

---

Tuesday, 15 June 2021

---

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council**

**District Development Subcommittee Meeting**

*Kaupapataka*

# Agenda

---

*Te Rā Hui:*  
Meeting date: **Tuesday, 15 June 2021**

---

*Te Wā:*  
Time: **1.00pm**

---

*Te Wāhi:*  
Venue: **Landmarks Room  
Ground Floor  
Civic Administration Building  
Lyndon Road East  
Hastings**

---

*Te Hoapā:*  
Contact: **Democracy and Governance Services  
P: 06 871 5000 | E: [democracy@hdc.govt.nz](mailto:democracy@hdc.govt.nz)**

---

*Te Āpiha Matua:*  
Responsible  
Officer: **Economic Development Manager - Lee Neville**

---

**Watch Council meetings  
streamed live on our website  
[www.hastingsdc.govt.nz](http://www.hastingsdc.govt.nz)**

## District Development Subcommittee

A Subcommittee of the Strategy and Policy Committee

### Fields of Activity

- The District Development Subcommittee is responsible for advising the Strategy and Policy Committee by;
- Providing guidance to Council Officers in respect of the drafting of Council's District Development Strategies and providing oversight of community engagement through the Special Consultative Procedures.
- Providing oversight of the development of Council's District Development Strategy.
- Providing oversight of the implementation of Council's Housing Development, Transport Development, Economic Development, Urban Zone Development and City Centre Revitalisation and Central Business Districts Development Strategies.
- Providing oversight of the development of the Council's 3 Waters strategy.
- Providing guidance to Council Officers relating to development of rating policies and the reviews of existing rating policy.

### Membership

- 8 Councillors.
- 1 Heretaunga Takoto Noa Māori Standing Committee Member appointed by Council.
- Chair appointed by Council.
- Deputy Chair appointed by Council.

### Quorum – 4 members

### Delegated Powers

- 1) To review and provide comment on draft District Development Strategies, and to recommend to the Strategy and Policy Committee the adoption of draft Strategies for consultation.
- 2) To recommend to the Strategy and Policy Committee the final wording of any new or reviewed District Development Strategy for adoption by the Committee or Council.
- 3) To recommend to the Strategy and Policy Committee changes to rating policy for consideration for inclusion in the Long Term Plan and Annual Plan.

---

Tuesday, 15 June 2021

---

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council**

**District Development Subcommittee Meeting**

*Kaupapataka*

# Agenda

---

*Mematanga:*

**Membership:**

*Koromatua*

**Chair:** Councillor Wendy Schollum

*Ngā KaiKaunihera*

**Councillors:** Councillors Bayden Barber, Alwyn Corban, Damon Harvey, Tania Kerr (Deputy Chair), Ann Redstone, Sophie Siers and Geraldine Travers

Vacancy - Heretaunga Takoto Noa Māori Standing Committee appointee,  
**Youth Council Appointees:** Keelan Heesterman and Riley Bogard-Allan – Victoria Stobart (Alternate)

Mayor Sandra Hazlehurst

---

*Tokamatua:*

**Quorum:**

4 members

---

*Apiha Matua*

**Officer Responsible:**

Economic Development Manager – Lee Neville

---

*Te Rōpū Manapori me te  
Kāwanatanga*

**Democracy &**

**Governance Services:**

Lynne Cox (Extn 5632)

---



## *Te Rārangi Take*

# Order of Business

---

### **Apologies – Ngā Whakapāhatanga**

- 1.0** At the close of the agenda no apologies had been received.  
At the close of the agenda no requests for leave of absence had been received.
- 

### **2.0 Conflict of Interest – He Ngākau Kōnatunatu**

Members need to be vigilant to stand aside from decision-making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to scan the agenda and assess their own private interests and identify where they may have a pecuniary or other conflict of interest, or where there may be perceptions of conflict of interest.

If a Member feels they do have a conflict of interest, they should publicly declare that at the start of the relevant item of business and withdraw from participating in the meeting. If a Member thinks they may have a conflict of interest, they can seek advice from the General Counsel or the Manager: Democracy and Governance (preferably before the meeting).

It is noted that while Members can seek advice and discuss these matters, the final decision as to whether a conflict exists rests with the member.

