

I hereby give notice that the Ordinary meeting of the

Meeting:	Harding Park and Pou Tu Te Rangī Joint Management Committee
Date:	Thursday 16 March 2017
Time:	2.00pm
Venue:	Conference Room, Northern Wairoa War Memorial Hall (Dargaville Town Hall), 42 Hokianga Road, Dargaville

Open Agenda

Membership

Chair: To be confirmed

Members: Messrs Hal Harding, Willie Wright, Matiu Wati and Robbie Sarich
Councillors Victoria Del La Varis-Woodcock and Karen Joyce-Paki

Staff and Associates:

General Manager Community, Parks and Community Manager, Democratic Services Manager
(minutetaker).

Sean Mahoney
Democratic Services Manager
smahoney@kaipara.govt.nz

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Meeting of the Harding Park and Pou Tu Te Rangi Joint Management Committee

Thursday 16 March 2017

1 Opening

1.1 Karakia

**1.2 Confirmation of Acting Chair
Democratic Services Manager**

4702.06

File number: 4702.06 **Approved for agenda** ☐
Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee
Meeting date: **16 March 2017**
Subject: Confirmation of Acting Chair
Date of report: 08 March 2017
From: Seán Mahoney
 Democratic Services manager

Report purpose ☒ **Decision** ☐ **Recommendation** ☐ **Information**
Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Pou Tu Te Rangi Joint Management Committee was established by the Minister of Conservation on 03 July 2006 and comprises three members nominated by Te Uri o Hau governance entity and three members nominated by the Kaipara District Council. The Committee was established under Section 33 (5) of the Te Uri o Hau Claims Settlement Act 2002.

The same section of the Act also stipulates that the Minister of Conservation must appoint one of the three persons appointed by Te Uri o Hau governance entity as chairperson of the Committee with a casting vote.

As the membership of the Committee has changed the Committee will need to make another recommendation to the Minister of Conservation in accordance with the Te Uri o Hau Settlement Act 2002.

In the interim it is recommended that the Committee appoints an Acting Chair so that this person can then also be the Acting Chair of the Harding Park Standing Committee to enable that Committee to be compliant with the provisions of the Local Government Act 2002..

This report recommends that the Pou Tu Te Rangi Joint Management Committee recommend to the Minister of Conservation one of the three Te Uri o Hau appointees as the Chair and appoints one of these as Acting Chair in the interim.

Recommendation

That the combined meeting of the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee:

- 1 *Receives the Democratic Services Manager's report titled 'Confirmation of Acting Chair' dated 08 March 2017; and*
- 2 *Believes it has complied with the decision-making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of section 79 of the Act determines that it does not require further information prior to making a*

decision on this matter; and

- 3 *Confirms xxxxxxxxxxxx as the Acting Chair of the Pou Tu Te Rangi Joint Management Committee effective immediately until such time as the Minister of Conservation formally appoints a Chair; and*
- 4 *Recommends to the Minister of Conservation that xxxxxxxxxxxxxxxxxxxx is formally appointed as Chair; and*
5. *Request Council officers to write to the Minister of Conservation on the Committee's behalf notifying her of the recommendation; and*
6. *Notes that this Acting Chair will also be the Acting Chair of the Harding Park Committee until the formal appointment to be made by the Minister of Conservation.*

Reason for the Recommendation

It is appropriate that the Committee operates with an Acting Chair until such time as it is able to confirm the Chair and that a recommendation is made to the Minister of Conservation about the formal appointment of the Chair.

Reason for the Report

At the 27 May 2014 Council meeting, Council established the Harding Park Standing Committee, consisting of the same members of the Pou Tu Te Rangi Joint Management Committee and to have the same Chair.

It is also appropriate that the Committee appoints an Acting Chair in the interim so that this person can then also be the Acting Chair of the Harding Park Committee to enable that Committee to be compliant with the provisions of the Local Government Act 2002 that requires a Committee to have a Chair.

Background

The Pou Tu Te Rangi Joint Management Committee was established by the Minister of Conservation on 03 July 2006 and comprises three members nominated by Te Uri o Hau governance entity and three members nominated by the Kaipara District Council. The Committee was established under Section 33 (5) of the Te Uri o Hau Settlement Act 2002.

The same section of the Act also stipulates that the Minister of Conservation must appoint one of the three persons appointed by Te Uri o Hau governance entity as chairperson of the Committee with a casting vote.

Issues

The Te Uri o Hau Settlement Act 2002 states that the Minister of Conservation is responsible for appointing the Chair of the Pou Tu Te Rangi Joint Management Committee. As this may take some time it is recommended that the Committee appoint an Acting Chair in the interim to allow for the Harding Park Committee to also have an Acting Chair in the interim.

Extract from the Te Uri o Hau Settlement Act 2002:

Section 33 of the Te Uri o Hau Settlement Act 2002 states that the position can only be filled by the Minister of Conservation:

“(5) Despite subsection (3), the Minister of Conservation must –

- (a) Appoint a joint administering body for Pou Tu o Te Rangi comprising 3 persons nominated by Te Uri o Hau governance entity and 3 persons nominated by the Kaipara District Council; and*
- (b) Appoint one of the 3 persons appointed by Te Uri o Hau governance entity as Chairperson of the joint administering body and with a casting vote.”*

Factors to Consider

Community Views

The Pou Tu Te Rangi and Harding Park reserve area is popular with both locals and visitors. The site, particularly the Dargaville Maritime Museum is considered to be amongst the town's greatest attractions. The community is likely to have an interest in the decisions relating to the governance of this area.

Policy Implications

The Pou Tu Te Rangi and Harding Park Reserve Management Plan states that the Pou Tu Te Rangi Joint Management Committee will continue to work towards implementation of the RMP. Staff consider the new Harding Park Committee working in partnership with the Pou Tu Te Rangi Joint Management Committee is consistent with the policy direction of the RMP. To operate effectively the Harding Park Committee needs to confirm a Chair and under the draft Terms of Reference is dependent on this Committee for the position of Chair.

Financial Implications

There are no financial implications to making this decision.

Legal/Delegation Implications

There are no legal or delegation implications to this decision.

Options

Given that the appointment of a Chair of the Pou Tu Te Rangi Joint Management Committee and of the Harding Park Committee is a statutory requirement, there are two options.

Option A: That the Pou Tu Te Rangi Joint Management Committee recommends as Chair to the Minister of Conservation one of the three members appointed by Te Uri o Hau governance entity. In the interim, the Committee appoints one of these three as Acting Chair to act in the interim until the Minister of Conservation makes the formal appointment. This option will allow both the Pou Tu Te Rangi Joint Management Committee and the Harding Park Committee to continue operating under one Chair in the interim period giving stability to the Committee.

