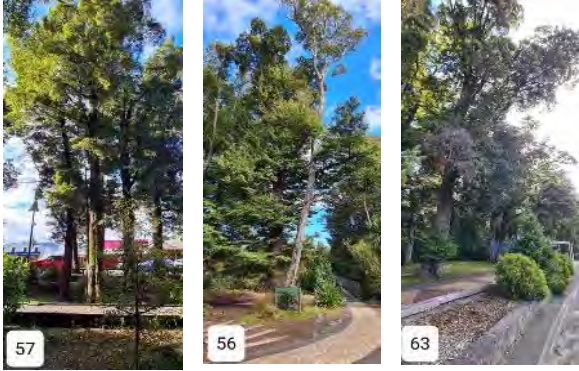
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|---------------------------------------|
| Attachment(s) Ngā āpitihanga |
|---------------------------------------|



- | | |
|---|--|
| 1 | Southern Tree Programme 23/24 |
| 2 | Tree Hazard Evaluation South |
| 3 | Rochfort Park - Tree Hazard Evaluation |
| 4 | Grey Street – Tree Hazard Evaluation |



| | LOCATION | WORK REQUIRED | PHOTO | NEIGHBOUR APPROVAL (IF NEEDED) | COUNCIL APPROVAL | COMMENT |
|--|---|---|---|--------------------------------|------------------|------------------------------------|
| OHAKUNE | | | | | | |
| April 2022 - Community board denied further action | 30C SNOWMASS DRIVE, OHAKUNE Customer has lodged a fire hazard with FENZ 16088 | SCHEDULED ANNUAL REVIEW See Report Attached: Review August 2023: Macrocarpa: Tree is healthy. Recommend reducing 3 limbs . This won't effect the shape significantly. Lawson is suppressed and is growing on a lean away from neighbouring Macrocarpa for light. Recommend removal. |    | | | Annual Review full report included |
| RFS 176072 | 6 BRACKEN STREET, OHK There are two trees on the berm, on the left hand side of the berm, on the left hand side of the property above. They are growing out of control and Graham would like them cut back, or ideally removed. He claims he is willing to do it himself. | Request to top and trim trees as they are overshadowing the property |   | | | |
| RFS 173543 | 6 Totara Street, OHK We have a tree next to our house at 6 Totara Street, Turoa Village, Ohakune which is too big for its current position. Likely 40+ years old it is a deciduous conifer (possibly larch) which was planted as part of the original development of this site. It is close to the roadway and close to the lightpole. The needles collect on our roof every year. Whilst not apparently in danger of falling over if it did it would cause damage to several assets including the roadway. Trees are very important in the village - report of the Residents | Hard trim |    | | | |




| | | | | | | | |
|-------------|---|---|---|--|--|-------------------------------------|--|
| RFS | <p>Poplar in Jubilee Park - There is a Poplar tree behind the top ten holiday park, the branches are falling down and the tree is dying can it please be removed.</p> | <p>Remove Tree, near Ohakune Holiday park</p> |  | | | | |
| RFS 169522 | <p>3 TAINUI STREET, OHAKUNE 59 RANGATAUA RD, OHAKUNE Richard has inquired about private trees growing over the road and hanging quite low down and will become dangerous if left unattended, the trees are two trees hanging over the bridge next to 3 Tainui street, Ohakune Richard would like to know if it can be trimmed back.</p> | <p>Trim trees to 4m above road, and away from road</p> |  | | | | |
| HRC REQUEST | <p>Ruanui Street Council Block Carrot Park</p> | <p>ADVICE ONLY AS NOXIOUS PLANT Removal of Contorta (noxious plant) Quote received of \$5500.00 to remove Contorta from these two locations.</p> | | | | | |
| RFS 175861 | <p>Mangawher Terrace Extension, OHK Christian has advised that the trees in the reserve opposite 96A Mangawhero Terrace are so tall that they block all of the afternoon light on the house. Is it possible to trim them so that they are shorter?</p> | <p>HERITAGE TREES - will need arborist to carry out works Major Assymetry on both trees, remove defective parts, crown clean, Remove large nager and deadwood, reduce weight and lift banches over roadway</p> |  | | | <p>Heritage Trees 38 and 39</p> | |




| | | | | | | |
|--------------------------------|--|---|---|--|--|--|
| | <p>Opposite 114 Managwhero ext, OHK Opp 116 Mangawhero Opp 106 Mangawhero Opp 148 Managwhero Opp 150 Mangawhero Opp 192 Mangawhero Tce X3 Opposite Tyne Street</p> | <p>HERITAGE TREE - Arborist advice on these trees is to Reduce weight, crown clean , remove larger deadwood remove hangers, and reduce weight on large lower limb Root prune girdling root on #36 & #32 #46 - significant amount of large deadwood #43 - small amount of deadwood to be removed</p> |  | | | <p>Heritage tree 35 Heritage tree 37 Heritage tree 36 Heritage tree 36 Heritage tree 41 Heritage tree 42 Heritage tree 46 Heritage Tree 45 Heritage Tree 44 Heritage Tree 43</p> |
| | <p>Can the trees on Miro Street be trimmed as they drop leaves, sap etc</p> | <p>Tidy up non-heritage tees Arborits review of Tree 75 - Healthy tree, no work required</p> |  | | | <p>Heritage Tree 75</p> |
| <p>Arborist Recommendation</p> | <p>Christie Park, Ohakune</p> | <p>Tree has some scaffolds and large deand stubs and other deadwood Remove very large dead stubs and other deadwood. Limited inspection from ground due to height and size of tree, reccomend aerial inspection for more accurate analysis..</p> |  | | | <p>Heritage Tree 31</p> |
| <p>Arborist Recommendation</p> | <p>Jubilee Park, Ohakune</p> | <p>Some small deadwood Monitor Tree - Monitor fungal brackets and health of tree #65 lift above light and bus-stop</p> |  | | | <p>Heritage Tree 54 Heritage Tree 65</p> |