---

### **Confirmation of Minutes – Te Whakamana i Ngā Minitī**

- 3.0** Minutes of the District Development Subcommittee Meeting held Tuesday 2 March 2021.  
*(Previously circulated)*
- 

- 4.0** **Accessing Te Mata Peak Corridor Management Plan** **7**  
(Updated table 2 – Tauroa Road Route Strategy)
- 

- 5.0** **Minor Items – Ngā Take Iti**
- 

- 6.0** **Urgent Items – Ngā Take Whakahihi**
-



---

Tuesday, 15 June 2021

---

*Te Hui o Te Kaunihera ā-Rohe o Heretaunga*

**Hastings District Council: District Development Sub**

**Item 4**

*Te Rārangi Take*

# Report to District Development Subcommittee

---

**Nā:**  
**From:** **Marius van Niekerk, Transportation Asset Manager**

---

**Te Take:**  
**Subject:** **Accessing Te Mata Peak Corridor Management Plan**

---

## **1.0 Executive Summary – Te Kaupapa Me Te Whakarāpopototanga**

- 1.1 The purpose of this report is to obtain a recommendation for approval to adopt the recommendations contained in the Accessing Te Mata Peak Corridor Management Plan (CMP) Version C which is attached to this report as Attachment 1.
- 1.2 This report contributes to the achievements of the Council Community Outcomes and specific Council Objectives as set out in the Long Term Plan (LTP) 2018/2028 namely an accessible range of safe transport options.
- 1.3 This request arises from the need to set the long term strategic vision for this section of the transport network, considering both land use and transport demands. The key outputs of the CMP process are to create an integrated transport and land use strategy and an associated phased implementation plan that will outline how the corridor will respond to changes in the wider transport and land use demands over the next 30 plus years.
- 1.4 The CMP is essentially a toolbox of measures/strategic responses that can be considered for use by Council to manage future access on the corridor. Some of these are operational in nature and can be implemented through existing maintenance contracts. These include developing a traffic monitoring framework that would enable a better understanding of traffic volumes and growth over time. Other responses are more strategic/longer term in nature and would be implemented where warranted by the traffic monitoring programme. These may include further engagement/consultation with users of the park and the local community at the time of implementation.
- 1.5 The Council is required to give effect to the purpose of local Government as set out in section 10 of the Local Government Act 2002. That purpose is to enable and promote the social, economic, environmental and cultural wellbeing of communities in the present and for the future.

1.6 This report concludes by recommending the District Development Subcommittee recommends to The Strategy And Policy Committee, approval of the CMP for Accessing Te Mata Peak which includes:

- **Te Mata Peak Road** from the main gates at the entrance to Te Mata Peak Park at the northern extent to the summit car park at its southern extent and
- **Tauroa Road** from the Hikanui Drive intersection on its northern extent to the Chambers Walk car park on its southern extent.

## 2.0 Recommendations - Ngā Tūtohunga

- A) That the District Development Subcommittee receive the report titled Accessing Te Mata Peak Corridor Management Plan dated 15 June 2021.
- B) That the District Development Subcommittee recommends to the Strategy and Policy Committee approval of the Accessing Te Mata Peak Corridor Management Plan Version C which includes;
- **Te Mata Peak Road** from the main gates at the entrance to Te Mata Peak Park at the northern extent to the summit car park on its southern extent and
  - **Tauroa Road** from the Hikanui Drive intersection on its northern extent to the Chambers Walk car park on its southern extent.

## 3.0 Background – Te Horopaki

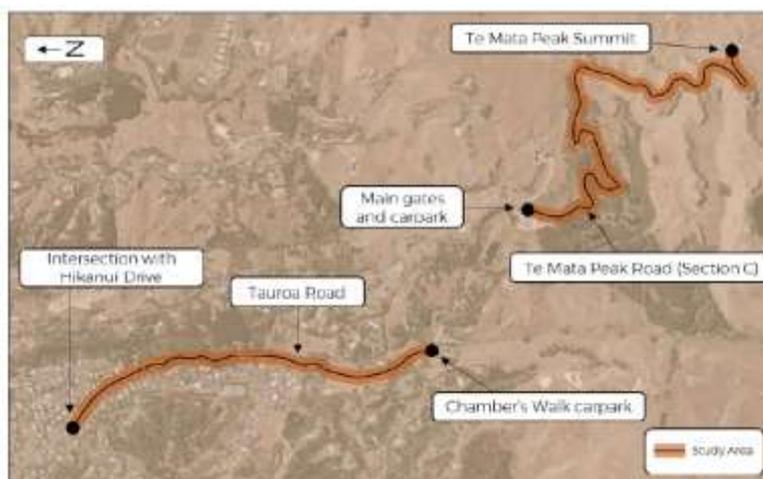
3.1 The Simla Avenue/Te Mata Peak Road Corridor management plan Study Area is shown below.