Option B: That the Committee resolves not to appoint an Acting Chair preferring instead to wait until a Chair is formally appointed to the Pou Tu Te Rangi Joint Management Committee by the Minister for Conservation. This option in effect allows the Committee to continue to operate outside the provisions

of the Te Uri o Hau Settlement Act 2002. It also has the effect of setting the Harding Park Committee outside the provisions of the Local Government Act 2002.

Assessment of Significance

This decision does not trigger Council's Policy on Significance and Engagement

Recommended Option

The recommended option is **Option A**

33 Pou Tu o Te Rangi

- (1) The appointment of Kaipara District Council as the administering body of Pou Tu o Te Rangi is revoked.
- (2) The reservation of Pou Tu o Te Rangi as a historic reserve subject to section 18 of the Reserves Act 1977 is revoked.
- (3) The fee simple estate in Pou Tu o Te Rangi vests in Te Uri o Hau governance entity.
- (4) Pou Tu o Te Rangi is declared a reserve and classified as a historic reserve under section 18 of the Reserves Act 1977.
- (5) Despite subsection (3), the Minister of Conservation must—
 - (a) appoint a joint administering body for Pou Tu o Te Rangi comprising 3 persons nominated by Te Uri o Hau governance entity and 3 persons nominated by the Kaipara District Council; and
 - (b) appoint 1 of the 3 persons appointed by Te Uri o Hau governance entity as chairperson of the joint administering body and with a casting vote.
- (6) The joint administering body appointed under subsection (5) is to be named Pou Tu o Te Rangi joint management committee and is an administering body as defined in section 2(1) of the Reserves Act 1977.
- (7) In this section, **Pou Tu o Te Rangi** means the land described by that name in Schedule 2.

*Provision facilitating vesting***34 Vesting of cultural redress properties**

If an action is required to be undertaken by the Registrar-General under this Act, it is without fee to the registered proprietor or to Te Uri o Hau governance entity.

*Incidental provisions***35 Application of other enactments**

- (1) Nothing in section 11 or Part X of the Resource Management Act 1991 applies to—
 - (a) the vesting of a cultural redress property under this Act; or
 - (b) any matter incidental to, or required for the purpose of, the vesting of a cultural redress property under this Act.

1.3 Present

1.4 Apologies

1.5 Confirmation of Agenda

The Committee to confirm the Agenda.

1.6 Conflict of interest Declaration

Committee Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a Committee Member/Commissioner and any private or other external interest they might have. It is also considered best practice for those members to the Executive Team attending the meeting to also signal any conflicts that they may have with an item before the Committee.

1.7 Deputations and presentations

2 Operational

File number: 4702.06 **Approved for agenda** ☒
Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (Combined)
Meeting date: **18 March 2017**
Subject: **HP/PTTR Operations Update: September 2016/February 2017**
Date of report: 01 March 2017
From: Sue Hodge, Parks and Community Manager
Report purpose ☒ **Decision** ☐ **Recommendation** ☐ **Information**
Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Harding Park Committee has been established to work alongside the Pou Tu Te Rangi Joint Management Committee to implement the adopted 2002 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP). The ongoing operations and works programmes are in line with the RMP. This report outlines the main works completed or underway during the September 2016 to February 2017 reporting period.

There is a further \$100,000 capital works budget available in 2016/2017 to implement the works programme approved by the Committee in September 2016.

New pedestrian connections have been completed at Old Golf Course Road and Park Road.

Five interpretation panels and wayfinding signage was approved as part of this year's works programme. The content of the panels are being reviewed by the Te Uri o Hau working group prior to being circulated to the Committee.

A planting plan is being finalised and recommended staging and a schedule of plants will be available shortly to guide any future re-planting programmes potentially with volunteers or Northtec.

Recommendation

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee receives the Parks and Community Manager's report 'HP/PTTR Operations Update: September 2016 / February 2017' dated 01 March 2017 and the information contained therein.

Reason for recommendation

This will keep the Committee up-to-date on progress and relevant information regarding the ongoing operations and implementation of the Pou Tu Te Rangi and Harding Park Reserve Management Plan.

Reason for the report

To report on the operations by providing an update for the September 2016 to February 2017 period and 2016/2017 Works Programme.

Background

The Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (the Committee) is charged with implementing the July 2012 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The adoption of the RMP signals the start of a new phase for this site and its wider surrounds. It is intended that any future development or land use decisions must recognise the RMP's shared vision/goals for Harding Park and Pou Tu Te Rangi Pa (Park and Pa site).

Operations update

Council has approved \$100,000 per annum capital works funding in the Long Term Plan 2015/2025. Council is in year 2 of this Plan.

The Committee adopted the 2016/2017 Works Programme in September 2016.

Project	Cost
Continue to remove redundant fences.	\$5,000
Develop pedestrian connections to Old Golf Course Road and Park Road and install bollards to restrict vehicle access.	\$18,000
Further removal of weed species including gum, wattle and acacia.	\$30,000
Plant additional specimen trees at entrance.	\$2,000
Further stage of sign project – wayfinding and interpretative panels.	\$30,000
Develop an overall planting plan.	\$5,000
Replace tables/seats.	\$10,000
Total	\$100,000

This is a consolidation of the Phase 2 (clear fences and vegetation) and Phase 4 (Interpretation and wayfinding strategy) actions from the RMP that were started last year.

Two new pedestrian connections have been developed at Old Golf Course Road and Park Road. The specimen trees for the entrance have been ordered and will be planted in the autumn.

Five further interpretation panels and wayfinding signage were approved as part of this year's works programme. The content of the panels is being reviewed by the Te Uri o Hau working group prior to being circulated to the Committee.

The Financial Summary Report (Attachment 1) sets out the actual costs against budget.

General matters

An ongoing weed management programme has been underway in the Park to ensure that the weed species removed last year do not get re-established. This is an operational costs and is not funded from the \$100,000 capital works project. Chemical edge control of the new walking tracks has been added to the parks maintenance contract.

Northtec is still keen on making new Park tables and seats from the macrocarpa felled from the Pa site. However, as they are just restarting their programmes for this year there has been no actual progress.

A planting plan is being finalised and staging and a schedule of suggested plants will be available shortly. This will mean that if groups such as Northtec or others want to be involved in a re-planting programme at the Park we will be able to direct their efforts to get best value.

Bollards have been extended around the water tank to stop vehicles from accessing this area.

A decision around the traffic direction will have implications for the wayfinding signage. Although, regardless of the direction signage must be improved to help visitors navigate the site.

Factors to consider

Community views

The RMP was developed using a public process and reflects the views of the community and other stakeholders at the time of its development. The Park and Pa site is popular with local and visitors to the area. The site, particularly the Museum, is considered to be amongst Dargaville's greatest attractions. Public interest in any decision relating to governance of this area is therefore high.