| | | | | | | |
|-------------------------|---|--|--|--|--|--|
| Arborist Recommendation | Jubilee park, Ohakune | Monitory: Weighted lower limb on playground side Monitor: fungal bracket and tree health |  | | | Heritage Tree 47 |
| Arborist Recommendation | Jubilee park, Ohakune | <p># 57 Monitor as - trunk at ground level - decay is present Monitor spread of decay/cavity at ground level</p> <p>#63 Remove deadwood and low epicormics near footpath, roots damaged by footpath</p> <p>#56 Remove right hand leader growing over path, review would and flaking of bark, remove deadwood</p> |  | | | Heritage Tree 57 Heritage Tree 63 Heritage Tree 56 |
| RAETIHI | | | | | | |
| | Grey Street Trees - As Reviewed by Arborist | As per attached Report | Generally tidying up of Oak trees which are in general good health, and removal of Cedars that have seeded | | | |






| ID Number : | Photo | Site/Address: | Tree Species: | # of trunks: | Height: | Spread: | Obstructions: | Use under tree: | Can targets be moved? | Can use be restricted? | Comments: |
|-------------|--|--|---------------------|--------------|---------|---------|--|--|-----------------------|------------------------|--|
| 75 |  | Opp 20 Miro st Ohakune | Cedrus atlantica | 1 | 25 | 15 | Overhead lines; Underground utilities; | Pedestrian; Recreation; Utility lines; | Yes | Yes | Healthy tree, no work required. |
| 35 |  | Opp 114 Mangawhero extension, Ohakune. | Nothofagus solandri | 1 | 20m | 21m | Adjacent veg.; | Recreation; | No | Yes | Remove larger deadwood and reduce weight on large lower limb |




| | | | | | | | | | | | |
|----|--|---|---------------------|---|-----|-----|----------------|-------------------------|-----|-----|--|
| 37 |  | Opp 116 Mangawhero Terrace extension, Ohakune. | Nothofagus solandri | 1 | 20m | 20m | Adjacent veg.; | Recreation;P edestrian; | Yes | Yes | Remove larger deadwood, root prune gridling root. |
| 36 |  | Opp 116 Mangawhero terrace extension, Ohakune. | Nothofagus solandri | 1 | 20m | 18m | Adjacent veg.; | Pedestrian;R ecreation; | Yes | Yes | Remove larger deadwood and root prune girdling root. |
| 32 | | Opposite 106 Mangawhero Terrace extension, Ohakune. | Nothofagus solandri | 1 | 17 | 15 | Adjacent veg.; | Pedestrian;R ecreation; | Yes | Yes | Remove larger deadwood and root prune girdling root. |




| | | | | | | | | | | | |
|----|---|---|---------------------|---|-----|-----|---|---|-----|-----|---|
| 39 |  | Opp 96A Mangawhero Terrace extension | Nothofagus solandri | 1 | 20 | 21 | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Remove large hanger and deadwood |
| 38 |  | Opp 96A Mangawhero Terrace extension, Ohankune. | Nothofagus solandri | 1 | 18 | 17 | Overhead lines; Traffic; Adjacent veg.; | Pedestrian; Recreation; Traffic; Utility lines; | No | No | Remove deadwood and reduce weight/lift branches over roadway. |
| 41 |  | Opp 148 Mangawhero Terrace, Ohakune. | Nothofagus solandri | 1 | 17m | 15m | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Remove deadwood |




| | | | | | | | | | | | |
|----|---|--------------------------------------|---------------------|---|-----|-----|----------------|-------------------------|-----|-----|---|
| 42 |  | Opp 150 Mangawhero Terrace, Ohakune. | Nothofagus solandri | 1 | 18 | 18 | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Reduce weight on roadside limbs. Remove large hangers and deadwood. |
| 46 |  | Opp 192 Mangawhero Terrace, Ohakune. | Nothofagus solandri | 2 | 20m | 19m | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Remove Deadwood. There is a significant amount of large deadwood positioned over picnic area. |
| 45 |  | Opp 192 Mangawhero Terrace | Nothofagus solandri | 1 | 20 | 17 | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Reduce weight on large limb growing towards carparks |



| | | | | | | | | | | | |
|----------------------------|---|--|--|---|-------|-----|---|-------------------------|-----|-----|--|
| 44 |  | Opp 192 Mangawhero Terrace, Ohakune. | Nothofagus solandri | 1 | 20 | 18 | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Remove large deadwood |
| 43 |  | Mangawhero Terrace (opposite Tyne st). Ohakune | Nothofagus solandri | 1 | 20 | 16 | Adjacent veg.; | Pedestrian; Recreation; | Yes | Yes | Healthy tree. Small amount of deadwood to be removed (picnic table underneath). |
| 77 (tree tag number is 87) | | Outside 14 Tyne st, Ohakune. | Libocedrus bidwillii (listed currently as Libocedrus plumosa) | 4 | 7m | 3m | Underground utilities; Traffic; | Parking; Traffic; | No | Yes | Remove weed matting and improve soil conditions as tree is struggling with the current growing conditions. Improving ground conditions with underplanting and mulching will help the tree to regain its vigour.. |
| 31 |  | Christie Park, Ohakune. | Eucalyptus viminalis | 1 | 35m + | 30m | Lights; Adjacent veg.; Underground utilities; | Pedestrian; Recreation; | Yes | Yes | Remove very large dead stubs and other deadwood. Limited inspection from ground due to height and size of tree, recommend aerial inspection for more accurate analysis.. |



| | | | | | | | | | | | |
|----|---|------------------------|---------------------|---|----|----|--|-----------------------------|-----|-----|---|
| 65 |  | Jubilee park, Ohakune. | Nothofagus solandri | 1 | 20 | 17 | Lights;Underground utilities;Traffic; Adjacent veg.; | Pedestrian;Traffic;Parking; | Yes | Yes | Lift for bus stop and street light (same branch). Remove deadwood. |
| 54 |  | Jubilee park, Ohakune. | Nothofagus solandri | 1 | 17 | 8 | Adjacent veg.; | Pedestrian;Recreation; | Yes | Yes | Monitor fungal brackets and health of tree   |
| 55 |  | Jubilee park, Ohakune. | Nothofagus solandri | 1 | 16 | 11 | Adjacent veg.; | Pedestrian;Recreation; | Yes | Yes | Healthy tree, no work required. |