3.2 The Simla Avenue and Te Mata Peak Road Corridor Management Plan was approved by Council on the 27 June 2019 with the following resolutions:

- A) *That the Council adopt the Simla Avenue – Te Mata Peak Corridor management Plan for Sections A and B and that community engagement for the Simla Avenue – Te Mata Peak Corridor Management Plan be concluded with a presentation highlighting the findings of the Corridor Management Plan for sections A and B.*
- B) *That the Council approve sections A and B of the Simla Avenue - Te Mata Peak Corridor Management Plan and that officers proceed with a separate Corridor Management Plan for section C as a separate business case with an increased scope to include all access routes to Te Mata Park.*

3.3 The CMP for Section C is titled Accessing Te Mata Peak. The scope of the CMP includes Tauroa Road from the intersection with Hikanui Drive.



### **Locality plan showing the extents of the roads included in the Accessing Te Mata Peak CMP**

- 3.4 Te Mata Peak Road and the section of Tauroa Road are identified as secondary collector roads within the One Network Road Classification (ONRC). The portion of Tauroa Road south of the intersection with Tauroa Valley Road is identified as an access road in the ONRC.
- 3.5 Te Mata Peak Road within the Te Mata Peak Park provides vehicle access to Te Mata Peak House, the Saddle carpark overlooking the Craggy Range Winery and the Summit car park.
- 3.6 Tauroa Road provides general residential property access within the urbanised section of the road. From Tokomaru Drive intersection the general aspect is more rural in nature with fewer properties and the road ends at the Chambers Walk car park.
- 3.7 The mix of traffic along the corridors consists of tourist traffic visiting Te Mata Peak and a mix of recreational/active use traffic consisting of walking, cycling and motor vehicle traffic.
- 3.8 There is currently provision for tourist buses to access Te Mata Peak Park summit under a traffic management plan.
- 3.9 The scope of the CMP is to evaluate the performance of the existing roads in terms of access, parking, people and freight movement and safety.
- 3.10 The process adopted to thoroughly study the corridor can be summarised as follows:
- Data collection through stakeholder and public engagement
  - Identification of problems and issues
  - Provide an outline for the recommended solutions and proposed phased implementation plan.
- 3.11 For further details regarding the road environment along the route please refer to the attached CMP Report.

## **4.0 Discussion – Te Matapakitanga**

- 4.1 An Investment Logic Mapping (ILM) workshop was held with stakeholders on the 26 August 2019. The minutes of this workshop are attached as Appendix B. At this meeting the stakeholders agreed the following three problem statements:
- **Problem 1:** Challenging corridor characteristics and increasing corridor use is compromising safety (50%)
  - **Problem 2:** Increasing corridor demands are leading to conflicts and reduced user experience (40%)

- **Problem 3:** Deteriorating road asset condition is resulting in a reduced level of service (10%)
- 4.2 A long list of options was generated by the ILM stakeholder workshop to identify any interventions that may address the problems and achieve the benefits identified through the ILM process. The long list of options are attached as Appendix D to the CMP. The detailed option assessment developed to further identify benefits, constraints and dependencies for each option is attached as Appendix E to the CMP.
- 4.3 The outcome of the option assessment was used to develop recommended route strategies for each of the two routes.
- 4.4 The recommended route strategy for Te Mata Peak Road is shown in table 4-5 of the CMP and is shown below in the Option 1 discussion for reference (5.5 Table 1 – Te Mata Peak Road Route Strategy).
- 4.5 The recommended route strategy for Tauroa Road is shown in table 5-7 of the CMP and is shown below in the Option 1 discussion for reference (5.7 Table 2 – Tauroa Road Route Strategy).
- 4.6 The draft CMP findings were discussed with the District Development Subcommittee on 9 February 2021. The Subcommittee requested a workshop with the stakeholders to provide feedback on the findings of the CMP.
- 4.7 The stakeholder feedback workshop was held on 20 April 2021.