Policy implications

There are no policy implications as all recommendations are consistent with the Reserve Management Plan.

Financial implications

It is the Parks and Community Manager's responsibility to ensure all operations are conducted within budget. The financial budgets are set within the Long Term Plan and respective Annual Plan.

Legal/delegation implications

There are no delegation issues; the Harding Park Committee has delegated authority from Council to govern Harding Park in accordance with its Terms of Reference.

Assessment of significance

This is not a significant activity on Harding Park and as such is not considered to be significant in terms of Council's Significance and Engagement Policy.

Next step

Continue to implement the 2016/2017 Works Programme and continue to maintain the developments undertaken to date.

File number: 4702.06 **Approved for agenda** ☒

Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (Combined)

Meeting date: **18 March 2017**

Subject: **HP/PTTR Traffic Direction Peer Review January 2017**

Date of report: 28 February 2017

From: Sue Hodge, Parks and Community Manager

Report purpose ☒ **Decision** ☐ **Recommendation** ☐ **Information**

Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Harding Park Committee has been established to work alongside the Pou Tu Te Rangi Joint Management Committee to implement the adopted 2002 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the vehicular circulation be changed back to an anticlockwise direction so that visitors get the best 'first impressions' of Pou Tu Te Rangi Harding Park from the "spectacular views of the surrounding landscape".

The Kaipara Vintage Machinery Club (KVMC) does not agree with this idea and believes the view is best experienced by travelling clockwise.

The Dargaville Museum believes the current direction results in a less than optimum order of facilities, with the first experience being the Vintage Machinery Club, followed by the back of the museum, then the front of the museum/function centre.

A report on the traffic direction was prepared for the Committee's consideration in September 2016 (**Attachment 1**). The report included written feedback from the Dargaville Museum, Kaipara Vintage Machinery Club (KVMC) and two unsolicited individual submissions. The Committee resolved that the traffic direction be changed to anti-clockwise.

A representative from the Dargaville Museum spoke directly to the Committee regarding their submission. The KVMC were not offered this opportunity and have asked if they can put their concerns direct to the Committee.

The September 2016 report included advice from Council's Roding Network Inspector. This technical advice is in conflict with the Committee's September 2016 decision. To assist the new Committee a traffic safety report has been commissioned from OPUS (**Attachment 2**) covering the benefits and non-benefits of a clockwise and anticlockwise one-way traffic circulation.

Council's Roding Network Inspector and OPUS traffic engineer believes that travelling the one-way system in either direction is possible although there is a natural tendency to travel in a clockwise direction.

OPUS commented, their Traffic Management Review report, that the anti-clockwise route was not

driven by a heavy vehicle, such as a large motorhome visiting the overnight stop or a large truck delivering to the vintage machinery club, and the tight corner adjacent to the entrance of the pā may be difficult to negotiate, especially given the change from inclining to levelling out, which occurs throughout the curve.

The report concludes with a recommendation that the Committee provides an opportunity to the KVMC to present their views direct to the Committee and considers this new technical information and either re-confirm its September 2016 decision or re-considers it.

Recommendation

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee:

- 1 *Receives the Parks and Community Manager's report 'HP/PTTR Traffic Direction Peer Review January 2017 dated 28 February 2017 and the information contained therein; and*
- 2 *Believes it has complied with the decision making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 *Invites the Kaipara Vintage Machinery Club to present their views directly to the Committee; and*
- 4 *Confirms its September 2016 decision:*
 - 1 *That the traffic direction at Harding Park will return to an anti-clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimises their anxiety and improve their environmental awareness at the Park; and*
 - 2 *Recommends to Council that the 50km speed limit on River Road be extended south beyond the Mount Wesley/River/Pouto Road intersection to improve safety of visitors turning up Mount Wesley Road to visit Pou Tu Te Rangi Harding Park."*
- ; or*
- 5 *Resolves to rescind its September 2016 decision and resolves that the traffic direction at Harding Park remains in a clockwise direction and that the traffic management improvements recommended in the OPUS report Pou Tu Te Rangi Harding Park Traffic Management Review dated 27 January 2017 are implemented.*

Reason for recommendation

To confirm the future direction of traffic at Pou Tu Te Rangi Harding Park.

Reason for the report

To report on the merits of changing the traffic circulation direction to make a positive first impression when visiting the Park.

Background

The Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (the Committee) is

charged with implementing the July 2012 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the traffic circulation be changed back to an anticlockwise direction to create a more positive first impression. The explanation for this policy was that the Vintage Machinery Club's development reduced the "wow appeal" travelling in a clockwise direction once had and no longer provided visitors the best 'first impressions' of Pou Tu Te Rangi Harding Park.

A report was prepared for the Committee's consideration in September 2016 (**Attachment 1**). The report included written feedback from the Dargaville Museum, Kaipara Vintage Machinery Club (KVMC) and two unsolicited individual submissions. After consideration of these submissions and technical advice the Council officer's recommendation was to retain the status quo.

The Committee resolved:

- 1 *That the traffic direction at Harding Park will return to an anti-clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimises their anxiety and improve their environmental awareness at the Park; and*
- 2 *Recommends to Council that the 50km speed limit on River Road be extended south beyond the Mount Wesley/River/Pouto Road intersection to improve safety of visitors turning up Mount Wesley Road to visit Pou Tu Te Rangi Harding Park.*

A representative from the Dargaville Museum, Ross Newlove, spoke directly to the Committee regarding their submission.

The KVMC was not offered this opportunity and have asked if they can also have the opportunity to put their concerns direct to the Committee.

Technical Review

The September 2016 report included advice from Council's Rooding Network Inspector. He considered that travelling the one-way system in either direction is safe and could be improved by implementing a traffic safety plan. However, the Rooding Network Inspector felt that driving clockwise up towards the Pa did not feel as safe as travelling down in the opposite direction. This technical advice is in conflict with the Committee's September 2016 decision.

To assist the new Committee a traffic safety report has been commissioned from OPUS (**Attachment 2**) covering the benefits and non-benefits of a clockwise and anticlockwise one-way traffic circulation.

In summary this report states:

Both routes were driven as part of the review, and are geometrically comfortable for light vehicles and the intended use of the park, with no particular geometric elements that favour one over the other in this respect, apart from natural tendency to travel in a clockwise direction.

However, the anti-clockwise route was not driven by a heavy vehicle, such as a large motorhome visiting the overnight stop or a large truck delivering to the vintage machinery club, and the tight corner

adjacent to the entrance of the pā may be difficult to negotiate, especially given the change from inclining to levelling out, which occurs throughout the curve.