| | | | | | | | | | | | |
|-----------|---|-------------------------------|----------------------------|----------|-----------|-----------|-----------------------|--------------------------------|------------|------------|---|
| <p>51</p> |  | <p>Jubilee park, Ohakune</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>17</p> | <p>8</p> | <p>Adjacent veg.;</p> | <p>Recreation;P edestrian;</p> | <p>Yes</p> | <p>Yes</p> | <p>Healthy tree, no work required.</p> |
| <p>47</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>20</p> | <p>13</p> | <p>Adjacent veg.;</p> | <p>Pedestrian;R ecreation;</p> | <p>Yes</p> | <p>Yes</p> | <p>Monitor fungal bracket and trees health.</p> |
| <p>48</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>20</p> | <p>5</p> | <p>Adjacent veg.;</p> | <p>Recreation;P edestrian;</p> | <p>Yes</p> | <p>Yes</p> | <p>No work required.</p> |

| | | | | | | | | | | | |
|-----------|---|-------------------------------|----------------------------|----------|-----------|-----------|-----------------------|--------------------------------|------------|------------|--|
| <p>49</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>20</p> | <p>5</p> | <p>Adjacent veg.;</p> | <p>Pedestrian; Recreation;</p> | <p>Yes</p> | <p>Yes</p> | <p>No work required</p> |
| <p>50</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>20</p> | <p>4</p> | <p>Adjacent veg.;</p> | <p>Pedestrian; Recreation;</p> | <p>Yes</p> | <p>Yes</p> | <p>No work required.</p> |
| <p>56</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>2</p> | <p>20</p> | <p>10</p> | <p>Adjacent veg.;</p> | <p>Pedestrian; Recreation;</p> | <p>Yes</p> | <p>Yes</p> | <p>Remove right hand leader growing over path. Leader has a wound and flaking bark on trunk along with sparse foliage and deadwood in crown.</p> |

| | | | | | | | | | | | |
|-----------|---|--|---------------------------------------|----------|-----------|-----------|--------------------------------|---|------------|------------|--|
| <p>57</p> |  | <p>Jubilee park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>18</p> | <p>8</p> | <p>Adjacent veg.;</p> | <p>Pedestrian; Recreation;</p> | <p>Yes</p> | <p>Yes</p> | <p>Monitor spread of decay/cavity at ground level. No work currently required.</p> |
| <p>63</p> |  | <p>Jubilee Park, Ohakune.</p> | <p>Nothofagus solandri</p> | <p>1</p> | <p>18</p> | <p>10</p> | <p>Adjacent veg.; Traffic;</p> | <p>Traffic; Pedestrian; Recreation;</p> | <p>No</p> | <p>No</p> | <p>Remove deadwood and low epicormics near footpath. Roots appear to have been damaged when footpath was installed</p> |
| <p>74</p> |  | <p>Ward st (near Seddon st intersection)</p> | <p>Ulmus glabra var. Horizontalis</p> | <p>1</p> | <p>7</p> | <p>14</p> | <p>Underground utilities;</p> | <p>Building; Traffic; Pedestrian; Recreation; Utility lines; Parking;</p> | <p>No</p> | <p>Yes</p> | <p>Healthy tree. Tree has been recently cleared from 400v lines and lifted over road, footpath and bustop. No work currently required. Inspection carried out in winter when the tree was not in leaf.</p> |

| | | | | | | | | | | |
|----|--|---------------------|-------------------------|---|-----|-----|-----------|----|-----|--|
| 80 |  | 30e Snowmass Street | Cycpress Macrocarpa | 3 | 18m | 25m | Landscape | No | Yes | Tree is healthy. Recommend reducing 3 limbs to reduce risk of limb failure. This won't effect the shape significantly. |
| 81 |  | 30e Snowmass Street | Chamaecyparis Lawson | 1 | 12 | 7 | Landscape | No | Yes | Lawson is suppressed and is growing on a lean away from neighbouring Macrocarpa for light. Recommend removal. |

| ID Number : | Photo | Site/Address : | Tree Species: | # of trunks: | Height: | Spread: | Prune: | Inspect further: | Remove tree: | Replace: | Move target: | Effect on adjacent trees: | Comments: |
|-------------|--|----------------------------|----------------------|--------------|---------|---------|-------------------|------------------|--------------|----------|--------------|---------------------------|---|
| 80 |  | Behind 30e Snowmass Street | Cycpress Macrocarpa | 3 | 18m | 25m | Reduce and weight | Monitor | No | No | No; | None | Tree is healthy. Recommend reducing 3 limbs . This won't effect the shape significantly. |
| 81 |  | Behind 30e Snowmass Street | Chamaecyparis Lawson | 1 | 12 | 7 | | | Yes | No | No; | | Lawson is suppressed and is growing on a lean away from neighbouring Macrocarpa for light. Recommend removal. |