## 5.0 Options – Ngā Kōwhiringa

### 5.1 Option 1 – Adopt the CMP:

- 5.2 The CMP have been developed following extensive stakeholder consultation including work previously undertaken during the development of the Simla Avenue - Te Mata Peak Road CMP.
- 5.3 The CMP compiles route strategies for Te Mata Peak and Tauroa Road by summarising the issues and constraints for each. The strategy outlines a range of potential corridor wide engineering improvements:

### 5.4 Te Mata Peak Road:

- Enhancements to the roadside environment that seek to manage and/or mitigate current risks and issues under existing operating conditions, including pedestrian access improvements, roadside enhancements and speed limit changes and
- Longer term access options primarily focused on controlling vehicle access as a response to both operational and safety concerns identified within the strategic case

### 5.5 Table 1 – Te Mata Peak Road Route Strategy:

Strategic Theme	Recommended Interventions
<b>Policy and Planning</b>	
<b>Monitoring Access Demand</b>	Undertake regular modelling of multi-modal access demands (i.e. pedestrians, cyclists and traffic) and parking demands to guide urgency and need for identified long-term improvements.
<b>User Surveys</b>	In co-ordination with Te Mata Peak Trust, undertake regular user surveys to establish the effectiveness of proposals/treatments in responding to identified user concerns.
<b>Safety Monitoring</b>	Undertake a regular review of crash history to monitor the impacts of safety improvements (once installed) and ensure that HDC / Te Mata Peak Trust can respond to any emerging future issues.
<b>Road Rehabilitation and Renewals</b>	Ensure that maintenance and road surfacing improvements are undertaken in accordance with HDC's asset management plan.
<b>Line Marking Renewals</b>	Ensure regular maintenance is undertaken of existing and future delineation to ensure it is maintained to the required standards.

Strategic Theme	Recommended Interventions
<b>Site Specific Treatments</b>	
<b>Pedestrian Crossing Improvements</b>	Identify appropriate locations between the Te Mata Peak main gates and the Te Mata Peak Summit car park for enhanced pedestrian crossings (e.g. Peak House, the Saddle) to increase safety and experience for trail users Monitor other trail interactions to ensure appropriate improvements are made to increase safety and experience of trail users as demand warrants
<b>Parking</b>	Consider formalising existing parking arrangements outside of Peak House (i.e. provide hard standing, marked spaces and signposted facilities) to provide additional parking capacity and support access demands within the Park.
<b>Entrance Signage</b>	Consider providing additional signage at the main entrance to reinforce the presence of vulnerable road users, existing (and future) vehicle access restrictions and challenging roadside conditions.
<b>Speed Control Devices</b>	Consider appropriate locations between the Te Mata Peak main gates and the Te Mata Peak Summit car park for speed management devices in key areas (ensure clear passage for cyclists)
<b>Corridor Wide Treatments</b>	
<b>Speed Limit Review</b>	Implementing a posted speed limit of 20km/hr on Te Mata Peak Road between the Main Gates Carpark and the summit
<b>Shared Zone</b>	Identify area(s) between the Te Mata Peak main gates and the Te Mata Peak Summit car park where shared zone(s) can be established, where space is shared safely by vehicles and pedestrians and where pedestrian priority and quality of life take precedence
<b>Signage Strategy</b>	Develop a signage strategy for Te Mata Peak Road to review the suitability, legibility and clarity of existing and proposed future signage on Te Mata Peak Road.
<b>Road Marking and Delineation</b>	Consider directional arrows or "keep left" signage to reinforce lane discipline. Review wider implementation of road markings that support a low speed environment that provide a consistent message to drivers on approaches to hazards, such as transverse road markings.
<b>Night Time Access Restrictions</b>	Review existing night-time restrictions so that closures occur earlier during the winter months to avoid concerns relating to user safety and antisocial behaviour. Investigate potential for relocating barriers to main gates area to fully restrict unauthorised vehicle access outside of daylight hours.
<b>Large Vehicle Access</b>	Consider extending the existing large vehicle access restrictions along the full extent of Te Mata Peak Road (south of the main gates carpark), or provide additional signage at the main gates to re-enforce existing restrictions to the summit for large vehicles.
<b>Access Restriction</b>	Consider longer-term access restrictions in co-ordination with relevant organisations and interest groups to manage growing conflicts, safety concerns and operation issues on Te Mata Peak Road within the vicinity of the Park. Investigate options to manage access demands by motorised vehicles to mitigate the wider impacts of proposed access controls.