Conclusion

The RMP proposes that the vehicular circulation be changed back to an anticlockwise direction so that visitors get the best 'first impressions' of Pou Tu Te Rangi Harding Park.

The KVMC does not agree with this idea and believes the view is best experienced by travelling clockwise.

The Dargaville Museum believes the current direction results in a less than optimum order of facilities, with the first experience being the Vintage Machinery Club, followed by the back of the museum, then the front of the museum/function centre.

Council's Roading Network Inspector and OPUS traffic engineer believes that travelling the one-way system in either direction is possible although there is a natural tendency to travel in a clockwise direction.

OPUS commented that the anti-clockwise route was not driven by a heavy vehicle, such as a large motorhome visiting the overnight stop or a large truck delivering to the vintage machinery club, and the tight corner adjacent to the entrance of the pā may be difficult to negotiate, especially given the change from inclining to levelling out, which occurs throughout the curve.

It is recommended the Committee provides an opportunity to the KVMC to present their views direct to the Committee and considers this new technical information and either re-confirm its September 2016 decision or re-considers it.

Factors to consider

Community views

The RMP was developed using a public process and reflects the views of the community and other stakeholders at the time of its development. The Park and Pa site are popular with local and visitors to the area. The site, particularly the Museum, is considered to be amongst Dargaville's greatest attractions. Public interest in any decision relating to governance of this area is therefore high.

Policy implications

The recommendation to retain the status quo traffic circulation is inconsistent with the policies in the RMP but is consistent with the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape.

Financial implications

It is the Parks and Community Manager's responsibility to ensure all operations are conducted within budget. The financial budgets are set within the Long Term Plan and respective Annual Plan. The implementation of a traffic safety signage plan can be achieved within existing budgets.

Legal/delegation implications

There are no delegation issues; the Harding Park Committee has delegated authority from Council to govern Harding Park in accordance with its Terms of Reference.

Options

The Committee has the following options:

- Option A** That the Committee confirms its September 2016 resolution that the traffic direction at Pou Tu Te Rangi Harding Park change to an anticlockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimise their anxiety and improve their environmental awareness at the Park.
- Option B** That the Committee rescinds its September 2016 resolution and resolves that the traffic direction at Pou Tu Te Rangi Harding Park remains in a clockwise direction and that the traffic management improvements recommended in the OPUS report Pou Tu Te Rangi Harding Park Traffic Management Review dated 27 January 2017 are implemented.

Assessment of options

Option A Is consistent with the RMP however does not achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape and may be problematic for large vehicles.

Option B Is inconsistent with the RMP however best achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape and will be suitable for all vehicle types.

This is not a significant activity on Harding Park and as such is not considered to be significant in terms of Council's Significance and Engagement Policy.

Recommended option

The recommended option is **Option B**.

Next step

To implement a traffic management safety improvements.

Attachments:

- Attachment 1: HPPTOTR-20161909-Traffic Direction Review Aug 16-rpt
- Attachment 2: OPUS report Pou Tu Te Rangi Harding Park – Traffic Management Review January 2017

File number: 4702.06 **Approved for agenda** ☒

Report to: Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (Combined)

Meeting date: 19 September 2016

Subject: HP/PTTR Traffic Direction Review August 2016

Date of report: 30 August 2016

From: Sue Hodge, Parks and Community Manager

Report purpose ☒ **Decision** ☐ **Recommendation** ☐ **Information**

Assessment of significance ☐ **Significant** ☒ **Non-significant**

Summary

The Harding Park Committee has been established to work alongside the Pou Tu Te Rangi Joint Management Committee to implement the adopted 2002 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the vehicular circulation be changed back to an anticlockwise direction so that visitors get the best 'first impressions' of Pou Tu Te Rangi Harding Park from the "spectacular views of the surrounding landscape".

The Kaipara Vintage Machinery Club (KVMC) does not agree with this idea and believes the view is best experienced by travelling clockwise. They believe it is a health and safety issue for traffic to keep to the right and contrary to NZ Transport Agency's (NZTA) message to international visitors. Furthermore they would experience financial hardship as they would need to change their signage and entrances. Council could assist with improving signage as this aligns with the Reserve Management Plan (RMP) to reduce clutter and the work programme to continue with the signage plan and removing of fences.

The Dargaville Museum wants the original circulation to be re-instated to the direction it was eight years ago as they designed their building to be approached this way. They believe that travelling anticlockwise would make it safer for people being dropped off and make the parking layout easier to understand.

Council's Network Inspector believes that travelling the one-way system in either direction can be made safe and easy to navigate with the installation of a co-ordinated traffic safety signage plan including appropriate signs at the fork in the road. He advised that driving clockwise up towards the Pa did not feel as safe as travelling down in the opposite direction and that first time visitors may feel anxious when traveling in this direction.

The report writer has driven in both directions and the most spectacular views of the surrounding landscape are experienced driving in the current direction - clockwise.

The Network Inspector also reviewed the access to the Park from town and has recommended the 50km speed limit be extended south beyond the Mount Wesley/River/Pouto Road intersection.

Recommendation

That the Harding Park Committee and Pou Tu Te Rangi Joint Management Committee:

- 1 Receives the Parks and Community Manager's report 'HP/PTTR Vehicular Circulation Review August 2016' dated 30 August 2016 and the information contained therein; and*
- 2 Believes it has complied with the decision making provisions of the Local Government Act 2002 to the extent necessary in relation to this decision; and in accordance with the provision of s79 of the Act determines that it does not require further information prior to making a decision on this matter; and*
- 3 Advises the traffic direction at Harding Park will remain in a clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimises their anxiety and improve their environmental awareness at the Park; and*
- 4 Recommends to Council that the 50km speed limit on River Road be extended south beyond the Mount Wesley/River/Pouto Road intersection to improve safety of visitors turning up Mount Wesley Road to visit Pou Tu Te Rangi Harding Park.*

Reason for recommendation

Retaining the status quo traffic circulation is the best direction to appreciate the panoramic view from the Park and with improved signage it can be made easy to navigate and safer.

A speed limit change near the Mount Wesley/River/Pouto Road intersection will also improve safety for visitors to the Park.

Reason for the report

To report on the merits of changing the traffic circulation direction to make a positive first impression when visiting the Park.

Background

The Harding Park Committee and Pou Tu Te Rangi Joint Management Committee (the Committee) is charged with implementing the July 2012 Pou Tu Te Rangi and Harding Park Reserve Management Plan (RMP).

The RMP proposes that the traffic circulation be changed back to an anticlockwise direction to create a more positive first impression. The explanation for this policy is that with recent building developments i.e. Vintage Machinery Clubrooms, the current circulation does not have the "wow appeal" it once had and is not providing the visitor the best 'first impressions' of Pou Tu Te Rangi Harding Park. The RMP also states that the "first impression" starts right back at the corner of River Road/Mount Wesley Road.