Grey Street (Raetihi) Tree Hazard Evaluation - 15

| Photo | Site/Address: | Date: | Tree Species: | # of trunks: | Height: | Spread: | Age class: | Special value: | Can targets be moved? | Prune: | Cable/brace: | Inspect further: | Remove tree: | Replace: | Move target: | Other: | Effect on adjacent trees: | Comments: |
|-------|--|------------|---------------|--------------|---------|---------|--------------|--|-----------------------|----------------------------|--------------------------|------------------|--------------|----------|--------------|--|---------------------------|---|
| 33 | Grey st 1st tree on left hand side | 15/10/2022 | Quercus robor | 1 | 18-24m | 16m | Mature; | Specimen; | No | Raise canopy; Crown clean; | No | | No | No | No; | Remove minor deadwood | None | Tree in good health and shape |
| 34 | Grey st Raetihi, 2nd tree on the left | 15/10/2022 | Quercus robor | 1 | 11-18m | 10m | Semi-mature; | Specimen; Street tree; Protected by gov. agency; | No | Raise canopy; | No | | No | No | No; | Minor deadwood | None | Tree in good health, a little smaller than others but good |
| 35 | Grey st raetihi, 3rd oak on the left hand side | 15/10/2022 | Quercus robor | 2 | 18-24m | 14m | Mature; | Specimen; Street tree; Protected by gov. agency; | No | Raise canopy; | Yes can be a possibility | Monitor; | No | No | No; | Minor deadwood, monitor for any movement in crotch | None | Tree in good health, monitor bifurcation |
| 36 | Grey st raetihi, 4th oak on the left hand side | 15/10/2022 | 4 | 1 | 18-24m | 16m | Mature; | Specimen; Street tree; Protected by gov. agency; | No | Raise canopy; | No | | No | No | No; | Minor deadwood | Evaluate | Oak in good health, good shape, recommend removing small cedar under canopy |
| 37 | Grey st raetihi, 5th oak on the left hand side | 15/10/2022 | Quercus robor | 1 | 18-24m | 18m | Mature; | Specimen; Protected by gov. agency; Street tree; | No | Raise canopy; | No | | No | No | No; | Minor deadwood | None | Oak in good health, and shape, monitor heavy limb |
| 38 | Grey st raetihi, 6th oak on the left hand side | 15/10/2022 | Quercus robor | 1 | 18-24m | 15m | Mature; | Specimen; Street tree; Protected by gov. agency; | No | Raise canopy; | No | | No | No | No; | Minor deadwood | Evaluate | Oak in good health and shape, potentially remove cedar next to it |
| 39 | Grey st raetihi, 7th oak on the left hand side | 15/10/2022 | Quercus robor | 2 | 11-18m | 12m | Mature; | Specimen; Street tree; Protected by gov. agency; | No | | No | | No | | No; | Minor deadwood | None | Oak is in good health, shape good |

| | | | | | | | | | | | | | | | | |
|----|---|------------|--------------------------------|---|--------|-----|--------------|--|----|--|----|----|-----|--|------|---|
| 40 | Grey st raetihi, 8th oak on the left hand side | 15/10/2022 | Quercus robor | 1 | 11-18m | 14m | Mature; | Specimen;Street tree;Portected by gov. agency; | No | | No | No | No; | Minor deadwoo d | None | Oak in good health and good shape |
| 41 | Grey st raetihi, 9th oak on the left hand side | 15/10/2022 | Liquidamb ar styraciflua | 1 | 11-18m | 10m | Semi-mature; | Specimen;Street tree;Portected by gov. agency; | No | Remove defective part;Raise canopy; | No | No | No; | Remove hanging and rubbing limbs | None | Tree in good health, shape ok, tidy up hanging limbs |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Adoption of the Community Board Meeting Schedule 2024

Report for: Decision

Author(s): Tasha Paladin

GOVERNANCE MANAGER

Endorsed By: Clive Manley

CHIEF EXECUTIVE

Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to table the proposed 2022-2025 Triennium Ordinary Meeting Schedule for the period from February to December 2024 as **attached** for Members' consideration and adoption.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Adoption of the Community Board Meeting Schedule 2024**;
- 2 Approves and adopts a six-weekly schedule of ordinary meetings for the Community Board for the period of February to December 2024 on Thursdays at 6PM as follows:
 - (a) 8 February
 - (b) 21 March
 - (c) 2 May
 - (d) 20 June
 - (e) 1 August
 - (f) 12 September
 - (g) 31 October
 - (h) 12 December; and
- 3 Notes that additional ordinary, extraordinary meetings, and Community Board workshops may be scheduled from time and time in consultation with the Chairperson and Chief Executive.

Background | Tuhiinga

- 2.1 The Community Board is required to approve a schedule of meetings so that the meetings can be publicly notified in accordance with the requirements set out in Section 46 of the Local Government Official Information and Meetings Act 1987.
- 2.2 The Community Board may adopt a schedule of meetings for the 2024 calendar year in accordance with Schedule 7, Clauses 19(5)(a)(b) and 19(6)(a)(ii) of the Local Government Act 2002 (LGA 2002).
- 2.3 LGA 2002 specifies that the schedule may cover any future period that the Community Board considers appropriate and may be amended. In addition, notification of the schedule or any amendment to that schedule constitutes a notification of every meeting on the schedule or amendment.

- 2.4 The adoption of the schedule ensures for seamless operational management of both public notification and development of agendas. It also allows Elected Members to plan their commitments for the forthcoming year.
- 2.5 A draft Annual Meeting and Workshop Schedule for the period February to December 2024 is attached and outlines dates and other related information as known at the time of preparation. It will be published on the Council's website once adopted.
- 2.6 To meet the requirements of Section 46A (1) of the Local Government Information and Meetings Act 1987 relating to the Statutory Publishing date of any meeting Agenda, a period of nine working days is scheduled to allow for the process of reports being approved by the relevant Executive Manager followed by the Chief Executive, collation and approval of the final meeting Agenda. The nine-day period does not include time invested by officers to research and prepare reports for Community Board consideration.
- 2.7 The aim, through careful scheduling of work programmes, is to reduce the need for additional or reconvened meetings and the rescheduling of meetings. The schedule also allows for additional ordinary, extraordinary meetings, and Community Board workshops to be scheduled from time and time in consultation with the Chairperson and Chief Executive.
- 2.8 Should meetings need to be cancelled or rescheduled, or additional meetings scheduled, this will be done in consultation with the Chairperson and Chief Executive.
- 2.9 The Council takes a recess from meetings to coincide with the school holidays in July. No meetings are scheduled for the month of July. Similarly, no meetings are scheduled for the month of January due to year-end holidays.

Discussion | He Kōrerorero

- 3.1 Throughout 2023, the Waimarino-Waiouru Community Board has been meeting on Thursdays at 6PM on an eight-weekly basis in community venues throughout the Waimarino-Waiouru ward area.
- 3.2 Following feedback from Members, it is recommended this schedule be amended to a six-weekly cycle throughout 2024.
- 3.3 Finding the right meeting cadence contributes to the performance of the Community Board. Throughout New Zealand, the average Community Board meeting cadence sits between six weeks and two months with the frequency often dependent on the level of decision making required of the Board.
- 3.4 Within the Ruapehu District, the Taumarunui-Ōhura Community Board prefers to meet on an eight-weekly rotation and include a schedule of workshops in its calendar, whereas Ōwhango-National Park Community Board resolved to meet on an eight-weekly rotation and hold two-hour workshops on the same day as a scheduled meeting as and when required.
- 3.5 There were several considerations in the preparation of the schedule of meetings. including:
- (a) The timing of conferences and seminars that members may wish to attend, where known, such as the Local Government New Zealand Annual Conference and Annual General Meeting;
 - (b) The timing of Joint Committees with local and regional authorities, where known;
 - (c) The draft programme of Council's consultation and deliberation activities leading into the 2024/34 Long Term Plan;
 - (d) Statutory Holidays including Auckland and Wellington Anniversary Days, Waitangi Day, Easter, Anzac Day, King's Birthday, Matariki and Labour Day; and

(e) Allowing, where possible, Community Board meetings to commence at 6PM, and Council meetings to commence at 10AM to enable participation by members of the public.