## 5.6 Tauroa Road:

- General policy, planning and operational recommendations that apply to the future management of the corridor.
- Options for enhancing the safety for pedestrians and cyclists both with urban and rural sections of the corridor.
- Options for enhancing the existing roadside environment to improve legibility and safety, including intersection improvements, road delineation and improvements to low radius curves.
- Enhancements to the corridor south of Tauroa Valley Road that respond to growing access demands into the park via Chambers walk

## 5.7 Table 2 – Tauroa Road Route Strategy:

Strategic Theme	Recommended Interventions
<b>Policy and Planning</b>	
<b>Access Management</b>	Ensure access to new developments / subdivisions are in suitable locations that adhere to engineering standards requirements.
<b>Vegetation Management</b>	Ensure a regular programme of vegetation removal is undertaken as part of planned maintenance work, focusing on sections narrow sections of Tauroa Road where operational widths are impacting by overgrowth.
<b>Tauroa Reserve</b>	Encourage the development of new pedestrian and cycle tracks through Tauroa Reserve to provide additional leisure and recreational activities.
<b>Site Specific Treatments</b>	
<b>Speed Control Devices</b>	Retain speed cushions on road corridor until such a time that wider safety enhancements (i.e. curve enhancements and improvements for active modes) are completed.
<b>Aotea Crescent Intersection</b>	Implement intersection controls (including limit lines and continuity lines) on Aotea Crescent. Implement parking restrictions in the vicinity of the intersection. Investigate options for enhancing pedestrian access across the intersection (i.e. kerb extensions or pedestrian refuges)
<b>Tokomaru Drive Intersection</b>	Implement parking restrictions in the vicinity of the intersection. Consider implementing intersection controls (limit lines) on Tokomaru Drive.
<b>Access to 132-142 Tauroa Road</b>	Implement parking restrictions in the vicinity of the intersection. Consider implementing intersection controls (limit lines) on accessway. Restrict development adjacent to accessway to maintain clear sight lines to the south. Provide concealed entrance warning signage on Tauroa Road for northbound vehicles.
<b>Tauroa Valley Road Intersection</b>	Implement parking restrictions near the intersection (in co-ordination with wider enhancements to Chambers Walk carpark).
<b>Low-Radius Curves</b>	<b>Short-Term</b> Continue use of speed cushions to reduce speed and raise awareness of low-radius. Installation of appropriate low-cost curve enhancing countermeasures to raise awareness of local low-radius curves on the corridor <b>Long-Term</b> Monitor performance of proposed short-term countermeasures to establish effectiveness Investigate options for realigning road corridor through RP 0.700 to 1.200 in co-ordination with wider maintenance improvements (i.e. replacement of retaining walls)
<b>Chambers Walk Carpark (Tauroa Valley Road to Road Terminus)</b>	Provide additional on-street parking on the western side of Tauroa Road between Tauroa Valley Road and the existing carpark. Control errant parking through restrictions on eastern side of Tauroa Road and at vehicle accesses to adjacent land-uses. Reduce posted speeds (suggest 20km/hr or lower) south of Tauroa Valley Road to support low-speed environment through carpark area.
<b>Corridor Wide Treatments</b>	
<b>Footpath Improvements (Urban)</b>	Implement minor pedestrian improvements that enhance accessibility at key intersections with Tauroa Road (i.e. drop kerbs). Formalise pedestrian and cycling connections between Tauroa Road and existing pedestrian tracks into/through Tauroa Reserve. Where feasible, upgrade existing footpaths to ensure a desired minimum width of 1.5m is achieved.

Strategic Theme	Recommended Interventions
<b>Active Mode Improvements (Rural)</b>	Investigate options to improve / enhance alternative access options for pedestrians and cyclists through Tauroa Reserve. Progress with the development of pedestrian and cycling boardwalk adjacent to Tauroa Road between RP 0.700 and RP 0.900. Consider extending the proposed boardwalk facility through future stages between RP0.900 and RP1.150. Develop / implement improved signage to raise awareness of the presence of pedestrians and cyclists on Tauroa Road.
<b>Delineation Improvements</b>	Install dashed centreline along full extent of rural sections of Tauroa Road, with edge lines and / or edge markers on sections of route where appropriate. Ensure delineation improvements are maintained regularly to maximise effectiveness. Provide suitable delineation is provided on upgraded sections of Tauroa Road as / when realignment at curves occurs.