A summary of all objectives, explanations and policies from the RMP that relate to this issue are attached (**Attachment 1**).

Last year the Dargaville Museum wrote to the Committee and asked that this policy be implemented. This issue was again raised during the stakeholder consultation about the propose brand and sign designs in April 2016.

The main stakeholders at the Park; Dargaville Museum (**Attachment 2**) and Kaipara Vintage Machinery Clubs (KVMC) (**Attachment 3**) were asked for their views in writing on the change to the one-way system.

Kaipara Vintage Machinery Club – Objects to change

Issue	Staff Comment
Members remember when the direction was changed and believe reasons are still valid.	The reason to change was so that visitors could admire the views of the town and surrounding area. These views are now restricted by the clubrooms.
The view east from the Park is breath taking and best viewed through the windscreen not a rear view mirror.	When driving anticlockwise up to the Pa and beyond it is un-safe for the driver to look to the east to catch this view. The view is quickly lost once a vehicle reaches the Pa site.
Financial hardship– KVMC would have to change signs and layout.	Regardless, KVMC signs need to be re-designed as they are cluttered and not legible. This can be included in the next stage of the signage plan. The removal of fences and installation of bollards, by Council, will also provide an opportunity to improve layout and access when driving anticlockwise at no cost to KVMC.
Heavy vehicles and tandem trailers can pull straight in (western entrance) without negotiating tight winding corners.	A change in layout to the eastern entry could accommodate heavy vehicles and tandem trailers accessing when driving anticlockwise.
NZTA states all traffic must keep left and a change of direction will mean tourists must cross over exiting traffic on exit. Believe it is a Health and Safety issue.	With suitable changes to the road layout and appropriate signage the anticlockwise one-way system and intersection can be made safe.

Dargaville Museum – wants change

Reasons	Staff Comment
The Museum was designed and built for the anticlockwise traffic flow. This was changed to a clockwise direction to make the most of the magnificent views. These “first impression” views are now obstructed by KVMC’s building and neighbouring trees.	It is true that the Museum building has been designed to be approached from the Pa site. The change was a trial and has gone on for eight years without an opportunity to review. The view that people find stunning appears when level with the Museum building when traveling clockwise. There are limited moments to see the view when travelling anticlockwise.

Reasons	Staff Comment
Safety – traffic travels too fast past the Museum entrance. A speeding vehicle may hit a pedestrian or not navigate the sharp turn near pa site. These hazards would be mitigated by traveling anticlockwise.	Regardless of changes to the traffic direction changes should be made to create a safe slow speed zone. The area from the KVMC to the Museum is not legible and signage is cluttered and confusing with drivers unaware of their options. An overall signage plan is required to help navigation.
Buses – it is safer for buses to drop off their passengers on the lefthandside outside the entrance to the Museum if travelling anticlockwise.	When traveling clockwise buses could still park near the entrance and with suitable signage “Watch Out Passengers Alighting” this can be done safely. The RMP proposes that when travelling anticlockwise buses would pull into the layby area and drop off passengers. This means a loss of some angle parking near the Function Centre.
Parking – when a large event is held an anticlockwise flow would enable a drop off before the function centre and then travel onto the communal parking areas. The clockwise flow causes confusion and congestion as people miss the carpark drop off and try to return against the traffic.	Regardless of any proposed change, navigating the site needs to be improved by an overall signage plan and better management of events.
Approach – The Museum is a significant attraction and the clockwise flow means it is approached from the rear. Recommend Committee walks up to the Museum from the Pa to see what they have been missing.	The Museum building has been designed to be approached from the Pa site. Navigating the site needs to be improved by an overall signage plan.

The Harding Park Advisory Group is made up of representatives from the Museum, KVMC and the grazier Merv Hilliam. They did not forward a recommendation regarding traffic direction.

Two submission are attached from Noel Hilliam (**Attachment 4**) and Michelle House (**Attachment 5**). They do not raise any new issues.

Technical Advice – Rooding

The RMP is seeking to create a site that is easy to navigate, enhance users' sense of safety, minimises their anxiety and improves their environmental awareness.

Council's Network Inspector believes that travelling the one-way system in either direction is safe and can be made easy to navigate with the installation of a co-ordinated traffic safety plan.

Travelling the existing one-way system, clockwise, can be significantly improved by implementing a co-ordinated traffic safety plan. Examples are the installation of a “This is a One Way system” sign at the start of the one-way system, removing all Exit signs and replacing with One-Way signs with an arrow and removing the illegal give way sign outside the eastern entrance to KVMC. Another improvement is making it clear where Public Parking is available at KVMC and defining car parks as Car Park 1 and Car Park 2 near the Museum rather than “alternative parking”.

Travelling the one-way system anticlockwise would need a traffic safety plan developed and implemented prior to activating.

However, the Network Inspector felt that driving clockwise up towards the Pa did not feel as safe as travelling down in the opposite direction. He felt that first time visitors may feel anxious when travelling in this direction. He did not think installing a safety barrier would improve safety as the driver would not see this barrier as it would be obstructed by the passenger door.

This unsafe feeling was not the same when travelling downhill as the driver has better visibility of the edge of the road where it sloped away and was aware of how close they were.

The Network Inspector also reviewed the access to the Park from town. He recommends that the 50km speed limit on River Road should be extended south beyond the Mount Wesley /River / Pouto Road intersection. This idea was also put forward at the April 2016 stakeholders meeting.

Conclusion

The RMP proposes that the vehicular circulation be changed back to an anticlockwise direction so that visitors get the best ‘first impressions’ of Pou Tu Te Rangi Harding Park.

The KVMC does not agree with this idea and believes the view is best experienced by travelling clockwise.

The Dargaville Museum wants the original circulation to be reinstated as they designed their building to be approached this way.

Council’s Network Inspector believes that travelling the one-way system in either direction can be made safe and easy to navigate with the installation of a co-ordinated traffic safety plan. However he felt that driving anticlockwise did not feel as safe as travelling down in the opposite direction.

The report writer has driven in both directions and the most spectacular views of the surrounding landscape are experienced driving the current direction - clockwise.

The Network Inspector also reviewed the access to the Park from town and has recommended the 50km speed limit be extended south beyond the Mount Wesley /River /Pouto Road intersection.

Factors to consider

Community views

The RMP was developed using a public process and reflects the views of the community and other stakeholders at the time of its development. The Park and Pa site are popular with local and visitors to the area. The site, particularly the Museum, is considered to be amongst Dargaville’s greatest attractions. Public interest in any decision relating to governance of this area is therefore high.

Policy implications

The recommendation to retain the status quo traffic circulation is inconsistent with the policies in the RMP but is consistent with the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape.