3.6 An Elected Member training and skill development workshop is proposed to be held on a quarterly basis throughout 2024; this will commence with a training session in January on the new Elected Member Agenda Portal being implemented during the latter part of 2023. A separate workshop for Waimarino-Waiouru Community Board can be arranged prior to the first meeting if required.

3.7 The following Thursdays at 6PM are proposed for the 2024 Waimarino-Waiouru Community Board meetings, with suggested venues:

- (a) 8 February, Ohakune
- (b) 21 March, Waiouru
- (c) 2 May, Raetihi
- (d) 20 June, Rangataua
- (e) 1 August, Ohakune
- (f) 12 September, Raetihi
- (g) 31 October, Waiouru
- (h) 12 December, Ohakune

Next Actions | Ngā mahinga e whai ake nei

4.1 On adoption of the Community Board meeting schedule, the schedule will be incorporated into the report tabled at the 25 October Council Meeting.

Attachment(s) | Ngā āpitihanga

1 Draft Community Board Meeting and Workshop Schedule 2024.

Ruapehu District Council – Annual Meeting and Workshop Schedule 2024

| | January/February | | March | | April | | May | | June | | July/August | | September | | October | | November | | December | | | |
|-----|------------------|------------------------------|-------|------------------------------|-------|-------------------------------|-----|---------------------------------|------|--|-------------|----|---------------------------------------|----|---|-------|------------------------------------|----|---------------------------------|-----|----------------|-----|
| FRI | 26 | | 1 | | | | | | | | FRI | | | | | 1 | | | | FRI | | |
| SAT | 27 | | 2 | | | | | | 1 | | SAT | | | | | 2 | | | | SAT | | |
| SUN | 28 | | 3 | | | | | | 2 | | SUN | | 1 | | | 3 | | 1 | | SUN | | |
| MON | 29 | Auckland Anniversary | 4 | | 1 | Easter Monday | | | 3 | King's Birthday | MON | | 2 | | | 4 | | 2 | | MON | | |
| TUE | 30 | | 5 | | 2 | | | | 4 | | TUE | | 3 | | 1 | ONPCB | 5 | | 3 | TUE | | |
| WED | 31 | Agenda Software Training | 6 | Workshop | 3 | Workshop | 1 | Workshop | 5 | | WED | 31 | Workshop | 4 | Workshop | 2 | Workshop | 6 | Workshop | 4 | Workshop | WED |
| THU | 1 | | 7 | Risk & Assurance Committee | 4 | | 2 | WWCB | 6 | TOCB | THU | 1 | WWCB | 5 | TOCB Workshop | 3 | | 7 | TOCB Workshop | 5 | TOCB | THU |
| FRI | 2 | | 8 | | 5 | | 3 | | 7 | | FRI | 2 | | 6 | | 4 | | 8 | | 6 | | FRI |
| SAT | 3 | | 9 | | 6 | | 4 | | 8 | | SAT | 3 | | 7 | | 5 | | 9 | | 7 | | SAT |
| SUN | 4 | | 10 | | 7 | | 5 | | 9 | | SUN | 4 | | 8 | | 6 | | 10 | | 8 | | SUN |
| MON | 5 | | 11 | | 8 | | 6 | | 10 | | MON | 5 | | 9 | | 7 | | 11 | | 9 | | MON |
| TUE | 6 | Waitangi Day | 12 | | 9 | ONPCB | 7 | | 11 | ONPCB | TUE | 6 | | 10 | | 8 | | 12 | | 10 | | TUE |
| WED | 7 | LTP Workshop | 13 | LTP Workshop | 10 | Workshop | 8 | Training & Development Workshop | 12 | Workshop | WED | 7 | Training & Development Workshop | 11 | Workshop | 9 | Workshop | 13 | Workshop | 11 | Workshop | WED |
| THU | 8 | WWCB | 14 | TOCB Workshop | 11 | | 9 | | 13 | | THU | 8 | TOCB | 12 | WWCB | 10 | Risk & Assurance Committee TOCB | 14 | | 12 | WWCB | THU |
| FRI | 9 | | 15 | | 12 | | 10 | | 14 | | FRI | 9 | | 13 | | 11 | | 15 | | 13 | Council NPARK | FRI |
| SAT | 10 | | 16 | | 13 | | 11 | | 15 | | SAT | 10 | | 14 | | 12 | | 16 | | 14 | | SAT |
| SUN | 11 | | 17 | | 14 | | 12 | | 16 | | SUN | 11 | | 15 | | 13 | | 17 | | 15 | | SUN |
| MON | 12 | | 18 | | 15 | | 13 | | 17 | | MON | 12 | | 16 | | 14 | | 18 | | 16 | | MON |
| TUE | 13 | ONPCB | 19 | | 16 | | 14 | | 18 | | TUE | 13 | ONPCB | 17 | | 15 | | 19 | ONPCB | 17 | | TUE |
| WED | 14 | Workshop | 20 | Workshop | 17 | Workshop | 15 | LTP Hearings South | 19 | Workshop | WED | 14 | Workshop | 18 | Workshop | 16 | Workshop | 20 | Training & Development Workshop | 18 | | WED |
| THU | 15 | | 21 | WWCB | 18 | TOCB | 16 | TOCB Workshop | 20 | WWCB | THU | 15 | | 19 | | 17 | | 21 | | 19 | | THU |
| FRI | 16 | | 22 | | 19 | | 17 | | 21 | | FRI | 16 | | 20 | | 18 | | 22 | | 20 | | FRI |
| SAT | 17 | | 23 | | 20 | | 18 | | 22 | | SAT | 17 | | 21 | | 19 | | 23 | | 21 | | SAT |
| SUN | 18 | | 24 | | 21 | | 19 | | 23 | | SUN | 18 | | 22 | | 20 | | 24 | | 22 | | SUN |
| MON | 19 | | 25 | | 22 | | 20 | | 24 | | MON | 19 | | 23 | | 21 | | 25 | | 23 | | MON |
| TUE | 20 | | 26 | | 23 | | 21 | | 25 | | TUE | 20 | | 24 | | 22 | | 26 | | 24 | | TUE |
| WED | 21 | Workshop | 27 | Council Nth | 24 | Council Sth | 22 | LTP Hearings North | 26 | LTP Adoption Council Sth | WED | 21 | LGNZ AGM | 25 | Council Sth | 23 | Council Nth | 27 | Council Sth | 25 | Christmas Day | WED |
| THU | 22 | TOCB | 28 | | 25 | ANZAC Day | 23 | Risk & Assurance Committee | 27 | | THU | 22 | LGNZ Annual Conference | 26 | | 24 | | 28 | | 26 | Boxing Day | THU |
| FRI | 23 | | 29 | Good Friday | 26 | | 24 | | 28 | Matariki | FRI | 23 | LGNZ Annual Conference | 27 | | 25 | | 29 | | 27 | | FRI |
| SAT | 24 | | 30 | | 27 | | 25 | | 29 | | SAT | 24 | | 28 | | 26 | | 30 | | 28 | | SAT |
| SUN | 25 | | 31 | Easter Day | 28 | | 26 | | 30 | | SUN | 25 | | 29 | | 27 | | 29 | | 29 | | SUN |
| MON | 26 | | | | 29 | | 27 | | | | MON | 26 | | 30 | | 28 | Labour Day | | | 30 | | MON |
| TUE | 27 | | | | 30 | | 28 | | | | TUE | 27 | | | | 29 | | | | 31 | New Year's Eve | TUE |
| WED | 28 | Council Sth | | | | | 29 | LTP Deliberations Council Nth | | | WED | 28 | Council Nth | | | 30 | Workshop | | | | | WED |
| THU | 29 | | | | | | 30 | | | | THU | 29 | | | | 31 | WWCB | | | | | THU |
| FRI | | | | | | | 31 | | | | FRI | 30 | | | | | | | | | | FRI |
| SAT | | | | | | | | | | | SAT | 31 | | | | | | | | | | SAT |
| | | Council Southern Venue (Sth) | | Council Northern Venue (Nth) | | Council National Park (NPARK) | | Risk & Assurance Committee | | Waimarino-Waiouru Community Board WWCB | | | Taumarunui-Ohura Community Board TOCB | | Owhango-National Park Community Board ONPCB | | Workshop | | Statutory Holidays | | Other Meetings | |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: Capital Works Report and Members' Requests for Information