- 5.8 The route strategy for each section is essentially a toolbox of measures/strategic responses that can be considered for use by Council to manage future access on the corridor. Some of these are operational in nature and can be implemented through existing maintenance contracts.
- 5.9 These include developing a traffic monitoring framework that would enable a better understanding of traffic volumes and growth over time.
- 5.10 Other responses are more strategic/longer term in nature and would be implemented where warranted by the traffic monitoring programme. These may include further engagement/consultation with users of the park and the local community at the time of implementation.
- 5.11 **Advantages/Disadvantages:**
- 5.12 Implementation of the CMP will deliver on the strategic objectives of Council and the transportation network by providing:
- Accessible range of safe transport options
  - Safe walking and cycling facilities.
- 5.13 Furthermore it will deliver the three vision statements identified by the stakeholders:
- Improved level of service for all transportation modes
  - Improved customer experience
  - Improved safety for all users.
- 5.14 The phased implementation plan will result in corridor improvements and asset renewals where applicable. Any significant improvements not currently included in the ten year LTP will require funding to be considered through the LTP and Annual Plan processes. The recommended interventions for Te Mata Peak Road (Table 4-5 of the CMP) and Tauroa Road (Table 5-7 of the CMP) may have varying implementation timeframes depending on the need for co-ordination and consultation with relevant stakeholders.
- 5.15 A large number of infrastructure responses were considered inappropriate in responding to the problems as major changes to the existing road alignment (such as widening or expanding car parking provisions) requires significant modification to the existing roadside environment. These options would have significant detrimental impacts on the environmental, cultural, and visual landscape of the Park and do not align with the vision and values for Te Mata Peak Park.
- 5.16 There is a further body of work that would be required to set a pathway for general vehicle access restrictions(closing the road to the summit) as there is much to consider around the mitigating of the impacts of closure as well as establishing operational and legal and ownership arrangements. Further engagement with users of the Park and the local community over the concept would also need to be undertaken at the time of implementation.

### 5.17 Option 2 – Do not adopt the CMP

5.18 Not adopting the CMP will result in the following outcomes:

- Sub-optimal delivery of Council and Transportation network objectives with an inconsistent approach to long term strategic planning.
- The route strategies resulting from stakeholder consultation and engineering assessment cannot be implemented in a co-ordinated fashion and this may result in reduced effectiveness and lost opportunities for enhancing the corridor.
- The efficiency and effectiveness of an uncoordinated approach to resolving the problems identified will lead to reduced problem solving effectiveness and increased overall costs.
- It may present a risk to the future function and performance of the corridor with its varied user groups and will impact on customer experience and safety.

### Attachments:

1	<a href="#">Accessing Te Mata Peak Corridor Management Plan</a>	PRJ16-51-0084	Under Separate Cover
---	---	---------------	----------------------------

---

## Summary of Considerations - *He Whakarāpopoto Whakaarohanga*

---

### Fit with purpose of Local Government - *E noho hāngai pū ai ki te Rangatōpū-ā-Rohe*

The Council is required to give effect to the purpose of local government as set out in section 10 of the Local Government Act 2002. That purpose is to enable democratic local decision-making and action by (and on behalf of) communities, and to promote the social, economic, environmental, and cultural wellbeing of communities in the present and for the future.

### Link to the Council's Community Outcomes – *Ngā Hononga ki Ngā Putanga ā-Hapori*

This proposal promotes positive Social, Environmental and Cultural Wellbeing outcomes regards safe transport and walking outcomes in the CMP catchment.

---

### Māori Impact Statement - *Te Tauākī Kaupapa Māori*

Iwi was consulted throughout the development of the CMP. The CMP also aligns with the Te Mata Peak Park Trust Board vision and future goals. Mana Whenua is represented on the Te Mata Peak Park Trust Board.

---

### Sustainability - *Te Toitūtanga*

The CMP is a Strategic Planning Document with a 30 year timeframe. It provides a framework for future Council decisions to promote sustainable and positive community, cultural and social wellbeing outcomes.

---

### Financial considerations - *Ngā Whakaarohanga Ahumoni*

---

---

The phased implementation plan will result in corridor improvements and asset renewals where applicable. Any significant improvements not currently included in the LTP will require funding to be considered through the Annual Plan and LTP process.

---

### Significance and Engagement - *Te Hiranga me te Tūhonotanga*

This decision/report has been assessed under the Council's Significance and Engagement Policy as being of low significance. There has been a high level of engagement with stakeholders and parties having and interest in the CMP.

---

### Risks

REWARD – <i>Te Utu</i>	RISK – <i>Te Tūraru</i>
Taking a strategic, well researched and consulted approach in developing the CMP is likely to result in higher quality Wellbeing outcomes.	Officers have not identified any significant risks arising from taking a strategic, well researched and consulted approach in developing the CMP.

---