Financial implications

It is the Parks and Community Manager's responsibility to ensure all operations are conducted within budget. The financial budgets are set within the Long Term Plan and respective Annual Plan. The implementation of a traffic safety signage plan can be achieved within existing budgets.

Legal/delegation implications

There are no delegation issues; the Harding Park Committee has delegated authority from Council to govern Harding Park in accordance with its Terms of Reference.

Options

The Committee has the following options:

- Option A** That the traffic direction at Harding Park remains in a clockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimise their anxiety and improve their environmental awareness at the Park.
- Option B** That the traffic direction at Harding Park change to an anticlockwise direction and that a traffic safety signage plan be developed and implemented to make it easy to navigate, enhance users' sense of safety, minimise their anxiety and improve their environmental awareness at the Park.
- Option C** Recommends to Council that the 50km speed limit on River Road be extended south beyond the Mount Wesley/River/Pouto Road intersection to improve safety of visitors turning up Mount Wesley Road to visit Pou Tu Te Rangi Harding Park.

Assessment of options

Option A Is inconsistent with the RMP however best achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape.

Option B Is consistent with the RMP however does not achieves the desired outcome of the RMP to make the most of arriving at the high point with spectacular views of the surrounding landscape.

Option C The speed restriction is consistent with the RMP objective of making it easy to navigate and to enhance users' sense of safety.

Assessment of significance

This is not a significant activity on Harding Park and as such is not considered to be significant in terms of Council's Significance and Engagement Policy.

Recommended option

The recommended option is **Option A and C.**

Next step

Recommend the speed restriction to Council and prepare a traffic safety signage plan of the Park.

Attachments:

- Attachment 1: Relevant sections from RMP
- Attachment 2: Letter from Dargaville Museum
- Attachment 3: Letter from Kaipara Vintage Machinery Club
- Attachment 4: Letter from Noel Hilliam
- Attachment 5: Letter from Michelle House

Kaipara District Council

Pou Tu o Te Rangi Harding Park Traffic Management Review



Kaipara District Council

Pou Tu o Te Rangi Harding Park

Traffic Management Review

Prepared By



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1 Introduction

This report has been commissioned in order to do the following:

- Review safety improvements for sight distance and speed management for the access to Pou Tu o Te Rangi Harding Park from Mount Wesley Coast Road;
- Review the benefits and dis-benefits of a clockwise and anticlockwise one way traffic circulation; and
- Review the provision of guidance signage throughout the park to ensure it is clear, and consistent with standard traffic signs.

No cost analysis or investigation has been performed as part of this review.

Reference has been sought from the “Pou Tu o Te Rangi and Harding Park reserve management plan, July 2012” to maintain strategic consistency for treatments applied to the park.

1.1 Background

Pou Tu o Te Rangi Harding Park is located to the south-west of Dargaville, and encompasses the following attractions and features:

- Vintage Machinery Club;
- Dargaville Museum;
- Lighthouse Function Centre;
- Pou Tu o Te Rangi Pā Lookout;
- Old Mount Wesley Cemetery;
- Rainbow Warrior Masts;
- Overnight campervan park; and
- Disc Golf.

The access to the park is via. Mount Wesley Coast Road, from River and Pouto Roads.



Figure 1: Site map with key features labelled.

2 Mount Wesley Coast Road

The primary access to the park comes from Mount Wesley Coast Road, a sealed two-lane road, which carries approximately 260 vehicles per day, with 14% heavy vehicles. Mount Wesley Coast Road is presently signposted as a 100km/h road.

Issues raised during the site meeting with the KDC revolve around the conspicuity of the entrance and signage, the sight distance at the park entrance and the vehicle speeds on Mount Wesley Coast Road, with the eastbound traffic being of particular concern.

2.1 Entrance Conspicuity

On the westbound approach to the park, from River and Pouto Roads, the only indications of the entrance are the right turn bay, and an advertising sign on the right hand side of the road. There are two finger board signs (“MUSEUM” and “LIGHTHOUSE FUNCTION CENTRE”) mounted to a power pole, opposite the entrance, however, roadside vegetation, on the left hand side of the road, limits the approach visibility to the signs down to ~70m.

The Manual of Traffic Signs and Markings (MOTSAM) Part Two “Direction, service and general guide signs” has a requirement of 220m approach visibility for fingerboard type signs, on a 100km/h road. The visibility available to the signs is similar to that required for a 50km/h road.

2.1.1 Recommended Solution

Improvements to the conspicuity of the entrance would best come in the form of:

- a. Roadside vegetation removal / maintenance, and
- b. The installation of an advance direction tourist sign, 200m east of the park entrance.

A sketch of the proposed improvements is included as **Appendix A**.

2.2 Sight Distance

While not specifically measured, the sight distance from the entrance looking to the west was restricted by a combination of vertical and horizontal curves, as well as some vegetation on the inside of the curve.

2.2.1 Recommended Solution

A possibility for improving this could be to install a convex sight mirror on the power pole to the west of the park entrance, to improve the sight line, however, this should be carefully considered, as this pole may be too far from the entrance to prove effective.

Additionally, any vegetation clearance on the inside of the curve to the west of the park entrance would be beneficial to sight distance, although only vegetation clearance within the road reserve is expected to be practical.

A sketch of the proposed improvements is included as **Appendix A**.

2.3 Vehicle Speeds

It was advised on-site that vehicle speeds on Mount Wesley Coast Road were of concern.

The posted speed limit is 100km/h. The approaches are straight, and uphill in the westbound direction of travel, and curvilinear and downhill in the eastbound direction of travel. The series of curves have no posted speed advisory signage and only a limited amount curve warning signs.

It was observed, that turning into and out of the park entrance results in an element of apprehension by motorists, given the possibility of eastbound vehicles travelling along Mount Wesley Coast Road at excessive speeds, through the sight restrictive s-bend to the west of the park entrance.

There is a curve warning sign, with a supplementary “CONCEALED” sign, on the curve immediately prior to the park entrance. This sign, however, is right on the curve itself, which does not provide advanced warning for motorists to slow down, although given the curvilinear nature of the approach section to the west of the curve, this may have been understood to be the best solution available at the time.

2.3.1 Recommended Solution

The ultimate solution would include property purchase and rebuilding of the road including curve easing for the s-bend. This is extremely unlikely to be an economically feasible solution however.

Given the impracticality of the above, another solution is providing more visible warning signs that provide an earlier warning of the s-bend and park entrance than the current sign does. It is proposed that gated, size C (900mm), PW 20 (reverse curves) & PW 26 “CONCEALED” signs are installed as follows:



Figure 2: Advance curve warning signage.