Report for: Information

Report Collated

Tasha Paladin

GOVERNANCE MANAGER



Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is to provide an update on the planned capital works and other items of interest in the Waimarino-Waiouru Community Board area in the 2023/24 Financial Year. This report includes items carried over from the previous financial year.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Capital Works Report and Members' Requests for Information**;

Significance and Engagement | Takenga mai

2.1 Significance

This report does not trigger the Significance and Engagement Policy.

Discussion | He Kōrerorero

3.1 CAPITAL WORKS

3.1.1 On the list attached are items raised at previous Waimarino-Waiouru Community Board meetings. Items indicate which Asset Manager is responsible for each project, and a brief status comment is provided where an update is available.

3.1.2 Other items can be added to the list on request. Updates since the last report are highlighted.

3.2 Key to Status

RED: Significant concerns regarding project progress to time and/or budget targets

AMBER: Visibility of issues that might impact project time or budget targets

GREEN: Project being managed within time and budget targets

Attachment(s) | Ngā āpitihanga

- 1 Waimarino-Waiouru Community Board Capital Works

Waimarino-Waiouru Community Board Capital Works: 5 October 2023

| 3.3 ROADING | | | | | |
|-------------------------------|--|-----------------------------|---------------------------------|---|------------|
| Capital Works Project / Issue | Completion Date | Status | Commentary / Actions Undertaken | Lead Officer | |
| R1 | Mangateitei Railway Overbridge Replacement | May 2023 | Green | Aug 2023: Following the bridge report going to Council at the end of May it was requested that both Level Crossing and the option of increasing funding to complete the bridge are looked at. Due to significant increases in construction costs, work is underway to evaluate a Level Crossing and investigate KiwiRail agreement. | Vini Dutra |
| R3 | Crossing Points, SH1 Waiouru | Completion: June 2024 | Green | 21 Oct 21: NZTA is in support of the crossing point in Waiouru but funding constraints mean that it is unable to guarantee when the work will be done. It may be a one to three year window. May 2023: No further update. | Vini Dutra |
| R4 | Speed Limits: Raetihi, Ohakune and Waiouru | Consultation date Sept 2023 | Green | Jun 2022: Land Transport Rule: Setting of Speed Limits came into force on 19 May 2022. Councils and Waka Kotahi are required to prepare 10-year Speed Management Plans, to be reviewed 3 yearly and have a requirement for consultation. Kura are required to have lower limits by 2027, with 40% of Kura speed limits lowered by 2024. The next stage is to set a priority list, timing and treatments for schools. State Highways 4 and 49 are not included in the current tranche of work Waka Kotahi is carrying out. May 2023: No further updates. Aug 2023: Community Consultation September 2023 Hearing of Oral Submissions October 2023 Deliberation on Submissions November 2023 Adoption of the Interim Plan December 2023 | Vini Dutra |
| R5 | Waiouru Truck Parking, Rangipo Street | June 2023 Investigation | Green | Investigation funding in 2022/23 of Long Term Plan. Mar 2023: Aiming for early April 23. Aug 2023: Inframax filled the potholes and tided up the area for truck parking. The area will continue to be maintained and graded as required. | Vini Dutra |
| R6 | Bus Parking Mangawhero Tce Extn. And Shannon St. | June 2023 | Green | Aug 2022: Work will be carried out in construction season of 2022/23. Mar 2023: Design available. Officers shared the design with Members by email. Aug 2023: Members requested the design be shared with WWCB and an update report be tabled at the October Meeting | Vini Dutra |
| R7 | Ohakune Primary School Footpath | June 2023 | Green | Sept 2022: Members requested a concrete path opposite Ohakune Primary School be instated. Members requested this be included in the annual footpath programme, and that the report be tabled at a future Community Board meeting for approval. Jan 2023: Starting to work on designs for footpath. Aim to have complete by end Financial Year. Mar 2023: No further updates. | Vini Dutra |