Further to the signage, a speed review of the section of Mount Wesley Coast Road, from the River / Pouto Road intersection, to the s-bends west of the park entrance is recommended. This speed review should be in accordance with the NZTA Speed Management Guide (2016), with the aim to reduce the speed limit down from 100km/h.

3 Circulation Direction

3.1 Clockwise Traffic Circulation

This is the existing situation, where traffic enters the park and heads up the western side of the hill, past the vintage machinery club, the museum and conference centre, then the pā, before descending the hill, and reconnecting back to the park entrance road.



Figure 3: Clockwise circulatory route through the park.

For

This route is the natural choice for a one way circulatory route, where only left turns are used. This is also the safer option of the two, as there are no conflicting paths.

This direction mimics that used by NZ road users when they enter a roundabout situation. As it is second nature to motorists driving on the left hand side of the road, it is more likely to be complied with, even if the user fails to observe signage and pavement markings, resulting in an inherently conflict free circulatory road.

As it is the existing route, by maintaining the status quo, frequent and past users of the site will not be confused by the layout, which could result in an accidental utilisation of their familiar route, despite new signage and markings, because that is what they are accustomed to.

When travelling in this direction, visitors experience picturesque views over Dargaville as they reach the top of the park, and the Wairoa River as they are departing. This scenic experience is likely to leave a lasting positive impression with them about the park.

Against

The existing direction signage as it stands is not clear and consistent, and improvements / replacements to the signage hardware must be made if the existing direction is maintained, to improve safety, as referred to in section 4.0.

Furthermore, the clockwise circulation results in a less than optimum order of facilities, with the first experience being the vintage machinery club, followed by the back of the museum, then the front of the museum / function centre and finally the pā.

3.2 Anti-Clockwise Traffic Circulation

This is the circulatory route recommended in the reserve management plan, with traffic heading over the eastern side of the hill, passing the pā site, the conference centre, museum and then finally the vintage machinery club.



Figure 4: Anti-clockwise flow path through the park.

For

This circulatory route will allow visitors to experience the architecturally appealing function centre as one of the first features they arrive at the top of the park.

Another advantage of anti-clockwise circulation relates to being able to move the bus stop from the opposite side of the road to the museum entrance, to the same side as the disabled parking area. This will allow bus users to alight on the same side of the road as the museum, reducing the exposure of pedestrians to through traffic, although the low speeds through the park does assist in mitigating the risk of pedestrian / vehicle conflict.

Furthermore, visitors to the museum will be more likely to utilise the sealed parking area to the east of the function centre first, before using the unsealed parking area. The sealed parking area is geographically closer to the museum entrance, and has a more weather durable and cleaner surface, requiring reduced maintenance than the unsealed area, which will provide visitors a more positive impression of the park, than if they parked on a rough unsealed surface.

Against

This is not the traditional method for a circulatory route, given the paths of the entering and exiting traffic cross at the base of the hill, this results in an undesirable conflict point. However, this can be mitigated by ensuring markings clearly define priority through the intersection, as exemplified in Figure 5, below. Furthermore, in order to ensure continued compliance with the priority controls, vertical displacement devices, in the form of speed humps or platforms can be used on the approach which does not have the right-of-way.

The opportunity for visitors to observe the exceptional views on offer is reduced when travelling in this direction, although this could be rectified by vegetation clearance. By default though, anti-clockwise circulation relies on visitors leaving their vehicle in order to enjoy the marvellous views. Although it is expected that most visitors would stop, there could be the occasional, time constrained visitor who happens upon the park by accident, and decides to take a quick trip through to get a sense of the park without leaving their vehicle. This visitor is less likely to be left with a lasting impression than if the circulatory route was to be changed to anti-clockwise.



Figure 5: Intersection reconfiguration and priority definition for an anti-clockwise circulatory route.

3.3 Recommended Solution

Both routes were driven as part of the review, and are geometrically comfortable for light vehicles and the intended use of the park, with no particular geometric elements that favour one over the other in this respect, apart from natural tendency to travel in a clockwise direction. However, the anti-clockwise route was not driven by a heavy vehicle, such as a large motorhome visiting the overnight stop or a large truck delivering to the vintage machinery club, and the tight corner adjacent to the entrance of the pā may be difficult to negotiate, especially given the change in change from inclining to levelling out, which occurs throughout the curve.

Due to the potential geometric challenge for heavy vehicles, and in view of the for and against points raised for each circulatory route, it is recommended to maintain the current (clockwise) circulatory route, but to review and revise the signage and pavement markings, as per sections 4 and 5.

4 Traffic Signage

Throughout the park, there is an inconsistent approach to the type of signage, utilising non-standard and repurposed standard signs.

It is also observed that in general there is an overuse of signs, and that a cohesive and straight forward signage plan would improve understanding of how to use the site, and also improve the user experience.



Figure 6: Examples of non-standard signs.



Figure 7: Example of a repurposed standard sign.

The use of signage which is compliant to MOTSAM and the Traffic Control Devices Manual is imperative to maintain uniformity across the network to conveying a clear consistent message to road users.

There are some instances where there is no standard sign for a purpose, such as the advertisement of additional parking. In these instance, bespoke general information signs can be utilised, to convey this information.

4.1 Regulatory (General) Signs

General regulatory signs prohibit road users from taking, and mandate road users to take, particular actions, for example turning, or not turning, in certain directions.

It is illegal to for a motorist to disobey a regulatory sign, provided it is a standard sign installed in the correct manner.

Specific signs proposed include:

- RG-7 (No right turn);
- RG-9 “NO ENTRY”;
- RG-10 (No turns); and
- RG-14 “ONE WAY”.

The proposed signs complement the existing RG-6 “GIVE WAY” and RG-9 “NO ENTRY” signs already in place in the park.

4.2 Regulatory (Parking) Signs

Parking regulatory signs are as per general regulatory signs, but instead focus on the prohibiting, and mandating, parking areas, fees and uses.

Specific signs proposed include:

- RP-5 “BUS STOP”;
- A standard disabled parking sign at each end of disabled parking area; and
- A modified parking zone sign at each end of the sealed parking area.

4.3 Permanent Warning Signs

Permanent warning signs warn road users of unusual or hazardous conditions on the road ahead.

The use of permanent warning signs is proposed for Mount Wesley Coast Road, beyond the s-bend to the west of the park entrance, in the form of large, gated PW-20 (reverse curves) signs with a side road stub on each sign, and a supplementary PW-26 “CONCEALED” sign below each PW-20.

4.4 Motorist Service Signs

Motorist service signs are used to identify services which are commonly required by motorists, and feature internationally recognised symbols.

Specific signs proposed include:

- MS-4.1, with symbols for either motorhome parking or standard parking; and
- MS-4.2, with the symbols for toilets and a motorhome dump site.