| 3.4 ENVIRONMENTAL | | | | | |
|-------------------------------|--|-----------|---------------------------------|--|---------------------|
| Capital Works Project / Issue | Completion Date | Status | Commentary / Actions Undertaken | Lead Officer | |
| E2 | Wastewater Treatment Plant Feasibility Study | June 2024 | Amber | May 2023: A wastewater engineer is preparing a report on the Ohakune and Raetihi wastewater plants to ensure upgrades planned for both plants meet Horizons and Iwi requirements Aug 2023 Waste water engineer is collecting data to ensure any upgrades meet resource consent requirements. | Stuart Watson |
| E3 | Ohakune Water Plant | June 2023 | Amber | May 2022: Veolia has taken site possession and civil works will begin in June. Jul 2022: Civils have started onsite and Veolia has established a site office. Jan 2023: Contractors have been on site for some months and work is progressing well for a completion date of June 2023. Aug 2023 Work is progressing some delays due to contractual issues with suppliers | Stuart Watson |
| E5 | EV Charger | June 2023 | Amber | Aug 2022: Meridian has completed assessment and found that the Ohakune Carrot Park site is not suitable due to the amount of pre work required. Meridian's funding has been carried forward to 22/23 Financial year and two chargers have been allocated within the District. Discussions on sites continue. Other companies are also offering to fund EV sites within the District and the actual site will be dependent on the transformer capacity. There are currently three companies seeking to invest in EV charging facilities in the District, each with detailed requirements. Sept 2022: Report to Board tabled. Mar 2023: The Lines company has indicated that there is only one transformer with capacity in Ohakune. The transformer is on Tyne Street and TLC is still undertaking final investigations to see if this will be able to proceed | Anne-Marie Westcott |

| 3.5 COMMUNITY PROPERTY & RECREATIONAL FACILITIES | | | | | |
|--|--------------------------------------|-----------|---------------------------------|--|------------------|
| Capital Works Project / Issue | Completion Date | Status | Commentary / Actions Undertaken | Lead Officer | |
| C1 | Re-pile Ohakune Railway Station | July 2023 | Amber | Jan 2023: Design was carried out, then reviewed by Council and Heritage architect, with feedback incorporated into design. Next step is to have design costed. Conversations with tenants have identified some quick wins such as sealing gaps which will improve things for them, full design solution is likely to be extremely costly and will need to be identified as a project in the LTP. Amber due to lack of budget to proceed immediately. Mar 2023: No update Sept 2023: LTP Brief to be written | Carole Colquhoun |
| C2 | Raetihi Holiday Park Driveway | July 2023 | Amber | Jan 2023: Contractor has graded driveway away to stop the water pooling, however when Council was on site the Holiday Park identified more works which need to be carried out. Hydrant works are complete but grading of the rest of the driveway, and a drainage solution for near the laundry is required. Mar 2023: No update | Carole Colquhoun |
| C3 | Shade at Miro Street Park | complete | Red | To consider as part of a wider project for all parks and reserves. Sept 2022: Members clarified the park is Christie Park. Sept 2023: this forms part of the design for Christie Park which is underway | Rina Hepi |
| C4 | Waimarino Rest Home | June 2023 | Green | Aug 2023: effective 1 July 2023, the lease was surrendered to Council and all tenancy and bond agreements have been transferred. Plans for modifications have been approved as part of the consent of the first six bedsits and a work programme is in place. Renovations to the flats have been scheduled for a spring start. Members requested an update be tabled at the October Meeting. Sept 2023: works are underway on the first two flats. Elected members meeting to be held on site this week (27 Sept 2023) | Rina Hepi |
| C5 | "Doctor's House" 11 Islington Street | | Complete | Sept 2023: Works Complete | Rina Hepi |

| 3.6 COMMUNITY DEVELOPMENT PROJECTS | | | | | |
|------------------------------------|-----------------------------|-------------|---------------------------------|---|---------------------------------|
| Capital Works Project / Issue | Completion Date | Status | Commentary / Actions Undertaken | Lead Officer | |
| D1 | Raetihi Community Hub | July 2023 | Amber | Mar 2023: The expression of interest document for the design phase will be uploaded to the Government Electronic Tender Service (GETS) where it will be available for submission for one month. May 2023: the procurement plan is awaiting finalisation by the Project Steering Group before approval of the Tenders Group, following this the Expression of Interest will be endorsed by the project steering group before being published on GETS for submissions. Jul 2023 GETS has closed and the process for evaluating the EOI is underway. | Pauline Welch |
| D2 | Raetihi Town Revitalisation | Ongoing | Green | Jan 2023: Four members have been identified for the steering committee. There is not iwi / hapu representation at this stage, however a meeting will be arranged with the members identified to begin setting Terms of Reference and scope of the project. Mar 2023: In the process of arranging a date for initial meeting with identified interim members. Officers undertook to arrange a meeting with the interim steering group, including Member Reid as the Community Board's appointed member. May 2023: The first interim steering committee hui took place 22 May 2023. Agreeance that monthly meetings will take place and Terms of Reference is being drafted for the group. June 2023: Terms of Reference and Communications plan presented to the group and approved. Jul 2023: Chris Hay director of Locales presented to the group about place-making story telling through wayfinding. Steering group is planning on inviting community groups to present revitalisation ideas to the group in September. | Candice McNaught |
| D3 | Ohakune Swimming Pool | July 2025 | Amber | Feb 2022. Report tabled at the March 2022 meeting with presentation from the CLM. Jan 2023: Work on the future of the Ohakune Pool is being lead by CLM. Mar 2023: No update May 2023: CLM is developing a business case for funding applications | Pauline Welch |
| D4 | Raetihi Swimming Pool | July 2025 | Amber | Aug 2022: Officers have been advised two leaks have been found and are to be addressed. The next step is to refill the pool to confirm it is fixed/or gain understanding of further works required. Jan 2023: Raetihi pool remains full. Mar 2023: the leak has been identified and work will commence to fix this during the off season. Members requested Member Reid is consulted as part of the review process. May 2023: Members requested Member Reid is consulted as part of the review process and she be consulted in the next 2 weeks. Aug 2023: Member Reid and Council's Manager Community & Recreational Facilities conducted a site visit following the last meeting. A contract has been awarded to investigate the area where the leak is thought to be; the pipeworks have been removed, and three other contractors have been engaged to seal the pool, undertake a valve check and replacement, and additional investigations. | Pauline Welch Rina Hepi-Leak |
| D5 | Waiouru Playground | August 2022 | Amber | May 2023: Report tabled at meeting where the Community Board revokes its previous decision to approve the Waiouru Military Camp site for the Waiouru | Candice McNaught |