4.5 Tourist Signs

Tourist signs can be used to identify features which are of interest to tourists.

The proposed use of a tourist sign is to advertise the right turn into the park, from Mount Wesley Coast Road, in advance of the park entrance.

4.6 General Information Signs

General information signs provide, in the context of the park, miscellaneous information that is useful for a motorist to know, which is not covered under other types of signs.

Specific signs proposed include:

- Bespoke signs for “Events only”, “Additional parking at & beyond museum” and “Overnight parking... / gates locked after dark”.

4.7 Signage Recommendation

It is recommended that the existing regulatory, warning and information signage around the park be replaced with MOTSAM compliant signs, as indicated in the sketches included as **Appendix A and B**.

It is additionally recommended that additional signs be added, in accordance with MOTSAM to provide a clear message to park visitors, as indicated in the sketches included as **Appendix A and B**.

5 Pavement Markings

Pavement markings are used to provide lane guidance, demonstrate movement priority and signify appropriate parking areas towards motorists.

While it is currently recommended that the existing circulatory route is maintained, the existing pavement marking is in desperate need of refreshment and, in selected places, amendment to better communicate the actions desired of park visitors.

5.1 Marking Maintenance

Existing direction arrows, the bus stop and parking areas, both disabled and standard, require repaint, due to existing faded pavement markings, as part of routine maintenance.

While the park does not experience the traffic loading of a typical road on the Kaipara DC network, it is still considered necessary that the markings through the park be refreshed as part of routine network maintenance, albeit at a reduced, but still appropriate frequency, to the remainder of the network.

5.2 Additional Markings

In addition to refreshing the markings as specified above, the addition of two arrows, one at the vintage machinery club entrance, the other at the entrance to the overnight stop, would be beneficial. Furthermore, the two bear left arrows in close succession should be replaced by a singular straight arrow.

At the intersection, where the traffic splits into one-way flow, it is considered best practice to replace the existing direction arrow, with standard intersection markings (limit and continuity lines and give way triangle).

5.3 Pavement Marking Recommendations

It is recommended that:

- The existing markings, as advised above, be refreshed with new paint;
- The additional markings, as advised above, be marked; and
- If it is not already, the roadway through the park be included in the network markings maintenance programme.

These existing and additional markings recommendations have sketched and included in **Appendix B**.

6 Recommendations

The following recommendations are made:

- Undertake roadside vegetation removal east of the park entrance on Mount Wesley Coast Road to improve sight distance to fingerboard signs;
- Install an advance direction tourist sign east of the park entrance on Mount Wesley Coast Road;
- Install the gated PW-20 and PW-26 signs on the eastbound approach to the s-bend west of the park entrance on Mount Wesley Coast Road;
- Undertake roadside vegetation removal on the opposite side of the road, west of the park entrance on Mount Wesley Coast Road;
- Install a mirror on north of the park entrance, on Mount Wesley Coast Road;
- Undertake a speed limit review of Mount Wesley Coast Road, in line with the NZTA Speed Management Guide (2016);
- Continue with the clockwise circulatory route to the park. However the following must occur to improve safety and compliance:
 - » Remark the specified existing pavement markings;
 - » Mark additional markings, as specified above;
 - » Mark the text “ONE WAY” in accompaniment to directional arrows;
 - » Replacement of non-standard and repurposed standard traffic signs with MOTSAM compliant, where indicated; and
 - » Install additional signs, in accordance with MOTSAM, where indicated around the park, and on approaches to the park entrance.

7 Appendices

- Appendix A Sketch of Improvements – Park Entrance
- Appendix B Sketch of Improvements – Clockwise Circulation

Appendix A

Sketch of Improvements – Park Entrance



1:600 @ A1
1:1200 @ A3

SKETCH ONLY

**OPUS**
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+64 9 430 1700

Private Bag 9017
Whangarei 0148
New Zealand

PARK ENTRANCE AND APPROACHES PROPOSED IMPROVEMENTS

CLIENT	
KAIPARA DISTRICT COUNCIL	
PROJECT	
HARDING PARK TRAFFIC MANAGEMENT REVIEW	
PROJECT NO.	
1-13564.00	
DRAWN	DATE
C. NIXON	JANUARY 2017





Appendix B

Sketch of Improvements – Clockwise Circulation



1:500 @ A1
1:1000 @ A3

SKETCH ONLY

<div><p>OPUS</p><p>Whangarei Office +64 9 430 1700</p></div> <div><p>Private Bag 9017 Whangarei 0148 New Zealand</p></div>	<div><h1>CLOCKWISE PARK CIRCULATION</h1><h2>PROPOSED IMPROVEMENTS</h2></div>	<table><tr><td colspan="2">CLIENT</td></tr><tr><td colspan="2">KAIPARA DISTRICT COUNCIL</td></tr><tr><td colspan="2">PROJECT</td></tr><tr><td colspan="2">HARDING PARK TRAFFIC MANAGEMENT REVIEW</td></tr><tr><td colspan="2">PROJECT NO.</td></tr><tr><td colspan="2">1-13564.00</td></tr><tr><td>DRAWN</td><td>DATE</td></tr><tr><td>C. NIXON</td><td>JANUARY 2017</td></tr></table>	CLIENT		KAIPARA DISTRICT COUNCIL		PROJECT		HARDING PARK TRAFFIC MANAGEMENT REVIEW		PROJECT NO.		1-13564.00		DRAWN	DATE	C. NIXON	JANUARY 2017	<div><p>KAIPARA DISTRICT</p><p>Kaipara te Orangakui Two Oceans Two Harbours</p></div>
CLIENT																			
KAIPARA DISTRICT COUNCIL																			
PROJECT																			
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DRAWN	DATE																		
C. NIXON	JANUARY 2017																		



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2.3 Harding Park/Pou Tu Te Rangi Financial Summary Report for 7 monthperiod ended 31 January 2017

Financial Services Manager 4702.06

Recommended

That the Harding Park/Pou Tu Te Rangi Joint Management Committee receives the Financial Services Manager's report 'Financial Summary Report for the 7 month period ended 31 January 2017.

Harding Park / Pou Tu o Te Rangi
Financial Summary Report for the 7 month period ended 31 January 2017

Description	BUDGET	ACTUAL
	12 months to 30.06.2017	7 months to 31.01.2017
	\$	\$
Budget		
Removal of fences	5,000	7,070
Pedestrian Links	18,000	16,945
Planting Plan	5,000	931
Sign Project	30,000	11,300
Traffic Review		4,600
Specimen Trees	2,000	
Replace seating/tables	10,000	
Removal weeds species	30,000	
TOTAL	100,000	40,846

3 Closure

Kaipara District Council
Dargaville