| | | | | | |
|----|------------------------------|-----------|-------|--|------------------|
| | | | | Playground location in consideration of the outcomes of the 2023 Waiouru Community Playground consultation; and instead adopted the site at 49/2 State Highway 49, Waiouru as the preferred site for the development of the Waiouru Playground pending discussions with Ngāti Rangī and Waka Kotahi New Zealand Transport Agency; and a further report to the Community Board on the outcome of the discussions. Council staff will now seek approval from Waka Kotahi to establish a playground at the adopted site. Aug 2023: the process is waiting on Waka Kotahi; its permission is needed to progress the project as the entrance is on the State Highway. Once Waka Kotahi's permission has been granted, the next step is to engage with the landowner. | |
| D6 | Vodafone Cell Tower | July 2022 | Amber | Aug 2022 Designs from the community have been received and sent to Ngāti Rangī for review and approval. Sept 2022 Still awaiting Ngāti Rangī approval. Council staff to follow up. Members requested the final designs be presented to the Community Board for final approval. May 2023: Officers requested to follow upon the three designs with Ngāti Rangī. Aug 2023: Members requested an update be tabled at the October Meeting | Candice McNaught |
| D7 | Tangiwai Reserve Development | July 2023 | Amber | No progress expected until external funding is gained. Jan 2023: This year will mark the 70th anniversary for the disaster that took place at Tangiwai and the committee has aspirations to have it upgraded before then. We are in the process of applying for funding from the Lottery Environment and Heritage Fund. Mar 2023: Funding applied for, awaiting feedback on whether it was successful. May 2023: Funding application was not successful. The Committee early May to explore what it can achieve with current funding as well as options for alternative sources of funding. Finalisation on lease with Transpower taking place. Jul 2023: The group is preparing for the 70 th year anniversary of the Tangiwai disaster. Council has committed \$100,000 to the Tangiwai site which the group will use as seed funding to apply for further funds. | Candice McNaught |
| D8 | Te Ara Mangawhero | Ongoing | | May 2023: Officers advised work has been progressing in the background as much as possible without being on-site so the construction crews can lay infrastructure once approval is given. The delays were due to concessions and resource consent approvals. Jul 2023: Concession approved, and the first sod turned. | Vini Dutra |

3.7 OTHER ITEMS

| Capital Works Project / Issue | Completion Date | Status | Commentary / Actions Undertaken | Lead Officer |
|-------------------------------|-----------------|--------|---|-----------------|
| O1 Security Cameras (Ohakune) | Ongoing | Red | May 2023: Officers advised the cameras in the Junction would be installed before Mardi Gras 2023. Jul 2023 Cameras were installed and are active now in the Junction Thames St area. This was completed on the 22 nd of June just before Mardi Gras. The next project is the Carrot Park area. Contractors are now scoping this in collaboration with the Carrot Park committee. | Stuart Campbell |

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023

Subject: Chair, Deputy Chair, Chief Executive and Elected Members' Verbal Reports

Report for: Information

Author(s): Tasha Paladin **GOVERNANCE MANAGER**

Endorsed By: Clive Manley **CHIEF EXECUTIVE**



Purpose of Report | Te take mō te pūrongo

- 1.1 The purpose of this report is for the Chair, Deputy Chair, Chief Executive and Elected Members to provide verbal updates on upcoming events and other matters of general and topical interest to the Community Board area.

Report to: Waimarino-Waiouru Community Board

Meeting Date: 5 October 2023



Subject: Resolution to Exclude the Public for Consideration of Community Board Business

Report for: Decision

Author(s): Tasha Paladin GOVERNANCE MANAGER

Endorsed By: Clive Manley CHIEF EXECUTIVE

Purpose of Report | Te take mō te pūrongo

- 1.1 In accordance with section 48(1) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by section 6 or section 7 of that Act (or sections 6, 7 or 9 of the Official Information Act 1982, as the case may be) the Community Board has the right by resolution to exclude the public from the whole or any part of the proceedings of any meeting on one or more of the grounds contained within that Section.

Recommendation(s) | Ngā tūhunga

That the Waimarino-Waiouru Community Board:

- 1 Receives the Report **Resolution to Exclude the Public for Consideration of Community Board Business**;
- 2 Excludes the public from the following part(s) of the proceedings of this meeting;
- 3 Notes the general subject of the matters to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds for excluding the public, as specified under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

| General subject of each matter to be considered | Reason for passing this resolution in relation to each matter | Ground(s) under section 48(1) for the passing of this resolution |
|--|--|--|
| C1 Confirmation of Public Excluded Minutes of the Community Board Meeting 10 August 2023 | For the reasons set out in the Public Business Minutes of the Waimarino-Waiouru Community Board Meeting 10 August 2023. | Minutes of the Waimarino-Waiouru |
| C2 Confidential Briefing by the Chief Executive | s7(2)(c) To protect information which is subject to an obligation of confidence where the making available of the information would be likely to: prejudice the supply of similar information, or information from the same source, where it is in the public interest that such information should continue to be supplied; or would be likely otherwise to damage the public interest. | s48(1)(a)(i) the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist under section 7. |